

ASOC

NEWS

369 JUNE 2019



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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 add your name and membership number to your item. Any item appearing in any issue may freely be used by other publications, but acknowledge both the author and source. Your items should reach the editor by the tenth of the month.

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THIS MONTH

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cover photo: not all forest in the New Forest

editor's note

Welcome to June News

Well, it looks like the National has come to the rescue this month with plenty to put in this months issue. I have even extended the number of pages to thirty-two.

With luck, the magazine is out of the long grass and back on track monthly.

We have a couple of members who have made a contribution over the last two issues, and this should continue and we hope you will find their articles of interest and may even spark others to do the same.

Cover photos for News

Whilst looking for suitable cover photographs reminded me when I worked for a book and magazine manufacturing company. We had a small design and photographic department producing covers and jackets for thriller, westerns, romance and murders.

We had a huge wardrobe of clothes and we used models from all departments of the factory, the romance photo shoot was always popular and well subscribed. Sometimes the studio went on location, even stopping Rolls Royce and Bentley owners and asking them if we could photograph their car and, sometimes with a model draped across the bonnet, this was a quite a surprise for them, but never had any refusals.

We also used many holiday photos from staff , but always asked for them with 25% sky, so the book title and author could easily be seen. So, when on your travels, why not send a few photos in.

On the magazine side, I could tell you about our female planners who were our censors with the stars while eye balling down film ready for four-colour printing, if I did News would go top shelf.

The club is looking for a deputy editor, or if they prefer they can go straight to editor. So what's involved? Firstly the deputy editor does not need to be a committee member, just be able to take over a few issues if required and maybe supply a few articles to the editor.

The editor needs to be a committee member, they are responsible for all the items that appear in the magazine including sending it to the printer. The production side can be of your choice and help can be available on the layout. If you are interested and want to know more, then contact the Chairman at chairman@asoc.uk.com or the editor.

The website is handled by the editor at the moment, but it does come under publications, so you would not need to worry about this, but, of course, it can come under the editors domain if you wanted to take this on.

Still want to get the magazine and rally events whilst away? Then opt in to receive ASOC News electronically. Join the many members who have already done so. should you wish to apply for a rally and the rally marshal will accept your application by email, various forms are available on the website. The printed version can be filled in using "adobe fill&sign", a free app. Most useful if using a tablet or phone. Using a laptop or desktop, we have a fillable pdf just like the National rally application form.

LOOKING FOR AN ASSISTANT MARSHAL

your chance to give it a try.

Assistant Marshal for South West Motorhome show Shepton Mallet From the 5th to 8th of September.

Contact Martin Ross on 07901 771040 or email mross@uwclub.net

Photographic competition winner 2019

"Still can't get a signal"

Jan Geeson



from the Chairman

I am pleased to report that the Clubs National Rally at Newark Showground went very well this year, the weather and our camping neighbours were kind to us as well.

There are several teams of members who manage different aspects of the rally, they have already all been thanked individually but I just want all to know that a great deal of effort by many people goes into making an enjoyable weekend. It also helps that the staff at the Showground are all "can do" people who see solutions, not problems.

The entertaining activities presented by our members were good fun and it was nice to see that Brenda Collins got Geoff Scott (CEO of Auto-Sleepers) in a dress and wig once again on Friday and that Shooter kept the dance floor full on Saturday.

Auto-Sleepers made a very generous donation towards the rally and the following firms responded positively to my request for prizes for the Charity Raffle: Robsons Motorhomes, Cotswold Motorhomes, SMC, Derby Motorhomes, Truma, Whale, Dometic and Mercedes-Benz. SMC also provided a shuttle bus to their premises and refreshments for those who visited.

The Annual General Meeting and the Open Forum that followed were both amicable meetings and the minutes of both will be published when available.

Martin Ross and Ozzie will be running the rally next year which will once again be at Newark, and Martin is already working hard sourcing entertainers.

Peter Brown, Chairman

Club Regalia

This year we are selling two new items of clothing.

Body warmer for both ladies and gents in navy, green and black, these are available in medium and large sizes but other sizes can be ordered.

Hoodies for both ladies and gents in navy, royal blue and classic red, these are available in medium and large sizes but other sizes can be ordered.

With this issue of News, we have the complete list and order form.

CHARITY 2019

I am pleased to report that at the recent National Meeting in Newark the sum of £1383.33 was raised for this year's chosen charity – The A-T Society, Ataxia Telangiectasia. A-T is a genetic disease that becomes evident in children at about 2 years of age. Most children with A-T use a wheelchair by the age of 10. The condition also affects the immune system leading to a high risk of infections. Currently there is no cure and children with A-T are unlikely to live beyond mid-twenties.

I would like to thank everyone who contributed towards raising this sum of money. I have been in touch with the Society and am pleased to report that they are absolutely delighted with the sum raised. The Society's aim is to help families to ensure that each affected person is able to live their life to the full.

Shelagh West 6055

Charities Officer





FROM

RAMBLING SID RUMPO

Camper envy

In the old days, when we rolled our mighty lefthand-drive Mercedes 690 Tabbert onto a camp site, it was not long before someone was hovering at the door, wanting to know more about it and perhaps, if we didn't mind, having a little peek inside.

With our altogether humbler 1990 AutoSleeper Legend GL there has been little evidence of similar interest. Indeed, the wife rather reckons that if anyone gives us a second glance, it will be out of pity.

Last month we went to an excellent Caravan and Motorhome site near Bridport. The Easter rush was over. The staff were catching breath before the May Bank Holiday. We drove down to our West-facing pitch, hooked up and turned on the gas. The joy of settling down into our "Florence-Brian" and pulling the cork out of an "impertinent little Merlot", (which actually bordered on the "downright rude") was, for the wife anyway, a little diminished by a careful survey of the vans around us.

We had a vast double axle caravan to our left, with a two-year old Land Rover Discovery nestling beside it. On the right was a brand new motor caravan with a long strip of concealed lighting above the door that turned on every time someone left or came in. Luxurious appointments were indeed the nature of all the caravans and motorhomes around us. We, of course, think Florence-Brian rather handsome but the wife was sure that we were receiving the odd pitiful if not actually disdainful glance, as people walked by tugging their rolly-polly water containers to a nearby tap.

We fell to thinking about modern camping vans. Besides the age difference and what must have been the considerable disparity in the value between us and the others - we paid less than £10k while our neighbours probably shelled out several multiples more, current machines were notable for their privacy, with darkened windows that were also surprisingly small. Florence-Brian could hardly be brighter with large expanses of glass that give wide views. OK, in winter, you quickly know when its cold outside, but if you are hooked up there is the fan heater and an oil-fired jobbie to keep the temperature up. Sadly the onboard Truma is not toasty and if you use the fan it seems to blow the tepid air outside rather than in.

The limited external views of many of the campers we saw - none was an Auto-Sleeper - seem to cause owners to hunker up inside and play house. However, maybe when the summer is fully set in and the chairs and barbies come out, they will be more inclined to leave their comfy boxes and enjoy the beautiful scenery for which they have generally driven many miles to see.

I read your 'editor's note' in the April magazine and knowing how disheartening it is to get no feedback, I felt I should put together a couple of thoughts.

You mentioned that some members do not read the magazine but don't tell you why. It may be that they are embarrassed to admit to ageing eye-sight. I freely confess that I now struggle to read the magazine as the font size seems to have been reduced to 10 if not 8, and my comfortable lower level now tends to be about font 12.

Also, of course, the sans serif font whilst easier to read on a screen is more difficult to read in print. It is discouraging for members when their contributions are altered, presumably to make them more suitable for the magazine, as has happened to me in the past. This might be a cause of lack of contributions, although I have to confess that one of the early enjoyments of reading the magazine for me was always the rally reports, which I find interesting because when I am considering visiting a rally I have not previously attended, I can get a good idea of what to expect.

