

# ASOC NEWS

363 DECEMBER 2018

 seasons greetings to all  
our members



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closing date for entries 10 December 2018

as usual the winning entry will be drawn by WINGS

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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 Club or your editor. Therefore, no warranties are expressed or implied nor indemnities given. You try them out at your own risk.

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

**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.

## editor's note

Welcome to December News

Just to remind members If your membership is not renewed by 5 January 2019, you will not receive any more ASOC News, paper version or access to the member area.

Some of us may be closing down the van for the winter, the editor being a motorhome softy will be doing so. Technical has asked the factory to revise and update our article on winterising your van, as soon as we get this, we will let you know.

More members are subscribing to the member and technical area on the website. Just to remind those who have not done so, they need to go to the website under the member or technical button and subscribe, when you subscribe an email alert comes to us and we issue the login details.

Unfortunately, we cannot subscribe for you. This is the same for all members, so making your own up will not work, our system allows only strong secure passwords which need to pass a percentage check.

We try to respond within a few hours with the login details with an email to you, so please check your junk box, if you don't see it.

Every month, we send out an email alert to say the magazine is available to download. You can unsubscribe at any time, but, it may mean if the password changes, which it will in January, you will need to subscribe again. We have the same login for all, which means we can lock it down for any reason.

For new members, we have included a note on attending rallies, I think it is going to be a full season, with some of the old favourites.

Finally for 2018, the team would like to wish all our members a super Christmas and New Year.

### **Can any member help**

Hi fellow tourers. Charlie and I are looking to visit the Isle of Man next year and we're wondering if anyone out there could give us any hints, tips and advice on visiting the island. If there is, and your willing to share your experience, please would you be kind enough to give us a call on 01934 512023 Thank you Val.

### **PAYING YOUR MEMBERSHIP RENEWAL BY BANK TRANSFER?**

Only use your surname and membership number as the reference.  
Do not include initials, or any other wording or references to ASOC.  
Please remember to tick the "Paying by BACS" box on the renewal form.

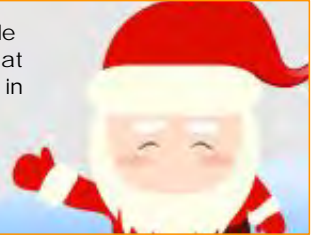
## **START SORTING YOUR PHOTOS NOW!**

**2019 photographic competition, more details next month**

Wishing all our friends at ASOC a Merry Christmas and a Happy New Year. We look forward to seeing you all in 2019.  
Chris and Shirley Sturgeon 2897



Wishing my friends in ASOC a happy Christmas and memorable outings including the 2019 Rally season. May see many of you at the National. No Christmas Cards, just thoughts and a cheque in lieu to the Rosemere Cancer Foundation, Preston.  
James Bertlin 2770



Merry Christmas and a Happy New Year to all our friends at ASOC.  
Look forward to meeting up at rallies in 2019.  
Sandra & Bernie Wisely 16



I wish all asoc members a very happy Christmas and happy motorhoming in 2019.

To the friends who remember me this will be my last Christmas message as I am not renewing my membership. There are fewer and fewer names appearing in the mag that I recognise and fewer and fewer faces in pictures. As always I wish you a very happy Christmas and a summer like we've just had to enjoy your touring.

I will still look forward to receiving cards and phone messages from you but I may be giving you a new address. I've had a very big operation and a long spell in hospital and now reside in a Care home for respite care hoping to go home soon. Best wishes to all  
Nora 0104



At the NEC last month, I was assisting on the ASOC Stand, which was kindly hosted by Auto-Sleepers. It seemed like a very busy show. We have already two new members signed up from the show and 12 other visitors took away membership forms to complete. Notable were the new versions of the Bourton, Winchcombe, Malvern and Burford coach-built on the new Mercedes Sprinter chassis. I saw one of the new chassis under construction at the factory and I am very happy to report that amongst other features, the floor remains completely level throughout. Not an easy achievement. Internally, the layouts are essentially unchanged with the exception of a new light wood finish that I find very attractive. A new Sargent touch panel control system is used in these new models. All the new Sprinter-based models will use the rear wheel drive chassis option. I am working with the factory to produce a detailed report.

Also, on the Auto-Sleepers stand, were three of the five new "Fusion" range of coach-built motorhomes. These are made in Italy by the Trigano Group and all have the continental style of lounge layout. This is a range that is not branded as Auto-Sleeper and is supplied directly to Auto-Sleepers dealers from Italy. Warranty and after-sales will be backed up by Auto-Sleepers. The price point of this new range is below that of the Auto-Sleepers coach-built range. These motor homes will not qualify their owners for membership of ASOC. This range fills a gap in the market in terms of price and layouts not currently covered by Auto-Sleepers.

It comes around to this time of year when we are thinking of laying up our motorhomes for the winter. May I direct you to Ideas Sheets 85 and 219, which both deal with the steps required. Ideas Sheet 85 was written by Auto-Sleepers and last updated in 2010. The pricing offered on this sheet may well be out of date. I have asked for this Ideas sheet to be reviewed and I will update the website when I get the updated copy. However, the information in the present version is still pertinent.

