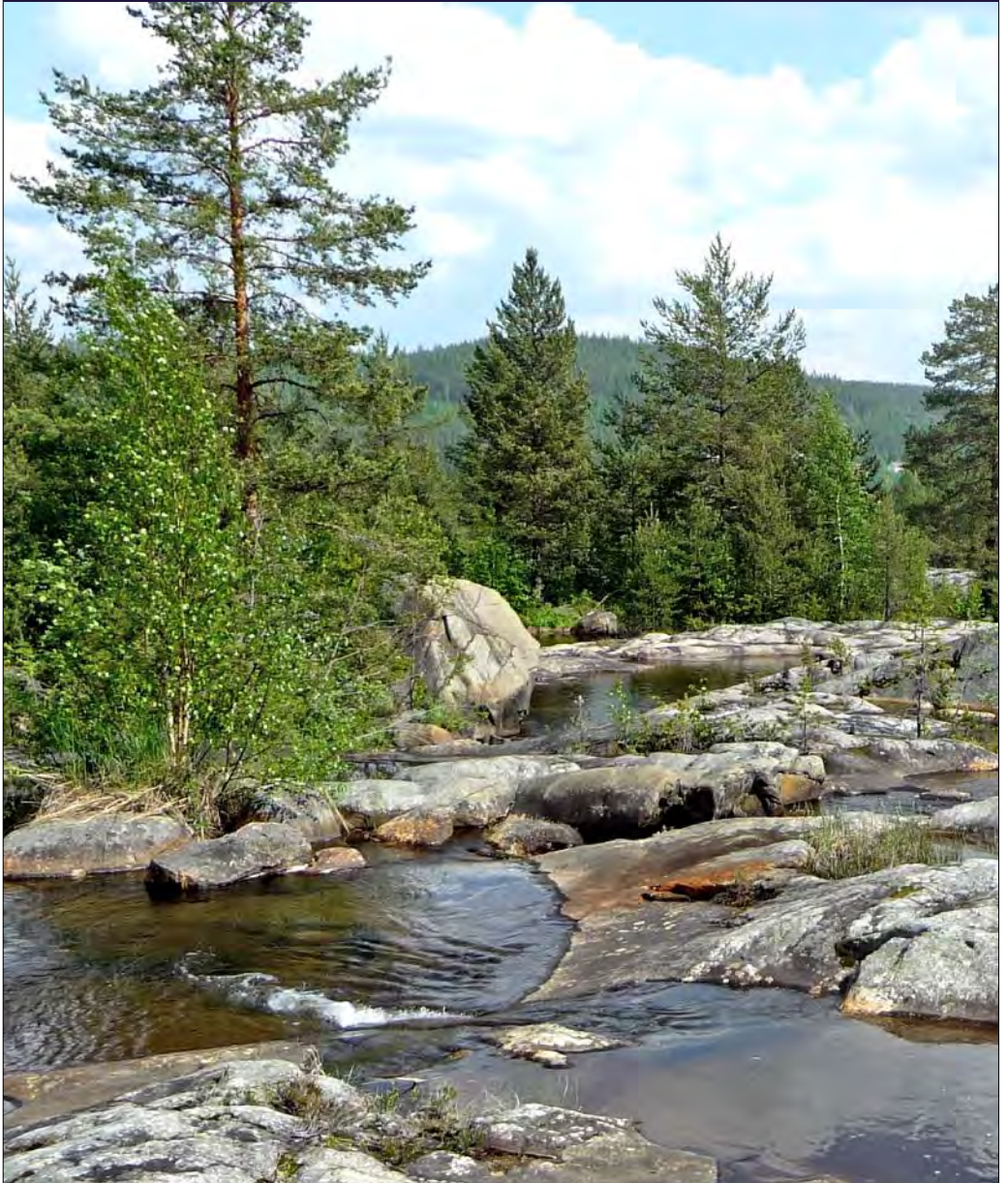




# NEWS

373 OCTOBER 2019



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**IMPORTANT NOTE**

Contributions from members are published in good faith and in the hope that they will prove interesting and useful.

All reasonable care has been taken to ensure accuracy but no modification or suggestion has been tested by the Club or your editor. Therefore, no warranties are expressed or implied nor indemnities given. You try them out at your own risk.

Advertisements for members items for sale or wanted are published free of charge, but small donations to club funds are appreciated. 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

**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.

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# EDITORS VIEW

Welcome to October News.

You may have noticed I have changed "editors note" to "editors view". This means the views expressed by me are not necessary the views of the committee or Auto-Sleeper Owners' Club.

The Events for 2019 are coming to a close with only a few rallies left this season. Although some of these are marked as fully booked, a phone call to the Rally Marshal may find they have had a cancellation.

Of course, many members continue to camp during the winter months, not like the editor who can be classed as a motorhome softie. So let News know how you get on during these winter months.

Last month we started off with a hobby section on 3D printing. If you have a hobby you think others may be interested in, let News know.

