



# NEWS

358 JULY 2018



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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.

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## Supplier discounts

The list is available on the website

We have many companies who offer members a discount on the goods and services they supply.

To claim your discount, you must present your ASOC membership card at the time of order or arrival.

You will not qualify for the discount by presenting your membership card after work has commenced.

## 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. 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.

Your items should reach the editor by the tenth of the month.

*Send by post or email to*

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## 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 information.

### 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.

# THIS MONTH IN NEWS

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## Coming next month

Not a lot unless you send your items to News

cover: Portsmouth Historic Dockyard

## editor's note

Welcome to July News.

Do we have a member who would be interested in writing a column each month for News? We would like to have information from all areas of the UK. If you are interested, contact the editor.

We have a notification from the factory. They have decided to stop the public from walking into the parts department. This means you will need to order parts online or from an authorised dealer.

According to their website they have another "when its gone" parts list.

Summer is now in full swing, so let us have your favourite trips and campsites.

The new website is now live, take time out to have a look to see what you think. We hope to keep it updated quite regularly. If you check the front page, it will tell you when it was last updated.



send them to ASOC NEWS



## Technical group

Dennis Downie, Chairman Technical group.  
technical@asoc.uk.com

As you may now know, the National Rally and AGM in May saw the retirement of our Chairman of the Technical Group, Baz Wellard.

Baz has handed over the reigns to me and on picking up all his documentation, Club Library, Ideas Sheets etc, my car wondered what had landed! What a sterling job he has done over the years. It is quite daunting and I have a lot to learn, so please bear with me while I settle in. I was delighted to learn that Baz will support me with advice as needed, along the way. My thanks go to him and his lovely wife Dorothy for their hospitality to my wife, Jean, and I, when we went to see them for the handover.

For my part, and by way of introduction, I am a new member of the club and my background is in R&D in Instrumentation and Control Systems. I retired almost 5 years ago. Our Stanton is our first Auto-Sleeper and we are delighted with it. Also pleased that we seem to have come out of a very long winter! The rally at Newark was a great event with perfect weather. It helped that Jean and I won more than our share of the charity raffle. What a friendly welcome we received.

At the rally, we were all offered the chance of a free weighing by SV-Tech who kindly provided their weigh-bridge. The results were surprising in that quite a few members were marginally overweight. Nothing that was dangerous, but many surprises. A good deal of advice was given by Gareth Marsh and Richard Drinkwater of SV-tech.

I will ask them to compile a summary of their weighing data for a future newsletter, which will make for interesting reading.

Gareth and Richard gave a good explanation of one aspect of up-rating your motorhome that is not generally understood. Some Companies are offering low cost uprating services by using calculations rather than type testing of motorhomes. This is not the approved way of doing things and in the event of an accident, the insurers may disallow a claim and the motorhome driver may be found guilty of driving an overloaded vehicle, despite what it may say in the V5. We should all be worried about this and I will invite a full explanation from them to appear as an article in a future newsletter.

I visited the team at the Auto-Sleepers factory in May and found everyone very welcoming and enthusiastic. I will be your liaison with the technical team there, reporting on things like recalls, common faults and suggestions from you through the Ideas Sheets scheme. Please keep them coming. Since this visit, Kathryn who heads up the Spares Department has been in touch and says "A customer has just brought in some parts from his Inca that he no longer needs. It's some light fittings and a battery tray." If any Inca owners are interested in these spares, I will collect them from the factory on my next visit and organise for you to collect them from me. Please let me know of your interest. A small contribution to the Club funds would be helpful. I will photograph them and email the pictures so you know what has been donated.

Please feel free to contact me about any issue you feel I can help with at [technical@asoc.uk.com](mailto:technical@asoc.uk.com) where your message will appear in my mailbox. I am ready to receive your emails.

Looking forward to the future with you all.

Best wishes

Dennis

# ON THE ROAD AGAIN

Andy Brown 8600

- Aubusson
- Lyon
- Montelimar
- Vaison La Romaine
- Avignon
- Aix en Provence
- les Gorges de Verdon
- Moustiers St Marie
- Frejus
- Ventimiglia



After 2 years of wintering in Morocco, we decided on a change for 2018 and planned a trip through Italy and Greece for 3 months in late Spring – early Summer. We met up with friends, Peter and Mary at Lyon on 28th March after stopping on an aire in Aubusson overnight. We had planned to use a mixture of aires and ACSI sites on the trip to keep the costs down and this has worked well so far.

We lived in Provence 30 years ago and had promised our friends that we would show them some areas that they had not visited on the route to Italy. We headed south along the Rhone stopping at Montelimar to sample the nougat. We had chosen to stay on an aire at Vaison La Romaine which is a pleasant little town with Roman remains (hint in the town name) and a rambling hillside medieval town. The Aire cost €4,00 per night with water and services; this was collected by a friendly man who called each evening. We managed to get to a concert in the local cathedral in aid of a Childrens' Cancer Fund. The Four Seasons performed by a quartet of soloists from the Orchestre d'Avignon with a free buffet served in the cloisters at the end of the performance (wine, smoked salmon, pate, salads- a real feast).

From here we moved to Avignon on an ACSI site on the island in the river. The Palais des Papes, markets and the pleasure of the narrow winding streets were all taken in. Our next target was Aix en Provence so we headed for a site near the Saint Victoire massif taking in the famous cycle climb up Mont Ventoux on the way. Unfortunately the upper section was closed, still blocked by snow. The route to Le Tholonet was a little narrow and tortuous (okay for our Amethyst but a bit hairy for our friends in their larger modern motorhome) but we found a wonderful site with a bus service from the site gates into Aix en Provence (€1,80). We also had some great walks round the national park on well marked trails using the same little bus service to get to different start points (the bus driver had run out of tickets so we never had to pay for any other trips).

Next stop was les Gorges de Verdon and we took in the Plateau de Ganagobie on the way. Site at Moustiers St Marie was good although the power kept tripping out. We were now eager to get to Italy and drove through the Gorges and followed the winding route down to the coast near Frejus before crossing to Ventimiglia. Absolutely beautiful views on the way with plenty of snow at the side of the road to underline the wisdom of the decision to head south.

Just out of interest, we are equipped with a set of nesting Bukta pans that Sheila can remember from camping with her parents 50-years ago which have now been passed on to us. Still in good service – nothing ever sticks to them. Can anyone beat that longevity?

## AdBlue

We would like to let you know about our AutoSleeper, Nuevo

It's our third Nuevo and was purchased in July 2017.

We were told that it meets the "Euro 6" emissions standard and we were to add AdBlue about every 10,000 miles, as we do about 6000 miles a year, we said at every service each year we would get it topped up.

While on the toll road in France in February having covered nearly 3500 miles the sign on the dashboard lit up to say add AdBlue. Pulling into the next service station, we stopped to read the manual.

I purchased 2 large bottles of AdBlue and spent about half hour trying to fill up. You must insert the bottle and pump the bottle, I did spill some.

I started the engine and we were on our way again nearing the tunnel it lit up again I purchased a different type of bottle and tried to pour it in and after spilling half of it, I realized that there is a flap in the filler pipe that had to be pushed down to let the AdBlue into the tank. I managed to get some in we then continued on our way home. Just as we arrived home the light lit up on the dash again.

I went to Halfords the next day and purchased a 10-litre bottle which included a funnel which presses the flap out of the way so the AdBlue can be added. The tank has a capacity of 15 litres.

The manual says you must have at least 3.8 litres for the engine to start, so I guess Peugeot when new only put the minimum in to the tank.

This week the oil change light has come on to tell me the oil and filter needs changing, I have now done 4200 miles, I telephoned Peugeot and was told that the on board computer works out how old the oil is, the vehicle may have been build up to a year before we purchased it, so now the oil is nearly 2 years old.

Perhaps you can inform members to check that AdBlue is full (there is no gauge) when buying this type of vehicle .

