

ASOC NEWS

362 NOVEMBER 2018



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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.

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

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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.

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Rally information

Welcome to November News.

The membership renewal form is included in this month's News. For the first time you are able to pay by bank transfer if you wish, all the details are on the renewal form.

Please ensure you include your email if you have one, when you return your renewal. The reason for this request; we can contact you with information about the club activities.

You may remember we were going to include all members email in the monthly alert. The editor intends to put this in place around the end of January. You will be able to unsubscribe at any time if you decide you do not want them anymore.

For those who are subscribed, please check your junk box if you do not see the monthly email.

The 2018 rally season is almost at an end with quite a few rallies having been on full facility sites which some members prefer. The rally coordinator is now planning the 2019 rally season and a provisional list should be available soon. Don't forget, if you fancy running a rally, plenty of help and advice is available to you.

We also have "deals for members" in the member area, but it is important to show your membership card before any work is commenced to qualify for the particular supplier offer.

NOMINATE A CHARITY FOR 2019

It's that time of the year again when we start the process of selecting a charity to benefit from various fund raising activities at the National Rally at Newark in May 2019. The selection will be made by the Committee from nominations submitted by members.

The requirement is that it should be a lesser known national charity. Nominations will remain anonymous to the Committee until a charity has been selected.

If you would like to nominate a charity for 2019 write to me at

66 Northampton Road,
Broughton,
Kettering,
Northants. NN14 21NS

Please let me have your nominations by 31st December 2018.

You will need to send full details of the charity and your reason for the nomination. At the time of writing please enclose 14 leaflets of the charity for consideration by the Committee (I will make copies of your letter).

It would also help if you could confirm that your charity, if selected, would be able to set up a stand at the National Rally and that a representative would be available to accept the cheque on the Sunday of the rally weekend.

Shelagh West, Charity and Exhibitions Officer



Castle Farm, Wedmore

<http://www.castlefarmcampsite.co.uk/>

One of the pleasures of motorhoming is coming across the unexpected, a serendipity moment.

The site at Castle Farm, Wedmore comes into that category. It's set on high ground with stunning views overlooking the Somerset Levels. It has the usual facilities including electric hook up. In the evening, if you ask Neil or Jo nicely, you will be allowed to feed the farm alpacas. They are very friendly and appealing. What is there not to like about that! As if that's not enough the big surprise is that Neil has a harrier jump jet in a hanger on the site. To answer the obvious question, he saw it advertised and thought why not buy it. The big plus is that you can actually go in it, though I should explain you can only sit in the pilot's seat; it doesn't take off. You can't expect that in the site fee!

Bob Smith



Modern technology and road safety Part 4

I've been speaking recently to a couple of driving instructors who also run speed awareness courses such as the National Motorway Awareness Course (NMAC). In particular I wanted to check on that footnote I added to last month's article re prosecutable speeds. They agreed that speed cameras generally will flash you at 10% over plus 2mph. BUT it's down to the local area police chief just how much leeway you get and there are plenty of stories of being done at just 1mph over the limit.

Motorhome speed limits				
Type of vehicle	Built-up areas mph (km/h)	Single carriageways mph (km/h)	Dual carriageways mph (km/h)	Motorways mph (km/h)
Motorhomes or motor caravans (not more than 3.05 tonnes maximum unladen weight)	30 (48)	60 (96)	70 (112)	70 (112)
Motorhomes or motor caravans (more than 3.05 tonnes maximum unladen weight)	30 (48)	50 (80)	60 (96)	70 (112)

So the rule has to be – pay attention and stick to the limit, right from the position of the sign i.e. don't try accelerating when you can see the higher limit sign (which depends on the size of your vehicle and type of road – see table). As for slamming the anchors on when you realise the limit has dropped – that leads to what the Highways Agency people (HA) call “shockwaving”. Traffic suddenly slows from the first anchor-slammer all the way back up the road, potentially for miles in moments. When you all get moving again you wonder what the problem was.

HA calls this phenomenon the “phantom traffic jam”, a regular occurrence on the M6 Lakes to Blackpool M55 junction (other examples anyone). As previously described, your car may well have an active braking system that operates when you get too close to the car in front. It could be YOU that's the phantom jammer!

One of the technologies at work outside your vehicle is the Smart Motorway. In fact it's a whole bundle of technologies, not just the operation of what used to be the hard shoulder as a running lane. Technology is used to slow you down (or “move traffic safely” as HA would have it) but it's also protecting you if you break down in any of the lanes.

Sensors have been built in to the surface at regular intervals on the refurbished Smart Motorway. They know when you have slowed down, or worse, stopped in a lane. Along with cameras they are alerting control centres to take action such as displaying a large red X on the gantries to close a lane and reducing speed limits ahead of the incident.