The club shop on the website now has buy buttons on the items for sale, some of them will take you directly to the order form, but the fleeces, hoodie and bodywarmer buttons let you fill in the form with your requirements, this makes it ready to print and send with your cheque to the Regalia Officer.

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## Sad news

"I pass on the sad news that John Greenwood passed away peacefully on 10th September in Mold hospital. In May he had been diagnosed with what turned out to be quite an aggressive form of dementia and he had been in hospital for the previous six and a half weeks.

John and Helen were in the club for 27 years before Johns poor health caused them to sell the van and resign in 2018. Great supporters of the Club, they rallied frequently, in their early years accompanied by their daughter. They also ran several rallies, some accompanying concerts by the Houghton Weavers of whom John was a great fan. I think I'm right in saying that they also ran the smallest rally in the clubs history with only three vans attending.

Peter Brown

Thank you to you all

I'm sorry to be leaving Auto-Sleeper Owners' Club, having sold the Motorhome. Dave and I had many wonderful times over so many years. I'm hoping the buyer of the van will decide to join for a good future.

I received such a lot of cards and lovely messages making the total up to 72. remembering Dave and thought you might be wondering what actually happened to him. Hard to believe he's gone.

He'd been going down for a couple of years with COPD, his heart and lungs, when finally it was obvious he didn't have long, he ended up on 100% oxygen and passed away on 7th June after just 3 weeks in hospital. In those two years he was always hoping to get better and carry on rallying.

He will be missed and I will always remember you all.

Love

Pat Mayne 2818



# A NATIONAL EVENT

EVENT DATE  
30 APRIL - 4 MAY 2020

FOR YOUR  
ENTERTAINMENT ON  
FRIDAY NIGHT

WE HAVE THE SONGBIRD

**Fiona Harrison**

"A Voice in a Million"

FEATURING

"A Vintage Spectacular"

First Set: Songs from the 1940s

Second Set: Songs from the 1950s,  
60s and 70s

Music to Sing-along and Dance



# We toured East Germany for five weeks

Clive Lewis 10302

New Palace, Potsdam



We were not sure what to expect, but East Germany has as many castles and medieval towns as other parts of Germany. Apart from the vans on the tour, we saw no other British registered vehicles for 5 weeks.

We started by visiting Bremen and Celle, both medieval towns, staying on the respective stellplatz before moving to Potsdam where we stayed at Campingpark Sanssouci. The site, which only accepts cash, provided a free shuttle bus to the local tram stop, with a 20 minute service into town and connections to Berlin. Tickets can be bought in reception.

We were due to join the MandA Tours East Germany trip here but having looked up Potsdam in our Eye Witness book arrived three days earlier. There are several palaces in Sanssouci Park, Sanssouci Palace, which is more impressive from the outside, New Residence and New Palace are both stunning internally. Be warned the latter was heated to 8 degrees!

Elsewhere in town is the Marmopalais (Marble Palace), impressive externally: Cecilienhof, built to resemble a Tudor mansion and famous for the Potsdam Conference at the end of WW1; and Orangerie Place. The town also has a Dutch Quarter, the bridge where cold war spies were exchanged, various churches and its own Brandenburg Gate.

Once the Tour started we spent two days visiting Berlin, using the hop on/off buses to visit the cathedral, Charlottenburg Palace which took around 2.5 hours to walk round with some amazing rooms and the Pergamon Museum which contains the Ishtar Gate. We were a bit disappointed with Unter den Linden, it was very hot but the lime trees looked new, only about 15 feet high and gave no shade and a new underground route was being excavated down the centre. Still it gave a nice view of the famous Brandenburg Gate.

The tour took us to Spreewald, a traffic free area of waterways, then to the Polish border. Here we visited Fusrst Puckler Park. Puckler appears to have been a diarist, traveller, adventurer, womaniser and landscape designer, to name a few. The exhibition is a bit quirky but with sufficient in English. One of the stories was that he went up in a hot air balloon in Paris with a lady balloonist and that 'she went up with one Puckler but came down with two' !

We travelled south, still near the border to Bad Schandau, a popular town for the river cruises. We used the train for a day trip to Prague. The town also has a famous old tramway up a gorge to a waterfall. We missed the tram but realised the road was being used by buses so drove up. The only thing to watch was that the tram rails were in the middle of the right hand side of the road, so if you met a tram you had to swing over to the left, but the oncoming traffic seemed to expect this.

The historic centre of Dresden has been rebuilt and is worth visiting. We used the hop on/off buses to visit the palaces on the escarpment above the river.

We had a tour of the Meissen factory though even the prices in the 'seconds' shop were still eye-watering, before visiting Colditz where the guide had a very Yorkshire accent. After the end of the MandA tour we visited Wartburg Castle perched on a rock above Eisenach before stopping at the riverside stellplatz in Magdeburg.