Bob and Treshia 8467

The Salvation Army played hymns on Sunday morning. Many Ralliers attended and in support of the Salvation Army a collection was taken that amounted to £275.

Janet Ross

## Harrogate Rally

What a great rally this was, with no rain, plenty of sun (even what we would a hot summer's day, i.e. shorts on all round). The campsite is superb and staff most helpful and friendly – even red kites overhead. Next door a high class food store and café, then Sainsburys and a bus stop to town. The games evening was great fun and brought us all down to the same level with use of children's-sized magnetic darts, hoopla and ring throwing. The winner, much to his surprise (but not ours) was Martin Ross (pictured with his prize which he was generous in sharing around). On our final evening the raffle was drawn, with each van winning a mystery prize. What more could one could want? Well, the best marshals, of course, and that is what we had in Neil, Pauline, Stuart and Yvonne. Very many thanks for yet another great time.

Gill Hopkins



## Just the ticket

Just to add to the item in last month's magazine about the Gloucestershire Warwickshire Steam Railway, we were there in April specifically to travel on the newly opened section from Broadway, and on to Cheltenham. If you have any interest in heritage railways it's a good day out. Lots to see in the way of steam and diesel engines, engine sheds, museum, tea rooms etc, not forgetting the magnificent scenery en route.

They also do an on board fish and chip special, or the bacon butties are to die for.

A suggestion. In these days of minimal interest rates on your savings why not buy some shares in the company? If you invest £100 you will be given three free tickets every year, which allows you a full day's travel on the line. To buy them on the day would cost a total £54. That's a return of 54%! Beats the miserable one or 2% from the Building Society and you get a fun day.

As an added bonus, when you are on the C&MC site, go for the high level pitches where the trains can be seen from the comfort of your van. What is there not to like about that?

Bob Smith

### Modern technology and road safety

Vehicles are being fitted with an amazing array of devices, all designed to make your journey and that of other road users – including pedestrians and cyclists – safer. Volvo probably started it all with their day-running-lights (DRLs) and those huge impact-absorbing bumpers back in the 70s. The big bumpers didn't stay round for long but the concept of having your lights on in daylight hours certainly did. Probably all new cars now have fancy designer LEDs, more as a fashion statement than a warning to pedestrians.

The EU took on Volvo's idea and put into law that all cars built after February 2011 had to have them fitted. But the law only required DRLs to be fitted on the front of the vehicle, so most manufacturers do just that. So how many times do you see a vehicle ahead of you at night with, apparently, no lights on? The driver assumes that because they have some light ahead of them that everything's okay. But it's not.

On a trip down the M5 recently we were in torrential rain most of the way, and the majority of vehicles had headlights on. Spray was a major problem and some drivers had a rear foglight on as well. But there were dozens of vehicles with no rear lights on at all, and my navigator noted that all of them had only front DRLs lit. So dangerous!

Another thing we noticed (it was a long journey!) was some cars blipping their brake lights. That's something that can make more jittery drivers (or those driving too fast and too close!) immediately slam the anchors on. Suddenly all lanes of traffic are braking. Often for no good reason. We

wondered if with new technology the active braking system was involved in this confusion. Your electronic wizardry thinks "might be a bit close" and applies the brakes, probably quite gently if there's no collision risk. But the brake lights come on – and the domino effect comes into play.

There are already "driverless" cars on the road and the technology is well advanced. Unfortunately, there have been well publicised fatal accidents involving such cars so the motoring world isn't quite ready for us all to sit back and relax.

But it can't be long before you will be able to climb aboard your Autosleeper Autodrive, press a few buttons (or talk to it!), and be whisked to your destination while you sit in your comfortable lounge playing Scrabble or watching satellite TV, or even having a sensible conversation with the other half. On arrival the satnav voice (we'll still have those) announces "You've arrived at your destination Newport, Gwent" and all hell breaks loose because you wanted to go to Newport, Isle of Wight.

It's not always the technology that gets it wrong!

Rob Corcoran 9539

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tonyherbert959@virginmedia.com

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#### FROM THE FACTORY

Due to the increase in activity at the Auto-Sleepers factory we are making changes to our health and safety practices which, coupled with a decrease in visitor numbers and an increase in online activity means that, after 25 years of service the Auto-sleepers parts department will be closing its walk-in facility to the public from Monday 11 June 2018. Parts for vehicles can still be purchased by phone 01386 8426309, through our website at Auto-Sleepers.co.uk or through one of our approved agents.

Peter Tombs, Warranty and Parts Manager

## Q&A Session - National Rally - Friday 4th May 2018

Over 100 members attended the Question & Answer (Q&A) session at the National Rally at Newark Showground. On the podium to respond to the questions we were very fortunate have attending:-

Dave Williams (A-S Sales Director)  
Alan Curry (A-S Customer Services)  
Andrew Cooke (Field Support Engineer)  
Richard Drinkwater (SvTech Marketing & PR & Business Development)  
Baz Wellard Session Chairman (& note-taker)

The following are very brief notes of the questions raised and the responding answers:-

- Q1: I bought a Mercedes based model and it was stamped as a 3,200 tonne chassis, albeit it is the same chassis as the 3,500. Why the differing weights?
- A1: Auto-Sleepers buy the 3,200 as standard and have the chassis, for some models, upgraded by SvTech. There is no basic difference.
- Q2: I recently bought a Symbol which A-S delivered to my Marquis Dealer knowing that it had 2 faults, which caused me inconvenience and I had to cancel arrangements while the faults were corrected. Why was it released to Marquis without the faults being rectified?
- A2: We do apologise. When it was sent out with both DAB radio and light faults they were, unfortunately, not picked up during the electronic diagnostic checks. This has been subsequently rectified.
- Q3: It is a known fact that the rear springs are cracking on Mercedes chassis and it is a common fault. This could be very dangerous when travelling at speed.
- A3: Mercedes were understood not to be particularly interested but SvTech are aware on the heavier chassis.
- Q4: Why do I have to run the engine to read the LPG tank contents level?
- A4: The LED level indicator is wired into the fridge circuit. It can be retrospectively changed at the Service Centre.
- Q5: In my second Broadway it has 'rough' textured wall & ceiling coverings and the sealing tape is coming off.
- A5: This is, unfortunately, a fairly common problem. There is now a GRP skin being used which no longer has this problem. Replacement tape can be covered under the warranty. Ask for the tape and it will be sent.
- Q6: In my Warwick XL 2017 model the fridge is not level and is tilting backwards. Can it be levelled?
- A6: Yes it can be levelled by a technician.
- Q7: My Euro gas 2000 tank gauge is a "dead loss". It shows empty but then only takes 7 litres to top it up. Why?
- A7: The electronic read-out comes from a mechanical gauge and the reading is inherently inaccurate. The read out is deliberately set up to read empty before it is actually empty.
- Q8: The furniture material on my motorhome cannot be washed as it says dry clean only. Why cannot the material be washed?
- A8: It is unfortunately the type of material we have to use.

Q9: My model tank probes intermittently shows between ½ to ¾ levels. SMC are going to look at the probes during my July habitation service. But why is there a discrepancy?

A9: There are either studs or maybe 'American probes' in your tank and both types suffer (the latter from a lesser degree) from calcium deposits on the sensors. This problem is more pronounced depending on where you live. For example, owners in Scotland do not have a problem because of the difference in water quality.

Q10: My tank has been leaking since the last attempt to resolve the water tank read-out; but it now leaks. Will the probes be replaced?

A10: Mention the problem when you have your next habitation service.

Q11: I had a water leak due to the 'push-on' type fittings. Is there any improvement nowadays!

A11: Now it is much better with 'Jubilee' clips and piping no longer being convoluted. Also clips are better placed.

Q12: I have two weight plates on my vehicle - which is correct?

A12: The V5 plate is the one if you are stopped and checked by the Police. SvTech will advise you if you contact them after this session.

Q13: My water pump filling tank switches off does that mean it is full?

A13: No.

