

# NEWS

372 SEPTEMBER 2019



**President**

Charles Trevelyan

**Chairman**Peter Brown  
07771 827711  
chairman@asoc.uk.com**Secretary**John Osland-Jones  
01217 448065  
secretary@asoc.uk.com**Treasurer**John Geeson  
01491 641776  
treasurer@asoc.uk.com**Rally Coordinator**Neil Rogers  
01325 954508  
ncr@mypostoffice.co.uk**Technical**Dennis Downie  
technical@asoc.uk.com**Club Shop**Stuart Wood  
regalia@asoc.uk.com**Publications**John Morris  
07545 078905  
editor@asoc.uk.com**Membership Secretary**Jean Downie  
membershipsec@asoc.uk.com**Charities & Exhibitions**Shelagh West  
charities@asoc.uk.com**Minutes**Gill Hopkins  
01244 675180  
minsec@asoc.uk.com**Chair, National Rally**Martin Ross  
national@asoc.uk.com  
07901 771040**Committee member**

Steve Ryan

**Website**

www.asoc.uk.com



News is the magazine of the  
AUTO-SLEEPER OWNERS' CLUB  
A Company Limited by Guarantee

Registered Office:

Orchard Works, Willersey,  
Worcestershire WR12 7QF

Registered No: 4616969

**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. Publication of any item cannot be guaranteed.

**SUPPLIER DISCOUNTS**

The list is available on the website We have companies who offer members a discount on 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 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.

*By post or email*

17 Newbridge Gardens  
Bath BA1 3LT  
asocnews@asoc.uk.com

**CLUB EVENTS****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.



# THIS MONTH

2 editor's note

3 from rambling Sid Rumbo

4 tech news

5 for sale

6 useful links and telephone numbers

8 your view

10 tech tip

11 event news

12 from the archives

13 3D printing as a pastime

20 forthcoming events

cover Christopher Mgowen: Braunston Marina, Daventry, NN11 7JH, is a five pitch CL

Welcome to September News.

Last month I asked the question "why do we call rallies rallies?" Now I am asking "why do we call marshals marshals, why not stewards or organisers?"

Does the word "marshal" put many off from attending a club event, sorry, rally, (see this months your view).

Are chairs a barrier? Many clubs, show pictures of rallies with everyone sat in a semi circle, Does this look unwelcoming and clicky to people who might want to try an event. This makes it difficult for new members to get to know anyone once everyone is seated, after all most drinks and nibble parties are standing which enables people to easily circulate and get to know each other.

Don't be put off if you are unsuccessful for a place at a rally you have applied for, even the editor does not get one. just keep trying.

Regarding member access to the website. The username and password the club uses is the same for all subscribing members and you cannot make up your own. The reason for this, the server requires a password which needs to meet a security rate of over 70%. We may need to change the password for whatever reason, and this can be done very easily.

Members need to subscribe to access themselves as the club is unable to do this for you. We try to respond very quickly to subscribers with the login details, but sometimes it maybe a few days.

You may have noticed a new rally application form this month. As membership covers two people we have arranged the form so both are together under members details, so no need to put the second member as an extra person in your van. The new form will be available on the website shortly as fillable PDF and word docx, This means you will be able to download and make a master with all your details and duplicate for any rallies you wish to apply for.

### Southport Rally 2019

As the marshal of the Southport rally will be taking a long foreign holiday when rally booking would normally be invited, he requested that the rally be advertised early in the July issue of the Clubs magazine. Unfortunately, due to an oversight, this did not happen.

As the financing of certain aspects of the rally is dependant on the number of attendees it was, therefore decided that information about the rally would be placed on the Clubs website along with an e-mail address to which club members could send an 'expression of interest'.

Some club members reading this may have believed that they could then apply for the rally. This confusion was unintentional.

Peter Brown, Chairman



FROM

## RAMBLING SID RUMPO

A weight-saving secret water source

Those of us who have travelled to distant parts will have seen it - chronic overloading. In the Middle East and Africa, heart-breakingly this can apply equally as much to donkeys as it can to vehicles. In Libya groaning open trucks bring seventy or eighty migrants at a time across the Sahara piled up with their belongings in the broiling heat. The late-lamented British Leyland thought it had built a winner when it produced the Landtrain, a solid lorry with simple mechanics that was absolutely designed to be overloaded and then some. The Landtrain's failure was as much about its very basic equipment not being road-legal for Europe as it was about the company's declining fortunes.

It has been argued that UK loading regulations are too proscriptive and err on the side of excessive caution. But however modern our Auto-Sleepers, the reality is that they are bulky vehicles that are built for comfort and convenience, not speed and performance. As we bumbled along at 55 mph in our 29 year old Legend GL last month, we were passed on the M4 at some speed by a large Elddis, registered in 2009, with a big top box and four bikes clamped onto the rear. It appeared low on its suspension. There was no way that the driver could have stopped sharply. Moreover, the thing was swaying in the fairly stiff wind. It was not only being driven insanely, it was very probably overloaded.

Of course, short of taking the Auto-Sleeper with all our holiday goodies aboard to a public weigh-bridge, there is no way we can be sure that we have not breached the permitted load limit. And anyway, the resulting weight is going to change when you start taking off or putting new bits and bobs on board. In a moment of madness, we tried bathroom scales, checking each item we were loading. Besides the problem of seeing the reading when weighing a large item, it was fiddly and vexing. Before we had gone half way through our pile, we gave up and decided to use common sense.

Wise Auto-Sleeper owners travel with empty grey water tanks and only enough water, preferably fresh in a container rather than sitting in the tank, for a beverage or two en route. It is a simple matter to re-water at a camp site.

But if we planning a multi-day journey away from formal sites there is a question. A brand new lovely Auto-Sleeper Burford Duo's water tank holds 91 litres - that is 200 lb or more than 14 stone - the weight of a well-fed extra passenger. Though topping up can be tried at garages throughout Europe, in France not all aires have water.