Our next stop, Schwerin, has a truly magnificent castle on an island in the centre of town. Apparently it gave Ludwig some of his ideas for Neuschwanstein.

Bremerhaven was a surprise. The stellplatz is right in the harbour area. There is a ship museum containing a medieval merchant ship discovered in the mud and a variety of more modern ships, including a u-boat. The climate museum takes you on a journey round the world; and each area has the flora and climate of the particular area. Back in hot Sardinia, hot and dark in the rain forest and real ice in Antarctica.



Colditz Castle



Zwinger, Dresden



FROM

## RAMBLING SID RUMPO

At a very fine site just outside Bridport, three smokers were sheltering from the drizzle beneath a staircase leading up to the bar.

Two, one with a cigarette and the other vaping away in clouds of steam were listening, it seemed a little reluctantly, to the third, a smart fellow in a brass-buttoned blue blazer, cravat and white trousers. He was puffing on a rather large cigar on which he had still left the 'Montecristo' band.

He was explaining he changed his motorhome every year. "The trick is to go back to your main dealer in early spring when they are just getting in new stock and before most of the punters arrive. It's all cash flow. They are glad of an early sale. And generally you don't lose much in the part exchange. One year I chopped in a motorhome for one of the very first with factory-fitted solar panels and actually made money on the deal".

As the cigarette smoker stubbed out his butt and made to go, as I later noticed to a battered little caravan, the dapper man held his wrist and continued: "Her indoors looks after the commissariat and I do the driving and setting up. With our latest Bürstner, I don't even have to worry about ramps. I had Goldschmitt self-levelling put on - it makes life so much easier".

This crashing bore came back to mind last month when we were loaded up and about to set off in our 30-year old Auto-Sleeper Legend for a Welsh holiday. The wife was aboard and I just needed to pop our plastic water can into the step recess at the back. But the back door would not open. The lock had always been a bit temperamental but this time it had thrown a complete hissy and would not work from either outside or in. A dash to our friendly motorhome repairers revealed the zinc alloy mechanism had broken in two places. We faced a delay of at least two days for a replacement. Though the door could be secured with a bungee thingy threaded through a D-shackle where the lock had been, it did not seem an ideal option for ten days rumbling around North Wales.

This brought to mind all the other little problems since we acquired "Florence-Brian". The bodywork above the front suspension needed welding. This meant a new windscreen, which leaked until repeated sealing by the bodyshop. The bonnet catch came adrift and had to be re-welded, leaving a slight blemish on the paint job. The Electrolux fridge wouldn't run on gas so we bought a second-hand replacement. The shower room whiffed because the waste water tank wasn't draining properly, requiring a new pipe, tap and a vigorous flushing. Then our front roof-light was ripped off by a mini tornado. And despite the big curtain, water from the shower somehow still finds its way out onto the kitchen carpet. And this is all in just over one year's ownership.

However, though we appreciate why people go out and buy modern Auto-Sleepers or perhaps top of the range Bürstners with Goldschmitt self-levelling, even if we could afford to change, Florence-Brian really is packed with delightful character. Indeed, it is almost exciting wondering what will go wrong next!

# YOUR VIEW

Why do we call Club events Rallies?

In the August News the question was asked, "Why do we call rallies a rally when these are really club events"?

It is probably because they have been called rallies for the thirty years since our club began.

We caravanned for many years with other clubs before joining ASOC, and they ran rallies as do countless caravan, camping, motor caravan clubs and others.

After many years working in engineering, I am a great believer in the adage, "if it's not broken, don't fix it"

Or to put it another way, if it works, leave well alone.

As for the rallies themselves, figures given suggest that only twelve percent of our members rally.

Percentages can be used in many ways to support or contradict any argument or cause, but it is not until you quantify them that they have a true value.

Take the twelve percent who choose to rally and it would seem that rallies are of little significance to the function and continuation of the club.

But, if you then look at those rally attendee's numbers you will find that more than half are membership numbers below 8000

These are members who have been in the club for a number of years. Some of those are below the 3000,

They would be members who have been part of this club for 20 years or more. Look further and there are still some below 1000 who were founder members of the club and still rallying 30 years on.

The members who renew membership year after year are the very core of the club and the main reason it continues.

Of the eighty eight percent who do not rally, some are members who have had to give up driving or no longer rally for other reasons but remain club members to keep in touch with the news and the friends they have made over the years.



You should also question those that have only joined courtesy of complimentary free one-year subscription. Will they be renewing their membership when it expires?

No doubt some may renew for a year or two for the news letter and its technical information and tips.

Hopefully there will be some new members who will try one or two rallies and then move over to join the twelve percent, some already have.

Of the remainder of the eighty eight percent, I would be curious to know how many have been or even will be in the club for several years to come and what it is about the rallies that prevents them at least trying one or two.

Twelve percent of members who rally may not be a lot but if they come back time after time, rally after rally, year after year there must be something to it, and through them we have an active club.