Obviously, you will have to take the magazine in the direction you find most suitable and may I take this opportunity of thanking you for your hard work.

Mike & Sandra Basham 8483

Regarding the typeface and size used. This is a traditional typeface used in magazines. Whilst we appreciate the size maybe slightly small for some, I have been actively encouraging members to take the electronic version, where the size can be enlarged to suit the reader.

Your last contribution to the magazine seemed to be July 17, unless I have missed something. Not much was edited, if anything at all. Most items members send in do not get edited, although some photos might get left out. I usually let members have a copy of their item, to make sure it is factually correct, before going to press.

Regarding the rally reports; whilst we are happy to publish them, we do not receive these anymore from members who rally. We would welcome any rally news.[editor]

If you would welcome member comments here is mine for what it is worth.

1. The magazine has vastly improved under your editorship.
2. Would hate to see it fold (excuse pun) and would prefer to see it expand commercially and issued bi-monthly. I appreciate the extra editorial work involved and a small increase in membership fees may be appropriate unless it is self financing from advertisers.
3. As a close second an 'on line only' version would be more economical.
4. The password could be changed once a year and advised with our new membership cards at renewal time. Garth Randall. 8975

I am a very new member and have not been on a rally, I'm writing to say that I very much enjoy the magazine and read it cover to cover and find it interesting and informative.

It will be real loss if it ceases to continue. However thank you very much for your efforts.

Francis Stewart 10354

Thank you!

It's a brilliant club and I do really enjoy the newsletter but think it's probably more eco to go to an electronic version. Later this year we'll be towing our vintage glider to the International Vintage Glider Rally at the Norfolk Gliding Club - the Warwick is a really excellent tow vehicle making light of our rather large glider trailer!

Susanna Edyvean 9996

Just received the May newsletter by email it made some welcome reading as we are currently touring in Croatia.

Read with interest the item on the Government Petition in the Tech News section. My other half has recently turned 70 and we wanted to be sure that she would still be able to drive our motorhome when the DVLA issued her with new licence. In order to ensure that all would be okay we contacted the DVLA and explained to them that our motorhome is rated at 3500kg and we also tow a small trailer that when fully loaded weighs about 350kg. They informed us that in order for her to drive the motorhome with the trailer attached she would need to retain her C1 entitlement. Therefore she went down the route to keep the C1 entitlement and her new licence was issued accordingly.

From the article in the newsletter it would appear that the DVLA have misinformed us. Do you or anyone else have further information on this issue?

Paul Holloway

You have been misled by the DVLA. Here is an extract from the .GOV website on Licence categories. Category BE You can drive a vehicle with a MAM of 3,500kg with a trailer.

The size of the trailer depends on the BE 'valid from' date shown on your licence. If the date is:

- *before 19 January 2013, you can tow any size trailer*
- *on or after 19 January 2013, you can tow a trailer with a MAM of up to 3,500kg*

MAM is Maximum Authorised Mass, in your case 3500Kg. So, Your wife does NOT need to retain her C1 licence unless you plan on buying and driving a motorhome over 3500Kg

The above source is here: <https://www.gov.uk/driving-licence-categories>

The quote from the .GOV website is an extract. The actual maximum trailer weight you can tow will depend on the towing vehicle, so the DVLA extract might be a bit misleading when it says "you can tow any size trailer" Clearly a trailer that overloads the towing vehicle limits would be illegal. It has to do with the Maximum Total Train Weight specified for the towing vehicle. Even a C1 licence does not get around this limit. It is obvious when you think of it, it would be ludicrous to tow a 7 ton trailer with a 3.5 ton towing vehicle. Hope this helps.

Dennis Downie, Technical

I have just read the May news ... and feel guilty that I didn't respond to your previous requests for feedback. I do empathise with you, it is difficult to keep a publication going without regular good input from members, I am more guilty than most for not contributing. Hence I've made it my job to write this brief note to you today to at least indicate my thoughts for you.

We have owned 3 Auto-Sleepers since 1991, and have been ASOC members for most of that time. We regard the £20/annum subscription good value for the series of snippets we get. For example the news about Mark Burdett leaving and his replacement. The Technical information, Ideas Sheets and Pitch Stop campsites are all valued.

The e-mailed / downloadable colour 'NEWS' versions are very convenient, indeed we would be very happy to only receive this way, the potential cost saving on printing, postage would be useful.

Would it be possible to store the pitchstop pdf booklet on the ASOC website? Again I am happy to access from there as and when needed for reference.

Regarding commercial articles / advertising – in our case we see plenty of adverts in Caravan & Motorhome Club, Camping and Caravanning, and misc magazines – therefore we have no great desire for more. However sometimes commercial articles can be informative, e.g. from base vehicle and equipment suppliers to Auto-Sleepers.

A bi-monthly, or even quarterly, publication may be appropriate + interim e-mailed "newsflashes" if something needed to be shared more quickly?

I hope my comments help, I do appreciate that silence can be deafening, please be aware that your work is valued! Thank you.

Nigel & Jenny Chapman

THE WORLD IN TURMOIL Easter Sunday 2019

As I seem to rush towards my ultimate departure from this beautiful planet, I am forced, once again to witness yet another act of total evil, on people who must be described as "innocent citizens"!

Why must some people choose the evil way in life, when there is so much opportunity to do good to each other?

As a World Traveller, whose childhood was to experience the effects of Nazi bombing in World War 2 London, I have visited many of the places where atrocities took place, beginning with Bergen-Belsen concentration camp and ending last month with Viet Nam and Hiroshima. In all circumstances, the actual atrocity was before, and is now regarded by those who were not directly affected, as a place of remembrance, but they are also places of pilgrimage and cruel memories for those who were unlucky enough to be involved.

So many excuses are trotted out to account for individual evil deeds but, at the end of the day, we are all dependent on the good works of man simply to exist at peace in our communities.

The message this Easter should have been one of joy and re-birth but, instead, it was one of horror and mourning!

We must keep doing the good deeds to outweigh the actions of those who would do us all harm!

Richard Birch 7248

We had to leave the National early

Pat and I were sorry to have to leave Saturday morning as looking forward to the AGM and evening do that we've enjoyed for many years. We were also looking forward to meeting up with all the members, old and new.

I'd banged my leg Friday and come Saturday it was so bad that I needed A&E so thought better to go back to our local hospital for convenience. I'm now tied at home having to keep my leg up and off the ground.

I always enjoy reading the Rally Reports (especially at this time as health issues make it difficult to partake). These have been sadly lacking of late. Regards to you all.

Pat and David Mayne 2818

30 YEARS AGO

1989 is a year I can remember well, for two reasons. I was a member of the Leicestershire and Warwickshire Volkswagen Owners' Club and married to my first husband, Frank, who I met in the Club. I joined the VW Club after moving to Leicester (from Kent) for a teaching job in 1964. I was the owner of a VW Beetle, as I had a German father, and I was not allowed to buy any other make of vehicle!

"Jack" Cox and his wife Barbara were also members of the same VW Club. I can remember "mutterings", and reading in the magazine MMM, that he was thinking of starting a Club for anyone who owned an Auto Sleeper motorhome. Thus it was in 1989 "John" Cox was one of the founder members of this Club, which we are celebrating 30 years later.

The other (sad) memory I have of 1989 is that Frank had cancer and after a large operation in 1988, he died on 8th November 1989. This was the day before the Berlin Wall was broken down. So I have no problem remembering a significant piece of history. My father wanted this to happen in his life time, but he died ten years before.