In the UK there is, however a secret water source. Most country churchyards have a tap for relatives who come to put fresh flowers on graves. If you wish to do more than take a few litres, they may not always have hose attachment screws and might require an extra-long hose (more weight!). Nevertheless, with planning and perhaps a call ahead to the churchwarden, they are a genuine Godsend. And dropping a few coins in the church collection box means that everyone wins.

Some taps situated at churchyards may not be drinking water, and may not be marked as such [editor]

I have had a problem with my door bin on the Hartal door of our Stanton. The D ring that holds the bin bag in place and holds the front of the bin up has broken. Of course, it broke when we were away and I bodged a fix, which I have since re-enforced. I believe that this is a fairly common problem for those of us with this type of bin. My break was across the back where the hinges for the D ring fix. This plastic does not lend itself to gluing. As we don't use our door bin for rubbish (we keep the dog lead in there with towel etc) we do not care that the front of the bin no longer falls forward when you look at it sideways! You may see I have cut a slot in each side of the bin front cover and secured it to the repaired D ring with some Velcro looped through and around the D ring.



What happened was that we have a dog guard across the door for when the door is open. Of course, the wind slammed the door shut and the bin tried to occupy the space taken up by the dog guard. 2 into 1 didn't go and the D ring broke in several places. My repair uses a combination of stainless-steel tube that I had hanging around, epoxy 2 pack adhesive and cable ties. Fortunately, when the bin lid is closed you cannot see this repair.

However, with my 3D printing hobby, I came upon this design for fixing a break across the front of the D ring (if it ever happens) and I printed one to see how it would be. It seems to be just fine for the job.



While the designer says he has been using this for over a year, and it is probably stronger than the original part, not everyone has access to a 3D printer. The alternative is to buy a new D ring and fit it. Here is a link to a supplier...

<https://www.caravanaccessoryshop.co.uk/category/rubbish-bins/309>

By the time you add postage cost, it is not a cheap bit of plastic (£12.98), so in the interests of cost and the environment, I prefer repairs, as long as they work.

Dennis Downie



above: repaired break to front of bin (Photo courtesy of Robert Kyle)

Whale Pump Priming Update

I have heard from Whale. They have undertaken to "look at this matter deeper" and will get back to me ASAP. My deadline for this month's edition of News is 10th August. By the time you read this, things may have moved on. Please keep an eye open on the "Tech News" section of the website for updates.

FOR SALE

Thule Omnistore carry all 100 rear box with fittings and padlock 100" wide 53" deep 69" tall good condition

**£50** ono

collection would be ideal

contact Rob Lee

01706 602558 or 07836 750046

East Lancashire area

thank you for the donation

FOR SALE

Lichfield Folding Camping Table, lightweight aluminium, in carry bag, **£10**

AutoX5 Tyre Traction Tracks, 2 sets, bagged, **£12**

Lillypad Leisure Windblocker Shades, 2 x front, 1 x side, **£20**

Abus Carblock Granit, steering wheel clamp, **£10**

Moonraker DVT-1000 Digi Pro, complete digital antenna package, **£15**

Auto-XS Car Power Point Inverter, Model CPP150-2, **£10**

Winter fridge vent covers, Dometic WA120/130, **£10**

John Calf, 07443 933554 (West Yorkshire)



PitchSTOP booklet has been updated and now available in the member area to download



wartime in the Cotswolds

## useful links

[www.tfl.gov.uk/modes/driving/low-emission-zone](http://www.tfl.gov.uk/modes/driving/low-emission-zone)  
[www.arrivalguides.com](http://www.arrivalguides.com)  
[www.drive-france.com](http://www.drive-france.com)  
[www.certificat-air.gouv.fr](http://www.certificat-air.gouv.fr)  
[www.bipa.be](http://www.bipa.be)  
[www.motorhomingfrance.co.uk](http://www.motorhomingfrance.co.uk)  
[www.airetoday.co.uk](http://www.airetoday.co.uk)  
[www.campercontact.com](http://www.campercontact.com)  
[www.icampingcar.fr](http://www.icampingcar.fr)  
[www.searchforsites.co.uk](http://www.searchforsites.co.uk)  
[www.auto-sleeper-ownersforum.com](http://www.auto-sleeper-ownersforum.com)  
[www.bikeregister.com](http://www.bikeregister.com)  
[www.saneftolling.co.uk](http://www.saneftolling.co.uk)  
[www.eurotunnelgroup.com](http://www.eurotunnelgroup.com)  
[www.tfl.gov.uk/lezlondon](http://www.tfl.gov.uk/lezlondon)  
[www.viewdrivingrecord.service.gov.uk/driving-record/licence-number](http://www.viewdrivingrecord.service.gov.uk/driving-record/licence-number)  
[www.gov.uk/check-vehicle-tax](http://www.gov.uk/check-vehicle-tax)  
[www.ownvehicle.askmid.com](http://www.ownvehicle.askmid.com)  
<https://www.ordnancesurvey.co.uk/getoutside/guides/getoutside-more-with-os-greenspaces/>  
[www.bikeregister.com](http://www.bikeregister.com)  
[www.viamichelin.fr](http://www.viamichelin.fr)  
[www.viamichelin.co.uk](http://www.viamichelin.co.uk)  
<https://vehicleenquiry.service.gov.uk/>

if you know of any links other members would find useful, let the editor know

## USEFUL TELEPHONE NUMBERS

### European SOS 112

Pan-European emergency number: calls to 112 are free from any telephone (mobile, cellular or fixed-line). The number 112 can be dialled to reach emergency services including medical, fire and police from anywhere in Europe.

This Pan-European emergency number 112 can be called from any telephone (landline, pay phone or mobile cellular phone). Calls are free.