We now have a Technical Group made up of four "expert" members. You may recall my earlier appeal for volunteers to expand this group who are willing to add their knowledge to support the answers to technical enquiries from fellow members. That invite still (and will continue to) stands. Please consider if you would like to receive occasional email requests, from me, for help with information or knowledge about your experience of owning your motorhome(s). Please email me with your member number, email address and your area of knowledge (eg Executives) and I will gladly add you to the Technical Group. Please also keep your technical requests coming. They are all welcome and I, personally, enjoy learning from almost each enquiry.

Finally, for this month, please enjoy the seasonal project for blown air heating systems. How many times have you wished for warm, dry shoes, boots and even gloves in the winter months of motor homing?

#### **Thetford Black Bits**

I found this in a back issue of "News" I think it is worth re-printing here as many owners will be preparing their motorhomes for winter lay-up. The advice was given at a National Rally Q&A session by the Thetford representative, Andrew Cooke.

Q23: Why do I get 'black bits' when I drain down?

A23: The best fluid now is the pink "Aquarinsé+". This now has an agent to prevent this from happening. However to remove current 'black bits' please follow the following instructions:-

1. First clean out the flush-water tank, following our factory-specific instructions. Use Aqua Rinse Plus for ultimate freshness, clean flush-water and to keep your toilet protected.
2. Prepare a solution using 100ml household bleach (or Milton) per 10L of flush-water tank capacity. Prepare as much solution as needed to completely fill your flush-water tank.
3. Fill the flush-water tank completely with the prepared solution and leave for 24 hours.
4. Drain the flush-water tank by using the drain tube or flushing system. Then fill the flush-water tank completely with fresh water and leave it in for 5 minutes.
5. Drain the flush-water tank again.
6. Repeat step 5+6 to make sure no bleach is left behind.

N.B. Do not use together with other products. Exceeding the stated dose or recommended duration could damage your Thetford toilet

# Ready for the winter?

## Boot, shoe, warmer and drier

This simply pushes into an existing hot air outlet (typical 60mm Truma vent – you need to take out the circular flap from the vent to allow it to push in).

This is made from 40mm & 32mm waste pipe, a mixture of compression fittings and push-fit fittings. I chose compression fittings for the main section so it's a bit more solid when it's being stuffed into the boots, and can also easily be broken down into sections for storage.

Push-fit elbows are used on the sections that go inside the boots as they are slimmer than equivalent compression fittings so slip into the boots easier.

### Materials required

2m 32mm waste pipe

1m 40mm water pipe

1 x 40mm push fit flexible coupler

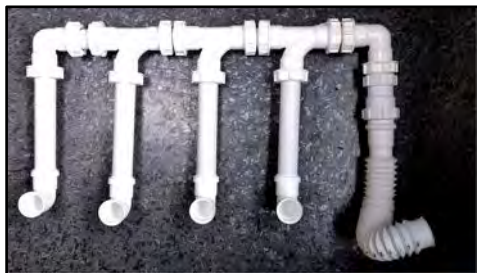
1 x compression 40mm-32mm reducer

2 x 32mm compression 90 degree elbows

3 x 32mm compression equal tees

4 x push-fit 90 degree elbows

Neoprene foam tape (wrapped round end of tube where it inserts in the hot air vent to create a seal. Now when your heating is on overnight it can be warming and drying your boots at the same time



The design above comes from a couple called Katie and Dan who have a website full of useful stuff for motorhomers. Dan has kindly approved the reproduction of this article for the use of ASOC Club Members.

Take a look at their website: <https://motor-roam.co.uk> The article can be found in the "Technical" section under "Homemade hot-air Ski boot dryer". Also, their Ski resources pages at <https://motor-roam.co.uk/motorhome-ski-resources>

If you like this, you should visit Katie and Dan's website and post a comment for them.

Personally, I think this is a neat solution. For me, I like that the design uses fittings with rubber seals that means it is a knock-down accessory and can be adapted, maybe back to back by using a 180-degree bend or 2 x 90-degree elbows to have the two pairs of shoes back to back. Of course, a one pair version could be made also.

I would lubricate the rubber seals with a little silicone spray to make assembly and disassembly easier.

Dennis Downie, Technical



12 Places alongside canal. A little way out of town but supermarkets etc are not far up the hill. €7.40 including electricity, water and tax. Pay at the 'Harbour Master' office that also includes Tourist Information.

Co-ordinates 48.118181, 5.154241



# Chaumont



# We finally made it

CHRIS MAWDSLEY



Melrose Chain Bridge

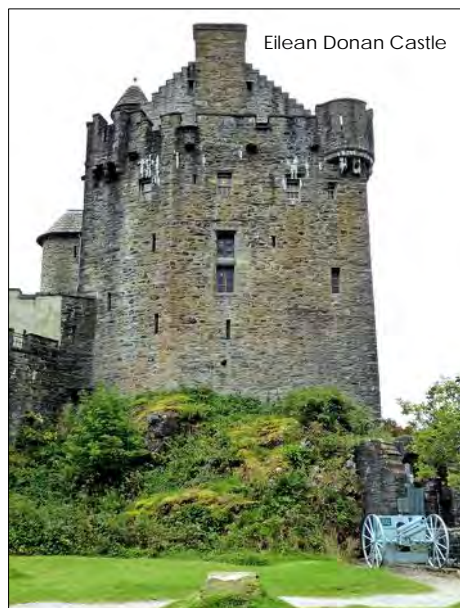
We've been trying to get to Scotland to tour the bits we don't know, for about four years now – but I think our timing was a bit off! Remember Storm Ali?