Q14: I have 3 chassis weights:- vehicle plate 3,400; A-S plate 3,300 and Log book states 3,500.

A14: Go for the log book figure. Speak to SvTech after the session.

Q15: Which lubricant should I use in my Thetford toilet?

A15: It is recommended that you use the lubrication supplied by the manufacturer only, in this case Thetford. Do not over-dose though. Note: "Thetford Lipseal" is now called 'Thetford Seal Lubricant' (To save any confusion!)

Q16: I am interested in modifying my toilet compartment and fitting the "SOG" system. Are there any comments on its suitability?

A16: The fan system simply takes away the possibility of smells. The toilet is basically a chemical toilet that breaks down the waste and should be used as such. The system is not recommended by Thetford and may affect your warranty.

Q17: Seven months ago my LPG regulator failed and it took 6 weeks to get the van booked in for repair. Why the delay?

A17: This is a Truma issue combined with overloaded workshop capacity. Replacement should be available within a week. There are two types of regulator "standard" and "crash detector". The main problem has, in the past, been an oil based substance collecting in the regulator but that is no longer a problem. It could have been an internal valve problem when it closes.

Q18: Do you have to switch off at the LPG tank when going through the Channel Tunnel.

A18: Dover is reported as stating that the LPG must be switched off at the tank valve, which would mean access under the chassis\*. Engine LPG is mandatory to be off. \*(Post session note:- Ask for Ideas Sheet No.234 for the solution)

Following the closing of the main Q&A session, Richard Drinkwater (SvTech) gave a very interesting talk on matters relating to chassis weights for motorhomes. This invoked a few more questions;

Q19: What is the opinion on air suspension?

A19: Air suspension is a good system which gives some leeway on the weight but most noticeable improvement is on stability and rolling.

Q20: What is the advice if I'm ever stopped and overweight?

A20: Drop any water in the fresh & grey tank – 20litres weigh 29Kg, which will be about 3 – 5% saving. Perhaps put such as bikes in the centre of the van, and move any other heavy weights away from the affected axle. It was expressed that France is much less tolerant.

Q21: I bought a pre-loved motorhome and I was not informed, by my dealer, that Air Bags were fitted. As a result of that the bags became deflated and then damaged.

A21: Contact SMC and say that SvTech recommend that they be inspected and any damage occurred be corrected.

Q22: I have Camper tyres fitted and find it very difficult to find what pressure they should be inflated.

A22: Firstly "Camping" is the same as "All Terrain" and are just manufacturers' jargon and carry no legislative obligation. You could put "Beach" on a tyre to encourage people who drive on beaches to buy them but you don't have to comply with a special standard to do it.

However with the pressures things are very strictly controlled and it's the combination of load and pressure that is critical. Although if you intend driving hundreds of miles with a full load without taking regular breaks you will need to add that to the equation. Think of an Italian from Rome who is trying to get to Oslo in one hit with all the kit he and his extended family need for a month long holiday aboard.

So now to pressures – you have two options:-

The first is to follow the information given in the base vehicle (Peugeot, Mercedes etc.) handbook and which is usually reprinted on a sticker somewhere in the cab – look on the cab door pillars (B Post).

The second is to load the van with your usual kit and get it weighed – do the front and rear axles separately and total– then contact the tyre manufacturer and ask what pressure range should be used for the model tyre you have when carrying these loads. Carry their e-mail or letter with you.

As long as you use A) the base vehicle manufacturers figures or B) the tyre manufacturers figures you will be OK.

Remember – if you have a prang one of the first things the assessor will look at are your tyres for condition and pressure to see if there is an easy get out for the insurers. You might get away with a low pressure in one tyre, claiming it must have gone down as a result of the shunt, but if the other three are "miles-out" as well you may find things getting a trifle sticky.

Finally it's worth pointing out that those round black things that we take for granted every time we jump into a vehicle and roar off in a cloud of dust are literally the things that everything rides on.

So look after them and if things get dicey on that icy alpine pass or a bit slippery on a wet high street roundabout - they'll look after you.

Q23: I have a Boxer Broadway and I lowered the tyre pressure as it was too high and the low pressure alarm came on and I could not switch it off. I had to go to the dealer to re-set it. Is that normal?

A23: It can only be changed by going to a Commercial Dealer.

Q24: Can my Ravenna be upgraded?

A24: Yes, it can be easily upgraded.

The session was then closed and the guest speakers were thanked for their time, effort and advice. There then followed a very loud round of applause.

Baz Wellard, Chairman Technical Group & Webmaster (Since Retired)



## Our first major trip with the Windrush

Roger & Liz Watts 8549

I've always fancied experiencing life on the road, a romantic view perhaps – but in reality having a camper van and touring about for weekends and holidays.

A germ of the idea having taken root in my husband's head, he suggested we try it out. We ended up hiring a six-berth coach-built van for a week in July 5 years ago, and going to a Fairport Convention's festival in Cropredy, then a few nights in the New Forest and Hayling Island. All well and good, but we were already beginning to appreciate what we did and didn't want. A six-berth was far too big, but not if you wanted to sleep six. We didn't like the over-cab bed with no headroom to speak of, and of course negotiating that ladder in the middle of the night. The shower went unused even when we had no alternative facilities. It was a useful start.

Not being ones to spend our money rashly we purchased a twenty-seven year old T25 VW camper van for around £3,000 from Debbie, which became the name of the van. We had 18 months fun with weekends away and feeling very much at home with many vans of her sort at the Womad Festival. She cost quite a bit in essential repairs, but when the rain came trickling through the roof onto my side of the bed, it was decided as we liked camper vaning we should buy something better.

Inevitably we had been thinking about this for some time, looking at other people's vans, reading the magazines, visiting the Motorhome show at the NEC. We were confused by all the choice. It seemed easier to work out by process of elimination what we didn't want.

Eventually we decided on an Auto-Sleeper Windrush; this seemed appropriate as we live next to the Windrush Valley in Oxfordshire. It is a very compact four sleeper, four travelling seats and only six metres long, but still packing in a washroom as well as all the usual facilities.

After a few nights in this country we were looking forward to a trip on the continent. Inspired by magazine articles by people who had spent a lovely time in the sun and warmth in Spain in February we decided to escape the monotonous rain and grey of an English winter and look for some nice weather ourselves.

This was our first trip motorhoming on the continent. We took the shortest route over the Channel, just in case of poor sea conditions. It boded well for our trip, as on the Monday morning setting off from Dover to Calais the sun was shining; just as well as staff on the boat were reporting the previous Friday had been the stormiest they had ever known.

We had hoped to try a British "aire" just outside Canterbury before catching our ferry. It sounded a good idea, but we discovered it was not open on Sundays although it was on Saturdays and Mondays, which wasn't much good for us wanting to spend Sunday night there. Not quite as convenient as the French-style aires, but more about them later. We spent the night in a delightful Victorian farmyard CL near Dover, parked next to a tractor and woken by the sound of lowing cattle.

Our intention was to spend about 3 days driving through France, using aires and then spend a week in Spain on campsites before driving back by a different route through France again finding aires for one night at a time. We had nothing booked, but were armed with the All the Aires France guide together with the Camping Card ACSI book.

The whole trip involved 2,300 miles, which was really too much driving, but necessary if we were to accomplish what we planned to do. We had been advised to start looking for a site or place to stay the night by about 3 to 4 pm by which time we would have had enough driving. Inevitably we kept saying "well, we'll go just a bit further" as we had our sights set on Spain.

After a long day's driving our first night was spent on an aire on the bank of the river Yonne just outside Auxerre. There were already three largish vans pitched up, but there was plenty of space available to park. Being mid February there was not much happening on a grey Monday evening. This was our first experience of an aire, and we soon realized that often the promised facilities do not materialize. There was no evidence of any of the advertised facilities, not even a waste-water disposal point. But never mind, everything we needed was on board.

