

asoc

NEWS

364 JANUARY 2019



NOTICE

THE THIRTIETH ANNUAL GENERAL MEETING
OF
AUTO-SLEEPER OWNERS' CLUB
will be held on
SATURDAY 4 MAY 2019
at 10.30 am

held at the National Rally in the Cedric Ford Pavilion
Newark and Nottinghamshire Agricultural Society Showground
Newark Nottinghamshire

Nomination forms for election to the Management Committee/Honorary Examiner and Proxy appointment forms are included with this Notice or are available from the Secretary, who requests that Nomination forms and any resolutions for consideration at the meeting should be received by him, on or before Monday, 4 February 2019.

In the case of Proxy appointment forms they should be received by him on or before 10.30am Thursday 2 May 2019.

Members are informed that they have a right to appoint a proxy.

Members are reminded that admission to the Annual General Meeting is subject to proof of membership, and that current membership cards should be carried at all Club events.

John Osland-Jones, Secretary
Flat 7, Oak Tree Court
15 Pembroke Way
Hall Green
Birmingham B28 9EX



AUTO-SLEEPER OWNERS' CLUB

A company Limited by Guarantee, registered in England and Wales

Registered Office:

Orchard Works, Nr. Broadway. Worcestershire. WR12 7QF

THIS MONTH

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editor's note

Welcome to January News.

Don't forget we will be celebrating 30 years of the club at the National in May. Applications for the event should be available next month. The rally organisers have quite a lot planned for this rally.

Nomination and proxy forms are included this month for the AGM which is being held at the National.

Also included is the provisional rally list for you to plan which you might like to attend. Full details will appear in News as they become available. You will notice quite a few are on full facility sites, something which many members have asked for.

It seems we have no takers to take over the editorship of News, so you are stuck with me for a while longer. This means unless you send items to me, the magazine is all mine, so look out.



M&S voucher competition winner

Garth Randall 8975

for spotting the little man on the cover of December News

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chairman@asoc.uk.com

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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

17 Newbridge Gardens
Bath BA1 3LT

asocnews@asoc.uk.com

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.

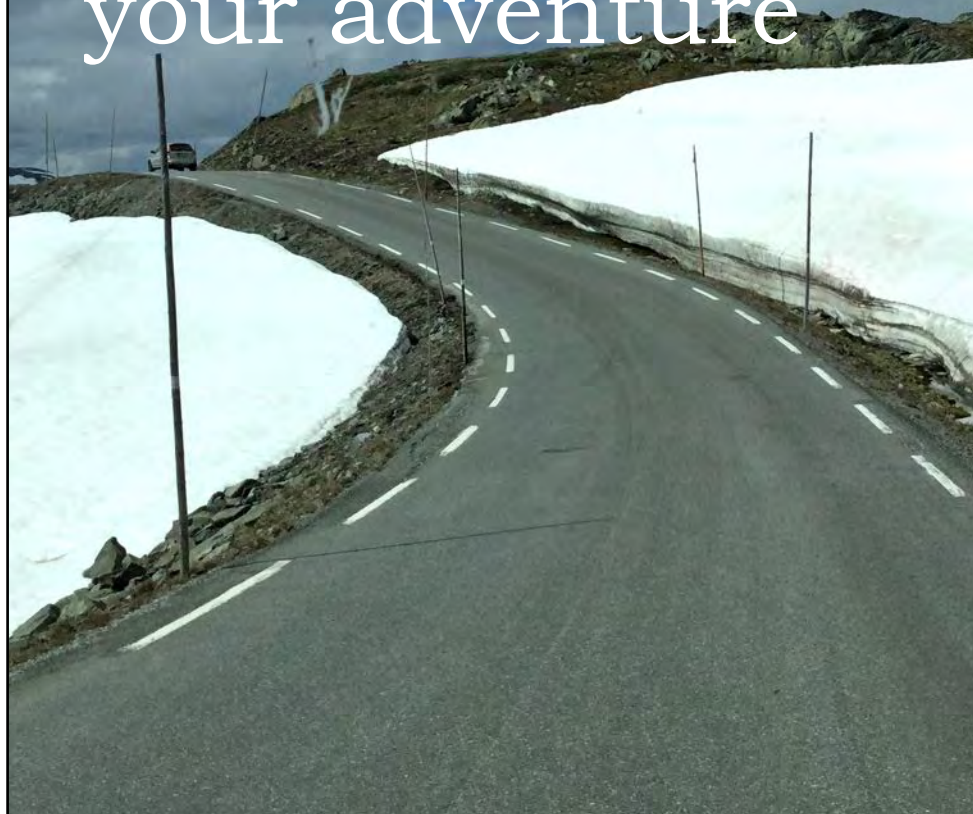
If you would like to assist a rally marshal to see what is involved in running a rally, or interested in the details of possible rally sites we have, contact the rally coordinator.