When I married Bill in 1993 I wanted to own an Auto Sleeper, but of course, on a VW chassis. I sold my small VW Golf Caddy camper. We bought a Clubman, ordered at a Show at Olympia, in January 1995. We joined this Club even before we collected the vehicle! So here we are 30 years later and celebrating this anniversary with a wonderful week-end of fun, food, fellowship and activities. We had previously only camped at the 25th anniversary. Our VW Club organises a big VW Event at Stanford

Hall, near Lutterworth on the same week-end (43rd time this year). So every year we have only attended the AGM in the morning and then gone to our VW Meet. I have been very impressed by all the organising before and during the week-end by all the Committee and many other willing helpers. THANK YOU ALL VERY MUCH for a very successful week-end.

Elizabeth Grimsley 2080



A NEW TEAM FOR THE NATIONAL RALLY AND AGM 2020

The baton to organise and run the 31st National Rally and AGM for 2020 has been passed from Peter and Chris Brown to Martin Ross and Ozzie.

Martin and Ozzie would greatly appreciate any suggestions about the running of this event i.e. the menu, entertainment etc. So that they can attract more members to come to this event. The date for 2020 is from Thursday 30th April to Monday 4th May. So put this date in your diary.

Please send any suggestions to Secretary@asoc.uk.com
Ozzie Club Secretary

Thank you from the National rally marshals

We would like to thank everyone who helped us with the marshaling at the National Rally at Newark this year. As always, your help was much appreciated and it makes our job so much easier.

Jan & Vic Hicklin 2301

National and AGM 2019

Thank you to all the raffle ticket sellers .

Thank you to all the members who bought raffle tickets.

Thank you to all the members who donated prizes to the raffle table.

Yvonne Wood. 2620

Thank you

Thank you to all who donated to the table selling jigsaws and to those who bought jigsaws.

Thank you to all who donated books to the table selling books and to those who bought books.

Thank you to all who donated and/or bought goods from the bring and buy table.

All the above making money for this years charity donation.

Stuart Wood. 2620

No Pearls of wisdom just thanks!

Risking being labelled sexist I would like to say a big thank you to my team who "manned" the urns on Friday morning, Friday afternoon and Saturday afternoon in the Sir Stuart Goodwin Hall. Jean, Wyn and Celia were real "gems"

Thanks also to Stuart, Phil and Neil for keeping the urns topped up.

Thanks must also go to everyone who contributed to the chosen charity at the Tea/Coffee stall.

Pauline Rogers

ARTHUR IRVING

It was with sadness that we learnt that Arthur died on 29th March, he was 90 years old.

Arthur had a big influence on shaping the Club as he was our 3rd chairman following John Normandale and Phil Daley. He became chairman in April 1992 for 3 years. He then took over as chairman again towards the end of 1996, when the chairman became ill and could not continue, serving until April 1997.

During these times he organised the Club and Company Rally move to 3 Counties Show Ground and organised the Rally itself in 1994 and 1995.

At the 2000 AGM he was made a Vice President.

The Club's income exceeded the VAT threshold and required to register for VAT, his knowledge as head of a VAT office was invaluable to me as Treasurer.

Arthur organised the Club's first Continental rallies to the Dutch bulb fields to see the marvellous displays of colour, and made many long lasting friends on these rallies.

Through all these years he was supported and encouraged by his wife – Winifred. She even insisted he chaired the AGM one year while she was in hospital having an operation – of course he obeyed her. She sadly died about 12 years ago and was sorely missed.

His interests went beyond motorcaravanning and travel – they toured Iceland and went beyond the Arctic Circle as well as many trips to northern Germany, Denmark etc. He was a keen Scout Leader and became District Commissioner for Sheffield. He started the local Mason's Lodge and played crown green bowls in the local league.

From his busy life he had many funny stories to tell. He still found time for his two children and five grandchildren and even acted as surrogate grandfather to my two children.

Many long standing members will remember Arthur for his shock of very white hair and his strong voice – he rarely used a microphone.

He will be sadly missed.

John Tidbury

what's on

RNAS Yeovilton International Airday 2019
Saturday 13th July 2019
One of the largest Air shows in the country

Poole Goes Vintage
14 July 2019
The Quay, Poole, Dorset
Celebrate all things retro on the Quay. Celebrate
1940s-60s music, fashion, memorabilia,
entertainment and transport.
www.visit-dorset.com

FOR SALE

Made to measure PRO-TEC winter cover
for Auto-Sleeper Nuevo EK 2018.
Nearly new, 6 months old still with 2 years 6
months of guarantee left.

£260.00

comes with bag and guiding polls for easy
fitting, I paid £484.50 October 18

Contact Andrew Warren
01278 760074

snippets

“ C&MC site fees ”
becoming too
expensive?

The popular sites which were often difficult to
book, now seem to have vacancies.

“ The magazine ”
looks great online!

comment from a member
why not opt in now



The pearly people
Brenda Jarvis & Di Leader 2759.

The end of April, beginning of May,
The packing started & we go away
To meet with old friends & make new
At the ASOC national rally.

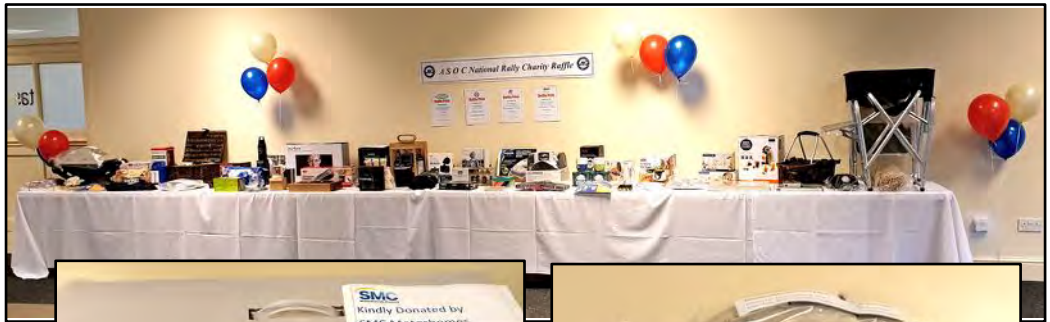
We'd like to thank you all our friends
The helpers aides & committee
For working so hard on our behalf
For the ASOC national rally.

All the lovely things we do
The talks & competitions
And lots & lots of things to learn
Through quizzes and renditions.

Your time you give so readily
You work so hard for us
To raise so much for charity
Through the ASOC national rally.

The rally now is over
We've all decamped away
We hope all enjoyed as much as us
The 30th national rally.

Here's till next year.



The National raffle is always packed with prizes donated from companies from the industry. this included an Avtex television, portable bbq and a Mercedes watch.



Let's visit Bruges

Christopher Macgowan

Bruges remains one of my favourite destinations. About an hour away from Calais there are a number of sites to choose from such as Camping Memling but my firm favourite is the barrier controlled aire at the coach station next to a marina on the very edge of the city walls. It is a tad expensive but the sheer convenience makes it worthwhile.

Whilst Bruges is quite small, there is plenty to do and, being a World Heritage Site of UNESCO, it is beautiful and very well looked after. For me it is a great two night stop over and then if I am looking for somewhere a little less touristic I will invariably stay a couple of nights in nearby Ypres at the excellent Sport Stadium site within a few hundred metres of the Menin Gate.

Bruges rightly is centre of attention and makes a wonderful and uncomplicated weekend break. <https://www.visitbruges.be/en>



You won't have to wait this long for your items from the club shop
have a look now at
www.asoc.uk.com



FROM THE
ARCHIVES
WITH
Baz Wellard



Having just celebrated the 30th Anniversary of the Club, at the AGM, perhaps it's appropriate to have a brief look back 30 years to the beginning:

Inaugural General Meeting 1989

As a result of the following initiative the ASOC was borne:

In June 1988 John Cox, (who became our Founder Vice President) took the initiative, with the encouragement of Charles Trevelyan, to place the following article in the MMM:

"I would be grateful if you would publish a query to all Auto-Sleeper owners asking how many would be interested in forming an 'Auto-Sleeper Owners' Motor-caravan Club (sic).