It can be used for any life-threatening situation, including:

Serious medical problems (accident, unconscious person, severe injuries, chest pain, seizure)

Any type of fire (house, car)

Life-threatening situations (crimes)

Information on the 112 number can be found on the website

<https://ec.europa.eu/digital-single-market/112>

---

### France

<https://www.angloinfo.com/how-to/france/healthcare/emergencies>  
<http://parisjourney.com/emergency-telephone-numbers-in-france-you-should-learn>

### Italy

<https://www.angloinfo.com/how-to/italy/healthcare/emergencies>

### Netherlands

<https://www.angloinfo.com/how-to/netherlands/healthcare/emergencies>

### Germany

<https://www.angloinfo.com/how-to/germany/healthcare/emergencies>

# stay snug this winter

with a club woolly hat

woolly hat with  
badge £6.50 +  
£3.00 postage



order from the Regalia Officer, Stuart Wood  
[regalia@asoc.uk.com](mailto:regalia@asoc.uk.com)

I don't wish to go there again!  
This place is 127 miles in length, with no beginning and no end. Yes, it's the M 25!  
Before it was built we lived in Bristol and mum and dad had moved to East Sussex. To get there we travelled 110 miles down the A 4, through towns like Chippenham, Swindon, Reading and Slough, before driving South through Dorking, Reigate and Redhill on the A 25 to Sevenoaks to join the A21. This took at least 4-and-a-half hours, unless we got behind a Sunday Snail, when it would be much longer!

I longed for the M 25 to be finished but, by the time it was, we had moved to Barnet and it cut the journey time to mum and dad's to 1-and-a-half hours. In those days the traffic was much lighter and the journey was quite pleasant. When we moved down to Kent, I now had to cover the whole of the South of England and had to use my old favourite at least twice a week! I spent many frustrating hours inventing calls for my sales manager, parked somewhere along this great snake, whilst "The Powers That Be" agonised over the inevitable road-widening projects, along it's length.

Our latest experience occurred last year, on our way back from Italy in Otto on the M 20, when we observed that the traffic above, on the M 25 towards the Dartford Tunnel, was totally stationary and so I made an instant 'management decision' to turn left on to the southern section, which resulted in a 'crawl' of 4-and-a-half hours before we reached the M 1 turn-off!\*\*\*

I DON'T WANT TO GO THERE AGAIN!  
July 2019.

Richard Birch 7248

Sorry to go

Geoff and myself would like to thank all those of you who made our autosleeper membership time such fun over the last 10 years but sadly due to a change in our personal circumstances we have now sold our beloved Gloucester van and shall no longer be able to meet up with you on future rallies but wish you all many more

happy times with this friendly club

Kind regards to all

Lesley and Geoff Tutt

Membership number 10474

I hope you may be reading this, we met at the National Rally where you came for your very first rally. Unfortunately the Auto-Sleeper van you had brought had a faulty gas lead which emptied your cylinder completely, and you spent two very cold nights, and you have not been put off though we have not seen you at other rallies. I do not know where you live but there are still rallies you could join and you will be made very welcome.

Geof 7296

Why would anyone want to rally with a club?

Last year a neighbour of mine announced he was investing in a motor caravan. It turned out to be an Auto Sleeper Warwick. Naturally I thought it would be nice to invite him and his wife to join our club, the ASOC.

I gave him an application form and loaned him some back copies of the magazine, and answered some of his queries, the sort we no doubt all had as novices when we were just starting out.

I explained the purpose and advantage of the Club and magazine, how it can be used as a medium to gain or pass on information, tips, advice or to just let others know of your experiences and places to visit. I also showed the rally list and explained how rallies are organised, set up and run by the members themselves.

A while later I asked if he had joined the club and did he have any plans to attend any particular rallies.

His response was, "we are not interested, we don't want to sit around some campfire singing, "Ging Gang Goolie Goolie".

I tried to assure him that not only do we not

do that but that I doubt most of us would even know the words anyway.

He then excused himself by insisting that they prefer to do their own thing and don't like joining in party games and dressing up as pirates, or Vicars and Tarts or some other such theme.

I did my utmost to dispel that myth but he went on to say that he didn't want to camp on some field in the back of beyond, miles from anywhere.

Well what could I say? This man has misguided and preconceived ideas of what club rallies are all about and unless I could actually get him to try a couple of rallies, none of that would change

Using the rallies listed in the back copies of the magazine, I gave some idea of what each one was like or what to expect.

I started with where they were, which in each case was anything but the back of beyond.

We have Winchester, Lichfield, St. Ives and many others, conveniently on the edge of the towns closer than most commercial sites. Others on commercial sites with easy commutes, walks or bus service. Some rallies we do organise activities outings or meets, but they are totally optional, and some members do prefer to do their own thing, that's Ok by the rest of us, we are there if you want us or if you have any problems, otherwise by all means do as you wish.

Then there is the motivation. If you have a weekend or a few days to fill there may be a rally available or perhaps use one on route to or from your own breaks. As for the cost, rallies are often cheaper than going independent and may introduce you to areas or places never considered before. Add to all this, you are with people who are motor caravaners like yourselves, what better way to gain experience, tips or advice or to share experiences and knowledge of what to do and where to go or what is best to avoid.

By the time I had finished I found myself itching to load up and get out there looking

down the rally list for further inspiration.

He, on the other hand, remained unmoved, and still is to this day.

To any members or new members who have not yet joined us on any rallies, as they say, "each to their own, but don't knock it till you try it".

Why not give it a try? You may be pleasantly surprised.

📧 Brian Ellis ASOC 2360

Hi John

in reply to your comments in your notes in the August News.

The reason we call rallies a rally is because a rally is a meeting of like minded members in their motorhomes on a greenfield or a commercial site.

I would also say to members "I am running Winchester Rally" not "I am running Winchester Event".

Your comments regarding members thinking it is only a club for rallies when only 12% of members rally. This is the active part of the club membership and of the committee 12% are ralliers and without them the club would not exist.