We soon settled into the groove of being in France and the following day drove down the upper Loire valley stopping to taste and buy a case of Sancerre and Pouilly Fume from a young seventh generation daughter of a small wine producer in Pouilly. We began to realize that life was still pretty shut-down in mid February. We decided to find a restaurant for lunch while we were on the road and then snuggle down in our van for the evening with a snack once we had decided on a stopping place. The only slight disadvantage of a van over a caravan is not wanting to move it again once we had found our pitch.

The other thing we were rapidly discovering is you need to take on water whenever you can, not that we use very much but with a fresh water tank of only 70 gallons it soon goes, and we had a few fruitless stops at aires where the taps were closed down for the winter. Several times we took on water at service stations at the water and air facility.

Our next stop was an aire on a newly laid-out car park just outside the beautiful hilltop village of Montpeyroux, south of Clermont Ferand. Tourist traffic is banned from the village, which must get very busy in the summer, but on our visit we had it to ourselves, with extensive views over to the snow-topped heights of the Massif Central. Just perfect.

The sleeping layout in the Windrush consists of fixed bunks at the rear and a put-down double bed in the saloon area. To save the need to put the double bed down and to achieve a quick getaway in the morning we slept in the bunks for the first two nights. Designed really for children, as neither Roger nor I are very tall we fitted in, albeit very snugly. The rest of the holiday we used the double bed with the bunks providing an extremely useful storage area saving the need to stow everything away all the time.

The advantage of an early start was driving through a beautiful clear cold morning with a welcome stop at an Alpine-style motorway aire for a breakfast of coffee and croissants, stepping over little piles of snow in the car park. We were to drive from freezing temperatures to 16 degrees near Perpignan on the Mediterranean coast. We spent the night on a site at St Cyprien-Plage.

We found going so early in the year most campsites were not open, and would not open until at least April. This site was just about open with workmen noisily resurfacing hard standings and a rather antiquated wash block in the style of a fort complete with life-sized

models of soldiers. We were only just along the coast from the beautiful port of Collioure which we drove later in the evening for a good dinner in le Saran Bleu, "the blue tiller". It was at least twenty years since our last visit, and this lovely spot had become much more developed than we remembered with many restaurants and bars. Again, this would be extremely busy during the summer.

We had nearly reached our destination, so the following morning we rejoined the motorway and crossed the border into Spain through a pass in the Pyrenees. This gave us lovely views of snow-capped mountains. We headed for Parc de Vilanova about 30 miles south of Barcelona, having read about it in a magazine and being in the ACSI guide. The site was huge so that we needed to be shown to our pitch by a young man in a golf buggy. We had only booked in for one night to begin with; we usually prefer small sites but this one was fine with good facilities and quiet. We used the bar each night and enjoyed local live music. We also had helpful neighbours when we discovered that our electric hookup was the wrong gauge.

We had our bikes and used them to explore the coastal town of Vilanova about two miles away. We had found the sun, blue skies and clear air. There was plenty to do with a fascinating railway museum and one day we took a local train to the roman town of Tarragona further down the coast.

Our best experience at Vilanova was probably on Sunday. We found everyone out enjoying the sunshine, walking their dogs and playing with their children in the parks. Many were sitting at pavement café tables outside the small shops and cafes, and the seafront was full of families promenading. Towards the centre of town we had heard music and followed it to a square where a band competition was in full swing between Vilanova and a neighbouring town. The bars were doing a roaring trade and people were dancing in the street. The locals we stood beside explained that this was the start of their annual spring festival which finishes later in the week with a battle of the sweets, pancake-making and egg-throwing. It was shame we were leaving the next day.

Moving back up the Costa Brava to L'Estartit, we stayed at the Medes site run by a Swedish family. The site was nicely laid out between closely pruned trees and surrounded by farmland. L'Estartit is well known for diving and the range of hills which overlooked the town run out towards the sea and appear as a number of rocky islands. The town was very quiet which suited us so we had the roads and cycle paths to ourselves. The area is well supplied with cycle and walking paths and a lot of tourist information about the nearby nature reserves and historic towns and villages. We enjoyed a day out on our bikes exploring the quiet lanes through commercial orchards of plums and apples which were just coming into blossom. After a hard climb up to Castell de Montgri, from here there were fantastic views over the whole area.

We found the Spanish to be very friendly and prices much more reasonable than in France. We were not aware of any dire financial consequences, but we were in well-known tourist parts of the country. It did help that Roger speaks quite good Spanish and able to converse with the locals.

Unfortunately it was now time to start our journey home through France. We had enjoyed our time in Spain and definitely planned to return before too long.

We planned to buy more wine and were in a good place to drive back through the Languedoc Roussillon area stopping off at Corbieres from the autoroute. The town itself was not particularly interesting although we did wander round the market. It was a typical French town with barely any recognition of a tourist industry, but we did find a smart cave on the outskirts. We enjoyed wine tasting and buying. For a good part of the day we were driving close to the Canal du Midi so we stopped at a little canalside village called Homps for a picnic lunch and a wander along the canal bank to look at the boats.

We had hoped to spend the night at a lovely sounding aire on the river bank in the middle of

another aire in a small village. This was a typical aire forming part of a public car park beside the mairie with the only inhabitants being local lads kicking a football around. This was definitely a low point; we were tired, it was raining, and there seemed to be no facilities in the village, the only restaurant looking very down- at- heel and abandoned. However we decided to walk down to the river Lot and found a piece of hard- standing by a boat landing-stage and decided to wild camp for the night. It was a delightful spot and a first for us.

We continued to drive north, with the weather deteriorating which clearly did not worry the French as we saw increasing numbers of motorhomes or as they call them, camping cars. We continued to explore towns and cities including Limoges and Blois. We did not know what to expect about driving and parking in towns and city centres, but found this not to be any problem at all. Again this may have been because this was clearly out of season and many places were not that busy. It became clear the French cater very adequately for motorhomes. We stayed on an aire in the little village of Thenay close to Chartres. This consisted of a small parking area next to the village cemetery and we were the only ones. It was a very quiet village enlivened by a quite unexpected Auberge providing an excellent welcome, food and wine, and well worth a visit.

By contrast we spent the last night before catching the ferry home at St Crotoy on the Somme estuary. We found a five-pitch aire along the coast which sounded lovely, but judging from the number of vans parked on the road and the fact that it was a Saturday night we headed to the aire at St Crotoy, said to hold 70 vans. When we arrived at around 3pm there were probably about 20 there already with the early arrivals lined up with a view over the harbour. We put five euros in the parking meter and joined the ranks. We had a glorious walk along the beach and into the town, and then out again in the evening, only five minutes walk to a great choice of fish restaurants. By the evening there must have been 50 vans at least on the aire but once you had drawn your blinds you wouldn't have known there was anyone else around.

So our first experience on the continent in our Windrush was a great success. We enjoyed the contrasts of using aires and campsites, the unpredictability and adventure on the one hand, and good facilities and security on the other.

We used the toll roads a lot of the time in order to travel the distance required and quite quickly got used to the process.

We learned a few important lessons: that you require a particular attachment, the gas nipple to refill LPG in France and the correct connection for electric hook up in Spain. And finally never miss an opportunity to take on fresh water or empty your waste.



**asoc**  
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**GIVING**  
**away**  
**five pitch boards**

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**Registration Number:**

**ISSUED BY A.S.O.C.**

just send your name, membership number  
and contact details to the editor

all entries will be put into a hat and five will be picked by  
WINGS (Women in Newbridge Gardens)

closing date 10 July 2018

# From the Chairman

I don't write a regular piece for our magazine, but this month I have quite a bit to say so I hope you will take the time to read it.

## The National Rally

This year's National Rally went very well despite the circumstances that prevented Keith and Janet Ross (the organisers) and Vic and Jan Hicklin (who manage the camping) bringing their motorhomes to camp in. Both couples commuted and put in a tremendous effort to make things work, with Stuart and Yvonne Wood taking the baton overnight as well as doing their extensive day jobs helping run the event. Many others helped in one way or another during the weekend and my thanks go to them all.