I am the proud owner of an Auto-Sleeper VHT on a VW base vehicle, July 1986 vintage and I am pleased to say that the workmanship and finish is superb. Also the after-sales service is of the very same quality (under its manager, Alan Beale) but I must hasten to add that all the personnel and staff at Auto-Sleepers seem to try to show you this same quality.

I am in no way connected with the firm and am merely a satisfied owner of their vehicles."

By MMM – "Letters from anyone wishing to form an Auto-Sleeper Club (sic) should be addressed to John Cox c/o the Editor. These will be forwarded on".

The rest is, as they say, history.



John Cox and John Normandale (our 1st Chairman) greeting an arrival



The arrivals team



The Company Shop



Cotswold Park



The late Jim Henwood's van and the marquee.
See obituary in May issue page 4

15th Q&A session – National Rally, Friday 3rd May 2019. started at 2:05pm

This is a summary of the discussions from this session. For a full audio recording, please look on our website, where you can listen to the detail.

The session was well attended and kindly supported by Shaun Percival of SMC motorhomes, Geoff Scott, CEO, Auto-Sleepers Ltd, Alan Curry, Customer services Manager, Auto-Sleepers Ltd, Lawrie Kay, field service Engineer and Barry Noon, Senior Engineer, both from Truma UK Ltd. Apologies from Richard Drinkwater and Gareth Marsh of SV-Tech who supported the morning Tech Table session.

Introduction

Geoff Scott gave an introduction outlining where the Auto-Sleeper business is in 2018/19.

Auto-Sleepers are in the leisure industry and in the business of making people happy. To encourage motorhoming however they can. Watching 5 Go Motorhoming on catch-up TV captures the essence of his message. A-S staff are encouraged to use motorhomes and that takes the form of using company supplied motorhomes for staff to experience, assess and report on the functionality and their experience of motor home holidays in A-S motorhomes. Geoff included in this the potential of experiencing the glorious countryside and what this country has to offer. He considers the concerns about Brexit and the potential impact on peoples worries as something none of us has any control over and that people still want to enjoy their lives and that there is a trend for people to experience things rather than consume things. The industry is well poised for this.

New motorhome registrations are up 5% to 14,600 – A-S share is 800 this year. This is the capacity now and there is neither desire or space to do any more. The push is to make the best they can for those 800. The group has reached its largest turnover at £138 million with a total of 460 employees. The latest acquisition is Michael Jordan Caravans down in Surrey.

A profit of £8 million and contribution to the exchequer, £3 million in payroll taxes, £1.5 million in Corporation Tax and £9 million in VAT collections.

Our staff are considered as family members. You want to come to work and enjoy it and staff are encouraged, if they can and want to, to use motorhomes (company supplied).

Investment in the factory involved closing for one week and amongst other things, installing new CNC machines. The cost of the shutdown was around £200,000. The re-configuration was focussed on “right first time” methods of production and improvements in efficiency. It was an eye-opener to spend much of last year on the production line just observing. One thing that came across that despite a wealth of talent that understands things, but it was identified that if there was a problem, conveying that up to the people that can actually change that and that was a real blocker in the business. Breaking down those barriers is now bearing fruit.

The market is a bit tougher, reflected in the high street, consumer confidence is taking a knock. We do not expect the political climate that we currently experience is going away, we just need to get on with our lives and get on with business.

We continue to develop our exports. Last year our export revenue was just over £7Million. Dealing with Belgium, Germany, Holland, Thailand and New Zealand. In Holland, on top of 20%VAT there is a luxury tax of 25% on top. However, despite this, there is still a market in Holland. No Dusseldorf show this year. Having been for the last 5 years, it is clear that the small stand is just lost in the huge show. Our marketing spend is best used elsewhere. Thailand is going particularly well. The agent has done a splendid job. Google Auto-Sleepers Thailand to see. Most of his marketing is through social media. His success is outstanding. We ship part-built units because there is a 250% of landing cost, so by finishing assembly with local labour, the duty comes down to 40%

A new panel van conversion will be launched in October and hopefully next February we will get this compact Peugeot out that has sat around for the last couple of years.

The questions from members

Q1 *member 2786* My 2016 Nuevo boiler throws up a W45H error code only in cold weather. There have been parts returned for testing, but the problem remains.

A1 W45H means no 240V. It needs a trip to your local dealer. Lawrie Kay is Dealer Support in the Ipswich area and he will get out to do an inspection on your unit. We will arrange this with you at the end of this session.

Q2 *member 8967* Why we traded in our 2014 Nuevo for a 2019 model at the NEC. We only went for a table and came back with a motorhome! Main selling point was low bike rack, fly screen on the door the improved cooker is far superior. The EC700 control panel is marvellous for ease of use. We chose the option of the extra cupboards for storage and it has made a major difference. This feature is not promoted by dealers and it is a shame. One issue is the cutlery drawer that does not open fully before it hits the habitation door handle. We tried moving the cutlery tray to another drawer, but the cut-out in the cutlery drawer makes that drawer really unusable, so you lose a drawer, effectively.

A2 It was suggested that perhaps the door handle could be raised to clear the obstruction and the chairman said he would try this on his own Stanton and report.

Q3 *313 Neil Rogers* Are Auto-Sleepers looking to use the Ford Chassis?

A3 Nothing can be discounted. It would require a massive investment. Ford has a huge following, it is a well-engineered product.

Q4 *member 8916* Error code 45 on Truma Boiler was a fuse issue in the control panel. Why is the boiler mounted with the control panel facing the outer wall? It makes it inaccessible. In our case a new fuse fixed the problem, but it was quite a sight and a lot of swearing!

A4 This is a generic problem with many installations. For installation, the boiler flue needs to be as close to an outside wall as possible and that puts the control panel facing outwards. To be fair, many technicians have learned how to do this by feel. The Chairman suggested a removeable access panel on the outside of the wall but recognised the cost of production changes involved. Auto-Sleepers do look at these sorts of design issues and GS committed to take this issue on board. Sometimes it is possible to do something next time around, sometimes not depending on potential knock-on effects

Q5 *member 6499* Many thanks to Alan and his team for help with our 6 year old motorhome. We had pump problems. They did a temporary fix for our trip and on our return, they fitted a Shurflo pump. Can you consider fitting Shurflo to all models in future?

A5 Yes, we are considering this

Q6 How many man hours are you going to save with the new skin on the inside of the vans with respect to having to replace tape (over joints)? They have always been curling so they have to go back to the service centre to get them replaced.

A6 Taping a van up takes 1 man about 10 mins. On the Warranty side it takes about 2 hours. The new surface finish is really good and has been very successful. (Chair) Have you changed the tape adhesive recipe? We have had 3 different glue formulae each time we change the wall finish. It has been a problem for a number of years. Now there are no joints on the ceiling or walls.

Q7 *16 Broadway* What is the logic of putting a little box in to remotely operate heating. What does it do apart from draining your battery?

A7 Well, we have to evolve. People want the technology, the ability to switch things on before they get home. It is just an evolution that some people will not use. Next season we will be introducing Wifi. For some, it is just overkill for others it is the best thing since sliced bread. One customer, who is in New Zealand is using it to monitor her van at home

Q8 *Colin Kerr* Nuevo ES the roof behind the cab has water forming and I am concerned that the seal (ant) may get damaged with the constant freezing in winter. I cannot put the van on ramps to allow it to drain naturally. Can you re-assure me that this is ok?

A8 Yes, this is a subject I (Alan Curry) deal with on a regular basis. It is a common enquiry. The way the vehicle is assembled it is has always been there on our "Styrofoam" models. The joint is about 75mm wide, there are 3 seals for double redundancy so even if one does degrade, there are two others beneath. The number of those seals that have failed in the last five years can be counted on one hand. It is a really reliable system.