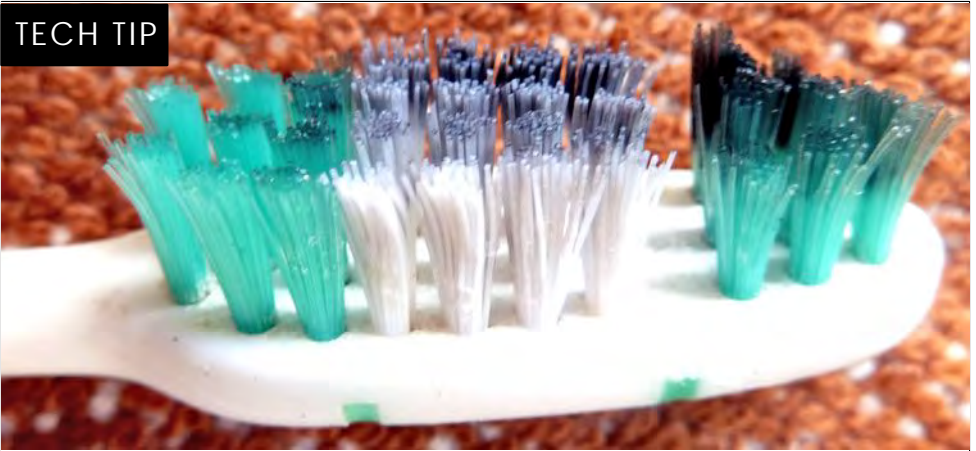
A message to the 88% who don't rally, try it and see what you are missing, you may like it.

At the National rally this year of the 80 vans attending the majority were rallying members.

📧 John Tubb 4910

Perhaps members who wish to attend a rally find that they are unsuccessful because of the limit on number of vans, so others may think what's the point if I can't get on. Only a few rallies accept unlimited numbers, Lichfield being one and the other being the National. Even the number of members attending the National has dropped over the years. Members can't try rallies if they can't get on. Should we have a closing date on all rallies and applications not opened until that date, and if over-subscribed, picked at random. [editor]

## TECH TIP



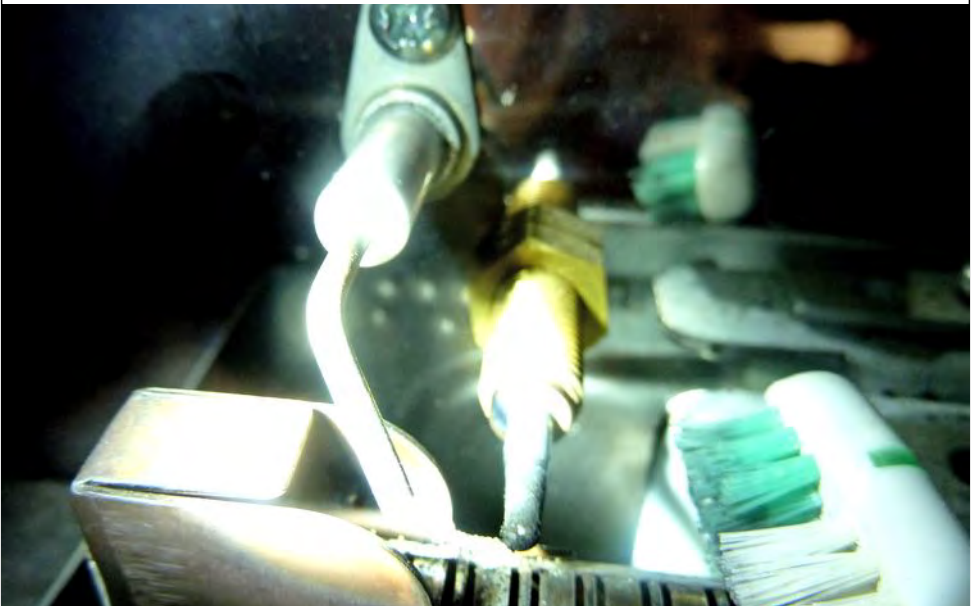
### Thetford Caprice Mk 111 – Oven Temperature Control

We had a new Thetford Caprice Mk111 oven in our Talisman which has now had three years of use, and Dorothy believed it was no longer reaching the higher temperatures sometimes needed.

On inspecting the 'sensing probe' at the internal/bottom/rear of the oven it appeared to have a coating of 'carbon' on it. Perhaps it is because we are using Auto-Gas, from our under floor tank, as opposed to Propane or Butane cylinders?

By cutting short the hairs on a toothbrush and gently brushing the carbon off the probe, it seems to be back to normal now.

Baz Wellard



please read the important note disclaimer on the inside front cover

This was the first rally at Wiggington Sports & Social Club, an excellent new venue where we had access to their facilities including the use of the kitchen and an area with a bar in the evenings. There is a bus stop with regular buses outside the site giving access to York and beyond. Catch a bus or an easy 20 minute walk takes you into a beautiful Yorkshire village with all the facilities you could ask for.

We were made very welcome by the Wiggington Grasshoppers F.C. who had donated a beautiful hamper saying "A Warm Welcome and Thankyou" which was won by our Membership Number being drawn.

Many Thanks to Alan & Glenis, Paul & Wendy our marshalls, and Paul Hurst from the F.C. Club for making sure everything ran smoothly.

☎ Liz & Roger Spensley 4293



We went to the Prestwood Steam Fair  
 Jan Vic Bob and Margaret were there  
 To welcome us in on a bright sunny day  
 And that was the start of a very nice stay  
 We all ordered fish and chips for the night  
 Then got our passes for entry to site.  
 The displays of steam engines both big and small  
 Lorries vans cars bikes the fair had it all  
 Plus lots of stalls selling food drink and wares  
 Arts Crafts and stuff men need to do their repairs.  
 But what took our eye was the breakfast to be cooked by Vic and Bob  
 As Jan had told them if they wanted it fried they could do the job  
 They had a gas cooker that wouldn't quite light  
 To see them both bent over this was a sight  
 But then came the problem of having to cook  
 We could hear Vic ask Jan if she would just look  
 To see if the sausages were cooked right through  
 They looked brown and lovely but could this be true  
 We had a lovely time full of laughter and fun  
 Yet another rally very well done.

☎ Barbara Buckett 5829

**Applications for rallies:** We remind all Club members that you can only apply for rallies by post using the Club rally slip. Under no circumstances will rally marshals accept bookings by telephone or email.