Even if it's not an incident – say rush-hour traffic causing a build-up – those sensors and their “algorithms” (just Google it!) are working out what is the safest speed to move ALL traffic along. Cars and lorries will proceed in an orderly fashion so there's no need for speeding into the next tailgating situation or even overtaking. You all move at a steady pace – and another piece of technology works out how long it will take you to get to a junction maybe 40 miles ahead. And it displays that information on a large sign to reassure you.

When you get frustrated that it all looks clear ahead just remember that the technology is

looking tens of miles ahead, not simply round the next bend. You're still moving too, probably at a speed that creates less air pollution, another factor we may not think about.

Wider motorways are generating around 10% more use creating more pollution in built-up areas. That means even more sensors to trigger reductions to less polluting speeds. It isn't all about moving faster!

Those sensors, cameras, gantries and signs involve considerable construction/installation work. Another factor is the strengthening required to bring a hard shoulder lane up to full-time loading/running specification. Perhaps you thought, as I did, that it just needed a few gantries and some continuous white lines turned to dotted! However long these refurbishments take, it's worth remembering that it's much quicker than building a new motorway and it costs £billions less too.

But nobody is admitting whether some secret technology is also being built in to assist in the forthcoming (!) driverless car revolution. It really would make sense though, wouldn't it. None of us want the opening of the final stretch of Smart Motorway to be followed by the appearance of the cones and the diggers, laying the electronic tracks do we.

Rob Corcoran 9539



The membership renewal form is included in this issue of News.

If you have an email, please include it on the form.

This will enable the club to keep you informed if required.

snippet

Following a lengthy review the M6 toll Senior Management Team have decided to withdraw the Caravan and Motorhome Club member offer from 31 December 2018

snippet

Bargain Trolley? (see last months "a motorhomers must have") **may still be available**

Halfords are now selling their very useful folding trolley at a reduced price of only £7 (end of season possibly). Made of a tough composite material it can handle up to 30Kg, and has a long telescopic handle; two wide wheels & two bungee cords, and folds away for easy storage.

Size folded W250 x H440 x D80 and unfolded W250 x H950 x D320.

Reference code: 5 054277 291543

With great sadness

It is with great sadness that health problems are forcing me to give up Motorhoming. I know we were not regular attenders but we really appreciated our time as members and especially the friendship shown to my wife and myself on the events we managed to attend. We will miss our beloved Sussex Duo very much but the decision had to be taken to sell and it was better to part company quickly. What was surprising was that after two phone calls it sold within 20 minutes. As they say on Antiques programmes, quality sells.

Thanks for all the hard work of the club officials and stewards. Keep up the good work. Membership no 8648

John and Cath Dobson signing off with grateful thanks.

Beautiful Dorset

Mo and I have recently returned home after a memorable time spent at South Lytchett Manor near Poole in Dorset. Many thanks to the rally marshals Steve & Pam, ably assisted by Al & Barb, for finding this gem of a site surrounded by many places of interest and beauty, all easily accessed by a bus ride from the bus stop immediately outside the main entrance. On Tuesday evening, we all enjoyed fish and chips or pie and chips followed by a hilarious nine pin skittles contest in a scenic barn just a short walk from the campsite. A cafe with nearby craft shops was also in this complex which offered further temptations to while away an hour or two.

Sincere thanks also to John & Jan for the prompt and professional first aid applied to Mo's wrist when the rear worktop in the kitchen of our Talisman fell on it causing a significant wound! A taxi ride to Poole A&E returning at gone midnight was not how we expected to start the rally! (Her wrist is now healing well). We would like to say a huge thank you to Steve & Pam for their help and concern for our unfortunate situation and to all the other ralliers who enquired after Mo's wellbeing.

Despite the above, we enjoyed revisiting old haunts not seen for several decades, last experienced when our children were young! The Isle of Purbeck and the surrounding area is truly delightful. We shall return!

Harry Emblen 3905

BOB HALLING, A TRIBUTE

I first met Bob Halling when I was thirteen.

My parents had moved to the Gardener's Cottage, next to The Glebe House, that they had recently sold, and in which I had spent much of my childhood. The cottage was tiny, too small for us all, so they enlisted the help of Harry Taylor, a builder in Willersey, tasked with extending the cottage, to include a large drawing room and above a bedroom with bathroom for my parents. This allowed my brother, Anthony, and myself to have a room each. And because Anthony was the elder of the two of us, he rightly had first choice!

So where does Bob fit into this? Well, he was the Foreman in charge of the project and undertook to do all the carpentry work. He laid the oak floor in the drawing room made all the doors and fitted a new oak staircase. The downstairs doors were all oak, beautifully handmade by Bob, and all the screws were hidden with perfect oak dowels.

Even the grain of these dowels ran true to the grain in each panel. Bob made all the windows too and especially for me, made a pair of oak steps with hinged lids in which I kept my toys!!