We set off just after the August Bank Holiday and headed for Falkirk, staying at the Wheel Caravan Park, which those of you who did the Scottish Rally last year will be familiar with. It's just a 10 minute walk from the Falkirk Wheel and about a 20 minute walk from probably one of the best restaurants in Scotland, the Canada Wood (thanks for the recommendation Liam). The site is run by an interesting chap – Hogi, who had recently acquired a horse and cart and he very obligingly took us up the hill for our first visit to the restaurant, although Thomas (the horse) didn't seem too keen, I think he'd been looking forward to a rest and kept trying to turn around or stop. We booked a trip on the Wheel on Thursday, which was very interesting and we really enjoyed, then we walked into Falkirk along the lower canal and back along the top one.

We headed for Pitlochry on Friday, stopping off at the Kelpies first – who could resist not getting up close and personal with them, they're wonderful. We spent quite some time with them and took loads of photographs, I'm besotted.

Of course, whilst we were in Pitlochry we had to visit the Blair Atholl Distillery, which is also the home of Bells, which, as those of you who know Peter will be aware, it's not just a favourite tippie, but a basic essential.

Next stop Inverness, staying at the Torvean camp site about a half an hour walk from the city. The main reason for choosing this site is that it's opposite the embarkation point for a boat trip along a bit of the Caledonian Canal and around Loch Ness, which we thoroughly enjoyed, in I might add, very good weather. The boat goes as far as Urquhart Castle and you get an excellent view of the ruins from the loch. There is also a tour bus stop just outside the camp site which we took advantage of a couple of times, getting off in the city on the second trip and walking back along the river.



Eilean Donan Castle



The Kelpies

By now it's the fifth of September and we headed for Skye stopping off to visit Eilean Donan on the way. This is the castle that seems to be featured on the front of most of the ads for visiting Scotland, I'd always wanted to visit and I wasn't disappointed. However, the weather deteriorated as we were leaving and the journey over the bridge into Skye was in pouring rain. We checked into Torvaig camp site, just outside of Portree. We had a look around the town next morning before setting off towards the Old Man of Storr, where we planned to walk. However, when we got there you couldn't park for about a mile in either direction – probably more with the van, so we had to content ourselves with the sight

of it. We did manage to park at Lealt Falls and at Meall Tuath before driving past Uig, stopping on the opposite headland which gave us an excellent view of the town, then on to our next site at Loch Greshornish.

This is a lovely camp site next to the Loch and about a half an hour walk from an excellent restaurant, the Edinbane Inn. We used Greshornish as a base to visit Dunvegan Castle – stronghold of the McLeonds but having seen one of the prettiest castles in Scotland (Eilean Donan) this struck me as one of the most 'dour'. It was, nevertheless, an interesting place and the gardens were pleasant, but before going into the castle we took a trip to see the seals – ON A VERY SMALL BOAT. From the castle we followed the tiny road north to the Coral Beaches, having to shoehorn the van into a very small car park, but it was a pleasant walk if the beaches were a teeny bit disappointing.

Neist Point Lighthouse



On another day we went to Neist Point and walked to the lighthouse, which was a good walk in reasonable weather. We even managed to sit outside for an hour or so. It was not to last....

Moving on to the Glenbrittle campsite – great location, but tortuous to get to, we passed the Fairy Pools, which we had planned to walk to, but again couldn't get parked. In fact, we barely got along the road for parked vehicles, it was so tight Peter had to get out and guide me through. Once settled, we went for a walk along the beach but then it started to rain, and then it really started to rain. The following morning (Monday) the weather was truly awful, so we still didn't get up to the Fairy Pools.

We had planned to camp a Sligachan that night, but as the weather was so awful and there is nothing to do there but walk, we decided to head straight for Broadford, where there is at least a village and a shiny new campsite (it only opened in June). We visited Armadale Castle on Tuesday, getting back early afternoon, which is just as well as the winds increased to around forty-five miles an hour with lashing rain. We went for a walk around the headland on Wednesday; it was raining to start with but did clear up.

We have a couple of over-riding impressions of Skye, lovely though it is. One is the roads – not only are they single track with passing places, but they're full of potholes, some large enough to swallow a small vehicle, and breaking down at the sides. It might make for courteous drivers, but it's hardly relaxing, nor is it easy on the suspension. The other is the amount of hired motorhomes there were on the Island, can't imagine what it would have been like in the high season.



We left Skye via Mallaig then got the ferry from Lochalinne to Mull and stayed at Craignure for 4 nights. We decided to drive around the Island on the scenic route – we should have known better! The A roads are challenging enough but this was a B road anyway about halfway we decided enough is enough and we got on to the A road for Tobermory, where we had a look around and lunch – in pouring rain, of course. On the Saturday we took the ferry to Iona and toured the Abbey, that ferry ride was a bit lumpy.