**Points to remember:** 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.



FROM THE  
ARCHIVES  
WITH  
Baz Wellard



# France

## Chinon Rallies 2008 & 2009

view from the South Bank [Baz Wellard]





Two (2 week) rallies were held at Chinon, in the Loire Valley of France, in September 2008 & 2009, with 31 & 36 units, respectively, attending. The rallies were held at Camping De L'île Auger which is a 3 star site on the south bank of the river Vienne (a tributary of the Loire), on Quai Danton road, and can be just seen beyond the trees in the right-hand corner of 'from the fortress' photo. It is only a short walk across the bridge to the town centre.

Chinon is definitely worth a visit as it's a very interesting and incredibly well preserved mediaeval town on the north bank of the river. Overlooking the town is a very imposing well conserved large Chateau/Fortress, where Joan of Arc was imprisoned in 1430. Most of the town buildings have also been kept as near original condition as possible. The area is well known for the quality of its wine and there are several wine cellars where tours can be made and are very informative.

There is a monthly "flea market" & a weekly French market; and both are worth visiting, if only for the atmosphere. Dorothy believes the "flea market" is the first Sunday in the month, and the weekly market is on Thursdays.

The town railway station is only approx 1.5 miles and will enable visits to other areas - without having to use the motorhome. Cycling along the south bank is easy.

view from the fortress [Baz Wellard]



An unusual hookup for beer lovers [photo: John Geeson]

# 3D Printing as a Pastime by Dennis Downie

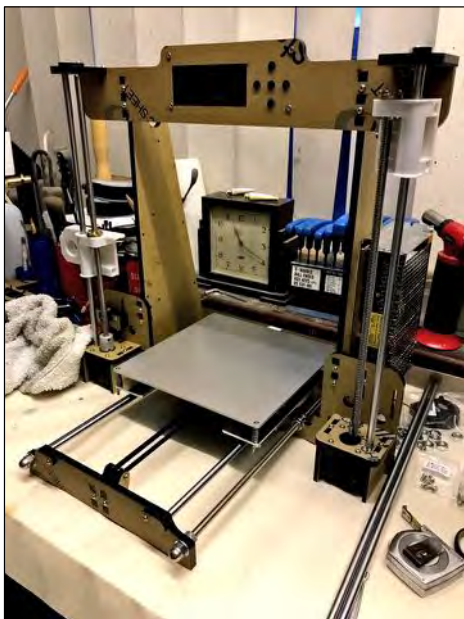
3D printing is a process that uses plastic to create simple and complex things that, in some cases cannot be made by any other process. The object being created is made by squeezing molten plastic through a nozzle onto (in the first instance) a flat surface and creating a shape by moving the nozzle, like a normal printer. When the layer of plastic is complete, the nozzle is moved up and more plastic is then applied on top and when that layer is complete, the nozzle is moved up again and the next layer is formed and so on, until the object is fully formed. The plastic cools and hardens during the process and at the end a fully formed solid part can be removed from the printer.

Seven years ago, in 2012, my late work colleague, engineer and friend David Kutzner, bought himself a 3D printer. We worked together in Philadelphia and I got regular updates on his progress while he was building this state-of-the-art machine. He paid many hundreds of dollars for this kit and by the time I retired 12 months later, he still had not managed to produce anything he wanted to show me. This was the early days of 3D printers for makers and hobbyists and David died from complications with his diabetes soon after I retired. It coloured my thinking about 3D printing and whenever I saw articles written up about projects where the author said, "I printed the special enclosure" or "I needed to print this widget", I would stop reading, believing that was not for me. You can get a Company to print parts for you, but that

can be expensive, and you often have to put the design time in yourself as well. I became more interested in the subject after hearing of a project started in the University of Bath in 2005 by Dr Adrian Bowyer, a senior lecturer in mechanical engineering. Dr Bowyer and his team hit on the notion that a 3D printer should be capable of printing most of the parts to reproduce itself. 3D Printers had been seen as rapid prototyping machines in industry, and the ability to self-replicate themselves gave rise to the name of the project and subsequently to a whole generation of machines referred to as RepRap printers (Replicating Rapid Prototyper). This concept has taken hold, mainly because most of the development and almost all of the design, including software development was "open source" – ie everything was published for copying and over the years many thousands worldwide have contributed to the evolution of these printers without payment. As a result, there are many affordable 3D printers on the market that only a few years ago would have cost many thousands of pounds.



photos: A holder for a Dremel tool that turns it into a router. A bowl for wool and even a complete sock knitting machine.

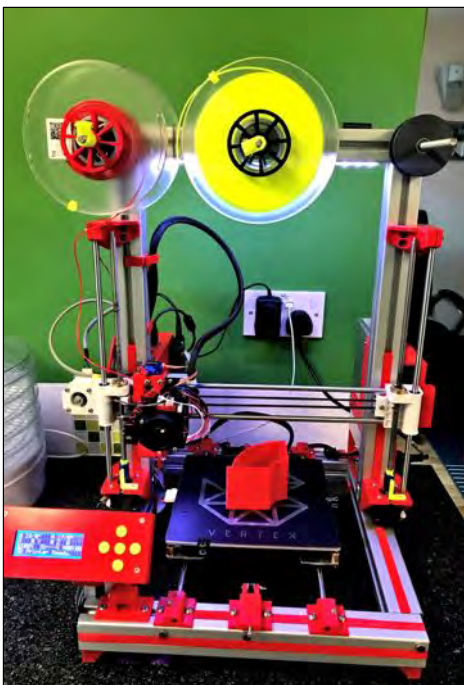


I began wondering how I could justify to myself buying a 3D printer to see what all the fuss was about. In January, I saw a kit of parts to build my own printer, from a Chinese Company, for the cost of £109.00 including delivery. I took the plunge and a few weeks later, a big box arrived with hundreds of parts and reference to instructions on the internet (YouTube). It took me a couple of days to build the printer and when it was finished, it looked like this. (see opposite).

That was just the beginning. For the money, you get a lot, but at the bottom end of the market you have a lot of work to do, firstly to overcome some cost cutting measures and then to begin learning what you don't know about 3D printing (for me that was almost everything). After a few prints of sample files provided by the printer manufacturer, I began to see some of the printer's shortcomings. There are plenty of warnings from interest groups on-line about the safety of these cheap printers and what is needed to make them safe and I set about printing parts and ordering more electronics to make the printer safer. There were reports that this particular model of printer had set several sheds, workshops and even houses on fire due to some design issues and so paying heed to this I set about making a quite good printer safe.