I must also thank Auto-Sleepers who each year make a significant financial contribution to the funding of the rally.

This was the last year for Keith and Janet and we initially had no volunteers to run the rally in 2019 so Chris and I agreed to do it on a 'one year only basis'. Towards the end of the weekend we did have two members show an interest in taking on the role and they will be integrated into the 2019 team with a view to them taking the reins for the 2020 rally.

## AGM and the Committee

During the AGM, Neil Rogers and I were re-elected to the committee but we were left with three vacant posts, soon to be increased to four as Baz Wellard retired. The last act of the AGM was for me to assist our President, Charles Trevelyan, give tokens of appreciation to Keith and Janet Ross, Mike and Mo Valentine, and Baz and Dorothy Wellard on their retirement from the committee.

After the AGM, two members showed an interest in vacant committee posts. This was considered by the committee and, later in the day, during a committee meeting, Shelagh West and Dennis Downie were co-opted onto the committee taking the post of Charity and Exhibitions Officer and Chairman of the Technical Group respectively. I am very grateful to Shelagh and Dennis for stepping forward. It would be nice if we could fill the other two vacant posts with members who want to get a feel for life in the committee with a view to taking on a specific role sometime in the future.

You will note the roles taken by the other committee members from the list in the magazine. You will also note that there is no Vice Chairman as none of the existing committee members feel now, that they will in the future be able to take on the job of Chairman. This is of concern for two reasons; for the moment the tasks of Deputy Treasurer and Deputy Secretary are done by the Vice Chairman, keeping abreast of the activities of both posts and being able to step in if necessary and then in two years' time; the Clubs Articles of Association require a Chairman - no Chairman means no Club!

## Charity

ASOC is a motorhome owners club and is neither a charity or a charitable fundraiser. The members who attend the National Rally have always been keen for the activities during the weekend to be a bit of fun, to pay the odd pound to participate and for the monies raised to go to a nominated charity.

One such activity is a raffle, this year additional prizes were donated by Premier Furnishings (a full refurbishment), SMC (a large and varied hamper), Derby Motorhomes (a top of the range BBQ) with other valuable donations from Cotswold Motorhomes, Dometic, Mercedes-Benz, Thetford, Truma, Whale, Auto-Sleepers, Robsons of Wolsingham, Don Amott and Brittany Ferries.

You can tell how much fun was had this year from the fact that £934.38 was raised. This has been donated to the Rosemere Cancer Foundation, who gave so much support during the

illness of Jill Bertlin our late Chairman. Towards the end of this year, Shelagh West will be asking for nominations for a Charity to benefit from the activities held during the 2019 National Rally.

#### Foreign Rallies

ASOC has a long tradition of running very successful holiday rallies in other European countries. This year there are three, in Ireland, France and Italy, all well supported. For the last ten years there has been a very small group of members arranging and hosting these rallies and we now need some new blood.

As I write, there are no foreign rallies planned for 2019 or successive years, so if the tradition is to continue, we need some volunteers. Running a rally on a full facility commercial site is just a matter of administration, simply find a site you like and you think will be enjoyed by others, talk to the rally co-ordinator who will identify someone with experience to be your mentor, make a block booking, collect the rally fee, then turn up and enjoy your holiday with other club members.

#### The Future of ASOC

The committee have commenced a review of every single activity we carry out as a club and how we administer them, to name a few; joining, renewing, regalia, rallies, etc., etc.

Its early days yet but I think a majority view is emerging that everything works fine, just leave it alone. I would like to hear your views, sent preferably to the Chairman's email box or, if that's not possible, by telephone.

I know I will get one or two impassioned pleas for change but bearing in mind we have nearly 1000 vans in the club, a suggestion would have to come from a couple of hundred members to be considered representative.

And finally...

To those who've read this far, thank you.

Peter Brown, Chairman

Keith and Janet Ross





above: Baz and Dorothy Wellard

below: Mike and Mo Valentine



## Is your van within the Law?

With the National Rally in sight this year, I invited SvTech, (Special Vehicle Technology Company) to bring their vehicle weighing equipment and weigh members vehicles as they came on site at Newark. I know that many owners have no idea how heavy their vans are or what their payload is and, therefore probably travelling illegally, also importantly invalidating their insurance.

Members were asked to drive over a short platform at 5 mph and stop once they had passed the weigh pad, this took 3-4 minutes. Each member was then given a weight ticket with an explanation from a member of SvTech, showing their axle weights, how much was carried by each wheel and how their unit fared against the registered Gross Vehicle Weight (GVW)

SvTech provided this service for free to Club members and I know it to have been a useful exercise. I was first on the pads, no problem. Thank goodness!

This also corrected some common misconceptions and myths, for example;

“3500kg is my payload allowance” No. Your Gross Vehicle Weight is 3500kg, so your payload will be what’s left after you subtract the stated UNLADEN weight from the GVW.

Eg 3500kg minus 3200kg unladen = 300 kg payload.

“I have a 5% overload allowance from the DVSA if I’m stopped.” Possibly. This will depend on the Enforcement Officer at the time, your Insurance Company, however, will take a dim view if your vehicle is found to be overweight.

“I’m insured if I’m overweight and involved in an accident that is not my fault.” Absolutely NOT. Drivers found to be overweight stand to be charged with Dangerous Driving & Without Due Care and Attention. Being found to be overweight will invalidate your insurance and the Company are unlikely to pay out.

“The brochure states it has a payload of “X”. It does, but within the small print it may state that you have a potential +/- 5% margin of error; that means on a 3500kg motorhome, you could be up to 175kg over the GVW.

When buying your new van, get the dealer to Weigh the vehicle empty before any items are fitted in or onto it, eg. Awning, bike rack, microwave and give you a weight ticket for this. Then subtract this weight from the Gross Vehicle Weight and this will give you the payload in kilos. THEN subtract every accessory on the vehicle, ie. awning, microwave etc., this will tell you how much payload you have left for your food, clothes and equipment.

If this “rings a bell” with you, then load your van as though you are going away on holiday and take it to a weighbridge (Ready Mix Concrete yard, vehicle scrapyards or local Council weighbridge) and ask for two lifts; the rear axle and then both axles, do not forget to take your passenger with you also making sure your waste water tank is empty. (1 Litre of water weighs 1Kg). This will tell you whether you are over the GVW for your vehicle and give you some idea of what to do next to stay within the law.

The situation of being found to be overweight will become ever more important as more and more weigh pads are inserted into our trunk roads, particularly around our ports.

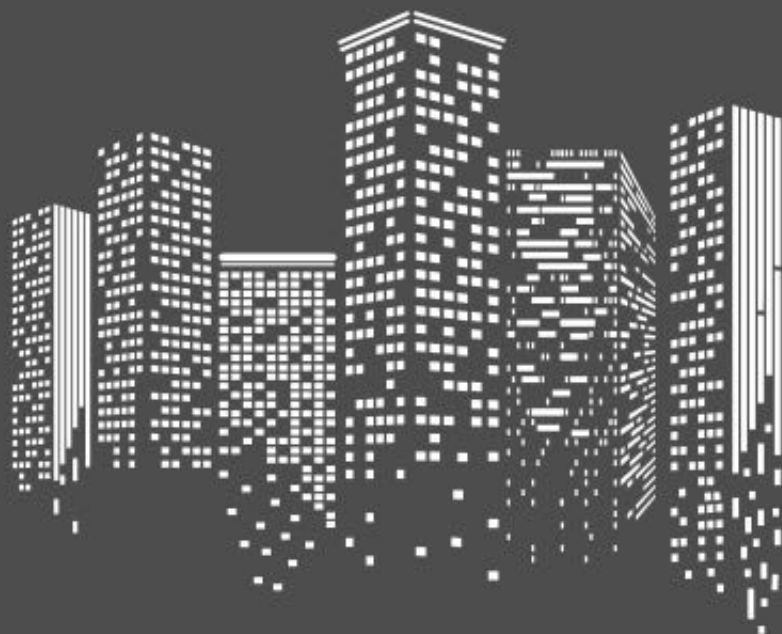
SvTech have kept all details and they will not be used, but I have been informed that 89 vehicles attended the rally, 52 units were weighed, of which 16 were found to be over the GVW and 8 of these units were up to 30.7% over the permissible rear axle weight, demonstrating how the term “Payload” is misunderstood and not given much thought by many owners.

