



NEWS

374 NOVEMBER 2019



NATIONAL RALLY

Thursday 30 April to Monday 4 May 2020

NEWARK SHOWGROUND



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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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Welcome to November news.

Whilst at the South Lychette Manor rally, I was approached by a member and asked if I had heard the rumour, which I had not.

Apparently the rumour is, that the editor has to get the content of the magazine approved by the Chairman before it can go to press. This, of course, is completely untrue. The editor is responsible for all the items which appear and has complete control of its production.

If any member would like to become the editor of the magazine, they should contact the Secretary and express an interest in doing so.

If members have any useful links you think others would find interesting, let me know and we can add them to the website. The PITCHstop booklet has been updated and is available to download from the member area of the website, you will need to subscribe to receive the user name and password if you want to access.

We have had some really good feature articles from members who travel quite extensively. If you are one of these why not send your adventures to the editor.

We would like to try and add "what's on" which some members might like to attend. If you have anything going on in the area where you live, let us know.



NATIONAL RALLY
Thursday 30 April to Monday 4 May 2020
NEWARK SHOWGROUND



THE TEAM HAVE BEEN INFORMED THAT TO DATE, WE WILL BE THE ONLY GROUP STAYING ON THE SITE OVERNIGHT, THE YOUTHS THAT WERE THERE WITH US HAVE BOOKED ANOTHER VENUE

ALL SHOULD BE QUIET, BUT LIKE ALL THINGS, THIS COULD CHANGE

TO CONTINUE THE THEME OF VE CELEBRATIONS ON THE FRIDAY NIGHT

THE TEAM THOUGHT THAT A MENU OF CORN BEEF HASH, SPAM FRITTERS, WOLTON PIE AND PRUNE SPONGE, WASHED DOWN WITH CAMP COFFEE. WOULD BE ENJOYED BY ALL!

SO INSTEAD HERE IS PART OF THE MENU THAT THE TEAM HAS PUT TOGETHER TO WET YOUR APPETITE

THURSDAY

JACKET POTATO WITH ASSORTED FILLINGS (GF)

FRIDAY

COTTAGE PIE (GF) OR CHICKEN KORMA

SATURDAY

POACHED CHICKEN BREAST WITH CHASSEUR SAUCE OR
ROAST LOIN OF PORK WITH SAGE & APPLE SAUCE

SUNDAY

CARVERY BEEF OR TURKEY

ALL THE ACCOMPANING SAUCES ARE GLUTEN FREE

THERE WILL BE VEGETARIAN OPTIONS

THE APPLICATION FORM WILL BE IN JANUARY ASOC NEWS

EXTRA EXTRA NEWS

DUE TO DILIGENT HOUSEKEEPING WE HAVE BEEN ABLE TO HOLD THE CAMPING AND MEAL COSTS AT 2019 PRICES

FROM MARTIN, OZZIE AND THE TEAM

More to follow next month with Martin, Ozzie and the team

TIME TO RENEW YOUR MEMBERSHIP

Membership of ASOC becomes due on the 1 January 2020 except for those joining after September 2019 as their membership is valid until the end of December 2020.

Any renewals not received before 10 January 2020 will no longer have ASOC News posted to them and will no longer have access to the member area.

The Club is streamlining the process of membership renewal to make it easier for both you and for the club volunteers who process your renewals.

There is now no need to fill in and post a renewal form each year.

We already have your details and provided you inform the membership secretary of any changes during the year, there is no longer any need to re-submit your details each year.

OUR PREFERRED METHOD OF PAYMENT IS BY BACS

For members new to BACS or who do not use internet or on-line banking, BACS payments are simple. You can either make BACS payments online through your internet banking system or go to your bank and ask over the counter to make a BACS payment.

The information the Teller will need is your bank account number and sort code (printed on your cheques) and the Bank name, account number and sort code of our club bank, together with a payment reference.

When submitting your BACS payment at a bank, please use as the payment reference your ASOC membership number first followed by your family name (surname).

Any other inclusions in the reference box may delay you receiving your new membership card. This is how the treasurer and membership secretary will identify you from the payment

(eg. 1234 Smith).

The ASOC bank account details are:

ASOC Natwest Bank

Sort Code 01-01-78

Account Number 19654375

PAYMENT BY CHEQUE

You can still pay by cheque if you prefer, and if you do, you must put your membership number on the back of the cheque. That is all we need as your name will be printed on the front of the cheque.

Your new membership cards will be sent out as soon as your payment is received.