The frame (skeleton) of this printer (it is called an Anet A8) is made of acrylic plastic and is not very sturdy. It allows the printer to flex and vibrate, making it difficult to get the very best results that should be possible. Being an engineer, I just had to fix this, and I re-built the printer, making a metal frame and in the best traditions of RepRap, I had the original printer print all the parts needed for the new one.

Now I have a very good printer that has taught me a great deal about 3D printing, the computer programs needed to make them work, the massive community of makers and printers all around the world that gives support freely. There is a huge resource of printable parts people have created and put on the internet for people to use, both useful and fun. If you are creative, you can print anything you can think of, within the size capacity of your printer. Mine can print any object up to 22cm x 22cm x 25cm high.



My modified Anet 8



All the parts in red (*you will need to see the online version of the News*) on my printer, I printed using the old printer.

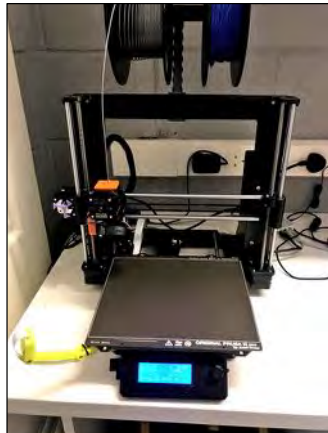
What has this new hobby taught me? First of all, it is fascinating and addictive. I can stand and watch the printing process for ages.

3D printing is slow. Some larger prints can take many hours to complete. This leads to the notion that one printer is not enough! When printing goes wrong, it can be very frustrating after hours of print time, when you end up with a bit of scrap. That happens a lot when you are learning. To mitigate this, there is a world of help and advice available which is given freely. Many tutorial videos on YouTube, and special interest groups on Social Media.

Perhaps one of the most surprising facets is that you need some software to prepare your models for printing. This process is called Slicing, and, like a loaf of bread, the solid model is sliced into many layers for the printer to re-assemble, layer by layer. What is surprising about that is that all the software you will ever need is free to download. This is one of the big advantages of open source. If you need to design your own parts, or duplicate an existing, broken part, the software for that is also free.

I eventually got all extravagant and bought another kit of parts for a second printer. This one is from a Company in Prague, started a few years ago. From one man and his brother, they have grown to 450 employees and iteration number 3 of their version of the RepRap designs. They are called Prusa Research and I bought a Mk3S i3 printer kit. I could not be more impressed with the quality and build instructions. After one day of building, I had the printer creating test pieces and models first time. They even provide a pack of Gummy Bears that you are instructed to eat during the build

Below are items I have printed including the whale pressure valve shown in last months News.



Prusa printer



Item printed



Item printed

So, am I happy with my new hobby? – you bet! It has challenged me and after 5 years of retirement from an engineering job. It is just what I needed to get motivated again.

If there are other 3D printers and makers in our club, I would be very interested in hearing from you.

A couple of things I would like to print is a statue of our late Labrador Megan and a dice tower for board games. I will let you know how I get on.

Cool drinks locker in a Monocoque

In drafting my "oven tip" vis-à-vis Auto Gas it reminded me of a simple modification on our Talismans.

Both our 1987 & 2004 Talismans were retrofitted with a 40 litre LPG under-floor tank; leaving the gas locker empty - apart from a 907 Gaz cylinder for BBQ use.

I spray-glued a thin sheet of foil backed foam insulation and fitted it on the locker door inner. N.B. 5ltr cardboard wine boxes are best carried in a polyethylene bag as the perforated floor can let in rain spray.

Baz Wellard



## SUPPLIER DISCOUNTS

what you need to know

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.

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

Marshals should let the Rally Coordinator know when their rallies are fully booked.

### **2 - 7 September 2019 (5 Nights)**

#### **South Lytchett Manor Caravan and Camping Park Dorchester Road, Lytchett Minster, Poole Dorset, BH16 6JB.**

Rally Marshalls: Barbara and Al Buckett. Mobile: 07818 006733. Telephone: 01304 369149.

Assisted by Mo and Mike Valentine.

*Site fee:* £17.00 per night. Rally Fee £4.00 per unit or £3.00 singles. Total for 5 nights £89.00 per unit or £88.00 singles. Including electricity and WiFi.

Rally slips and cheques payable to:

Mr A Buckett. 16 St Margarets Drive, Walmer, Deal, Kent CT14 7UJ.

Enclose SAE or Email Address for confirmation.

South Lytchett Manor is an award winning commercial site 5 miles from Poole. There is a bus stop directly outside the entrance from where you can catch buses to Poole, Bournemouth, Wareham, Lulworth Cove, Durdle Door, Dorchester etc.

Ralliers will have full access to all the sites facilities, Showers toilets etc. Dogs are welcome but must be kept on leads at all times.

Rally starts at 2 pm Please no arrivals before that time. Rally closes 11.00am on day of departure.

### **5 - 16 September (11 nights) Four Site Scottish Rally**

Rally Marshalls: Moira & Allan Blackstock

Mobile telephone numbers on rally Moira 07891 704186 Allan 07969 312703

*Site fees:* £216.50 Rally Fee: £12 couple £6 single

#### **Limit 20 vans**

Send application and cheque to:

Mrs M Blackstock, 39 Sumpter Croft, Penwortham, PR1 9UJ. Telephone 01772 749178

#### **Lothianbridge Caravan Park, Newtongrange, Dalkeith EH22 4TP**

Situated on the A7 on the bus route 7 miles south, of the beautiful city of Edinburgh. There is a pub/café/restaurant directly opposite the site entrance. (3 nights)

#### **Five Roads Caravan Park, Alyth, Blairgowrie, PH11 8N**

Perfect for exploring Perthshire, Fife and Cairngorm National Park. A 10-minute walk from the site and there is a pub which serves food at the entrance to the site.