In fact, Bob made much of the extended house in which Anthony and I continued our happy childhood and it is in this house, actually still a cottage, that Angela and I, Piers and Henrietta live today.

The cottage is a real tribute to Bob, and it was through this work being undertaken over the space of nine months or more, that my parents got to know him, and Carol his wife, as true friends. This bond of friendship remaining until my mother, the last of my parents, passed away in 1986.

It was with Bob that the seeds of Auto-Sleepers were sown and Bob remained with Auto-Sleepers until his retirement as Works Director. Bob and my brother Anthony carefully nurtured and built up Auto-Sleepers from those early days, the Company being incorporated in 1961, and thriving continuously thereafter.

In those formative years, Bob and Anthony ensured that Auto-Sleepers remained a family firm, the family represented by all who worked there. It was through this caring approach that the Company retained its workforce and loyalty of all, many remaining with the Company until retirement, or in some cases well beyond!. Few left, and numerous were the applications to work at Willersey. Auto-Sleepers was known as "the" Company to join, and such was the number of applicants as the Company grew, that one was considered fortunate indeed to be offered a job!

His happy and contented atmosphere was engendered by Bob; few could have been kinder nor more understanding. He was a man of great talent yet was modest to the core of his soul. To the younger members of the Company, he was a true father figure, caring yet firm, never raising his voice in anger, leading always by example. Not many companies can have been as happy as Auto-Sleepers in Bob's time, testament to his skills and approachability, his kindness and consideration.

When I joined Auto-Sleepers in 1986, I could not have been more warmly welcomed. In those early days, I must have made many stupid mistakes but there was always Bob's wisdom and experience to fall back upon. At that time Bob had handed over the reins as Factory Manager to Neville Jelfs who so many of you will remember fondly. Bob and Anthony were responsible for design of the new models and under their guidance the Company won many awards for design and style, including four gold medals in International Coach work Competitions. I well remember that at one Caravan and Motorhome Show, the Talisman and Executive proved so popular, that no further orders could be taken; the "book" quite literally was full! Such was the magical touch of Bob and my brother!

Bob and I had many a chat together, both about his time in the Royal Air Force when he was, I believe, stationed with a Wellington Bomber Squadron. He told me that one day, now so long ago, that his aircraft landed at Honeybourne, then an active airfield, so Bob could walk home to Willersey to have tea with his mother and wish her a Happy Birthday!

Back to those early days so long ago, as a seventeen year old, I used to travel to Willersey on my Francis-Barnett motor cycle (formerly Anthony's) to scrounge a bit of work to earn some pocket money. Bob always found me something to do, (in fact I must have been an absolute nuisance!), and always took a kindly interest in my then military career. He came to my Passing Out Parade at Sandhurst in 1967 and we always kept in touch wherever I was posted.

Several years ago, after Carol had passed away, Bob suffered a mild stroke, yet he always kept in touch and well after his retirement could be seen around the Factory reminiscing with friends of old. Indeed not so long ago Anthony and I met up with Bob and Ivor Preece, (who in those early days did much of the metalwork on our panel vans) and had a most convivial lunch at The Bell inn in Willersey.

We chatted well into the afternoon, looking back on those very special early days exchanging tale after tale. Our memories came alive and the sparkle in Bob's eyes said more than words. We all looked back on the good times and good they were indeed. We vowed to all meet again but sadly now, without Bob.

So when next you take to the road in your Auto-Sleeper and stop for a break, spare a little time and raise a glass or two to Bob, since without him you surely would not be having such fun as we all had, so many years ago.

Farewell, Bob and Bless you!

Charles Trevelyan.

FOR SALE

Auto-Sleepers Clubman GL
Volkswagen T4, diesel 2.4 1998 (R)
58,000 miles
full service history, 16 stamps in service
book with receipts and all old MOT's and
kept under cover when not in use,
excellent condition throughout
£16,995
contact Ken 01803 770945
kenneth_woodman@yahoo.co.uk
thank you for the donation

FOR SALE

2006 Ford Transit Pollensa, 2.4 135bhp
78,500 miles,
very good condition throughout
MOT 24/07/19, usual A-S refinements,
Flamma awning & bike rack, TV aerial,
rear ladder, four new tyres,
just completed 6 week trouble free tour of
France.
£21,000 ONO
Tel Rob 07941 361365
Email: robannestaite@hotmail.com
thank you for the donation

WANTED

Auto-Sleeper manual for Peugeot Boxer
L70 DBM..MWB.TD diesel 2446cc
Talisman GX 1999.
chassis no VF3232G4215672865
engine no FZiR0273192
01245 467754
john_w_smith@talktalk.net

FOR SALE

PROTEC BREATHABLE COVER (grey)
fits Nuevo (see below for vehicle)
flap for connecting hookup and entrance
door. allowance for TV aerial, awning and
bike rack.
£100 ono
phone 07545 078905 or
editor@asoc.uk.com