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.

Where will the
road take you in
2019?

Why not tell the
editor about
your adventure



Southport Rally

Thanks to Dave and Wyn Crabbe and Linda and Brian Ellis for a great Southport Rally. They always organise a good meet, but because of the innovation this year's rally was special.

Dave hired a marquee from his local scouts, complete with heating, lighting and benches. It changed the entire atmosphere of this winter rally.

Instead of scurrying back to the vans after the bus timetables were explained, everybody stayed in the tent and socialised, whilst drinking copious hot drinks and bottles of wine.

Usually we go home feeling we had not met any of our friends for long enough, but on this rally we had tons of time to chat every night under the warm canvas. A stroke of genius.



Some ASOC members who have attended rallies that I have also attended know that I have been collecting the ring pulls from drinks cans. These are the aluminium ones not the steel rings on beans or vegetables.

I am collecting them for the Purple Community Fund www.p-c-f.org who send them to the Philippines to teach disadvantaged people how to make upcycled handbags and accessories out of the ring pulls. This prevents people from scavenging the waste tips.

Please save the ring pulls and give them to me on rallies, or at the National Rally.

Many thanks to all of those who have given me ring pulls this year.

Liz Irvin 4636

Having missed the December issue Allan & Moira hope all members had a happy, peaceful Christmas and send best wishes for the New Year.

Allan & Moira Blackstock 6073

Southport on Sea Rally Victoria Park November 2018

We finished off our 2018 rallying at Southport on Sea with Wyn and Dave Crabbe's rally which coincided with Southport's Christmas lights switch on.

Not to be outdone, we had our own illuminations with some of our vans decked out like carnival floats. This is an annual ritual of this rally with a prize for the best dressed van.

We had the added bonus of a marquee and lighting, organised by Dave and courtesy of the local scouts group. It was a bit of a performance putting it up mixing up our A, B, and C poles, but at the end of the rally the whole thing came down a lot quicker with all the helping hands. We must thank the park keeper as well, not only for laying on electric hook ups for all (much appreciated at this time of the year) but also for the loan of benches and tables to set up in the marquee for our supper and social nights.

Southport itself is a very attractive town with some nice architecture, shopping centre and, of course, the second longest pier in Britain. The nearby city of Liverpool is just a bus ride away with plenty of nostalgia for any Beatles fans.

Our fish and chip supper night also went well, tucked up in the marquee with a space heater on and the tea urns on the go for hot drinks and biscuits. The local chippy did us proud with ample portions of chips and a nice piece of fish.

Our thanks to Dave and Wyn for a superb rally to end the year.

Brian and Linda Ellis 2360

snippet

New fuel pump labelling for Europe

This came into force in October 2018

<https://www.connexionfrance.com/French-news/New-EU-directive-will-see-petrol-pump-fuel-name-labels-standardised-from-October-2018>

National Rally Tombola



All proceeds to the Club's
nominated charity

After continuing success over the past four years, Chris and I are again running the bottle and can tombola at the National Rally in the Sir Stuart Goodwin Pavilion.

We would be very grateful if club members could start collecting bottles and cans to donate to the Tombola. The more we have, the longer the tombola goes on, and the more chances you have of winning.