The bus stop is also at the entrance. (3 nights)

#### **Ballater Caravan Park, Anderson Road, Ballater, AB35 5QW**

Shops, bars, restaurants within a 5-minute walk in the pretty town in the heart of Royal Deeside near Balmoral Castle and Crathie Kirk and on the edge of the Cairngorm National Park. (2 nights)

#### **Huntly Castle Caravan Park, The Meadow, Huntly AB54 4UJ**

In the heart of the Grampian countryside. A 5-minute walk from Huntly town. Ideally situated for the castle. (3 nights)

*All sites have full facilities, some grass pitches at Alyth; all others hardstanding. Electric hook-up throughout included in site fee.*

**RALLY FULLY BOOKED**



**5 - 9 September South Western Motorhome Show, Shepton Mallet**

Rally Marshals: Martin Ross, Assistant Marshals Andrea & Andrew Saines

Emergency Telephone 07901 771040

Please use booking form from Other magazines Please mark the form ASOC and note the special club site fees:

Rally from Thursday 5th to Monday 9th September, Arrive Thursday £43, Arrive Friday £40.

All bookings for Saturdays entertainment must be made & paid for with Warners when returning the application forms to them by Wednesday 21st.August.

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

Then you must also complete a club rally slip (this also applies to internet bookings). Return it with the rally fee of £3.00 couples, and £2.00 for singles,

Rally slips and cheques payable to

Martin Ross, "Elvina" Wold Road, Barrow-upon-Humber, DN19 7BT.

Telephone 01469 530893. Mobile 07901 771040. Email mross@uwclub.net

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

The rally finishes at !2 noon Sunday, but you may remain on site until 12 noon Monday.

**8 - 15 September (7 nights) Unity Holiday Resort**

**Brean Sands, Nr. Burnham on Sea, Somerset. TA8 2RB.**

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

Emergency Telephone 077113 75323 or Marshal's mobile 07707 542274

*Site fee:* For 7 nights or less £11.25 per night includes electric & club passes. Rally fee: £6.00

Send, Rally Slips & cheques, payable to:

Brian Ellis,52 Golf Links Road, Burnham on Sea,Somerset. TA8 2PP.

Telephone 01278 784524, email ell.ba82@yahoo.co.uk plus a S.A.E.

or a clear email address for confirmation.

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

Local market & car boot sale.

Dogs are welcome on this site.

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

Rally on Yellow field.



**19 - 23 September Season Finale Show, Lincoln Showground LN2 2NA**

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

Emergency Telephone 07922 049714 Marshals mobile

Please use a booking form from a motorhome magazine and please mark the form ASOC and note the special Club site fees. Warners form is available on [www.asoc.uk.com/mhs.html](http://www.asoc.uk.com/mhs.html)

Arrive Thursday £53, arrive Friday £50. All bookings for the Saturday evening entertainment must be made with Warners when returning the application form to the organisers by Monday 9 September, if you wish to rally with the Club.

\*\*\*\*\*Then you must also complete a Club rally slip, (this also applies to internet bookings). Return with a cheque for the Rally Fee of £3.00 couples, £2.00 singles to:

N.C. & P. Rogers, 5 Emerson Court, 96 Carmel Road North, Darlington, DL3 8JB.

Telephone 01325 954508.

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

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

**Wednesday 2 October (1200 hrs) to Monday 7 October (5 nights)**

**Ukrain Youth Centre, Weston on Trent, Derbyshire, DE72 2BU.**

Marshals Peter and Chris Brown telephone 07771 827711

This rally is part of the ACCEO annual National Rally. Toilets are available as is a large hall in which social activities and/or entertainment is planned for each evening. There will be professional entertainment on Saturday evening from singer Jason Kerr. The ACCEO AGM is on Saturday afternoon and can be attended by any interested rallier. There are no electric hook-ups. There is a bus stop about ½ mile away with a service to Derby. Those who attended last year found the locality to be very pleasant for walking and cycling with an excellent food pub also ½ mile from the site.

There is no rally fee. The cost of the rally for Friday and Saturday nights is £20, there is no extra charge for the entertainment. Wednesday, Thursday and Sunday are optional nights at £7.50 each. Please indicate on the application form which nights you want to stay.

As caravans attend this rally we are asked to advise if you wish a permanent tent awning to be erected and also the length of your vehicle, please include this information on your rally slip. ASOC has to present a collated booking form.

Please can I have your rally slip and payment before 30 August to;

Peter Brown, 5 Kenilworth Walk, Cheadle, Stoke on Trent, ST10 1WA.

If you have any queries, telephone 07771 827711 or email [pcb7ty@btinternet.com](mailto:pcb7ty@btinternet.com). Contact Peter if you wish to pay by BACS, otherwise send a cheque payable to Peter Brown. If you wish confirmation of booking please include an email address or SAE.

**Members must have their membership cards ready for inspection at rallies**

**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

**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.



**Thursday October 24 – Monday 28 2019 (4 nights)**

**Bridge Villa Camping, Wallingford Oxfordshire. OX10 8HB.**

Rally terminates 1200 noon Monday.

Rally Marshalls: John and Jan Geeson, Telephone 01491 641776 mobile 07785932348  
email john.geeson@outlook.com)

assisted by Phil and Shelagh West.

Site fees £74.00 rally fee £6.00. Please forward cheque for £80.00 payable to

J Geeson, 20, Bradley Rd, Nuffield, Henley-on-Thames RG9 5SG.

Enclose SAE for confirmation and directions or clear email address please.

Bridge Villa is a full facility site with excellent showers, toilets and electricity. Situated adjacent to the river Thames.

We have a hall is arranged for Saturday and Sunday evening.

Wallingford Town centre is just a short walk across the bridge with a regular bus service to Henley, Oxford, Reading and Didcot (for the railway centre).

Picturesque walks along the Thames and Castle Gardens. Market day Friday. Dogs are welcome but must be kept on a short lead at all times. Dog walking adjacent to the site on the river bank.

A reservation has been made at the DOLPHIN PH for a meal Friday night, order and pay at the bar.