FOR SALE

Auto-Sleeper Executive 2003
Peugeot boxer 2.8 HDI
MOT June 2019 Milage 39,300
Solar panel 100Watt 2 new leisure
batteries plus new engine battery
Air ride suspension, tow bar, cycle rack
and much more, you will not be
disappointed.
£17,300
contact Neil on 07773403570
Mansfield area



FOR SALE

Auto Sleeper Nuevo Peugeot 2ltr
with Premium and Winter Pack
Just over one year old
4,000 miles Immaculate
£48,000
ILL HEALTH forces reluctant sale
contact Yvonne McKeon 07932623493
ybmckeon@gmail.com
Worcester area

FOR SALE

Set of silver screens by Taylormade for
Peugot Boxer 2002. Windscreen cover for
bonnet and engine (keeps out lots of
draughts)
£75 Hardly used
Buyer to pay carriage or to collect
Ladder for the Executive which is still in its
carpet bag, any offer accepted, buyer to
collect from the Wirral
0151 348 4410

stay snug this winter

with a club woolly hat

woolly hat with
badge £6.50 +
£3.00 postage



order from the Regalia Officer, Stuart Wood
regalia@asoc.uk.com



North of England Open Air Museum, Beamish

On behalf of the marshals of the Beamish Rally, Yvonne & Stuart, Pauline & Neil, I would like to thank all those members who came "Up North" from, in some cases, the South Coast, to support us.

It was good to see so many "Old faces" and some new ones. After the initial problems getting level (after all Co.Durham was once all pit heaps) we hope you enjoyed yourselves and the visit to the museum brought back childhood memories.

Ticket 484.



photos: John Tubb

Replacement of a faulty habitation door lock on an Executive

I had an interesting email from a fellow member a few weeks ago explaining that the lock on the Habitation door of his Executive was broken and that Auto-Sleepers Service Dept had told him that the door locks fitted to the original monocoques were no longer available. He was advised to speak with Cheltenham Laminations. He booked it in for the repair and kindly agreed for me to follow the job with Cheltenham Laminations. Members who read the newsletters regularly may recall that Cheltenham Laminations is the company that made the moulds and constructed the GRP body shells of all the monocoque Auto-Sleepers motorhomes. After production ceased, they were asked to produce 50 "Anniversary" editions of the Executive model. They took the moulds out of storage and began production of these now sought-after specials. However, during manufacture, two things happened. Firstly, the original locks for the habitation door were no longer available and so they re-designed the door mould to take the currently available lock. They ordered 50 sets of locks. During the production run, the order for 50 Executives was changed to 40 and so there was an outstanding stock of locks that were put aside.

It is the availability of these locks that meant that customers who asked for their habitation door locks to be replaced were able to be helped. A complication arises however as the new door lock will not fit the recess in the GRP door, designed for the original lock.

The team at Cheltenham Laminations designed and made a mould for a new, deeper, recess that would fit the new lock. The door could now have the old section cut out and the new recess could be bonded on its place.

They kindly sent me photographs of the process and I think you will agree they have done a wonderful job. The problem is that although the whole job is priced very well at around £250, this is based on the fact that the stock of locks was purchased at the 50 off price. Small quantities of these locks are a lot more expensive, and difficult to get hold of. They have only a few left in stock. I understand that the "Fix" can be applied to any of the monocoques.

For anyone concerned that they may need this service, Cheltenham Laminations can be contacted on 01452713098. Gary Curnock would be your first contact.

Replenishing LPG when touring in Europe

A lot of concern and uncertainty has been expressed about LPG abroad, especially among those new to motorhomes or foreign travel. This article has been kindly submitted by Dave Kibblewhite and is an attempt to offer advice and a few suggestions. It specifically addresses concerns regarding adaptors for refillable systems for use in habitation appliances such as under-slung tanks and refillable systems from Gaslow and other, similar suppliers.

Firstly, no adaptor is required for the UK if you have the more common Autogas filling point, which is recessed and has the UK bayonet fitting incorporated. "SafeFill" cylinders have this built into the valve fittings on top, so no adaptor is needed for these.

However, in the UK, there is also a less common flush fitted type, with a hinged plastic cover. This fill point does not have the bayonet fitting incorporated, so it does need a bayonet adaptor for the UK, shown in Fig 1. An adaptor will have been supplied with the fill point, but if you don't have one, or have misplaced it, they are readily available from Autogas 2000, who will give a member discount (See Deals for Members on the club website).

Unless you plan to travel widely in Europe, you will only need the Euro Dish Adaptor (Fig2)



Fig 1 Flush to UK Bayonet adaptor



Fig 2 Euro Dish Adaptor

The Dish Adaptor simply screws onto your existing fill point, and actually makes the filling process a lot easier. The filler gun for this dish type adaptor just pushes up against it, and when you pull the trigger four little claws come out and grab the rim of the dish. Much easier than the UK version. The Dish Adaptor is the only additional one you will need for France, Italy, Greece, Hungary, Bosnia, Croatia, Slovenia, Norway, Portugal, Switzerland, Spain and Poland. Holland is the same as the UK, so no additional adaptor needed for there.