Many thanks Liz Irvin



2019 NATIONAL

IN THE SIR STUART GOODWIN PAVILION

FRIDAY 9.30 - 12.30 & 13.30 - 16.30

SATURDAY 13.30 - 16.00

TEA AND COFFEE

JIGSAWS

BOOKS

MOTORHOME BRING AND BUY

TOMBOLA

PHOTOGRAPHIC COMPETITION

TECHNICAL INFORMATION

REGALIA FOR SALE

PLEASE BRING YOUR SURPLUS BOOKS, JIGSAWS, MOTORHOME BITS TO THE PAVILION

ALL PROCEEDS GO TO CHARITY



WE ARE CELEBRATING 30 YEARS SINCE THE CLUB STARTED
AND WILL HAVE PHOTOGRAPHS AND MEMORABILIA FROM THE LAST 30 YEARS

IF ANY MEMBER HAS PHOTOS OR MEMORABILIA TO ADD TO OUR DISPLAY PLEASE
BRING IT ALONG

photographic competition 2019

submit up to four
photographs

WIN £25

ANY SUBJECT

**The judging takes place at the National
rally by an independent person**

photograph entry size can be
6 x 4 inches or 7 x 5 inches unmounted
All members per motorhome can enter

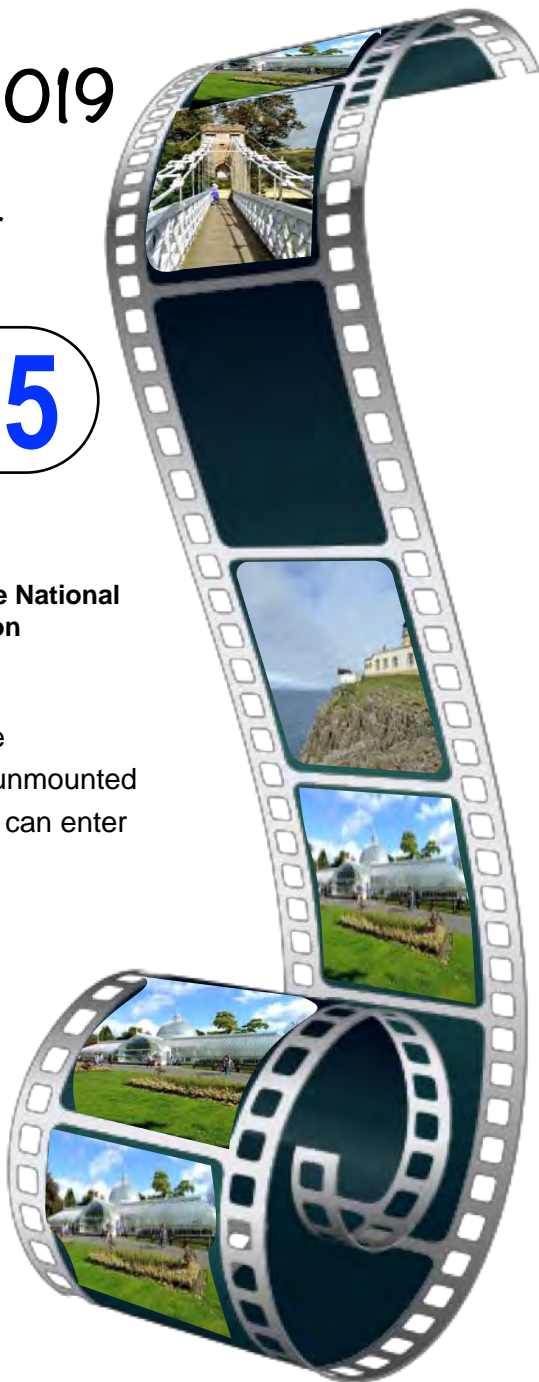
The winning entry will be kept for any
publicity by ASOC and may be
displayed on the club website