Members since 1996 and still "rallying"  
Brian & Linda Ellis 2360

Sorry to be leaving

We are very sad, time has come to sell our motorhome. It is now sold. Thank you to Neil Rogers for the kindness shown to us.

Rob & Rosa Wyrill 4592

Can you help?

I have a 2003 Ford Transit Duetto manual gearbox. I am finding the clutch quite heavy as I have a disability.

I am wondering if anyone can help who has experience with an auto clutch system and if it is really any good.

J cloutt 7089

If anyone can help, can they email  
editor@asoc.uk.com

Having run several successful rallies including Dartmouth, Hurley, Winchester and Cheltenham. The number of places is dictated by the site or the facilities available.

All ralliers are taken in the order of application as all Marshalls do, yes we are called Marshals not stewards because they always have been and we see no need to change this I think all marshals are happy with this.



Every one has just as much chance of going on a rally if they apply when details appear in the magazine. Picking ralliers at random is not a fair way for anyone which is why applications are taken in the order they arrive this being fair. Most people are happy with this.

As for sitting in a large circle this is a social way, small groups are unfriendly and unwelcoming and we are a friendly crowd, try it, you might like it and make many friends countrywide as we have.

Rita Tubb

#### Winchester Rally

Returned last week from our first ASOC rally in Winchester. What a lovely location. The dogs loved the quick access to the walks round the Cricket Ground and up to St. Catherines Hill. We enjoyed the trails into Winchester and the busses were fun too. Thanks to both Johns, marshal and assistant marshal and to Baz for his technical help and expertise.

Everyone made us feel welcome, yet we were free to come and go as we pleased.

Thank you to everyone and we hope the book sale raised lots of dosh.

David and Maggie Jolly10430

#### A Weight off our minds

Having just read Rambling Sid's article in the September issue of ASOC News, I thought I should share our weight issues with the members.

It all started at the National Rally this year when we took the option to weigh our Corinium Duo. Oh dear, I must confess, we were the 190kg over weight van referred to in the "Weighing results" in the August Tech News. After a few jokes about leaving the wife behind we vowed to have a discussion with the SV-Tech guys the next morning. They suggested that a full tank of fresh water was not necessary and that we should dump any unwanted and unused items. This we did and were fairly confident that we were now below the 3500kg limit for the vehicle. Off we went to our nearest public weigh bridge eight miles away at Corby steel works. We queued up with the trucks and took our turn on the scales. Brilliant result, we were now 3420kg, nicely below the 3500kg limit. However, our joy was short lived when it

dawned on us that in reality, driving home, we were still over-weight. This was because we were not allowed to stay in the van while it was being weighed. Our combined weights added some 210kg. In the interest of a peaceful marital life I must point out that I contribute the lions share to the figure. Not only that we were not carrying a full load of food and clothing for our planned four-week tour of the west country. Also, our two Jack Russells, Tess and Eric, were not on board.

Of course, we were under the impression when we purchased the Corinium Duo that the usable payload as quoted was all ours to play with. Not so. Some of that had already been used up by such items as the awning, spare wheel, satellite TV and a few other bits and bobs. The fact remains though, you cannot legally exceed the plated weight of 3500kg. I contacted SV-tech for advice and they proved to be worth their weight in gold. It turned out that up-plating the van to 3850kg was very easy. SV-tech provided all that was needed, a new VIN plate with the new weighting, a certificate/letter stating the up-plating details and a V70 form to send to the DVLA complete with detailed instructions on how to complete it. The DVLA were quick to accept the up-plating and issued a new V5C. No physical changes were needed to the vehicle.

The down side is that to continue driving a vehicle over 3500kg after the age of 70, I need to take a medical every year. Something that concerned me for a while as I rapidly approach that age but then I thought if I am not fit enough to drive then I would be better off not doing so. One unexpected plus though is that the road tax is now reduced to £100 per year and the DVLA have already sent a refund for this year. No, I don't understand the logic either but I am not complaining.

A further up-plating to 4000kg can be obtained by having all round air suspension fitted. We haven't been weighed again but I am confident we are within our new limit of 3850kg, so we have spent the money on an E&P levelling system which is brilliant.

The cost of the up-plating was a little over £300 including VAT.

Graham & Alison Hutchins 10227



Closing date for rallies

Having a closing date for rallies as suggested in the September News. I don't think this would be a good idea. Because I, and I think most members would like to know as soon as possible if they are unsuccessful on a particular rally so other plans can be made, rather than waiting for the end of the closing date before knowing.

Occasionally a rally is not fully booked and if a closing date was in place, members probably would not apply after that date.

Unfortunately so far this year we have been unable to go on any rallies due to hospital clinics and vet appointments.

In May, Westley Whippet was bitten, by we think a false widow spider, his hind leg swelled up and burst in two places just above the hock. This meant we had to visit the vets twice a week for the first month and then once a week for the next two months.