Q9 *Neil Rogers* battery drain – 2014 Broadway if the vehicle is standing autumn & winter, if you don't turn off the control panel, you will have flat batteries in two weeks. Do the new models have a cut-off switch?

A9 Yes, you are right, and the newer models do have a cut off switch. All the EC500 and EC700 systems have a system shutdown switch. A discussion followed relating to alarms and trackers needing power.

Q10 *6199 Doris Prichard* I received an SMS message at 9:00pm one evening from my tracker saying my battery was flat, so I could overcome the problem

Q11 Taking my motorhome to Scotland in June or August is quite a "midgey" experience and they love that mosquito netting as they fly straight through it! Has anyone got any solution to that as the netting is no barrier at all.

A11 Go in April! There is no barrier known to Man that will keep midges out. (from the floor, "as a Scotsman, I agree") When you go out of the door, they will follow you in.

Q12 *member 2080* We have had 2 Auto-Sleeper VWs (my father was German). `you no longer produce anything on a VW, will that be the case forever?

A12 Never say never. The problem is the VW pricing structure. It just does not allow for building competitively priced models. A base VW standard T6 van is now £30,000 +VAT. Four years ago, the Topaz was retailing at £60,000 because of this. The VW Crafter is the same cost as a Mercedes Sprinter. There are now proliferation of used van converters making conversions. Auto-Sleepers cannot take these models in PX as the quality of the builds cannot be assured.

Q13 When you turn on the tank blankets (heaters), they will only actually heat up when the temperature requires. Is there an indication on the panel when they actually turn on?

A13 We don't know! (But we can find out)

Q14 *Peter Brown* Several owners with EC700 control systems do not have instructions (Harmony booklet). There is also an excellent book from Truma, but they do not seem to be going out with the vans

A14 Anyone who gets in touch, will be emailed the Harmony booklet. It is worth visiting the Sargent website. (Peter Brown – there is only Auto-trail EC700 information, and not the Harmony on the Sargent website.) We will post Harmony on the A-S Website for download.

Q15 *member 1364* As the new Sprinter has no prop shaft, are you going to make more storage lockers underneath?

A15 No.

Q16 *member 1364* My friend just bought six Crafters with a £7,000 discount, provided he used VW Finance. Can you do the same?

A16 Interesting point. We wouldn't have access to or need VW finance. (There is a long explanation in the audio file on the website)

Q17 *member 5960* What is the future for the industry with electric vehicles?

A17 Geoff Scott Goodness I feel a bit like Nostradamus! As a result of the political kicking of diesel, the caravan industry has taken a hit. There will be a trend towards smaller units that can possibly accommodate hybrids and batteries which may become practical for week-end vehicles, but as long as there are commercial vehicles there is no alternative to diesel, there is space for motorhomes. (more in audio on website)



Q18 member 1533 Is there no demand for clear windows for your Peugeot windows? I have seen three Peugeot vans at the factory with clear windows. Why can you not supply Peugeot vans with clear windows?

A18 Geoff Scott I would hazard a guess that you were looking at Fiat vehicles. The Athermic windows are very effective.

Q19 member 8967 Are you aware of a trend for Peugeot owned dealerships in the south west are ceasing to service motorhomes?

A19 Geoff Scott That's news to us. I will make a note and find out. (more discussion in audio on website)

Q20 Steve Rider Similar issue with Peugeot servicing. I have had oil change light keeps coming on. Peugeot give two options depending upon usage. For commercial use, every 12,000 miles, for motorhomes every 2 years. (much more discussion on audio on website)

Q21 Steve Rider with the addition of Wifi, are you going for a roof mounted antenna?

A21 It is in R&D at the moment, but I believe that to be the case

Q22 member 8655 Reset the Peugeot oil light procedure:- Turn the ignition on, press the brake and the accelerator down together, hold it for 30 seconds, release and turn the ignition off. It will then be reset.

Q23 Brian Hutchins 10227 Corinium duo, oil change light came on after 1800 miles. Peugeot says there is a known fault on the pressure switch which they took in and changed and reset under warranty

Q24 member 1533 A suggestion to use the Auto-Sleeper Owner's Forum (ASOF) where there are many people willing to offer the sort of advice given here this morning.

Q25 member 38 John Tidbury The procedure for resetting the oil light is in the vehicle owner's hand book and changing the oil is a very easy job.

Q26 member 8862 Problem with HAL tracker. When disarmed, we still get calls to say we are moving. A very helpful lady said it needed resetting, which she did for us and we had no further problems.

Q27 member 8862 I asked Auto-Sleepers why do latest models not have the HAL trackers fitted is it because they are part of the Sargent system now? They confirmed it is built into the EC700 system.

Q28 Graig Bailey 8916 Autogas availability seems to be getting less, certainly in South Wales.

Q29 Shelagh West 6055 In Northamptonshire, BP have stopped selling Autogas.

A28,29 Alan Curry. There are lots, not necessarily on forecourts, try looking at your local small businesses. (more in discussion in Audio on Website) John Morris reminded us that there is a link on the ASOC website under useful links for LPG supplies.

Q30 member 5960 If you go on the internet and type local gas, it will give you all the suppliers in the area.

Q31 The gauges in the vans are useless. Is there a way of improving the accuracy?

A31 Alan Curry. A universal issue. It is best to have it showing less gas than you have as you will not run out unexpectedly (a more detailed explanation is on the audio on the website)

Q32 member 5639 The dark windows on my Anniversary Executive have failed with buckling in the heat. I understand they are not available is that correct?

A32 Alan Curry That is correct. Polyplastics who made them are no longer trading and stocks ran out a couple of years ago. If you break one, there is a company in the north of England that will make you one. They are not cheap, but an Executive is a valuable bit of kit and it is worth spending a few hundred quid on it. All you need to do is send them the remains of the broken one even in a box in pieces. They are called The Exhaust Ejector company (EECO) and a search on the internet will find them. (<https://eeco-ltd.co.uk>)



Q33 member 8862 Broadway Addblue

A33 A long discussion ensued relating to Addblue, the amount supplied when vehicle delivered, the promises made by dealers, the difficulty topping up and the relative cost and ease of purchase ensued. All on Audio on website

Q34 8264 Andrew Sains New smaller Auto-Sleeper on a Peugeot. Is it released yet? I also notice the handbrake on the Peugeot has moved back to the centre aisle, leaving less space.

A34 Yes, the solution is electronic handbrake like the new Sprinter, but not all manufacturers listen. We have worked up a solution which allows it to be folded down. (Longer explanation on Audio on website)

The session closed after 1Hour and 25 mins interesting discussion. Please look on the website for a full audio record of the session.



Using the spare wheel have you checked yours recently?

Brian Ellis 2360

I noticed tyre wear of my Broadway's front tyres while the back tyres are still pretty well unworn. I decided to change them over to get even wear of all four tyres.

I prefer to renew tyres as a pair, at least on the same axle, or a full set if and when needed. Never single tyres unless it is due to damage, and also keep a check on the age of the tyres and check for evidence of surface cracking which is a usual sign of "old" tyres where the rubber is hardening. This reduces road holding especially in the wet. Something learned from experience as a motor cyclist, all year all weather commuting.

I removed the spare to start and used that while I took off the first wheel then rotated round all four of the tyres. Because the spare tyre is on a steel rim it remained as a spare. Taking a spare tyre off is quite a daunting task. It might be well worth getting a tyre dealer or garage to do it instead.

I would recommend removing the spare wheel at some point by whatever means when convenient rather than wait until it is needed. Firstly it is an opportunity to check the tool kit and also to understand how to get the spare from under the van. Road dirt and spray can cause corrosion of the mechanism. We had this on a previous camper and ended up having to remove the whole mechanism. Fortunately in this case the wheel wound down easily.