Mike Valentine

Our local council weighbridge will weigh for free as long they are not busy, and you don't require a printout (about £6.00) they will write it down on a scrap of paper for you. They will give three figures, front and back axles and total weight. The attendant told me you can do it yourself if the office is closed, you can look through the window and see the weights. [editor]

# planning to visit towns or cities?

Why not tell  
News all about it  
with a few  
photos



## FROM AN EX CLUB MEMBER

Donation to club funds required



### **Omnistor top box**

He had used the top box a couple of times and then changed motorhome to another make, having downsized his home and would now like to free up the space taken by the box.

The box is really in as new condition so he would the club like to offer it to a member for a donation to the club or other charity The box cost over £300 new and is located in Wimborne Dorset.

If any member is interested then contact Ian [landjking@btinternet.com](mailto:landjking@btinternet.com)

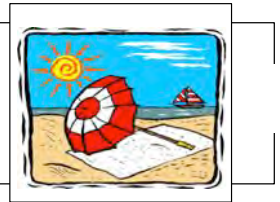
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Beacon Park, Lichfield, A beautiful place to rally (see the dates in the rally information).



# RALLY INFORMATION JULY 2018

Neil C. Rogers, Rally Coordinator  
5 Emerson Court, Carmel Road North, Darlington, Co. Durham DL3 8JB  
Telephone 07922 049714 Email ncr@mypostoffice.co.uk



please read the important rally information on the inside front cover  
please inform the marshal if you wish to take a car, trailer or tent to a rally

Sedgemoor Carnival rally has now been confirmed with a change of dates now 2nd – 6th. November.  
We now have a Rally Marshal for the South Western Show at Shepton Mallet 6th – 9th September. Please support the new marshals.

## **6th – 8th July (2 nights) Prestwood Steam Fair, Great Missenden, Bucks.**

Emergency Tel.No. 07775570182 or 07749378587.

Rally Marshals: Jan & Vic Hicklin & Margaret & Bob Cleaver.

Fee for the weekend £28.00 per unit. Rally Fee £2.50, couples £2.00 singles, no electricity.

Fee for weekend includes unlimited entrance to the Steam Fair.

This is a GREENFIELD site own toilets essential.

Rally slips & cheques payable to Mrs. J. Hicklin, 381 Manor Road, Brimington,  
Chesterfield, Derbyshire. S43 1PP. Telephone 01246 236157.

*Directions:* From A413 Great Missenden take A4128 to Prestwood & follow steam rally signs. No arrivals before 12 noon Friday please. Site Postcode HP16 9HQ.

## **Friday 6th July – Sunday 8th July (2 Nights). Spinney Rally Field, Boothbed Lane, Goostrey, Cheshire WA16 9NG (This post code takes you to the last 90 degree bend only).**

Marshals Liz & Roger Spensley. Mobile Tel Nos. Roger 07868 000705, Liz 07762 630010.

Spinney Motorhomes have once again invited ASOC members to join them on their Annual Spinney Club Members Rally.

It is a greenfield site with water, elsan points, portaloos and skips available. No hookups.

The theme this year is Glastonbury so think hippy/summer love/festival, fish & chip van Friday evening and ice cream van Saturday. Complimentary BBQ Saturday. There will be a large(r) marquee in which social activities are planned. Outdoor entertainment and various games throughout the day. Entertainment each evening with bar. A courtesy bus to Spinney Showroom and Accessory shop on Saturday. Their cafe will be open during the day. Table top sale Sunday am.

Cost for Weekend is £10 per person. Rally fee is £3.00 couples. £2.50 singles. Booking slip and cheque to: Mrs E Spensley, 30 Kilsyth Close, Cinnamon Brow, Warrington WA2 0SQ. Any queries email lizspensley@hotmail.com or telephone 01925 813558 Send SAE or clearly written email address in BLOCK CAPITALS please for confirmation If you are a Spinney Club Member, give your No. on your rally slip, and bring your card with you. Rally starts at 12.00 hrs. Please do not arrive before.

*Directions:* Leave M6 Junction 18. Take the A54 (Middlewich Rd) towards Holmes Chapel. In Holmes Chapel at Traffic Lights Turn left onto A50 towards Knutsford continue through Cranage and past Spinney Motorhomes Showrooms (On Left). Immediately after Mangoletsi Garage (on RHS) Turn Right into Booth Bed Lane, keep Right on 90 degree bend, after 1½ to 2 miles keep your eyes open for SPINNEY FLAG and turn left onto rally field.

**Limit 25 vans.**



**7th-12th July (5 Nights) Stafford Boat Club, Maple Wood, Wildwood, Stafford, ST17 4SG.**

Max 25 Vans.

Rally Marshals: Angela and Bob Warwick, Linda and Brian Ellis.

**RALLY FULLY BOOKED**

Emergency Tele. No. 07530366237.

Site fee £11.00 per night inclusive of electric. Rally fee £4.00 per couple. £3.00 singles. Please send your rally slip and cheques to Mr. R. G. Warwick, 14 Furneaux Gardens, Fareham, Hants., PO16 7HD, Including a S.A.E. or (clearly written email Address) Tel.No. 01329236442.

This is a level grass site within a working boat club on the Staffs & Worcester Canal with direct access to the Tow Path. We have use of the club house during bar opening hours from 8.00 pm in the evening, when toilets are available, otherwise own sanitation is essential. Dogs welcome on lead at all times. Local bus stop to Stafford 5 min walk away, local shops and pub 10-15 min. walk away. Canal fishing is available with proper rod licence.

Rally Starts 12 noon Saturday and finishes 12 noon Thursday.

This rally precedes the Lichfield Rally which starts on the 12th July only 16 miles away.

**Thursday 12th to Monday 16th July (4 nights) Beacon Park, Lichfield, Staffordshire.**

Emergency Tel. No: Marshals' mobile 07771 827711.

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

Site fee: £11.00 per night. Rally fee: £4.00 per couple £2.50 single.

Booking slips and cheques payable to Chris Mawdsley, 5 Kenilworth Walk, Cheadle, Stoke-on-Trent ST10 1WA.

Telephone: 07771 827711. There is no limit on the number of units attending, and confirmation will be sent via email where possible. Please note any applications received after 30th May cannot be responded to. If you have any queries after that date, please e-mail pcb7ty@btinternet.com.

You may arrive on Thursday AFTER 12.00 noon NOT BEFORE PLEASE. This is a green field site although there are toilets available in Beacon Park; Elsan emptying and showers will be available 08.00 to 10.00 Fri-Mon.

Attractions: Beacon Park is adjacent to Lichfield City Centre with its Cathedral, Restaurants, Museums and Shops. Buses are available to the National Arboretum from Lichfield Bus Station.

Directions: Beacon Park is situated on the outskirts of Lichfield, just off the A51 Tamworth to Rugeley/Staffordshire Road leaving Lichfield. Follow the brown Beacon Park tourist signs. Turn into Walsall Road, then immediately left into Lower Sandford Street. Follow the signs for the Car Park, the site is through the car park keeping to the right. POSTCODE for Lower Sandford Street is WS13 6RA.

**19th – 24th July 2018 (5 Nights) Leon's Field, St Ives, Huntingdon, Cambs. PE27 5ER.**

Rally Marshalls: Barbara and Al. Buckett. Mobile No: 07818006733. Tel: 01304 369149.

Green field site – No Electricity – No Toilets. (Charging facilities available for mobility scooters only). Site Fee: £7.00 per night. Rally Fee £3.00 per unit or £1.50 singles. Total for 5 nights £38.00 per unit or £36.50 singles.