For Germany, Austria, Belgium, Ireland, Liechtenstein, or Luxembourg you need an ACME adaptor, available from Autogas 2000. However, unless you intend to spend a long time within these smaller countries, it may not be worth bothering when it's so easy to top up before crossing the border.



Fig 3 ACME adaptor



Fig 4 Euro-nozzle adaptor

Denmark, Norway and Spain may have the UK bayonet adaptor, but Denmark and Norway may also have the Dish adaptor. Spain and Portugal may also have the Euro-nozzle adaptor. Although it is common in Spain and Portugal at present it is expected to spread to other countries.

The Euro-nozzle comes in two versions, one with and one without a non-return valve. There is a potential risk of injury with the non-return valve version. Therefore, **it is strongly recommended to buy the one without the non-return valve**. Although the non-return valve type would eliminate the slightly alarming puff of gas when the filler gun is disconnected, common with all the other adaptors, there would be a quantity of liquified gas remaining in the filler pipe between the fill point and the cylinder. There could be quite a lot in the case of an underslung tank or a Gaslow type with an external filler.

On removing the adaptor, this would result in a dangerous freezing blast of gas onto your hand/wrist!

Quick reference...

Please visit <https://www.mylpg.eu/adapters> for more detail and the quick reference chart, re-generated below...

For anyone preferring the easy option, a complete set of adaptors (excluding the UK bayonet) is

Country	Adaptor type	Country	Adaptor type
Albania	Dish	Luxembourg	ACME
Austria	Dish, ACME	Macedonia	Dish
Belarus	Dish	Malta	Dish
Belgium	ACME	Montenegro	Dish
Bosnia Herzegovina	Dish	Netherlands	Bayonet
Bulgaria	Dish	Norway	Dish, Bayonet
Croatia	Dish	Poland	Dish
Czech Republic	Dish	Portugal	Dish, Euro-nozzle
Denmark	Dish, Bayonet	Romania	Dish
Estonia	Dish	San Marino	Dish
France	Dish	Serbia	Dish
Germany	ACME	Slovakia	Dish
Greece	Dish	Slovenia	Dish
Hungary	Dish	Spain	Euro-nozzle, Bayonet
Ireland	ACME	Sweden	Dish
Italy	Dish	Switzerland	ACME, Dish
Kosovo	Dish	Ukraine	Dish
Latvia	Dish	United Kingdom	Bayonet, ACME
Liechtenstein	ACME	United States of America	ACME
Lithuania	Dish		

available from Autogas 2000 for approx £23 including postage (not including the members discount)



Fig 5 Adaptor set



The Road to Lake Garda, 2018

Richard Birch 7248

20 May. We never know when it will happen! Ten miles out from home and 300 miles to go, I lost first and fifth gear, as we had to make the 20.15 ferry from Portsmouth to St Malo we decided to persevere with the gears we had, the problem was probably serious and would require `garage treatment`. At a slower pace than usual, we made the ferry with plenty of time to spare.

21 May. We arrived at Le Petit Bois campsite near St. Malo, but had to wait until midday to pitch up. Next day at a V.W. Service Centre, I explained our problem, the mechanic then gave something between the gearbox and gear stick, a turn-or-two and declared "tous les bien." There was no charge levied, so I gave him a few Euros for a couple of beers. Depression lifted. We spent four hours wandering around St. Malo old town, which we loved, followed by a 50 km. drive to Mont St. Michel. Our parking fee was £17.5, and this entitled us to take the free shuttle to the island. We were engulfed in thousands of tourists, all wandering up the steep pedestrian high street, flowing in and out of the many tourist `collectables` shops and cafes etc.

23 May. It took 3 hours to travel what should have taken two, to the next camp site, as the signage was quite appalling. We finally found the camp site which was large, but very quiet, we just relaxed, the weather was still sunny, but the wind had a bit of a chill.

25 May. We left late for the long drive to Locronon. We had been losing water for some days, so I dismantled the wash-basin, only to find I had overloaded the bathroom cabinet and the bottom had split, allowing several items to fall down on to the inlet pipe of the cold water tap, dislodging its joint. I had to replace the water helped by a friendly Frenchman, repaid with a packet of biscuits. I am using a stick at present, as my left knee is quite painful.

26 May. Off to Douarnez, which is a big town. In the market, we bought fresh Douoro fish. We had hoped to BBQ in the evening, but as the weather had deteriorated, BBQs were `out`. Ivy is constantly complaining of being cold, whilst I am overheating.