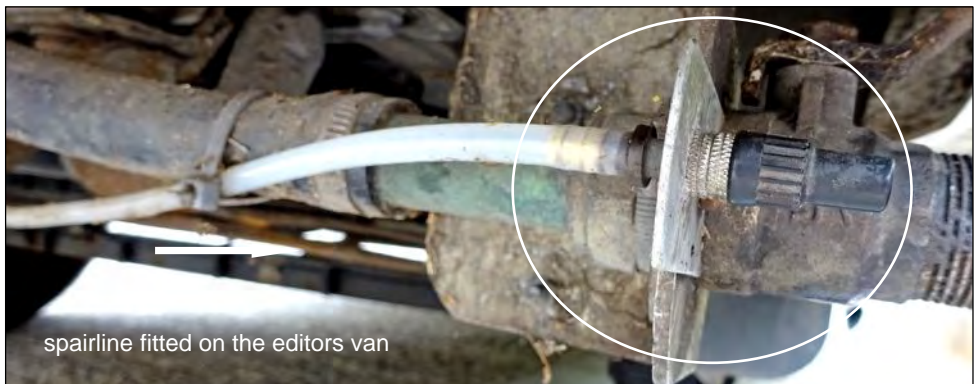
Removing the wing nut and clamp holding the wheel however, required a bit of persuasion, a few choice words and a little skin off the knuckles..

Before putting the spare back, I sprayed the screw thread with copper grease. and took the opportunity to check the tyre pressure and set it about 5psi higher than the rest. I can then adjust the pressure if needed when it gets used.

The spare wheel is back where it belongs but I have the peace of mind knowing it can be removed and used if needed.

Remember to securely refit the small extension pipe to the valve of the spare wheel to be able to check or inflate the spare tyre without having to remove it.

The other end of this pipe is securely fitted under the side apron behind the rear wheel and has a normal plastic screw on dust cap. This can be used to test with a pressure gauge or inflate with a tyre pump.



JUNE 2019

RALLY INFORMATION

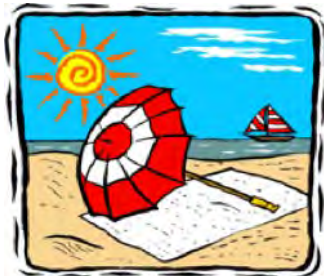
Neil C. Rogers, Rally Coordinator
5 Emerson Court, Carmel Road
North, Darlington,
Co. Durham DL3 8JB
Telephone or Fax 01325 954508
ncr@mypostoffice.co.uk

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.

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.

Applications for rallies: We would like to remind all rallying Club members that you may only apply for rallies by post using the Club rally slip. Under no circumstances will rally marshals accept bookings by telephone.

Running a rally: If you would like to run a rally, contact the rally coordinator for a "Guide for Rally Marshals". When a date and venue is chosen you will receive the "Rules for Rally Marshals" and will be 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, please contact the rally coordinator.



Application forms for the Malvern, Shepton Mallet & Lincoln Shows

As Warners no longer supply the Club with application forms for their shows, The forms are available website. <https://asoc.uk.com/mhs.html>

Bookings have started for these shows, but with the usual Club system, with rally information only available approximately two months before the show in the Rally News area of the magazine.

Please do not forget to send a rally slip and cheque to the Marshals of these show rallies when information is available in the Rally News.



June 3rd to June 9th (6 Nights) Briarfields Touring Caravan Park Cheltenham GL51 0SS

Rally Marshals: Rita & John Tubb
Site Fees £114.00. Rally Fee £6.00.

Please send your rally slip and a cheque for £120.00 payable to Rita Tubb together with a clear e-mail address or an SAE for confirmation and directions to:

70 Charnwood Crescent, Chandlers Ford, Hampshire
SO53 5QL.

Telephone: 023 8026 7294 Mobile 07754 761423

This is an adults only site with full facilities, and is ideally situated for experiencing Regency Cheltenham renowned for its exclusive shopping; from charming boutiques to shopping centres with many leading retailers. Historic Gloucester has a wonderful Cathedral where Harry Potter was filmed, dockside, award winning Waterways Museum and its Quays outlet shopping centre. The site is well positioned as a base to explore the beautiful quaint Cotswold villages of Bourton on the Water, Stow on the Wold, Broadway & Winchcombe. There is an excellent bus service which runs frequently (every 10 minutes during the daytime and every 20 minutes throughout the evenings) from outside the park to both Cheltenham and Gloucester.

There is also a daily service to Oxford which allows you approximately 5 hours to explore the city before returning you to Cheltenham.

Please do not arrive before 1-00pm.

20 pitches only

Sunday 9th. – Sunday 16th. June (7 nights)

**East Fleet Farm T.P. Chickerell,
Nr. Weymouth, Dorset. DT3 4DW**

Emergency Tellephone 077113 75323

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

Site fee for 7 nights £150 OR £25 per night plus Rally Fee £6.00.

Send rally slip & cheque payable to Brian Ellis for 7 nights £156 or £25 per night plus £6.00 rally fee.

Plus a S.A.E. or clearly written e-mail address for confirmation to

Brian Ellis, 52 Golf Links Road, Burnham on Sea.TA8 2PP. Telephone 01278 784524

The site is at Chickerell about 3 miles out of Weymouth on the B3157 towards Portesham on a regular bus route with a coastal path walk to Weymouth for the more energetic.

This is a full facilities site with electric hook up, toilet & showers, laundry & dryers as well as ironing facilities. There is a well stocked shop.

It is dog friendly with well behaved dogs allowed in the bar. There are lots of nice walks & dog friendly beaches nearby. Site is down a lane about 10-15 minutes walk to the main road and bus stop.

The rally field is sloping so levelling blocks may be required.

Sunday 16 – Friday 21 June (5 nights)

**Brixham Rugby Club, Astley Park,
Rea Barn Road, Brixham.TQ5 9ED**

Emergency Telephone 077113 75323

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

Site fees £8.50 per night (up to 5 nights)plus a rally fee £6.00.

Send a rally slip & cheque payable to Brian Ellis to

52 Golf Links Road, Burnham on Sea. TA8 2PP. Telephone 01278 784524.

We will be camping on grass pitches. There is no electric hook up but we do have use of the club showers, toilets and excellent clubroom facilities with free honorary membership during the stay.

There is a coastal path or footpath down from the club to the town or use the local bus services to Paignton, Torquay & Kingswear plus a ferry to Dartmouth.

This rally provides an ideal location to explore Devon's Jurassic coast.

The town's harbour is also home to the replica of Sir Francis Drake's Golden Hind galleon.

Please strictly no arrivals before 12 noon.

19th – 23rd June (4 nights)

**Manor Farm (Listed CCC Site), Thearne Lane,
Woodmansey, Beverley, HU17 0SA**

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

On site Mobile: 07799 591550

Site Fee £50 for 4 nights including electric. Rally Fee £2.00 Per Person.

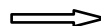
Please send rally slip and cheques payable to

S. Wood, at 26 Burton Acres Way, Highburton, Huddersfield, West Yorkshire, HD8 0RF.

Telephone 01484604133.

For confirmation please send SAE or supply a CLEAR e:mail address .

The site has showers and toilets. There are buses a short walk from the site to Hull, Bridlington, Hornsea, and to Beverley (from here to York).You can cycle into Hull and Beverley. There are walks around Beverley.



There is a pub with good food 18 minutes walk (2 bus stops) away and 2 garden centres are a short walk away with cafes. Friday is pie night, cooked on site, Saturday is Pizza night cooked on site. Dogs are allowed on a SHORT lead, but it MUST be put on your application form.