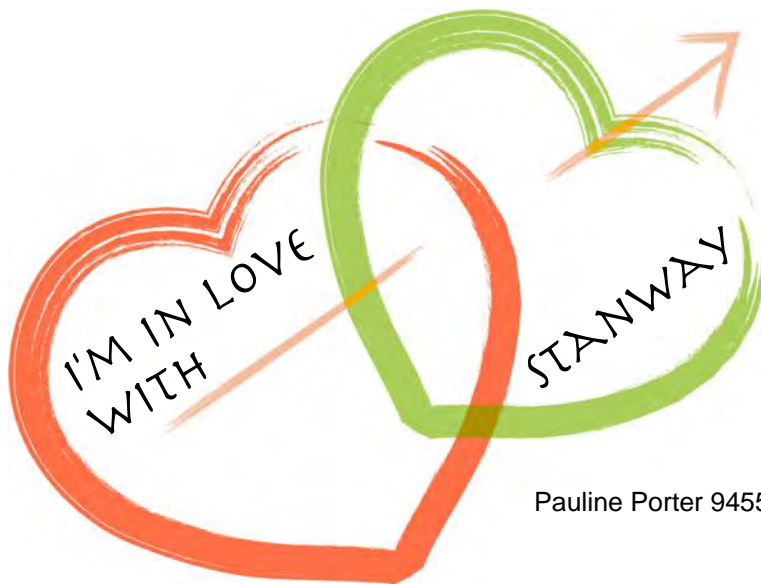
*Please send the following details on
a separate sheet with your entry*

The photograph title
Your name and membership number
together with your address

Send your entries to:
Rita Tubb
70 Charnwood Crescent
Chandlers Ford
Hampshire
SO53 5QL

Closing date for entries 14 April 2019





Pauline Porter 9455

When I decided to change my campervan from a Topaz, I chose the Stanway as there were three very important things that the Stanway fulfilled. The musts were an underslung gas tank, a three way fridge, as I wild camp quite often, and a large kitchen was important.

I have made the following adaptations to fit my needs.

The first thing I realised was that being quite short I could remove the heavy table and infill that space with a piece of wood to take cushions which then made a fixed bed for me and a further cushion (purchased at the ASOC AGM in 2017) so a bed by night and a lounge during the day looking out to the beautiful wide world. The next adaptation was to install an angle leg table which is ideal for meals etc and swings either way according to my needs.

I moved the fire extinguisher to a position by the sliding door as if there was an emergency my first thought, I hope, would be to exit the van.

The very small shelf above the cupboard by the bathroom I brought a shaped glass shelf from B & Q and glued this to the narrow shelf to give me greater depth. The cupboard which should take all the cushions when not in use I have put some shelves in to take my DVD's etc and have installed a small safe to the base floor inside that cupboard.

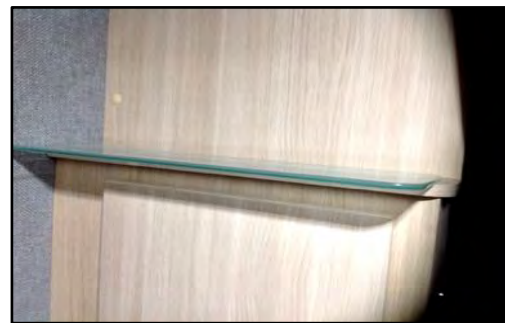
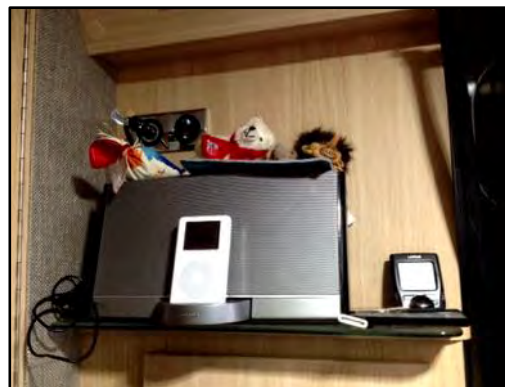
The bathroom I have put extra towel rails and hooks to utilise the space. On the wheel arch side by the kitchen I use this as my larder and have put in a shelf so can get double the amount of storage room. Beneath this I have put another towel rail which takes my waste bins without taking up any floor space. On the outside back of the wardrobe I have put my foil/cling film dispenser, and below I have a magnetic strip to take my spice pots (cooking is very important and satisfying).