Kevin had to have an operation in August and the stitches removed in early September. With a few weeks before his next appointment I telephoned Brian Ellis to see if we could attend the Brean Sands rally, which he said we could. If there had been a closing date, I may not have phoned.

Maureen Roper 6647

#### FOR SALE

##### Pyramid Waste Hog

Waste water container 45 litre on wheels  
good condition **£10**

##### Digital Antenna 2VisionPlus

includes directional tv antenna, flat window cable, jockey wheel bracket, 3 section mast 2.6 m, with instructions  
good condition **£10**

Contact Linda or Maurice Wilson

07789 995549 or 01707 269732

North Mymms AL9 area

Close to A1/M25 junction South Mymms

#### FOR SALE

##### handbrake extender?

'Rare Spares' version  
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**£40**

For more information

Doug Dickinson

djdickinson@me.com



#### 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 Carbloc 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)



GET YOURS FROM THE CLUB SHOP



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

# What's your watts?

Motorhomes have had electric hookup for many years. As some appliances run in the background, we tend to forget how much power we are using especially when using your van during the winter.

We all know the electricity supply amps on campsites can vary, so this depends how many appliances we can use together before tripping the hookup post.

- 6 amps = 1380 watts
- 10 amps = 2300 watts
- 16 amps = 3680 watts

To calculate your amps = appliance watts divided by voltage (230 volts AC)  
All appliances have a wattage, so it is quite easy to calculate how much you can use at anyone time. Although items like water heating, fridge, pump and other items being used in the background need to be taken into consideration.

Listed below are some appliances with their approximate wattage. The figures have been rounded up.

Domestic kettle	2000 watts	9 amps
Truma heating	2000 watts	9 amps
Camping kettle	750 watts	4 amps
Fan heater	1000 watts	5 amps
Fan heater	750 watts	4 amps
Fridge	125 watts	1 amps
Toaster	1300 watts	6 amps
Iron	1300 watts	6 amps
Hair dryer	1500 watts	7 amps
Battery charger	125 watts	1 amps
Television	90 watts	1 amps
Microwave*	1300 watts	6 amps

\*microwaves can use twice as much power on startup

All the above are for guidance and the wattage should be checked on the appliance for the exact wattage.

In the August ASOC News - "From the Archives" - Neville Jelfs kindly supplied me with background information on the production line of French LHD monocoques.

Following that article Anthony Trevelyan (Chairman and Managing Director of Auto-Sleepers, when it was family owned) has kindly provided me with more information on the early production lines.

He has very generously allowed me to reproduce his email in its entirety:

*"I so enjoyed your excellent article in the August ASOC Newsletter, in which you mention French LHD Monocoques.*

*If I may, the Bedford Monocoque was developed especially for the company's then French importer, GIO; who was owned by The Trigano Group, who in turn now own The Auto-Sleeper Group.*

*The Bedford panels vans converted by Auto-Sleepers were sold through General Motors in Austria and Switzerland. They were also sold by Auto-Sleepers appointed importers in France, Luxembourg, Germany and France; with France being by far the highest volume.*

*For the record, Ford, Renault and Volkswagen motorhomes built by Auto-Sleepers were also sold in Europe and, many years earlier, the Commer PBCM panel van was exported to Australia through the Rootes Group. The Chevrolet was developed for General Motors and sold in Switzerland, with a few being sold in the UK.*

*At the peak, Auto-Sleepers were selling 27% of its then 1,425 plus production abroad; not bad for a small family owned business!*

*The extension to the height of the over cab bed shown in the photographs would appear to an owner modification; definitely not a factory alteration.*

*Thank you for the good work everyone does for the Newsletter; thoroughly enjoyed and appreciated."*

FROM THE  
ARCHIVES  
WITH  
Baz Wellard



1983 Classics; two with iconic rising roofs

## The Camping and Caravan Club tour of Scandinavia and the North Cape

Do you like driving and feel like a challenge of a spectacular road trip? If the answer is Yes then this tour organised by the camping and caravan club might just be for you.



Trollstiegeen, highway 63



We fell in love with the scenery and people of Scandinavia when we had our honeymoon in Gothenburg. So in 2017 we did the C&CC tour but as we had just retired and not in a rush, we decided to do the same tour again this year. Some on the tour thought we were daft as we had already done it, but as the weeks went on they admitted they could see why we were doing it again.



The tour is 45 days, meeting in Germany and finishing in Denmark. This time we booked extra sites on the way out and back which took our tour to 8 weeks and a distance of 5562 miles.

What I liked about being on a tour is that every campsite and excursion is already booked, although they vary in size and facilities, one had ten-pin bowling and some a takeaway or restaurant. What time you leave the sites or arrive at them is up to you as there is a place allocated for you. You might think that as we had done the tour before we had seen everything, but we did different things everyday and visited the museums we did not have the time to see on the 2017 tour. The distances travelled each day are planned for the road conditions so if its easy driving it could be 200 miles a day and if its small roads only 60 miles a day.