From Mull we got the ferry to Oban and drove to Tynedrum, where there are two railway stations, which seemed a good option considering the weather and the forecast. We stayed at the 'By the Way' camp site, where Storm Ali hit just after midnight on Tuesday night. We got the full works, thunder, lightning, high winds and very heavy rain. It was very violent and noisy, but there were no mishaps. The campsite is popular with backpackers, but the wardens had adopted a 'No Tents' policy, how the wild campers along the West Highland Way got on we've no idea.

We took the train to Oban on Tuesday and one to Mallaig on Thursday, which was a pleasant journey, particularly coming back because we saw quite a few deer and an eagle perched on a large boulder very close to the track. Of course, we also went over the Glennfinan Viaduct (of Harry Potter fame).

We had one night at Ardlui then on to see some friends who live in Helensburgh from where our friends drove to Balmaha, on the eastern side of Loch Lomond on Sunday, so we could walk along a stretch of the West Highland Way. Then on Monday we took a train to Westerton (Glasgow) and walked along the canal and the Kelvin river to the Botanic Gardens, then on to the Museum where we had lunch. It was hard to believe we'd come all this way into Glasgow along such quiet and leafy paths. From there to Partick where we caught the train back to Helensburgh. All of which we did in brilliant sunshine.

Leaving on Tuesday we went to Melrose for a couple of nights, where we explored the town trail, the chain bridge and the Abbey before heading for home, stopping off at the Tatham Bridge Inn about half way. They have a CL and the food's not bad.

We had just over four weeks in Scotland and managed to see and do most of what we had planned, although not as much walking because of the weather. I've always said you don't go to Scotland for the weather, but Storm Ali – really....





#### FOR SALE

##### GENUINE EXTERNAL SILVERSCREEN (PARA-GON)

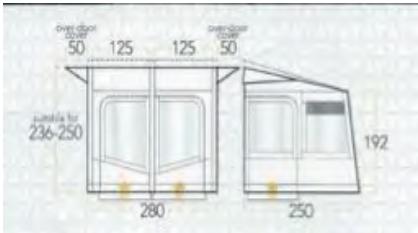
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To claim your discount, you must present your ASOC membership card at the time of order or arrival.

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

#### FOR SALE

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VW T4, diesel 2.4 with Fiamma awning  
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thank you for the donation

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Two black Mirror Guard wing mirror protectors  
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Rotary clothes airer (Royal)  
complete with anchor pegs and bag

**£10.00**

David 01282 699401

Lancs

# Single tracking

Rob Corcoran 9539

I'm sitting on the Isle of Skye as I type this, with the window next to me looking out onto stunning views. Or it would be if Eilean a'Cheo (the Misty Isle) wasn't living up to its Gaelic name. Those views are quite a distraction for the thousands of British and foreign tourists flooding here. You really can tell the overseas visitors – not just from Europe but as far away as China, due apparently to the Game Of Thrones influence (no, me neither). They are the ones driving 18 reg hire cars and peering out of the windows, as if driving on the left in a right-hand drive car for the first time wasn't enough of a task.

It's not unusual to be approaching, say, a car park or beauty spot layby when a vehicle pulls out onto the wrong side, directly at you. Accidents and fatalities (an appalling eighteen deaths this year alone) are common in the Scottish Highlands partly due to this scenario every year. Maybe the Highlands should be the first testing ground for the driverless car technology? After all, it's an area lowland Scots call "the Big Empty".

The benefits would be considerable and include keeping you on the right track, allowing you and your passengers to gawp out the windows at the scenery, and to chatter excitedly about spotting the first eagle. Which won't be, it's much more likely to be a buzzard or "tourist eagle" as the locals call them!

This Highlands Autonomous Global-Go Intelligent System (HAGGIS) would also be programmed with single-track-road etiquette technology. Fear not, there are plenty of high-quality dual track roads in the north, a legacy of hydro-electric building schemes in the 50s and 60s, as well as ongoing forestry operations, so don't be put off. But if you want the scenic routes you will find yourself single-tracking it. With a bit of experience you will find these routes to be fast and free flowing, just follow the rules.

In the future, HAGGIS will know where all the passing places are. It will spot a vehicle approaching and modify your speed so that you both pass in the wider sections at the same moment. It knows there is nothing quite so frustrating as stopping for an approaching vehicle which then stops in the next forward passing place. And flashes you on...

It will also pull into a passing place when its rear sensors detect a build up of vehicles (and a build up of vehicles equals one or more!) so that they can make progress. And it will NEVER pull in just so you can take a photo! The system itself will probably take a 360deg. panorama for you anyway.

HAGGIS also knows that the passing place can be on the left or the right, but the vehicle will stop into the left if it's there but NEVER across to the right. The approaching vehicle's HAGGIS will veer to its left to effect the pass. It's all a bit like a Red Arrows stunt when you see experienced Highlanders pass at high speed, always remembering to raise just the right index finger from the steering wheel in salute!