As a cyclist I now can easily load my full size bike and carry it inside with it against the bed (protection added) which is so much easier than using the bike carrier which I have done in the past and also keeps the camper in the low ferry crossing fare.

With these adaptations I have my own bespoke Stanway and love it to bits.

A friend also accompanies me on some of my trips and she has enough room to put her air bed on the floor by the door and says it's very comfortable, so Beryl (named after my dear mother) can still sleep two people comfortably.

There are SOME advantages of being short as I realise anybody over 5' could not convert the seats into a fixed bed.





you must visit

AEROSPACE BRISTOL

<http://aerospacebristol.org>



The museum is situated on the old (now sadly closed) Filton Airfield and is sited in a couple of the original WW1 hangers which have been sympathetically restored and are now grade II listed - well worth a viewing in their own right. Concorde (Alpha Foxtrot - 016), which is the main attraction, is housed in its own modern purpose-built building.

The car park is big enough for motorhomes - you would need some form of transport to get there as it is well out of the city centre and not very well served by buses. The museum itself is wheel-chair friendly with lifts to the higher platform exhibits. It has a very nice restaurant which only serves food made on site, which is sourced locally, and is very reasonably priced and all looked very appetising.

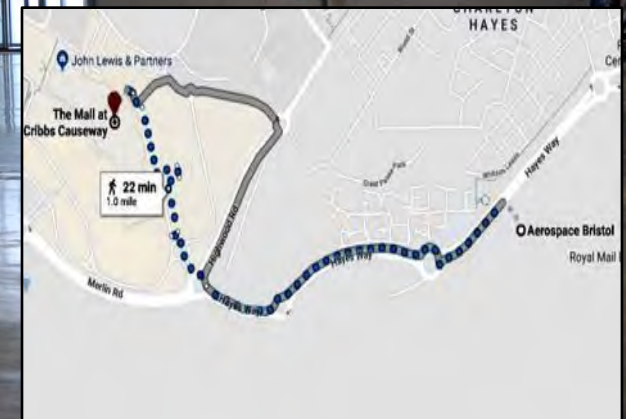
All the exhibits tend to focus on Bristol design and built products - as well as Bristol aircraft through the years, it also has a complete Bloodhound missile system and an amazing sectioned model of one of the first Bristol cars - a car design with technology which would not look out of place on today's roads.

I can highly recommend it for anyone who is really interested in aircraft history and the Bristol involvement.

If any of your party are not interested in the museum, the shopping mall, Cribbs Causeway, is a 20 min walk.

Liam Geoghegan

Chris and I visited the museum on the way back from the Burnham rally and can endorse Liam's recommendation. Peter Brown





NAMUR

Co-ordinates 50.4677 4.85056

8 free spaces adjacent to a sports centre. Service point is €7.50 but not needed for a night or two. Campsites and Aires are few in Belgium and this is a good location to overnight en-route. Nearby canal and lock. A 20 minute walk along the canal to the lovely old town centre and massive Citadel.





New Mercedes Sprinter

At a recent visit to Willersey, I was treated to an up close and personal review of the production changes for the new Sprinter based motorhomes.

The following key points were discussed and demonstrated

1. Specification level of the new chassis
2. Problems encountered & their resolutions
3. Resolution of the Smart Alternator charging issue
4. The new Sargent EC700 control system with remote monitoring & diagnostics

1. Specification level of the new Chassis

Mercedes has re-designed the new chassis. An attempt has been made by Auto-Sleepers to specify the new chassis options to be as close to the original as possible. This has proved problematic. The tool used to specify will only allow certain combinations of options. This is to limit the number of variants that would be possible to a manageable production number. What that means is that when one option is selected, it can automatically delete other options.