27 May. A late start as we were locked in so had to call out the warden. Arriving in Concarneau we found a local bar. As rain was threatening, we took lunch by the harbour, consisting of oysters, crab and wine. We walked to the old walled city, but found it full of tourists. We then drove to Carnac, but failed to find the ACSI site and an alternative site to it was closed after 18:00. We moved on to a somewhat obscure site, where we were quoted a good price and it turned out we were the only customers.

28 May. We left by 09:45 to La Trinite-sur-Mer, with its amazing marina filled with giant trimarans, preparing for the next round of their World Sport. Drove down the Quiberon Peninsular to a rocky beach by a casino and spent time watching a Kestrel hovering at head height, only three metres away. Ivy collected stones with shining mica inserts from the beach, before we drove to Port de Pontiney. Watched soldiers practicing manoeuvres and wound up the day with giant pork chops in the middle of a dramatic thunderstorm. Tomorrow would be a long drive to Le Mans.

30 May. We caught the bus into Le Mans and had coffee in a jazz café, with an illuminated trumpet in a black toilet, owned by a multi-instrumentalist, who played fine `local modern`. Wandered into the ancient 17th/18thC town centre, built at the time of the Plantagenets and explored the fine cathedral. Catching the ultra-modern tram to the 24 Hour Circuit with an English/Brazilian family, only to find that the main entrance was shut, when, after being directed two kilometres the wrong way, bad knee and all. We were so tired after re-tracing our steps that we `aborted` the whole idea and caught the tram back to town. (At 79 years, I still haven't the track.) Back at the camp site, we met a very interesting Dutch couple and the husband, who had a head like Salvadore Dali's famous painting, insisted on lending me a chair to sit down. Later an Anglo/Welsh couple came over who lived in Spain, insisted on showing pictures of their villa and pool. He thought we were mad to move to Northumberland, but the Dutch couple understood our priorities, grandchildren.

31 May. A very long drive to St. Etan de la Fougeraie, to a remote campsite on a hillside with a beautiful view over a lake. Indulged in beer and coffee and only just got setup, before a massive thunder storm came crashing in.

1 June. Woke to pounding rain, followed by damp morning, but managed a walk around this large site. We watched an old fisherman pull three large Carp from the lake in less than 15 minutes, Ivy could not understand why he carefully put them back and did not take them home to eat. (This was an amazing site, so peaceful in the off season).

2 June. We were really sorry to leave `Paradise`. By 16:00, we were motoring up the winding gorge to Le Grand Bornand, where we were welcomed by Madam, who remembered us from the 2015 rally.

3 June. We started our day with a visit to the town for coffee, pastries and shopping, but had to shelter from a short shower, followed by hot sunshine. Later, we had another thunderstorm.

4 June. We thanked Madam for our 3 year-old Geranium, which we brought back from the previous rally. Then we embarked on a long autoroute drive under Mont Blanc. Failing to find the camp site at Lago Maggiore, but found another very good one by the lake. Here we had another thunder storm.

5 June. Trundled to Lago Garda through the crowded southern lake area to "Camping Cappuccini", this turned out to be a lovely site on the lake. We were pitched next to Liam and Wendy. A good welcome with wine and nibbles party, meeting old friends and new acquaintances.

6 June. Woke at 5am to a beautiful day and had a long chat with an ex-Marconi engineer, on the subject of Exocet missiles, successfully attacking our ships during the Falklands War and my connections to Mastiff and Chubb etc. Peter took us every one around town to familiarise us with the town. We found the large market area and the walled city. Eight of us stopped off for coffee and ice cream. It was very humid and with Ivy suffering with backache, we spent the afternoon and evening quietly.

7 June. Waking early up at 5:30, I listened to the dawn chorus. Later, I walked along the lakeside with David and Theresa and watched Great Crested Grebes, ducks and swans, all with young. Later, we were beaten at Les Boules in the first round - on the last shot!

9 June. At 4am we had a heavy thunderstorm, and I had to go out and try to rescue the awning from a huge water bomb, I had decided to leave it out despite Ivy wanting it taken down. We repaired the rip with help. Joined the crowd for dinner and admired the very unusual building, which was half ancient and half modern. We were a large crowd and were very noisy trying to sort out a large menu. The service was crazy, but the food was excellent, and the table was friendly with a mad charging system, dividing us into groups of four, this made payment chaotic.

10 June. Today, we took the bus into Verona and toured this wonderful old city by `Noddy Tram`, which was very bumpy. At the huge coliseum, we watched a wedding party and a flag-waving demo. Then we walked till we dropped and had to wait an hour for the bus back.

11 June. The temperature shot up, so we took the waterbus to Toma, via several other little resorts. The breeze was very comfortable on the lake. During our three-hour trip we were serenaded by an Italian choir, which was very enjoyable.