Directions: From M62, follow to end then onto A63 for (approx.) 10 mile, before bridge take A164 Beverley for (approx.) 10 mile, then right onto A1174 (Minster way) to roundabout, turn right for Hull through Woodmansey village past Beverley garden centre and then lookout for greenhouses on left, turn left at greenhouses down Thearne Lane.

Site on corner (2nd Entrance) Security gate will be open.

Limit of 25 vans.

23 - 28 June (5 nights)

**Wigginton Grasshoppers FC Rally Mill Lane,
Wigginton. YORK YO32 2PY.**

Emergency Mobile: 07982 416878 / 07843 157248

Rally Marshalls: Alan & Glenis Hurst / Paul Kelly & Wendy Gilson.

Site fee £10 per night - Rally fee £3 couples/ £2 singles.

Booking Slips & cheques, with SAE or written email address for confirmation payable to:

A Hurst, 6 Chadwick St, Little Lever, Bolton, BL3 1ND Tel: 01204 700582.

Greenfield site with toilets, water, chemical disposal point & Sports Club evening bar.

The site is within a 10-minute walk from the local convenience store and pub and a 15/20-minute walk from Haxby village centre with several coffee shops, Co-op & Sainsbury's supermarkets, shops and takeaways.

The bus stop to York and Haxby village is at the entrance to the site with regular buses.

Limit 30 vans

29 June - 4 July (5 Nights)

**Stafford Boat Club, Maple Wood,
Wildwood, Stafford, ST17 4SG**

RALLY FULLY BOOKED

Rally Marshalls: Angela and Bob Warwick, Linda and Brian Ellis

Emergency Telephone 07530 366237

Site fee £13.00 per night inclusive of electric. Rally fee £4.00 per couple. £3.00 singles.

Please send your rally slip and cheques to

Mr. R. G. Warwick, 14 Furneaux Gardens, Fareham, Hants., PO16 7HD, Including a S.A.E. or (clearly written E mail Address)

This is a level grass site within a working boat club on the Staffs & Worcester Canal with direct access to the towpath. We have use of the club house during bar opening hours from 8.00 pm in the evening, toilets, showers and laundry facility's are available but own sanitation advisable. Dogs welcome on lead at all times. Local bus stop to Stafford five minutes walk away, local shops and pub 10-15 minutes walk away. Canal fishing is available with proper rod licence.

Places nearby: National Memorial Arboretum, Trentham Estate and Gardens, Litchfield, Shugborough Hall Stately Home.

Rally Starts 12 noon Saturday and finishes 12 noon Thursday

Limit 25 Vans

5th – 7th July (2 nights)

Prestwood Steam Fair, Great Missenden, Bucks. HP16 9HQ

Emergency telephone 07775 570182 or 07749 378587

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

Fee for weekend £28.00 per unit. Rally Fee couples £3.00, singles £2.50

No Electricity Green field site own toilets essential

Fee for weekend includes unlimited entrance to the Steam Fair.

Rally slips & cheques payable to Mrs .J, Hicklin

381 Manor Road, Brimington, Chesterfield, Derbyshire. S43 1PP. Telephone 01246 236157

Directions: From A413 Great Missenden take A4128 to Prestwood. Follow the Steam Rally signs.

Ralliers use the Exhibitors/Traders entrance is in Hangings Lane. Just passed the public entrance and left at the crossroads.

Ralliers will be asked to show their ASOC membership cards

No arrivals before 12 noon Friday.

Thursday 18 to Monday 22 July (4 nights)

Beacon Park, Lichfield, Staffordshire.

Rally Marshalls: Peter and Chris Brown and Liz Irvin.

Site Fee: £13.00 per night. Rally Fee: £4.00 per couple £2.50 single.

Emergency Tel. No: Marshals' mobile 07771 827711

You can book for one, two, three or four nights. Booking slips and cheques payable to

Chris Brown, 5 Kenilworth Walk, Cheadle, Stoke-on-Trent ST10 1WA. Telephone 07771 827711

There is no limit on the number of units attending, and confirmation will be sent via email where possible.

Please note any applications received by post after 23rd May cannot be responded to. If you have any queries after that date, please email pcb7ty@btinternet.com. If you wish to pay by bank transfer, please email and request details of account to send to.

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

Attractions: Beacon Park is adjacent to Lichfield City Centre with its Cathedral, Restaurants, Museums and Shops. Buses are available to the National Arboretum from Lichfield Bus Station. The park will also be hosting Carters Steam Fair that weekend.

Directions: Beacon Park is situated on the outskirts of Lichfield, just off the A51 Tamworth to Rugeley/ Staffordshire Road leaving Lichfield. Follow the brown Beacon Park tourist signs.

Turn into Walsall Road, then immediately left into Lower Sandford Street. Follow the signs for the Car Park, the site is through the car park keeping to the right.

POST CODE for Lower Sandford Street is WS13 6RA

25 – 30 July 2019 (5 Nights)

Leon's Field, St Ives, Huntingdon, Cambs. PE27 5ER

Rally Marshalls: Barbara and Al. Buckett.

Mobile: 07818 006733. Assisted by Jackie & John Moss

Green field site – No Electricity – No Toilets. (Charging facilities available for mobility scooters only)

Site Fee: £7.00 per night. Rally Fee £3.00 per unit or £1.50 singles. Total for 5 nights £38.00 per unit or £36.50 singles.



Rally slips and cheques payable to: Mr A Buckett. 16 St Margarets Drive, Walmer, Deal, Kent CT14 7UJ. Telephone 01304 369149. Enclose SAE or Email Address for confirmation and directions. The site is by the Great Ouse River 200 yards from the picturesque town centre. There is a market on Friday and Monday and there are plenty of pubs, restaurants, cafes and a variety of shops. Buses run every 10 minutes to Huntingdon and Cambridge. A trip on St Ives guided bus to Cambridge is quite an experience and bus passes are accepted. Beautiful riverside walks nearby. We are hoping to run a trip to The Manor at Hemingford Grey to visit the house and gardens on the 27th. Details are on the internet. We can walk (1-1.5 miles) or get minibuses. The entrance to the house and gardens is £7 seniors and the minibus £5 return. If you would like to book this trip please indicate this on your application form. Dogs on leads are welcome.

PLEASE DO NOT arrive before 12.00pm on Thursday. Rally closes 11.00am Tuesday. Do not enter St.Ives Town Centre. Follow Directions.

Limit 40 vans

8th - 13th August 2019 (5 nights)

Eskdale School, Whitby, North Yorks. YO22 4HS

Rally Marshals: Liz Irvin, Peter and Chris Brown

Emergency telephone 07711 271568 (Marshal's mobile) email lizirvin@outlook.com

Site Fees £9.60 per night. Rally Fees £4.00 couples, £2.50 singles.

Total with rally slip £52.00 couples, £50.50 singles.

We have the use of toilets and showers. The school dining room is available for evening meetings on the first and last nights. Arrivals after 12 noon on Thursday. This year we will be using the playground and tennis courts. No Electricity.

Booking slips and cheques payable to Mrs E Irvin, please send to

Mrs E. Irvin, 43 School Lane, Kirk Ella, HULL, East Yorkshire. HU10 7NP, telephone 01482 658345 or mobile 07711 271568. Please enclose SAE, or clear email address on slip for confirmation.

For enquiries in June please use email.

Attractions: Whitby Regatta 10th to 12th August, with fireworks Finale on Monday evening. The school is off the Scarborough Road. Buses stop at the school gates to Whitby. Come and explore Whitby's fascinating and historic streets and waterfront.

The site is close to the Whitby end of the Moor to Sea Cycle Route with links to Scarborough and Pickering. For walkers the Cleveland Way coastal path is nearby. Visit Goathland where Heartbeat was filmed, or travel on the North Yorkshire Moors Railway. The Sainsbury's superstore is nearby on Stainsacre Lane.