The two chassis that are used are the Sprinter 316 and the Sprinter 416. The 316 has a wheelbase of 3665mm and a Maximum Technically Permissible Laden Mass (MTPLM) of 3500Kg. The 416 has a wheelbase of 4325mm and an MTPLM of 4100Kg. Presently, Mercedes are not offering the Short Wheelbase 316 chassis to coach-builders and so the Stanton has been dropped from the range for 2019. Both chassis are the rear wheel drive versions.



The new cab has a totally new media system, incorporating a Satellite Navigation system built-in. The screen is much bigger and looks much more up-to-date than the old sprinter radio display. The electronic gear selector has moved to the steering column and the 7-speed auto gearbox is retained on these models. The new seats have an adjustable length seat base and Mercedes supplied seat swivel bases.

2. Problems encountered & their resolutions

Updating the designs to meet the needs of the new Sprinters has not been totally straightforward. Unsurprisingly, there have been some problems encountered along the way that have required design input from the R&D Team. The observations detailed here are based on the new Bourton. This was available for me to inspect. The solutions will largely be the same for the other models. Here is a summary of the most notable.



The new chassis seat bases are lower than the older models and the leisure battery can no longer be housed under the passenger seat. This has necessitated siting the leisure battery under the offside bed, requiring a new battery wiring loom. The supplementary water tank shown under the bed will not feature in the final production version

It is a credit to the design team that they have been able to retain a level floor from the cab to the rear of the motorhome. The chassis members are lower than the cab floor and it would have been easier to introduce a step from the cab to the habitation area as is seen in other marques but, in common with current A-S practice, no additional potential tripping hazard has been introduced.

In common with the current ranges, the new electrical system for the motorhome is designed and supplied by Sargent Electrical Services Ltd and is described later.

The vehicle LED rear lighting is monitored by the Sargent control system. Some fine tuning of this system was needed to cope with variations in current drawn from different rear light LED units. It was found that some working lights were being reported as faulty. This has now been resolved.

The new set of options specified has led to some interesting and somewhat inexplicable gaps in supplied equipment that have had to be overcome. For instance, the chassis no longer come supplied with aerials for the DAB radio or built-in Satellite Navigation system. When asked why, Mercedes say it is because the chassis is specified with no back to the cab and an aerial is not included in that option. Until this is resolved, aerials have to be ordered separately. There is no provision in the options selected for central locking for a third door. This means a separate module has to be fitted to provide central locking on the habitation door. Other manufacturers who are shipping their motorhomes on the new chassis have not included central locking on the habitation door.

3. Resolution of the Smart Alternator charging issue

“Smart alternators” are now being used by Mercedes and many manufacturers as they can improve CO2 emissions figures by reducing the load on the engine when charging of the vehicle battery is not required. This is achieved by effectively turning off charging when the battery has reached 80% of its

full capacity and the vehicle is just cruising along. When the vehicle decelerates, the alternator output is rapidly increased, and a very large charge is dumped into the vehicle battery, causing a braking effect on the engine and the battery to charge very quickly. To achieve this “regenerative braking”, the alternator voltage is quickly increased, and the spare 20% battery capacity absorbs this rapid charge. This energy is effectively being recovered from the braking effect that would otherwise be lost as heat in the vehicles brakes. Once cruising is re-established, no further charging of the vehicle battery takes place until it falls to below 80% of its full capacity. Battery charging by the alternator uses a small amount of fuel, so this saving reduces emissions. This is all controlled by the vehicle ECU and there is no option to change how this operates.

This is an industry-wide problem. Two main incompatibilities for motorhomes make this new system problematic. Firstly, the very high voltage used in regenerative braking on engine over-run will damage the vast majority of leisure batteries. Secondly, there will be long periods when the vehicle is cruising, and the alternator will not be charging. This will lead to rapid discharge of the leisure battery(s) by the refrigerator and any other 12V habitation systems that are operating while the engine is running.