(Recommended by some of last year's ralliers)

Indicate on application form if interested.

**Limit 25 vans**

**28 October – 1 November (4 nights )**

**Wells Touring Park, Haybridge, Wells, Somerset. BA5 1AJ**

Rally Marshals Liz Irvin, Chris and Peter Brown.

Emergency telephone 07711 271568

Site fees: £72.00 plus rally fee £5.00. No admission before 12.00

Send rally slip and fees payable to

Mrs E Irvin, 43 School Lane, Kirk Ella, Hull, East Yorkshire. HU10 7NP.

Enquiries 07711 271568 or lizirvin@outlook.com

Confirmation by email, SAE if no email.

The site is a Premier Parks site for adults only and includes showers and electricity.

The site is within walking distance of Wells with a cathedral and a moated Bishop's Palace. Wookey Hole is nearby.

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

**Limit 25 vans**

**RALLY FULLY BOOKED**

**IF YOU CAN'T MAKE YOUR BOOKED RALLY**

If you are unable to attend your booked rally, then please inform the marshal as soon as possible as there may be a waiting list and other members wanting to to apply.

Please inform the marshal if you plan on bringing a car,tent or trailer to a rally as an additional parking space may be required.

**Friday 15 – Tuesday 19 November (4 nights)**

**Victoria Park Southport .**

Rally Marshals: Dave & Wyn Crabbe,  
assisted by Paul Kelly & Wendy Gilson. 01262 601579.

Emergency Telephone 07763 773877 Marshal's mobile

Site fee: £13:00 per night including Electric hook up

Rally Fee: £3:75 couples. £2:50 singles.

An additional fee will be required on arrival for the marquee hire fee. You will be advised on the cost of this fee before the start of the rally.

This is a public park and green field site.

Dogs welcome on a lead on site at all times.

A fish & chip super has been arranged for the Friday evening. Chips @ £1:75, Fish (cod) @ £3:80.

Please indicate on the form your order and send payment with the rally form.

Booking form & cheques payable to

D C & W Crabbe 27 Crawford Road, Crawford Village, Up Holland, Skelmersdale, West Lancashire.

WN8 9QR. Tel. No. 01744 884437.

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

Please note that applications received after Friday 20 September will not be answered until Monday 4 November.

**Limit of 30 vans**

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

*Attractions;* Victorian coastal town of Southport and its shops, parks and beaches, also the second longest Pier with tram in the country. Sunday evening switch on of Christmas lights. Liverpool with its wealth of attractions, architecture, museums, waterfront, Albert dock, and Liverpool One shopping centre.

Also, for this year only visit the Liver Building and climb to the top for a 360-degree panoramic view of the city and across the Mersey. Martin Mere Wild Fowl centre. Ormskirk market town, Crosby Beach with the Antony Gormley statues, Red squirrel sanctuary at Formby and a lot more around the district and further afield.

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

Rally starts at 1200hrs. There is now a barrier across the entrance which requires a code to enter.

Please do not arrive before 1200hrs as parking on the road will cause problems.

FROM THE CLUB SHOP

Anyone wanting to purchase Regalia from the club shop, please note the new address below for sending the order and cheque.

Stuart Wood (Regalia Officer)

26 Burton Acres Way

Highburton

HuddersfieldWest

Yorkshire

HD8 0RF

Stuart Wood Regalia Officer 2620

**RALLY FULLY BOOKED**



### 1 - 5 November (4 nights)

#### **Sedgemoor Carnival, Burnham on Sea, Somerset**

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

Emergency only mobile 07711 375323

Site fee: £65.00,

Rally fee: £4.00

Total: £69.00.

book before 20 October please

Send rally slip & cheque payable to

Brian Ellis, 52 Golf Links Road, Burnham on Sea, Somerset, TA8 2PP

Telephone 01278 784524, email ell.ba82@yahoo.co.uk

enclose a stamped addressed envelope or clearly written email address for confirmation of your booking. Disabled or special needs please indicate this on booking slip for convenient siting.

The site is a full facilities Haven site. We are limited to 46 pitches all are hardstanding level pitches with electric hook up and are accessed by tarmac roads.

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

*Attractions:* Fireworks display Sunday and the Carnival on Monday evening.

Burnham town is a 10 minute walk up the prom from the site with a range of shops and eating places plus Lloyds Bank, supermarkets, B&M and Lidl and a long beach (7 miles)

There are buses to Highbridge, Bridgwater, Taunton & Weston Super Mare.

It is a nice area for cycling to these towns.

We also plan to do our usual walk to Highbridge Caravans for tea coffee and biscuits, (remember to ask for the Club discount in the accessory shop).

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

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

**NO DOGS ALLOWED SITE RULES.**

\*\*\*\*Rally starts at 12.00 noon on Friday 1 November. No early arrivals please



## WANT TO RUN A RALLY?

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

Then contact the Rally  
Coordinator



## AUTO-SLEEPER OWNERS' CLUB RALLY APPLICATION FORM

Rally application form should reach the marshal 14 days before the event if possible  
Enclose a SAE if confirmation by post is required of your booking

Date sent:	Rally name:		
<b>MEMBER DETAILS</b>			
First name:	Surname:	Membership No:	
First name:	Surname:		
Address:			
Address:			
Town/City:		Postcode:	
Telephone:		Mobile:	
Email:			
<b>We require these details below of the person to contact in the event of an emergency</b>			
Name:			
Telephone:		Mobile:	
<b>Members guests (include children and their age)</b>			
Name:			
Name:			
Name:			
Name:			Number of dogs:
<b>MOTORHOME DETAILS</b>			
Registration:	Length:	Model:	
<b>ARRIVAL DETAILS</b>			
Day:	am	pm	Evening
<b>OTHER DETAILS</b>			
Is this your first ASOC rally:	Electricity if available:	Evening meal if available:	
Do you intend to bring an additional car, trailer or tent:			
Any special requirements:			

<b>PAYMENT</b>	
Including rally fee £	Full payment should be by cheque and made payable to the Rally Marshal Details can be found on the event details
Number of nights	