12 June. Today it was the water bus to Simione, heading towards a huge black cloud and `white out` on the lake. The rain eased as we landed and we needed to wear macs for the first time. Met up with Al and Linda and walked out on the peninsular, only to find that the Roman ruins were closed. We had a `wet retreat` home.

14 June. Strong wind at 3am, Ivy very worried about the awning, so had to go out and take it down, not happy. Made tea and was worried about Ivy's persistent kidney pain. We walked towards Simeone past dozens of young families, sun bathing and showing off their baby carriages, 90% with dummies. Watching two small matching aeroplanes flying together, followed by a Lear jet and a third matching plane, all flying very low over the lake. I wonder who was being 'escorted'. Enjoying our farewell party and helping to referee the boules final. Then went round swapping details.

15 June. Saying our last goodbyes, it was a long drive through Simplon pass enjoying the incredible scenery with plenty of snow! Made a wrong turning at Brigg and so wrote off our proposed visit to Lauterbrunnen. When we arrived in Montreaux we were surprised at the large number of very high-class shops all along the lakeside. Ivy finally spotted a possible campsite and we were sold the last pitch, just off the lakeside, with a magnificent view of the lake over the hedge. Talked to an English couple in a large Pilote, who have a son and family living locally. Being too tired to cook, we had an excellent meal in a lakeside restaurant with a very effusive maitre 'd.

16 June. A cool morning, this was so different from the high humidity of Lake Garda. Although a busy railway line was close to the site it was very quiet. Decided to catch the boat to Lausanne and although we waited a long time, we managed to miss it. We compensated with the 'noddy train' up the hill to tour the massive Lavaux vineyards, including a 'tasting', with incredible views of Lake Geneva et environs.

17 June. Driving towards Freiburg we arrived at a huge watersports site, complete with ski cable machine and scuba club, close to the town. We had to wait from 14:30 until 15:15 to be pitched. We decided not to go into Freiburg, instead indulging in large ice coffees with cream.

18 June. Wasted a lot of fuel after getting thoroughly lost in Strasbourg travelling south instead of north.

19 June. We drove straight past our next campsite in Luxembourg, on a long forested road with no turning. The site was under a high autoroute bridge, a bit noisy, but 'Meinheer' was very friendly and, as he only took cash, drove me to the village A.T.M. His family served up excellent Vienaschnitzel and Trout, (Ivy said it was the most tasty she had ever had.) Next day, we walked down a forest track to Mamer enjoying many interesting butterflies, including a White Admiral and caught the bus to the centre of Luxembourg, now much more built up than on our previous visit. We walked for four hours before catching the free-of-charge bus back.

22 June. Drove to Moenchen Gladbach with a wobbly mirror. Got 'warned' for parking illegally on the way, in Liege, by a smashing WPC - in very polite English. Arrived at our friends Ronnie and Elizabeth at 5pm. Next morning, woke early at 6am and took a walk down the street, finding a Turkish bakers for a hot 'Hallal Sausage Roll' and free coffee. After breakfast with our friends and saying our farewells, they gave us presents and asked us to come again. Ivy drove us to Zandvoort, where we drove beside a cold, angry North Sea and were met by two heavy squalls. When the rain stopped we walked into Zandvoort, past masses of kite flyers and large seafood stalls. Zandvoort was a mixture of old town and new giant tower blocks. Looking over the racing circuit we thought we could hear 'screaming engines' but all was still. Back at the site we watched a couple struggle in the wind to erect a 'crazy tent'.

23 June. Easy drive this morning around Haarlem and IJmuiden. Enjoying seafood snacks in the Harbour Food Festival. Boarded the ferry with 120+ motorbikes and went to bed at 8pm. Woke up four times during the night in our comfortable cabin. Then got up to see the sunrise. We both looked over South Shields beach on our way up the River Tyne, after a fine and eventful holiday.

RALLY INFORMATION

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

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



November 2018 RALLY INFORMATION

29th October – 2nd November (4 nights) Wells Touring Park, Haybridge, Wells, Somerset. BA5 1AJ

Emergency Tel.No. 07711271568.

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

Site fees: £64.00 plus rally fee £5.00. No admission before 12.00.

Send rally slip and fees payable to Liz Irvin, 43 School Lane, Kirk Ella, East Yorkshire. HU10 7NP.
Enquiries 07711 271568 or lizirvin@outlook.com Confirmation by email, SAE if no email.

The site is a Premier Parks site for adults only and includes showers and electricity. We have negotiated a discounted fee for the rally.

The site is within walking distance of Wells with a cathedral and a moated Bishop's Palace. Wookey Hole is nearby. Group Guided Tours can be arranged to the Cathedral and the Bishop's Palace, please indicate on the slip if interested.

The bus stops at the site entrance to take you to Cheddar Gorge or Weston-Super-Mare, or to Wells with connections to Bath, Bristol, Glastonbury or Street.