This has been cleverly resolved on the new range of A-S Sprinter motorhomes by the addition of a Sterling Power BB1230 control module in the motorhome. In addition, a high-power by-pass relay, which operates when the engine is not running will allow the Sargent battery charger and the solar panel to continue to charge both batteries in “Smart Charge” mode when the engine is not running has been designed and added. Testing has proved very successful and a steady charging output from the Sterling unit for the leisure battery has been demonstrated over the whole operating range of the Smart Alternator system, even when powering the refrigerator.

4. The new Sargent EC700 control system with remote monitoring & diagnostics



The new Sargent control system shares many features of the EC500 system fitted in Auto-Sleepers Motorhomes to date. It also incorporates many of the extended features of the EC600 system with touch panel interface, used by the Swift group as fitted on my previous motorhome.

It has a full colour user panel mounted above the habitation door. It is combined with a power distribution and control module remotely mounted under the offside bed, like the current models, along with the battery charger and solar panel controller.

The big change is the ability for the user to remotely control the motorhome electrical systems and appliances via a smartphone app or computer. The new EC700 incorporates a tracker (this requires an annual subscription). It can be used by a dealer to gather remote diagnostic information on request that will enable him to support owners, often without the need for a round

trip to a dealer. The system can inform the owner of things like frost alerts and allow for remote setting or adjustment of the heating system, so you return to a warm motorhome after a cold day out. My personal experience with the earlier EC600 system in my Swift motorhome was very positive and the remote help from Sargent was invaluable. The EC700 system is a definite step up from the EC500 used in the current A-S motorhomes.

Dealer training for use of the remote diagnostic tools of the EC700 system will ensure wide support for users both from Sargent and the whole dealer network.



New Mercedes Chassis Specification	
Sprinter 316	Sprinter 416
Wheelbase 3665mm	Wheelbase 4325mm
3500kg MTPLM	4100kg MTPLM
Axle Ratio I = 3.692	Axle Ratio I = 3.692
	Omission Tachograph
	Lane Keeping Assist
	Vehicle without Roadspeed Limiter
Option Code & Description	
A50	Front Axle with Upgraded Axle Load
B25	Electrical Parking Brake
BA3	Active Brake Assist
BH1	Hold Function
C6L	Multi Function Steering Wheel
CB8	Stabilisation Level II
CL1	Height & Rake Adjustable Steering Wheel
CN2	Radiator Grill Frame in Arctic White
E07	Hill Start Assist
E1C	Audio 25
E1D	Digital Radio (DAB)
E1E	Integrated Navigation
E1G	Live Traffic Capability
E1U	USB Socket - 5v
E3J	Preinstallation for Switch Panel
E3M	MBUX Multimedia System wit 7" Touch Screen
E4A	Antenna Interface for Radio, Navigation & Mobile Phone
ED4	Heavy Duty Battery
ED5	Mercedes PSM Interface
ED8	Preinstallation Electrical System - PSM
EK1	Terminal Strip for Electrical Connection
EP7	Electric Input for Rear Speakers
E50	Starting Aid Contact
EX9	3 Years Free Maps
EY5	Mercedes Benz Emergency Call System
EY6	Breakdown Management
F28	Cowl & Doors
F61	Rear Mirror Inside
F68	Exterior Mirror - Heated & Electrically Adjustable
FA1	Lowered Cab Roof
FF5	Shelf Above Windscreen
FJ1	Hinged Lid for Stowage Compartment
FJ4	Stowage Compartment underneath Cockpit
FK3	Chrome Plated Radiator Grill
FS1	Extended Mirror Bracket
FW1	Deletion of Cab Rear Wall
G42	7G-Tronic Plus Gearbox
HH9	Air Conditioning - Semi Auto Contolled, Tempmatic