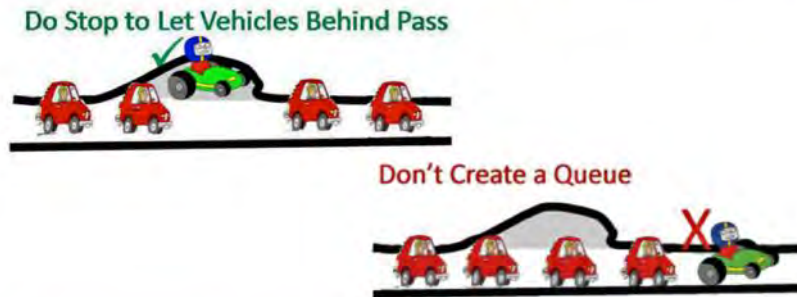
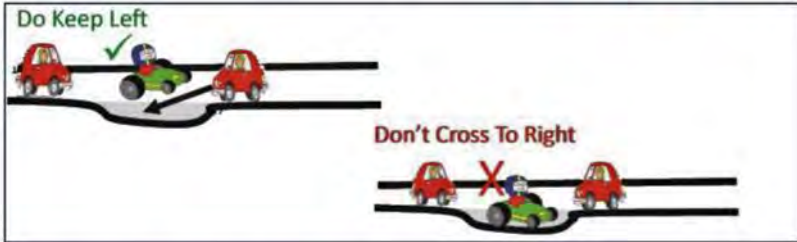
As the technology will be funded by the Scottish Government they will undoubtedly want an add-on – perhaps the Scottish Landscape and Incredible Natural Terrain Element (SLÀINTE which just happens to be Scottish Gaelic for "good health!") - to include a whole-of-Scotland touring itinerary. Edinburgh, Loch Lomond and the Isle of Skye are the top 3 visitor destinations but there are so many other delights. There's the Galloway Forest dark sky zone, a brand-new V&A in Dundee, the chance to spot the Loch Ness Monster, Britain's tallest mountain Ben Nevis in Fort William, dolphins swimming near Fort George, Harry Potter's Glenfinnan Viaduct, stunning, moody Glencoe, John O'Groats, numerous Scotch whisky distilleries, and the fine museums of Glasgow to name just a few.

So even though HAGGIS and SLÀINTE technology will be a very long time coming – if ever - you could make use of some of the basic driving logic described above. Why not try it out on the single-track sections of the North Coast 500 ([www.northcoast500.com](http://www.northcoast500.com)) described in the

September 18 newsletter – an awesome tour through spectacular land and seascapes. I've driven on it, some parts quite frequently, and it never ceases to amaze. It may be a long way away from you, but surely it's a million miles from the Smart Motorway drudge. Get Scotland on your bucket list soon!

Slàinte!

✓  **Single Track Roads** X 



Passing place practice - drawing courtesy Deirdre Peppe and SkyeConnect

# assoc

## NATIONAL RALLY

30 YEAR CELEBRATION  
**DANCING**  
CABARET  
**QUIZ**  
GREAT RAFFLE  
TOMBOLA  
**ITEMS FOR SALE**  
TEA & COFFEE BAR

2 - 6 May  
2019

more details  
to follow

## **Burnham on Sea Rally – November 2018**

This was our first rally despite it being our seventh year of membership of ASOC! It won't be our last!

Last year we had noticed the Burnham carnival rally too late to book so this year we looked out for it, rather selfishly, as a simple way of seeing the carnival. Although we caravanned for 30 years and have had motorhomes for 17 years we haven't before gone out in the late autumn since we had a very cold November weekend back in the 70's with inadequate heating and a barbecue that would not get hot enough to cook the evening meal for Judy and me and our three young boys, so this rally was an experiment.

It was an easy 4 hour drive from Carshalton down to Burnham on what was to be the only sunny day of the long weekend. We arrived at the site at about 2:30 to a hearty welcome from Brian and John, the marshals, and were invited to choose our pitch. Our first lesson was that the early bird gets the sun – mental note to arrive earlier in future. But since it was the only sun of the weekend it made little difference. We settled ourselves very quickly and, as suggested, took our mugs back to Brian and John for a coffee and biscuit and to meet some of the folk who had arrived recently and those who were still coming in.

Later on, after a short walk into the town, we were able to meet more of the 85 other ralliers and to chat over more coffee and biscuits while Brian briefed us on the arrangements that he and Linda had made for the weekend, which way to turn to get out of the site to the town or to buses to Weston or Taunton, all accompanied by much light hearted banter. Left to our own devices on Saturday we wandered back into town and on up the beach to the very unusual nine legged lighthouse on the beach followed by a good lunch in Wetherspoons which is just 10 minutes walk from the site. Sunday morning most of us took a stroll down past the lakes in Apex park to Highbridge caravans, a massive dealer; they made us very welcome with coffee and yet more biscuits before returning back to our vans for a late lunch to fortify ourselves for the firework display that evening. The vans emptied at about 6 o'clock as we all sought a good vantage point from where we could see the display.