As a result of a decision made by Members during the 2019 Annual General Meeting, members who have been in the club for 30 years or more become "Gold Members".

If you fall into that category you will be issued with a gold membership card and will no longer need pay an annual subscription. This card will be valid as long as you own an Auto-Sleeper. Your membership number and entitlements remain the same.

Jean Downie Membership Secretary

YOUR VIEW

Sorry to be giving up

It is with sadness that we have to give up our camping due to Terry's illness, the Parkinson's disease has finally got the better of him. However we want to thank all those lovely people who have helped us in the past. We shall certainly miss the great meetings at Newark, also rallies at St.Ives, Winchester and Horam etc. We wish you all good camping, good weather, and good health

Jo & Terry Phillips 6162

Just perfect

We were in France recently with our 1994 Clubman GL (Mr B), and having seen the "From the Archives" article in Issue 372 decided to detour to Chinon - it was perfect! We stayed on the same beautiful site as the rallies used a decade ago, and had a great time: walking, cycling, exploring Chinon and enjoying the gorgeous warm weather. So, thanks to Baz Wellard for bringing the lovely Chinon to our attention - we'll go back next year to continue exploring!

Pete & Jacqui 10603

With regret we have to stop

The time has come for us to stop travelling the world in our motor home and we would like to say thank you to Auto-Sleepers and this magazine, for helping to make our holidays so interesting. Like many others, we have been all over Europe and most of the UK, in our trusty Autosleeper Lancashire, have made new friends and had lots of fun. We have also hired motor homes further afield in New Zealand and Australia. It is with great regret that we have sold our van, but we have many happy memories to look back on and have bought a static van to take its place. We send best wishes to everyone in the Club, From Selwyn and Margaret Marsh 8956

Scottish Rally

We just wanted to say a huge thank you to Allan and Moira for the second Scottish rally. The amount of work that they put into organising the sites, the scenery and the weather was amazing.

We had a brilliant time, with the trip between sites across the Cairngorms and the wonderful scenery, and the full day at the Blairgowrie Highland Games were the icing on the cake.

Chris and Shirley Sturgeon 2897

South Lychette

We would like to thank Al & Barbara & Mike & Mo for a lovely rally at South Lychett and to Brian and Lynda, John & Jackie for Brean rally and the superbly cooked jacket potatoes that this rally has become renowned for. Both parties ordered excellent weather.

Thank you also to John Tubb for his information about the bus checker app, it was of great help at both rallies, it would be a useful bit of info for us all as we often rely on buses when out in our vans, it pinpoints wherever you are and gives you bus numbers and times.

Diane Leader & Brenda Jarvis. 2759

UK bus checker is available for android and iphone

Burnham Rally

I have just returned from the Unity rally at Brean organised by Brian and Linda Ellis, and John and Jackie Moss.

As with all of Brian's rallies it was well organised and fun. We were blessed with lovely weather and the walk up onto Brean Down hard, but enjoyable.

However, I would like to thank everyone who were very supportive of me. This was my first "solo" rally since my husband died, so it was difficult to do everything myself for the first time, but people were very helpful and included me in lots of way which I appreciated greatly. It has encouraged me to carry on using our camper, especially as we have spent so many happy times using it in the past.

So thanks one and all and I look forward to seeing you at Burnham.

Val Saviger 7529

A weight off our minds

Unfortunately this letter contains a number of errors. Firstly the yearly tax rate for a TC10 (PHGV) which is the usual class for a 3500kg+ motorhome is £165 and not £100, which is

only the part years rate. Secondly if you require the 3500kg plus licence the medical is every 3 years (cost about £100).

Thirdly, and perhaps most important, is the issue of axle loads. It is not good enough to get an uprating for the tax rate from SV-tec. You need to make sure that you do not overload either axle. In my experience the rear axle is the most likely to cause a problem as for some reason when loading, the centre of gravity of the van seems to slip back. Remember that 50kg on a bike rack will add more like 60kg to the rear axle and reduce the front by 10kg. Even empty our van (Broadway EK) is quite highly loaded on the back and we have to take care. With the usual tyres (215/15) you are still limited to 2050kg per axle. I am not sure about the front but I think it will be less than this so 4000kg will require careful loading. (The correct figures will be on the SV-tec plate) unless you also change the tyres.