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

15 - 18 August 2019

The Western Motorhome Show Malvern

Rally Marshals Gary & Pat Wanklin and Mo & Mike Valentine

Emergency telephone 07885 812512.

Please use a booking form from a motorhome magazine or from the ASOC website.

Please mark the form ASOC and note the special club site fees. Arrive Thursday £61 Arrive Friday £58. All bookings for Saturday night entertainment must be made and paid to Warner's when returning



the application form to them. Application's close on Wednesday 31st July. If you wish to rally with the club then you must return the application form to Warner's by this date.

Then you **MUST** complete a club rally slip (this also applies to internet bookings) Return it with the rally fee of £3 couples £2 singles, cheques payable to:

Gary Wanklin 18 Beverley Way Malvern Worcs WR14 1LA Telephone 01886 832364.

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

The rally will finish at 12 Noon on Sunday but you may remain on site until 12 Noon Monday.

19 - 23 August 2019 (4 Nights)

St Cross Symondians Cricket Club Winchester SO23 9RT

Rally Marshals: Rita & John Tubb and Jean & John Gutsell

Emergency telephone 07754 761423 (Marshals Mobile)

Site Fees £40.00. Rally Fee £5.00.

This is a greenfield site with a C.D.P and water point.

Please send your rally slip and a cheque for £45.00 payable to Rita Tubb together with your email address or an SAE for confirmation and directions to:

70 Charnwood Crescent, Chandlers Ford, Hampshire SO53 5QL

Telephone: 023 8026 7294 Mobile 07754 761423

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

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

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

Please do not arrive before 12 Noon.

Limit 30 Vans



2019 National Rally

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



001 Mens fleece: navy blue, seal grey, royal blue
S, M, L, XL, XXL, XXXL
£20.00 + £3.00 postage



002 Ladies fleece: navy blue, royal blue, classic red (14,16, 18, 20)
£20.00 + £3.00 postage



003 Tee shirt: dark or light blue with ASOC badge (S, M, L, XL)
£8.00 + £3.00 postage

004 Tee shirt: dark or light blue with little man motif (S, M, L, XL)
£8.00 + £3.00 postage

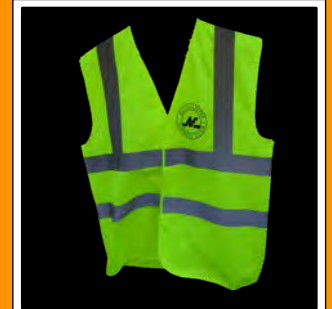


007 Polo shirt: dark or light blue with ASOC badge (S, M, L, XL)
£11.00 + £3.00 postage

008 Polo shirt: dark or light blue with little man motif (S, M, L, XL)
£11.00 + £3.00 postage



013 Little man 4 inch van sticker
Purple, silver, red, blue, green, black
£3.25 + £0.55 postage



011 ASOC badged Hi Vis vest
£7.50 + £2.00 postage



012 ASOC tee shirt on buddy bear
£9.50 + £3.00 postage

017 Two ASOC pens
£1.40 + £1.10 postage



009 Wool ski hat with ASOC badge
£6.50 + £2.00 postage



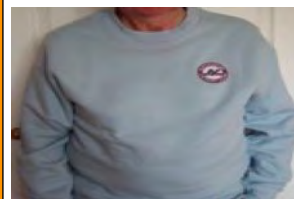
023 Hoodie: red, navy, black, royal blue (M, L, XL, XXL, XXXL)
£21.50 + £3.00 postage



006 Sweat shirt: dark or light blue with little man motif (S, M, L, XL)
£15.50 + £3.00 postage



024 Bodywarmer: green, black, navy (M, L, XL, XXL, XXXL)
£19.50 + £3.00 postage



005 Sweat shirt: dark or light blue with ASOC badge (S, M, L, XL)
£15.50 + £3.00 postage

021 Van name sticker priced per letter see note 2 on order form
£0.60 + £0.55 postage



019 ASOC Pitch reservation board
£3.60 + £1.50 postage

order form has all the details of garment sizes



010 Baseball cap in cream or blue with ASOC badge
£7.50 + £2.00 postage



014 ASOC lanyard
£2.50 + £1.10 postage



015 ASOC Grill badge with fixings (fits all vans)
£13.70 + £1.10 postage

020 ASOC Pitch reservation board with registration
£6.60 + £1.50 postage

018 ASOC Screen badge
£0.50 + £0.55 postage



list and prices are as MAY 2019 and maybe subject to change at any time

ORDER FORM If ordering more than one item email the shop for postage costs regalia@asoc-uk.com

Name		Membership Number	
Address			
Town/City		Postcode	
Telephone		Email	

Garment sizes: Ladies: 14=38, 16=40, 18=43, 20=45, 22=48 Men: S=37/38, M=39/40, L=43/44, XL=46/48, XXL=49/51

	item	price	postage	colour	size	Qty	cost
001	Men's fleecé: navy blue, seal grey, royal blue. (S, M, L, XL, XXL, XXXL)	£20.00	£3.00				
002	Ladies fleecé: navy blue, royal blue, classic red (14, 16, 18, 20, 22)	£20.00	£3.00				
003	Tee shirt: dark or light blue with ASOC badge (S, M, L, XL)	£8.00	£3.00				
004	Tee shirt: dark or light blue with little man motif (S, M, L, XL)	£8.00	£3.00				
005	Sweat shirt: dark or light blue with ASOC badge (S, M, L, XL)	£15.50	£3.00				
006	Sweat shirt: dark or light blue with little man motif (S, M, L, XL)	£15.50	£3.00				
007	Polo shirt: dark or light blue with ASOC badge (S, M, L, XL)	£11.00	£3.00				
008	Polo shirt: dark or light blue with little man motif (S, M, L, XL)	£11.00	£3.00				
009	Wool ski hat with ASOC badge	£6.50	£2.00	N/A	N/A		
010	Baseball cap in cream or blue with ASOC badge	£7.50	£2.00		N/A		
011	ASOC badged Hi Vis vest	£7.50	£2.00	N/A	N/A		
012	ASOC tee shirt on buddy bear	£9.50	£3.00	N/A	N/A		
013	Little man 4" van sticker (Purple, silver, red, blue, green, black)	£3.25	£0.55		N/A		
014	ASOC lanyard	£2.50	£1.10	N/A	N/A		
015	ASOC Grill badge with fixings (fits all vans)	£13.70	£1.10	N/A	N/A		
017	2 ASOC pens	£1.40	£1.10	N/A	N/A		
018	ASOC screen badge	£0.50	£0.55	N/A	N/A		
019	ASOC Pitch reservation board	£3.60	£1.50	N/A	N/A		
020	ASOC Pitch reservation board with registration	£6.60	£1.50	N/A	N/A		
021	Van name sticker priced per letter (see note 2)	£0.60	£0.55	N/A	N/A		
023	Hoodie: red, navy, black, royal blue (M, L, XL, XXL, XXXL)	£21.50	£3.00				
024	Bodywarmer: green, black, navy (M, L, XL, XXL, XXXL)	£19.50	£3.00				

Van name order form

Name required:	Font required:
Font colour required:	Registration Number:
Max/min size (if applicable)	Quantity:

Price per letter at standard size 2 inches high 60p

Each of the fonts illustrated below can be used to produce the van names you require

Note 2: Prices for other sizes or special designs and requirements can be quoted on request

Brush Script Times Roman Aachen Bold Helvetica Bold

Cheques made payable to Auto-Sleepers Owners' Club and sent with your order to:

Regalia Officer, Auto-Sleepers Ltd, Orchard Works, Willersey, near Broadway, Worcestershire, WR12 7QF