Rally slips and cheques payable to: Mr A Buckett. 16 St Margarets Drive, Walmer, Deal, Kent CT14 7UJ. .

Enclose SAE or Email Address for confirmation and directions. The site is by the Great Ouse River 200 yards from the picturesque town centre. There is a market on Friday and Monday and there are plenty of pubs, restaurants, cafes and a variety of shops. Buses run every 10 minutes to Huntingdon and Cambridge. A trip on St Ives guided bus to Cambridge is quite an experience and bus passes are accepted. Beautiful river. Dogs on leads are welcome.

PLEASE DO NOT arrive before 12.00pm on Thursday. Rally closes 11.00am Tuesday.

Rally limited to 40 vans.

Do not enter St.Ives Town Centre. Follow Directions.

**RALLY FULLY BOOKED**

**16th-19th August Western Motorhome Show Three counties Showground Malvern WR136 NW**

Emergency Tel.No 07885812512.

Rally Marshals Pat and Gary Wanklin and Mike and Mo Valentine.

Please use a booking form from a Motorhome magazine or on line. Please mark the form ASOC and note special club site fees. Arrive Thursday £61, Arrive Friday £58. All bookings for the Saturday evening entertainment must be made and paid to Warners when returning the application form to them. Applications close on Wednesday 1st August.

If you wish to rally with the club then you must return the application form to Warners by this date .

Then you must also complete a club rally slip (this also applies to internet bookings). Return it with the rally fee of £2.50 couples, £1.75 singles, cheques payable to G Wanklin 18 Beverley Way Malvern worcs WR14 1LA. 01886 832364

Please collect the club rally information pack from ASOC Marshall before parking where directed.

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

### **20th - 24th August 2018 ( 4 Nights) St Cross Symondians Cricket Club Winchester SO23 9RT**

Emergency Telephone No. 07754 761423 (Marshals Mobile).

Rally Marshals: Rita & John Tubb, Jean & John Gutsell.

Site Fees £40.00. Rally Fee £4.50.

**RALLY FULLY BOOKED**

Please send your rally slip and a cheque for £44.50 payable to Rita Tubb together with your e-mail address or an SAE for confirmation and directions to:- Rita Tubb, 70 Charnwood Crescent, Chandlers Ford, Hampshire SO53 5QL. Telephone: 023 8026 7294 Mobile 07754 761423.

This is a Greenfield Site with a C.D.P and Water point.

The site is less than a mile from Winchester centre. There is a bus stop outside the site which will take you there, alternatively it is a nice walk along the river.

Buses are available from Winchester Bus Station to Southampton, Romsey, Alresford, Alton, and various other destinations.

Places of interest:- at Alresford there is the Watercress Line (Steam train), Various National Trust places in the area, The Royal Green Jackets Museum, Whitchurch Silk Mill, Jane Austen's House, Winchester College tours, Intech Science Centre, Planetarium, Marwell Zoo, Winchester Cathedral or visit Southampton Docks to see the Ships in Port, or Visit the Isle of Wight.

Please do not arrive before 12 Noon. (Limit 30 Vans).

### **9th – 14th August 2018 (5 nights) Eskdale School, Whitby, North Yorks.**

Rally Marshals: Liz Irvin, Peter Brown and Chris Mawdsley.

Emergency Tel. No. 07711 271568 (Marshal's mobile) email lizirvin@outlook.com

Site Fees £10.20 per night. Rally Fees £3.00 couples, £2.00 singles .

Total with rally slip £54.00 couples, £53.00 singles.

Booking slips and (cheques payable to Mrs E Irvin,) please send to Mrs E. Irvin, 43 School Lane, Kirk Ella, HULL, East Yorkshire.HU10 7NP. Tel. No. 01482 658345 or mobile 07711 271568. Please enclose SAE, or clear email address on slip for confirmation. For enquiries in June please use email.

We have the use of toilets and showers. The school hall is available for evening meetings on the first and last nights.

This year the school will be having buildings erected on the school playground so we will be using the school field.

No Electricity.

*Attractions:* Whitby Regatta 10th to 13th August, with the Fireworks Finale on Monday evening.

The school is off the Scarborough Road. Buses stop at the school gates to Whitby. Come and explore Whitby's fascinating and historic streets and waterfront. The site is close to the Whitby end of the Moor to Sea Cycle Route with links to Scarborough and Pickering. For walkers the Cleveland Way coastal path is nearby. Visit Goathland where Heartbeat was filmed, or travel on the North Yorkshire Moors Railway. The Sainsbury's superstore is nearby on Stainsacre Lane.

Directions: From Scarborough on A171, on entering Whitby, after the 30mph sign, turn left into the lay-by and the school entrance is on the left. From Guisborough or Pickering on A171, enter Whitby and continue on the Scarborough road, cross the new Esk Bridge and continue up the hill to the top, Stainsacre Lane. Entrance is through the lay-by opposite Sainsbury's store and petrol station. Post code YO22 4HS.

### **2nd - 7th September 2018 (5 nights) South Lytchett Manor Caravan and Camping Park Dorchester Road, Lytchett Minster, Poole, Dorset. BH16 6JB.**

Rally Marshals Pam and Steve Earnshaw, Barbara and Al Buckett.

Emergency Tel.No.07961 626717 (Steve's mobile). 07951 711056 (Pam's mobile).

Site fees £82.50 Rally Fee £7.50 couples. £5.50 singles.

Total £90.00 couples £88.00 singles including electricity and Wi-fi.

Please send your rally slip with a cheque for the appropriate amount made payable to

P. & S. Earnshaw 27, Lundhill Grove, Wombwell, Barnsley. S. Yorks. S73 0QZ.

Telephone 01226 750862 together with your Email or SAE for confirmation and directions.

South Lytchett Manor is an award winning commercial site 5 miles from Poole. There is a bus stop directly outside the site entrance from where you can catch buses to Poole, Bournemouth, Wareham, Lulworth Cove, Durdle Door, Dorchester etc. Ralliers will have full access to all the sites facilities showers toilets etc. Dogs are welcome must be kept on lead at all times.

Please NO ARRIVALS before noon and the rally closes at 11 a.m. on day of departure.

**6th. – 9th. September Warners South West Motorhome Show,Shepton Mallet.**

Emergency Tel.No. 07901771040 marshal's mobile.

Rally Marshals:Martin Ross assisted by Liz Irvin.

Please use. Booking a form from other magazines please mark the form ASOC and note the special Club site fees: Arrive Thursday £43, arrive Friday £40. All bookings for the Saturday evening entertainment must be made & paid with Warners when returning the application form to them by Wednesday 22rd. August.

If you wish to rally with the Club then return the application form to Warners by this date.

\*\*\*\*\*Then you must also complete a Club rally slip, (this also applies to internet bookings). Return it with the Rally Fee of £2.50 couples, £1.75 singles, Rally slips & cheques payable to Martin Ross, Elvina, Wold Road, Barrow on Humber, DN19 7BT. Telephone 01469 530893. Mobile 07901771040. email mross@uwclub.net

Please collect the Club rally information pack from the ASOC marshals before parking where directed.

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

**10th. – 14th. September.(4 nights). Beamish The Living Museum of the North.Co.Durham.DH9 0RG. Museum Tel.No 01913704000.**

Emergencies only 10.00am-6.00pm. Marshal's mobile available 9.00 -22.00 hrs. morning & evening 07922049714.

Rally marshals: Pauline & Neil Rogers & Yvonne & Stuart Wood.

Site Fee: £11.25 per night. (Includes charge for toilet emptying tank).

Rally Fee: £3.00 (couples). (Singles £2.00). Greenfield site with hardstandings. No Electricity. Toilets open when museum open.

Booking slips to: N.C. & P.Rogers, 5 Emerson Court, 96 Carmel Road North, Darlington, DL3 8JB. Tel. 01325954508..