We had very little distance to walk - Judy and I found a spot where there were steps onto the sea wall and, although safety marshals prevented folk from standing on the wall, we had a superb view down the beach to the jetty where the display was based, surprisingly without too many crowds. It was a superb half hour display. Fortunately the earlier drizzle had stopped but we were very pleased to return, from the chill to the Mash and Barrel in the site to enjoy the Dingbat Quiz that Brian and Linda had arranged. This was a great opportunity to meet some of our new found friends in a very light-hearted and non-threatening "competitive" (?) atmosphere. It was interesting to try to get into the mind-set of whoever had devised the dingbats – some appeared quite easy, while others required tortuous logic until the light suddenly dawned. Monday morning saw us back at the Mash and Barrel for – guess what – coffee and biscuits - and another chance to chat, plus the raffle draw with quite the largest number of prizes we have ever seen in a raffle.

Brian and Linda then gave us half an hour off before we decamped to the Coopers Arms for a carvery lunch with the most amazing sticky toffee pudding for dessert. But that was just the aperitif for the main event of the long weekend – the carnival. Brian had advised us to head up into the town and to take our positions at the corner of High Street and Marine Drive, near B&M and that proved to be a good vantage point as the carts made the left turn (yes it is left ....) there. We were really lucky to have a fine and mild evening and were there at 7:30. The first cart, which did not reach us until just before 8:30, took our breath away by its intricacy, its size, the volume of sound and light and the enthusiasm of the performers – and that continued throughout the two hour long procession.

We had heard that it was a superb carnival but no words or photographs can do justice to the scale of the spectacle, the enthusiasm of the competitors or the whole visual and aural impact, coupled with the incredible attention to safety of both the people on the carts (we must not call them floats!) and the spectators. We were hugely impressed – but next time we will take our folding chairs -plus a blanket if it's a cold night. If you would like just a taste of what it was like have a look at this link

<https://www.burnham-on-sea.com/news/video-highlights-of-2018-burnham-on-sea-carnival/>

We were so pleased that we had at last made the effort to do an ASOC rally. Huge thanks to Brian, Linda (the Arctic blonde). John and Jackie for all the work that they did behind the scenes to organise it and to ensure that we all had a good time – and to all the new friends that we have made during the long weekend.

Judy & Ron Goldby 7925



### **Sedgemoor Carnival Burnham on Sea**

The origin of Sedgemoor carnival is a Guy Fawkes celebration and began in what was then a busy working town of Bridgwater, in Somerset. It began with decorated carts, both horse and hand drawn and a procession of family groups of all ages. Many local families can trace their involvement way back through the years and still continue to participate.

Carts, as they are still called by traditionalists, have changed over the years, with the advent of motorised vehicles, electricity and portable generators. From those early simple carts we now have tractors pulling huge trailers fully decked out with thousands of lights and with portable generators in tow, some capable of powering a small village.

Carts are built by carnival clubs often aided or part sponsored by local businesses. After the last event they are broken down and work begins on funding and building the next year's entry.

The whole carnival procession is interspersed with smaller entrants, groups and individuals all entering into the carnival spirit and can take about two hours to pass. It is a fantastic spectacle.

As the carnival has grown it has been adopted by seven other towns.

The carnival circuit always begins with Bridgwater on the first Saturday to fall in November. Then we have the Burnham on Sea carnival to follow on the Monday evening. From there they go on to the towns of Weston Super Mare, North Petherton, Midsomer Norton, Shepton Mallet, Wells, and Glastonbury.

The carnival entrants are all self funded, any monies collected at the events is in support of local charities. There are different categories each spectacular in their own right and each judged by independent judges to win an assortment of trophies medals and cups. The amazing thing is they hold the still life poses, or dance the routines for about a 2 mile circuit, this includes the walking entrants.

We were fortunate again to have a dry and even mild night (for the time of the year) and were treated to yet another fantastic carnival.

Our thanks to John and Jackie Moss who marshalled, Ruby, Brian, Bill, and Jan who assisted with the raffle and coffee morning, and to those who offered their help, and all who supported the rally. Hope you all enjoyed it as much as we did, and sorry about the quiz. Next year will be easier (although I thought this one was).

Brian & Linda Ellis 2360

## Sedgemoor Carnival Rally

We are greeted with a lovely hot cup of tea or coffee when we arrive, given our welcome pack and shown to our pitch. Those of us that arrived early in the afternoon were then able to enjoy a stroll along the Burnham-on-Sea promenade in the unseasonably warm Autumn sunshine. In the evening, we all get together for a chat and greet friends from previous rallies, and Brian takes us through the planned programme, and rightly answers many questions.

The main feature of this Rally takes place on the last evening with the loud, bright Carnival procession through Burnham-on-Sea. This doesn't mean that the run up is anything like boring, as our organisers Brian, Linda, Jackie and John arrange many activities for us through the weekend from Friday onwards.

Saturday is our 'free' day. Some of us, being gluttons for punishment, get up early, drive to Bridgwater, and park up ready to watch the Bridgwater Carnival from the comfort of our motorhomes.

A day enjoying the street entertainment and shops in town, and then the excitement of the Carnival - this year taking longer than usual due to break-downs on a narrow railway bridge, at the beginning of the route! (Creeping quietly back onto the camping site long past midnight!)