To get the most out of a tour like this you need to plan the museums or places of interest you want to visit before you leave home as there is a lot you can do. Remember its not just a matter of getting from A to B each day, the trip is part of the holiday and we found that every day something was different, either the roads or the scenery or even just the different types of trees you pass. No two days were the same.

This year the weather was not great all the time but it did not stop us doing anything, we are used to the weather and it meant we had open fires on the beach and at campsites where we were allowed and got the wine out. A couple of days we could not leave our plastic step out as it would have blown away and on one campsite due to the amount of rain at the site we had to park on the road around the service building like a wagon train, but this meant we arranged what time the first one would leave etc so you knew the departure time for yourself, and in the evening we retreated to a room →



on site for a happy hour with wine, the happy hours happened quite often. The route book had maps and a detailed route for each day but you did not have to follow it, this means you could go to places of interest on the way to the campsite for the night. Although there are few roads where we went, we did not travel in convoy but travelled the same routes at a different time. We travelled through more tunnels and over bridges that I think I have travelled in a year at home.

Some people have said why did we do the tour when we had the itenary and campsites from 2017, but doing this would miss out on travelling with other like-minded travellers, all the great excursions and coach tours, not to mention the meals. If we had done the tour ourselves, would we have been able to book a guide around a Viking Long house with a viking meal and mead?

We travelled with a great mix of people and were soon friends with them all, this you would miss if you did it yourself. Its nice at the end of a day, stop and have a laugh and a beer with friends along the way.

Something that worked for us, the leaders set up a whatsapp group and this was used to advise on things to do and road conditions etc. So when a road was closed due to an accident we did not rush to get to the road closure, we just took in the views over a coffee. We always travel with two thermoses of hot water for a quick tea or coffee break during the day

So, will we do it again and with a tour? The answer is, yes, true it is only a taste of Scandinavia and a road trip so there are times when you cannot see everything.

If you use the ferry to the Hook of Holland, did you know, if you book a meal in the restaurant (not the self service one) you get a discount. The set meal we had was excellent and with the drinks deal (a glass of wine with each course) was great value for money.

### **Campsites we recommend**

*Camping De Bronzen Eik Sellingen:* A great site with a fantastic restaurant about 1.5 km from the village.

*Tonder:* By a sports centre but a great site and very cheap with lots of places to see.

*Legoland Campsite:* This one we thought was very expensive when we booked, but we were wrong. We had booked two days with two day passes to Legoland and when we met one of the other tour members and checked we had only paid about £20 a night for the campsite which is within walking distance. We did not see everything and the meals in Legoland were of good quality, if like us, you did not want to cook in the motorhome.

#### A few tips

Food and Drink are expensive

Take Parsley box or long life food with you adding fresh vegetables.

We took wine but it is much cheaper in Lidl's in Germany than in the UK.

Although you need some cash, most places seem to prefer card payments, and most petrol stations are card only. I looked for ones which had a select language button on the pumps.



I managed to get this article from a friend before it goes into the ClubAdria magazine [editor]

# Stellplatz Romerquellen



Zell am Mosel

On the edge of a lovely Mosel town, 7€ per night. Marked pitches and some electric hook-ups on a pay as you use basis. Adjacent to town indoor facility of swimming and leisure pools. Many excellent restaurants and wineries.

50°01'00.8"N 7°10'36.6"E  
50.016884, 7.176833



## Antenna issues

A member has reported a problem with the TV reception on his 2019 Nuevo. He paid for a more expensive and extra sensitive Maxview Antenna, but still experiences problems sometimes getting a decent signal. I too have poor signal strength from my standard antenna and some time ago gave up on it altogether and bought a bigger data plan for my mobile phone and now stream what tv we watch from iPlayer etc.

On examining my installation (a 2017 Stanton) and that of my Sister's 2018 Bourton, I am somewhat puzzled about how the TV signal cable is wired to the two sockets in the motorhome. There is only one cable from the antenna amplifier output, yet there are two TV sockets available for connecting the TV. In addition, there is a TV (as well as a satellite dish) input on the outside of the motorhome, but only one input to the antenna amplifier in the wardrobe that comes straight from the roof antenna. There is no ambiguity in this, you can easily trace the co-axial signal cable coming from the roof antenna into the amplifier, so where does the external antenna input wire go to? I intend asking our friends at the factory on my next visit in October.

I wonder, Is this a co-incidence? I would be grateful if members reading this could contact me – [technical@asoc.uk.com](mailto:technical@asoc.uk.com) with their experience of getting consistently good TV reception to give me a feel for how big this problem might be.