Limit of 25 vans

RALLY FULLY BOOKED

2nd - 6th November Sedgemoor Carnival, Burnham on Sea, Somerset

Emergency only mobile. 07711 375323.

Rally Marshals:Linda & Brian Ellis.

Site Fee: £65.00, Rally Fee: £4.00 Total. £69.00. before 20th. October please. Send rally slip & cheque, payable to B.Ellis, together with a Stamped Addressed Envelope or clearly written e-mail address for confirmation to Brian Ellis, 52 Golf Links Road, Burnham on Sea, Somerset. TA8 2PP. Tel. No 01278 784524

E-mail ell.ba82@yahoo.co.uk The site is a full facilities Haven site. We are limited to 46 pitches all are hardstanding level pitches with electric hook up and are accessed by tarmac roads. Disabled or special needs please indicate on slip for convenient siting.

There is an indoor swimming pool which may still be open.

Attractions:- Fireworks display Sunday and the Carnival on Monday evening. Burnham town is a 10 minute walk up the prom. from the site with a range of shops and eating places plus Lloyds Bank, supermarkets, B & M and Lidl and a long beach (7 miles) There are buses to Highbridge, Bridgwater, Taunton & Weston Super Mare.

RALLY FULLY BOOKED

Monday is not your average town carnival, as many will testify. There are floats decked with thousands of lights, some moving displays, some tapestry and many walking entrants. The whole parade can take about 2 hours. (wrap up warm). If you have never seen this spectacular event visit highbridgeandburnhamcarnival.org.uk (all lower case).

Directions: Sat Nav. Use TA8 1LA and look for Holiday Village signs. M5 junction 22 Burnham on Sea exit to the large island (Edithmead A 38) and turn left and follow signs for Burnham Holiday Village. (Taunton A 38). Approx. one mile straight over island (A38) and continue past caravan sales, over railway bridge then turn right at the Asda island signposted Burnham Holiday Village. At Mini island by petrol station bear left onto Marine Drive towards Burnham town centre. Holiday Village is in about a quarter of a mile on the left.

NO DOGS ALLOWED SITE RULES.

******Rally starts at 12.00 noon. Friday 2nd November. No early arrivals please.**

Fri. 16th – Tue. 20th November (4 nights) Victoria Park Southport

Emergency Tel.No 07763773877 Marshal's mobile.

RALLY FULLY BOOKED

Rally Marshals: Dave & Wyn Crabbe.

Site Fee: £13:00 per night including Electric hook up, Rally Fee: £3:75 couples. £2:50 singles.

This is a public park and green field site.

**please phone the rally marshals
landline for any cancellations**

Dogs welcome on a lead on site at all times.

A fish & chip super has been arranged for the Friday evening. Chips @ £1:65, Fish (cod) @ £3:70. Please indicate on the form your order and send payment with the rally form.

Booking form & cheques payable to D C & W Crabbe 27 Crawford Road, Crawford Village, Up Holland, Skelmersdale, West Lancashire. WN8 9QR. Tel. No. 01744 884437.

Please send SAE for confirmation and directions or e-mail address clearly written (BLOCK CAPITALS) please.

If you would like to arrive and stay before or stay on after the rally there is a Caravan Club site adjacent to the park. Please book your extra nights with the CC site directly. This is not part of the rally and incurs an extra charge.

Attractions; Victorian coastal town of Southport and its shops, parks and beaches, also the second longest Pier with tram in the country. Sunday evening switch on of Christmas lights. Liverpool with its wealth of attractions, architecture, museums, waterfront, Albert dock, and Liverpool One shopping centre. Martin Mere Wild Fowl centre. Ormskirk market town, Crosby Beach with the Antony Gormley statues, Red squirrel sanctuary at Formby and a lot more around the district and further afield.

There is a Morrison's supermarket within 5 minutes' walk from the site.

Rally starts at 1200hrs. N.B. There is now a barrier across the entrance which requires a code to enter. Please do not arrive before 1200hrs as parking on the road will cause problems.

Limit of 30 vans



AUTO-SLEEPER OWNERS' CLUB RALLY APPLICATION FORM

Date sent:		Rally name:	
First name:		Surname:	
Address:			
Address:			
Town/City:		Postcode:	
Phone No:	Mobile:	Membership No:	
Email:			
Additional number of named persons in your van			
Adults:		Children (incl age):	Dogs:
Name:		Name:	
Name:		Name:	
MOTORHOME DETAILS			
Registration:			
Length:			
Model:			
ARRIVAL DETAILS			
Day:	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		Yes	No
Is this your first ASOC rally:		<input type="checkbox"/>	<input type="checkbox"/>
Electricity:		<input type="checkbox"/>	<input type="checkbox"/>
Evening meal:		<input type="checkbox"/>	<input type="checkbox"/>
Any special needs: If yes specify below		<input type="checkbox"/>	<input type="checkbox"/>
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