IC1	Model Series C907 / C910 Sprinter
IE0	Model Series C907 VS30 RWD
IF3	Chassis with Cab
IK8	Right Hand Drive
J11	Speedometer MPH & KPH
J55	Seat Belt Reminder for Co-Drivers Seat
J58	Seat Belt Warning for Drivers Seat
J65	Temperatur Indicator
JA8	Crosswind Assist
JH3	Communication Module (LTE) for Digital Services
JW2	Deactivation of Bulb Failure
JW8	Attention Assist
KL5	Fuel Filter with Water Separator
L10	Lights for Left Hand Traffic
L72	Electric System for Non DB Body
L90	Ommission Tail Lamp
L94	Ommission Parking Lamp
LA2	Headlight Assistant
LB1	Side Marker Lights
LE1	Adaptive Brake Light
LV6	Pre-Installation for Third Brake Light Electrics
M49	Alternator 14v / 180A
MG3	Engine OM 651 DE 22 LA 120kw (163bhp) 3800 rpm
MR6	Emissions Category Euro 6c
MS1	Cruise Control
Q11	Longitudinal Member Reinforcement
R65	Spare Wheel Bracket
R87	Spare Wheel
RH2	Tyres 235/65 R16 C
RL5	Light Alloy Wheels - 6.5J x 16
RR0	Tyres Resistance Optimised
S22	Drivers Seat Armrest
S25	Passenger Seat Armrest
S87	Drivers Seat Low Frame
S88	Co-Drivers Seat Low Frame
SA5	Airbag, Front Drivers Seat
SA6	Passenger Airbag
SB1	Comfort Drivers Seat
SB2	Comfort Co-Drivers Seat
SR8	Swivel Base for Drivers Seat
SR9	Swivel Base for Co-Drivers Seat
VD3	Headliner - Crewbus to B Pillar
X42	Plates / Booklets in English
XC8	Vin Visible from Outside
XM4	Acoustic Package
XO5	Digital Owners Manual
Y10	First Aid Kit
Y43	Hydraulic Jack
Y44	Warning Triangle
Y45	Warning Lamp



CELEBRATING
30
YEARS

AT THE NATIONAL RALLY 2019
2 - 6 May

FRIDAY NIGHT

**will be our Special Celebration Night
dress as you would have in the 80/90s
or since it's a Pearl anniversary
come as Pearly Kings and Queens**

Brenda Collins will be our entertainment for the evening – quite a few of you will remember her from 2017 and she will be judging the costumes

A funny, vibrant, whirlwind of a performer with an uncanny resemblance to Cilla Black. A show full of sharp clever gags and sketches with loads of costume changes, props and beautiful songs.

SATURDAY NIGHT

SHOOTER

back by popular demand will entertain us

all those golden oldies to dance the night away.

**SO JOIN US FOR A VERY SPECIAL WEEKEND
with all our usual activities over the weekend
Booking forms will be in February News**

rally information January 2019

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



*A Happy New Year
to all members*



4 - 8 March 2019 (4 nights)

Whitemead Forest Park Rally, Parkend, Nr Lydney, Gloucestershire, GL15 4LA

Rally Marshals: John and Jackie Moss and Noel and Glenn Clarke

Site fees: £48.00 (4 nights) which includes entry to all leisure facilities.

Rally fee: £4.00.

We shall be sited on the terraced area (known as the Meadow) which has been fully refurbished with gravel pitches and electric hookup

Please send rally slips and cheques for £52.00

Payable to J. Moss, 34 Cocksparrow Street, Warwick, CV34 4ED Telephone 01926 497309.

Please send SAE or a CLEAR email address for confirmation.

Excellent for walking and cycling. Good food at local pubs and on site restaurant.

Mobile 07580 809303 this is for on site contact only.

Directions: Drive into Lydney town centre from Gloucester, turn right at the Swan pub before the level crossing (sign post Parkend). Then follow the road to Parkend station and turn left at the Fountain Pub. At the top of the road turn left. Site is on the left in approx 100 yards.

DO NOT arrive before 2.00pm. (14.00 hours). Site rules.

Please inform the Marshal if you wish to take a car, trailer or tent to a rally.

If you wish to run a rally in 2019 please contact as soon as possible.

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.

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