Cheques payable to N.C.&P.Rogers. SAE or e-mail address for confirmation of acceptance.

Special admission fees to Museum using vouchers, collected from marshals,: 25% off admission fees. These cover all the days of the rally. SEND NO MONEY.

Attractions: Award winning Beamish Open Air Museum, Buses to Durham City, Metro Centre, Newcastle. The Angel of the North, Weardale & Teesdale. Locomotion Railway Museum, Shildon.

Food available at pub outside gates and in Museum during opening hours.

Directions: From N & S on A1M. Leave A1M at junction 63 for Chester le Street & Stanley. Follow signs for Beamish Museum on the A693 (s.p.Stanley). Right at roundabout approx 4 miles from A1M.

If you will arrive after 6.00p.m. please show on rally slip.

Please note that we are rallying on a new site, please follow ASOC signs from top right hand car park.

RALLY STARTS AT 12 NOON NOT BEFORE.

**10th.- 16th. ( 7 nights) Unity Holiday Resort,Brean Sands,Nr.Burnham on Sea,,Somerset.TA8 2RB**

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

Rally Marshals: Linda & Brian Ellis Jackie & John Moss.

Site Fee: £12.00 per night includes electric & club passes. Rally Fee: £3.50. Send Rally Slips & cheques, payable to Brian Ellis, 52 Golf Links Road, Burnham on Sea, Somerset.

TA8 2PP. Telephone 01278 784524, ellba82@yahoo.co.uk plus a S.A.E. or a clear email address for confirmation.

Unity Holiday resort is a full facility site including swimming pool, bars, clubs & grocery shop. All pitches are on level, grass with hook up. It is ideal for walking or cycling as the area is fairly flat with 7 miles of beach plus Brean Downs.

Bus stop outside site to Burnham on Sea or Weston Super Mare. Local market & car boot sale.

Dogs are welcome on this site.

*Directions:* M5 to Jct. 22 (Edithmead) Burnham on Sea, cross straight over A38 heading towards Burnham, cross Tesco island, no fuel. At mini island turn right Berrow/Brean. Follow this road for about 4 miles to Brean, Holiday Resort Unity site is on right. Look for black/white cow. Rally on Yellow field.

**21st. – 24th. September Seasons Finale Show, Lincoln Showground. LN2 2NA**

Emergency Telephone 0792 2049714. Marshals' mobile.

Rally Marshals: Pauline & Neil Rogers & Yvonne & Stuart Wood.

Please use a booking form from a motorhome magazine and please mark the form ASOC and note the special Club site fees:

Arrive Thursday: £48, arrive Friday £45. All bookings for the Saturday evening entertainment must be made with Warners when returning the application form to the organisers, by Wednesday 10th. September, if you wish to rally with the Club.

\*\*\*\*\*Then you must also complete a Club rally slip, (this also applies to internet bookings). Return, with a cheque for the Rally Fee of £3.00 couples, £2.00 singles to N.C. & P. Rogers, 5 Emerson Court, 96 Carmel Road North, Darlington. DL3 8JB. Telephone 01325 954508.

Cheques payable to N.C. & P. Rogers. Please collect the Club rally information pack from the A.S.O.C. marshal before being parked.

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

**A.C.C.E.O. National Rally, Wednesday 3rd October (1200 hrs) to Monday 8th October (5 nights) Ukrain Youth Centre, Weston on Trent, Derbyshire, DE72 2BU.**

Marshals Peter Brown and Chris Mawdsley tel 07771 827711.

This rally is part of the ACCEO annual National Rally. Toilets are available as there is a large hall in which social activities and/or entertainment is planned for each evening. There will be professional entertainment from the Duo, Tandem on Friday evening and on Saturday evening a multiple tribute artist, Wayne Swift. The ACCEO AGM is on Saturday afternoon and can be attended by any interested rallier. There are no electric hook-ups. There is a bus stop about ½ mile away with a service to Derby.

There is no rally fee. The cost of the rally for Friday and Saturday nights is £30, tickets valid for both nights entertainment are available at £10 per adult. Wednesday, Thursday and Sunday are optional nights at £10 each. Please indicate on the application form which nights you want to stay and if you want the entertainment.

As caravans attend this rally we are asked to advise if you wish a permanent tent awning to be erected and also the length of your vehicle, please include this information on your rally slip. ASOC has to present a collated booking form so can I please have your rally slip and cheque before 27th August; Peter Brown, 5 Kenilworth Walk, Cheadle, Stoke on Trent, ST10 1WA. If you have any queries or wish to book during September when we are away from home, telephone 07771 827711 or e-mail pcb7ty@btinternet.com. Cheques payable to Peter Brown. If you wish confirmation of booking please include an e-mail address or SAE.

If you wish to run a rally in 2018 please contact me A.S.A.P.

When a date & venue is chosen you will receive the Rules for Rally Marshals and asked to sign a Marshal's Declaration which should be returned to me.

Assistance and advice is available, if required, from Committee members.

Please contact me if required. If you would like to assist a Rally Marshal to see what is involved in running a rally please contact me.

I have details of possible rally sites, if interested please contact me. 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  
5 Emerson Court,  
96 Carmel Road North,  
Darlington,  
Co. Durham.  
DL3 8JB  
Tel./Fax.No. 01325 954508  
E-Mail ncr@mypostoffice.co.uk



# ACCEO National Rally 2018

Ukrainian Youth Centre

Weston on Trent, Derbyshire. DE72 2BU

3rd - 8th October 2018



## Full Social Programme

Wednesday	Meet & Greet
Thursday	Social Evening
Friday	Live Entertainment
Saturday	ACCEO AGM Live Entertainment
Sunday	Social Evening

## Bus Service to Derby

Minimum of 4 outward & return trips to Derby Town Centre on Friday and Saturday (more if required) a small fare or donation will be required.

By kind permission of the Potteries Omnibus Preservation Society



The Rally Marshals can be contacted on 07934 968183. This phone will be switched on at 9:00 on Wednesday 3<sup>rd</sup> October and will remain live for the duration of the rally.

Cost for the National £30.00 for the weekend with any additional nights, (Wed, Thurs & Sun) at £10 per night.

Admission to the entertainment is £10 per adult, with accompanying children going free.

## Your Weekend Entertainment

Friday Night

**Tandem**



**Father and Daughter Duo**

They perform songs from all eras and certainly know how to get a party started. Have appeared on many Members Club Rallies

Saturday Night

**Wayne Swift**



**Multiple Tribute Artist**

Back by popular demand  
Performs songs by Michael Bubl , the Rat Pack, Robbie Williams and many more hits from the 60's to the 00's

## RALLY APPLICATION FORM

Date sent:	Rally name:		
First name:	Surname:		
Address:			
Town/City:		Postcode:	
Phone:	Mobile:	Membership No:	
Email:			
Additional number of named persons in your van			
Adults:	Children (incl age):	Dogs:	
Name:	Name:		
Name:	Name:		
Name:	Name:		
MOTORHOME DETAILS		ARRIVAL DETAILS	
Registration:		Day:	
Length:		Time:	
Model:		am <input type="checkbox"/> pm <input type="checkbox"/> Evening <input type="checkbox"/>	
Cheque enclosed for £          for          nights including rally fee			
Full payment must accompany the application and cheques made payable to the rally marshal			
OTHER DETAILS		Is this your first ASOC rally:	<input type="checkbox"/> yes <input type="checkbox"/> no
		<i>If available:</i> Electricity:	<input type="checkbox"/> yes <input type="checkbox"/> no
		<i>If available:</i> Evening meal:	<input type="checkbox"/> yes <input type="checkbox"/> no
		<i>Any special needs: If yes specify below</i>	<input type="checkbox"/> yes <input type="checkbox"/> no
EMERGENCY CONTACT DETAILS			
Name:			
Phone:		Mobile:	
We require the details of the person to contact in the event of an emergency			

Rally application form to reach the marshal 14 days before the event if possible

Enclose a S.A.E if confirmation is required