Sunday offers the opportunity to have a wander through beautiful Apex Park enjoying the Autumn colours, and lovely sunshine that our organisers have laid on for us, ending at the local Highbridge Caravans accessory shop where Brian has arranged for us to be made welcome with tea, coffee & biscuits and given discount on purchases in the shop. In the evening we watch the Burnham Fireworks display on the Promenade (some of us being very lazy and watching from our motorhome windows as we are so close to the beach) and then into the on-site 'Mash & Barrel' bistro pub for Brian's "Dingbats Quiz" which he assured us was easier than last years (some of us may not agree!).

Monday we all meet up at 10.00am in the 'Mash & Barrel' for the answers to the (easy) quiz we found in our welcome packs, and more tea, coffee and biscuits. We then start the ginormous raffle which Brian and Linda managed to execute in only 25 minutes (see photo for number of prizes!!).

After the raffle, Brian escorted a group of us through Apex Park to 'The Coopers Arms' where he had organised a carvery lunch and dessert for only £10.00 per head. A few were able to travel to and from The Coopers Arms by the local bus service. The rest of the afternoon was then free to enjoy, and prepare for the Burnham-on-Sea Carnival.

The Carnival itself was no disappointment, and lived up to previous years expectations. The spectacle of the huge three-section articulated 'carts' at close range is truly overwhelming. The noise, the lights, the heat and the enthusiasm of the participants is just awesome! Not to be outdone are the walking groups, marching bands and majorettes, and some of the individual walking entries' costumes are truly amazing. Once again Brian's local knowledge came in to advise the newcomers as to the best vantage points close to the campsite to view the Carnival.

The only thing left to say is to thank Brian, Linda, John and Jackie for another very enjoyable Carnival Rally and we look forward to next year.

Mike & Sandra Basham 8483





photo: Ron Goldby



photo: Ron Goldby



photo: Ron Goldby

## rally information

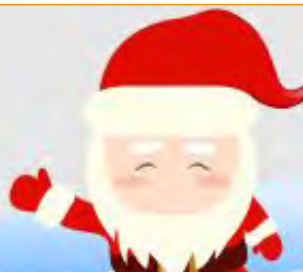
Neil C. Rogers, Rally Coordinator  
5 Emerson Court, Carmel Road North, Darlington, Co. Durham DL3 8JB  
Telephone 01325 954508 Email ncr@mypostoffice.co.uk



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

## *A Happy Christmas to all members*

Pauline & Neil Rogers  
would like to wish all their friends in the Club a  
Merry Christmas and a Happy New Year



## WANT TO RUN A RALLY?

or would like to assist a  
rally marshal to see  
what is involved



All the information you require is below



## A Guide for new ralliers and a reminder to all members

ASOC membership cards must be available for inspection at all rallies, if requested, to verify membership,

Any member in the Club may rally but there is a procedure to follow.

Rallies are advertised in the Rally News approximately two months ahead of the rally with exception of the National/AGM and any foreign rallies.

1. If you see a rally you wish to attend advertised in the Rally Information in the ASOC News, complete a rally slip which you will find in the ASOC News. Complete ALL sections of the rally slip. Ensure that ALL family members attending a rally are listed on the slip, this number is subject to the sleeping capacity of your Auto-Sleeper. Applications for rallies are only made by using a Club rally slip using the above information. Early applications cannot be accepted.

2. Calculate the amount of money to be sent to the Rally Marshal named in the rally information. This includes site fees for the number of nights of the rally and the Rally Fee. The Rally Fee is a one off payment for a rally, NOT a per night fee.
3. Return the RALLY SLIP and a CHEQUE for the total amount of the cost of the rally to the Marshal, whose address is given in the rally information. If you wish to have confirmation that you have been accepted on the rally please enclose a SAE (stamped addressed envelope) or email address.
4. Return the rally slip and cheque as soon as possible to the named marshal as rallies are very popular.
5. If you find that you cannot attend the rally then please inform the Marshal as soon as possible as they may have others waiting to attend. We always try to give a telephone number for the site or the Marshal's mobile so if you are delayed en route you can telephone the Marshal on site, if possible.
6. The only rallies that this system does not apply to are the Club National & AGM and the large show rallies. THE APPLICATION FORM FOR THE NATIONAL & AGM RALLY IS SENT OUT WITH THE ASOC NEWS. All relevant information is given on the form, including closing dates.
7. For large Show Rallies ie. Peterborough, Malvern, South West & Lincoln the bookings are made through the Show organisers and payment should be sent to them, using the appropriate forms to be found in Motorhome magazines, or online, before the closing date. Special Club site fees are sometimes available and these are advertised in the Rally Information in ASOC News.
8. When you have sent your application form and fee to the Show organisers then send a completed rally slip to the Club's Marshal with the appropriate rally fee. You cannot book with the Organisers at the Special Club site fee and then rally elsewhere on the site.
9. REFUNDS. The rally fee will have already been used so there will normally be no refund. Site fees may only be refunded when and if it is possible to fill the vacant pitch. This will be subject to the terms agreed with the site owner by the rally marshal.
10. Please remember that rallies start and close at 12 noon, unless otherwise stated. Failure to keep to these times can cause the Club problems with the Exemption Certificate used on green field sites. Early arrivals can also cause the marshal problems. To avoid causing embarrassment please arrive at a rally after the given start time.
11. Extra items such as trailers, cars (with vans) tents etc. may only be accepted on site with the prior agreement of the marshal. Please indicate on the rally slip if this applies.
12. Please put your mobile phone number on the rally slip and keep the phone on en route to the rally. The marshal may need to contact you if the rally is cancelled unexpectedly.