## Whale Pump Priming

The folks at Whale hooked up a system to test the non-return valve in the pressure switch and reported no problems. They were kind enough to send me the photographs of what they rigged up as a test. With all due respect to them, the rig they set up does not replicate the conditions we have in our motorhomes with respect to pipe routing, height of components above the water tank and position of pump and discharge point above the tank. The latter, on their test rig, being level with the bottom of the tank, on the floor. They have kindly sent me a pump, a pressure switch and a few spare rubber poppets for the Non-return valve. I have purchased some 12mm tubing and will build a dimensionally correct test rig from measurements on my Stanton and send them my findings. As I was an Instrument Technician and latterly a control systems engineer before I retired, I have some experience in building test rigs to demonstrate performance of systems, electrical, hydraulic and pneumatic, I should be able to replicate the problem on poor priming and the attempts to improve things. As I write, I am on the Scottish four-centre rally, so away from my workshop. I will try to start this work later this month and keep you all posted (with pretty pictures!).

## Level Sensor Fouling

I had a request for advice from Ray Pearson (10282) regarding erratic performance of the level sensors in the fresh and waste water tanks on his less than 2 year old Fairford.

Ray reported "I have an ongoing problem with the waste water level indicator and to a lesser extent the fresh water one.

It started with a full warning and full red bar when clearly not full. When emptied the red bar would clear but after a couple of litres would return.

I contacted my dealer and was told the tank needed cleaning and they suggested using Puriclean and taking the van for a run. I followed the instructions to no avail. I've tried filling the tank to capacity with the appropriate mix of cleaner and flushing before repeating part filling and giving it a run. I've also repeated this with Fenwicks tank cleaner.

After a couple of outing it now seems to have a mind of its own. When tempted it will show

zero but at different levels the warning sounds and shows full red when clearly only 5-10 litres full. The tank runs clear when emptying.

The fresh water alarm has on a number of occasions also gone off for low water when still over half full."

This was my advice...

I have heard anecdotal reports describing the intermittent and erratic behaviour of the water level systems. Indeed, my brother-in law reports incorrect level indications on his systems also on his 2018 Bourton. I feel that the problem lies in the fact that the sensors are very sensitive to fouling. They are stainless steel "buds" that stick out from the inside of the water tanks, one above the other from the bottom to the upper water level. A small electric signal is applied to them and when they are connected to each other by the water, the Sargent system infers the water level, depending which sensor is covered by the water (apologies if you already understand all this).

I think the problem is twofold...

1. The inner surface of the tanks and the sensor body, which are normally good electrical insulators, become covered in a film which remains wet enough when the water level drops to conduct the electrical signal, as though there was water covering the sensor. This can give rise to false readings such as to suggest there is more water in the tank than there actually is. Because it is not water covering the sensor, the effect can be pretty sporadic. This covering of conductive film is more predominant in the waste tanks that fresh. A proprietary cleaner SHOULD clear it if left in for long enough. However, some reports on the forums say differently and many favour using lots of the cheapest cola you can find to fill the offending tank, having a drive around and after an overnight soak, empty and rinse (rinsing several times). This is reported to have been successful.

2. If you have had hard water in your tanks (and who knows what sort of water you are using as you travel around), the action of the electrical signal can cause some of the calcium in the hard water to deposit limescale on the surface of the sensor, reducing its ability to see a change from dry to wet, until it is totally coated and will not indicate at all. As it goes from partial coating to full non-working, the interpretation of the signals by the Sargent system can become erratic. This limescale deposit is problematical to clean off and may necessitate removal of the sensors for inspection and physically removing the limescale. However, some improvement may be seen after the cola trick as cola contains a small amount of phosphoric acid, which may act on the limescale, given enough contact time and agitation.

My background is in Measurement and Control and I do have experience of industrial systems similar to these. I have to say that this method of level measurement is problematic in industrial systems also and is never used in critical applications. For my part, if and when it begins to happen to my Stanton, I will look at alternative sensors. There is an American system using similar sensors that should be a drop-in solution. They have re-designed the sensor body so a larger sensing surface sticks out well into the water and it uses PTFE (non-stick) material to discourage the build-up of surface deposits. Another option would be to use float switches. All this is ££££. A combination of both these issues can occur simultaneously, to seriously confuse the poor owner.

Like you, my van is still under warranty, so I am hesitant to do anything that can lead to a warranty dispute. What I do is to always empty my tanks when leaving site and I leave the drain cocks open all the time when the van is stored. Not sure it makes that much difference, but for now, (almost two years in) I have not had a problem."

I am probably tempting fate with that last statement!

Ray has decided to try himself to overcome this problem and has undertaken to give us some feedback. Thank you Ray.

EVENTS ROUNDUP



Rally Marshals: l to r John Tubb; John Gutsell; Rita Tubb & Jean Gutsell. Plus rallier Barbara Buckett (not the only rallier I hasten to say) photo: Baz Wellard



WINCHESTER RALLY

# EVENTS ROUNDUP

## WINCHESTER RALLY

On Monday morning the weather was mixed when the ralliers started to arrive, thirty vans had made their way to Winchester, with many of them coming from the Malvern Motorhome Show.

The afternoon saw Rita lead a walk along the River Lichen into Winchester. In the evening tea and coffee was made available in the pavilion.

On Tuesday, in the evening after tea & coffee, we played a game trying to get ping pong balls into paper cups and this was enjoyed by all who took part.

Wednesday was an evening in the marquee and enjoyed a bring your own meal, we had provided cheesecakes and flans to follow. We finished with more silly games.

Thursday evening, we made use of the marquee to serve tea and coffee, and gave the results of the treasure hunt, quiz, and did our free prize draw.

Friday arrived and it was time to leave, we hope you all enjoyed the rally and hope to see you again next year August 24th - 28th.

The weather for the rally was very good and many went to Southampton, Winchester, Romsey, and some even ventured via the ferry from Southampton to the Isle of Wight.

Barbara Buckett even did a Tai Chi class for those who wanted to join in.

Many thanks to all the Ralliers who contributed to our book sale, you helped us raise £115 for the Hampshire and Isle of Wight air ambulance.

Rita & John Tubb 4910

## Howzat for an excellent rally?

The Winchester rally, held on the cricket field, was most enjoyable and everybody thought it was a winner. As the use of the term marshals is under discussion then in this case it was the captains (Rita, John, Jean and John) who welcomed us and directed us to our pitches around the boundary. Although there was a bit of liquid sunshine on that first afternoon, causing a sticky wicket, rain did not stop play for the ones who ventured out

on Rita's familiarisation walk into Winchester. On the first evening, after the team talk in the pavilion, we had a game involving bowling ping pong balls into beakers and there was plenty of sledging, spin bowling and attempted ball tampering. I can't remember who the Man of the Match was though.

Activities enjoyed by the ralliers during the days were varied. Some went out and some stayed in. Fortunately the Duckworth-Lewis method was not required after the first afternoon.

On another evening we had a communal cricket tea where we all met together, bringing our chairs (some with pads) and tables (some no doubt with square legs) and our meals. Some had barbecued and probably had to deal later with the ashes after bad light stopped play.

Rita and John had devised yet another treasure hunt, helping us to explore more hidden parts of Winchester. A few of the questions had some of us stumped.

The book sale in support of the Hampshire Air Ambulance raised well over a century.

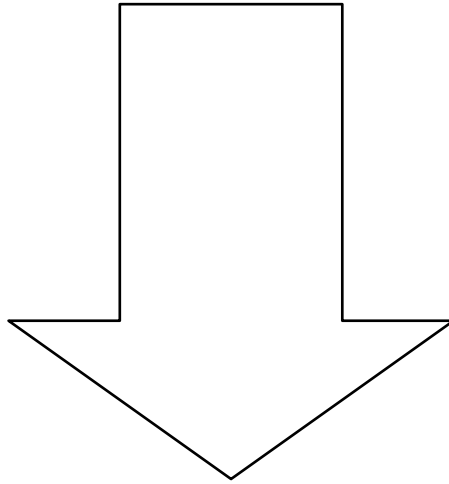
On the final evening we all got together and we could have been forgiven for thinking the score was a draw, what with the raffle tickets and various bottles to be won lined up like stumps.

If any of you think that I am a cricket expert because I have included lots of cricketing terms (note I have avoided silly ones) then I will come clean, in my cricket whites, and admit that I used Googly.

All players, I mean ralliers, declared the five-day event a great success and gave it a score of Twenty(out of)20. And who were the winners? All those who attended. Three cheers for the captains!

Celia Waugh 4496





**YOU ARE INVITED**

## NEW YEAR RALLY

Saturday 29 December to Wednesday 2 January

ASOC members are invited to this rally that will be hosted by the AAOCC club, the only requirement being that the ASOC member is (or becomes) a member ACCEO (the Association of Caravan and Camping Exempted Organisations) at an annual cost of £5.

ASOC members attended the last AAOCC New Year Rally and that was held in the grounds of Chatsworth House in May of this year and were made most welcome.

The venue for this rally  
Robin Hood Scout Camp  
Rickets Lane, Blidworth  
Mansfield, NG21 0NF

There will be limited electric but hopefully enough to spread about to keep your batteries charged if not, charging facilities will be available. A £10.00 deposit is requested when booking. The cost would be £90 maximum for the duration (Maybe less dependent on numbers attending).

The building is only a few years old and has excellent facilities and will be open each day and evening. There will be a bring and share supper on New Years Eve and a Breakfast Roll on New Years day. There is an excellent eating pub within half a mile and lots of opportunity for walking.

Contact Gaynor Hart at [gaynor@aaocc.org.uk](mailto:gaynor@aaocc.org.uk) in the first instance

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.

**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.

**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. 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.

**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**



**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

**RALLY FULLY BOOKED**

**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.

**RALLY FULLY BOOKED**

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.

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.

**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.





## 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:			

### PAYMENT

Including rally fee £

Number of nights

Full payment should be by cheque and made payable to the Rally Marshal  
Details can be found on the event details