Finally, if you have any problems with booking for a rally then please contact the Rally Coordinator. The address, telephone number and email are to be found at the end of the Rally Supplement. If the Rally Coordinator is not available please leave a message on the answering machine or send a fax or an email and your enquiry will be dealt with as soon as possible. N.C.R.(Dec.18)

If you wish to run a rally in 2019, please contact the Rally Coordinator as soon as possible.

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, if required, from Committee members. Please contact the Rally Coordinator if required.

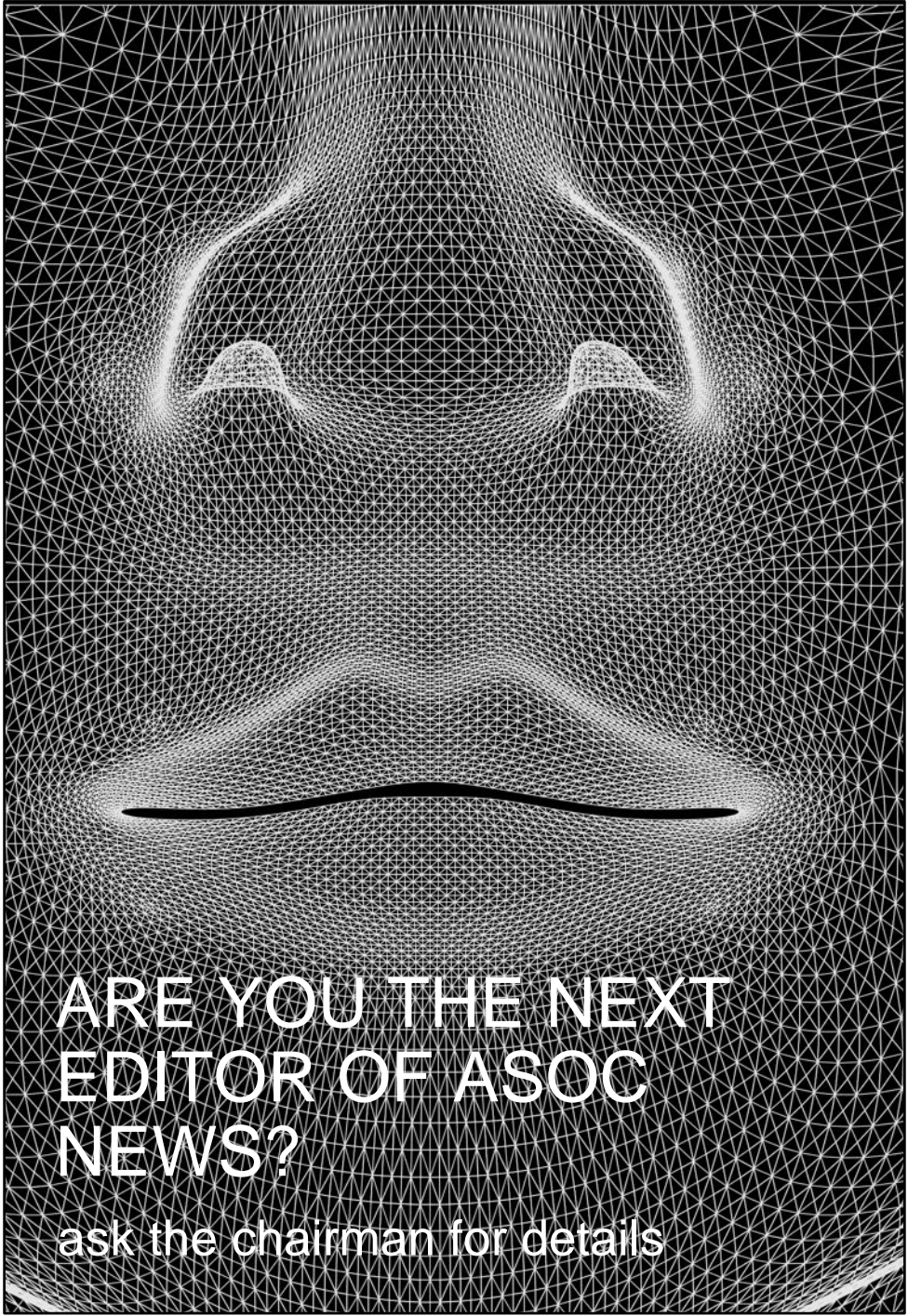
If you would like to assist a Rally Marshal to see what is involved in running a rally please contact the Rally Coordinator.

I have details of possible rally sites, if interested please contact the Rally Coordinator.

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

Neil C. Rogers

Tel./Fax 01325 954508 Email ncr@mypostoffice.co.uk



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EDITOR OF ASOC  
NEWS?

ask the chairman for details

# 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:	
<b>MOTORHOME DETAILS</b>			
Registration:			
Length:			
Model:			
<b>ARRIVAL DETAILS</b>			
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			
<b>OTHER DETAILS</b>		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"/>
<b>EMERGENCY CONTACT DETAILS</b>			
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