I have found that the VOSA weigh bridges will give a very accurate result for axle loads. Also the staff at the weigh bridge at Johnson's of Honneybourne near Auto-Sleepers at Willersey know how to get a reasonably accurate axle weight. (They charge something like £10)

Robert Strawson 8845

Reply for help on auto clutch

In the latest ASOC newsletter there is a request from someone for information about an auto clutch system. My disabled brother has successfully used one in his motorhome, made by Auto Clutch, for about seven years now. If needed the auto feature can be disabled so that the clutch pedal can be used as normal. Hope this helps.

David Hervey-Murray 10030

Walking in Germany

Having taken holidays in Germany over the last 50 years, I have been delighted to read how others are enjoying that fabulous country.

One issue we all struggle with in the UK is the difficulty of finding good walks that start at or near the campsite. We don't want to have to drive five miles to the start point. We tend to find this less of a problem in Germany,

where they are quite keen on 'healthy walking in the woods' and don't put height barriers on walkers' carparks.

I am building, on my website, a collection of walks that might interest other ASOC members. There are twelve so far, more to come as soon as I have time to add them.
Toby Harris

Fresh and waste tank sensors

Like most owners I have experienced issues with the water tank sensors. Those issues started when the van was about a year old and have been solely with the fresh water tank sensors. As far as I am aware, and I may be lucky, the waste water sensor is a float type rather than using studs and I don't believe that I have a problem. I say that I don't believe there is a problem because I don't nowadays let the waste tank fill to the extent that the sensor shows 100% - maybe it won't but I have not had any overflow problems. In earlier days it did occasionally show 100%. Now I don't let it get too full because of smells coming into the van. But more of that later.

The fresh water tank sensors have always been problematic. Initially I had problems with occasional optimistic readings as well as showing empty when the tank was almost full. The optimistic readings were easily cured following a call to the Service Centre. In production, the studs, which on my Nuevo are on the front face of the tank and exposed to road filth and spray, had been covered by a long strip of gaffer tape to 'protect' them. Over a short time, the gaffer tape had partially come away and become a damp conductor between the studs. I removed the gaffer tape, slackened (but did not remove) the bolts which expand the rubber bungs and also hold the terminals to the sensors and cleaned up as far as possible the tags and the underside of the bolt heads, tightened and tested and then applied a blob of translucent bath sealant over each connection and onto the tank. Since then I have never had an optimistic reading.

However, spurious 0% readings continued to be a constant issue and, which Dennis pointed out in last month's Tech news, the

reason for this is scale deposit on the sensors – which is particularly prevalent in hard water areas. Interestingly a 0% reading immediately after filling would often revert to 75% after a journey, only to drop back to 0% and the annoying beep as soon as some water was run from a tap. 0% is the most common false reading because the lowest sensor (which is the common return connection) is the most prone to scaling preventing any electrical path between that and any of the other four sensors.

In desperation I eventually removed the inspection cap on the tank bottom. That was not easy as the threads had been sealed with a black sealant at the factory. Following advice from Pater Brown, I very gently heated the cap with my electric paint stripper gun and with the aid of a suitable tool was eventually able to unscrew it. The cap is in the centre of the tank but the sensors are way over to the offside of the van. With my slender arm and elbow I was just able to reach the lowest sensor and the 25% and 50% sensors and rubbed those with a Scotchbrite cloth. I obtained a new sealing ring from Spares and replaced the cap without sealant. It has not leaked! That cleaning effort lasted for most of the rest of that season. At the beginning of 2018 I saw an offer at Aldi for Kilrock Citric Acid descaler and bought a pack. I used 200g in total, leaving it in the tank for most of a day. Getting it in with a Whale water system was a slight challenge as I needed to dissolve it, 50g at a time in warm water and then pump it in alternately with cold water to stop the pump from overheating! That worked for almost the whole season but I was beginning to get false readings during September. This year I bought a 5kg tub of food grade Anhydrous Citric Acid from Amazon at a fraction of the Kilrock price and used 500g. Initially I only filled the tank to 25% and I left that for two days before topping up to 100% and leaving it for a further week. I then drained the tank and rinsed it a couple of times. There has been no lemon aftertaste and I have had NO FALSE READINGS since. I wait to see how long it will last.

My conclusion is that a fairly strong solution of citric acid is the most convenient answer to fresh water sensor problems. Also draining

the tank between trips inevitably helps to reduce scaling.

Initially, I experienced two problems with the waste tank. The bigger problem concerned travelling. With even under half a tank of waste in the tank we found that during the journey waste water would come up into the shower tray.

The pipes from the bathroom waste all enter the side of the tank at the offside about an inch or so from the top and not from the top. On every left-hand bend the waste water surges to the offside of the tank and can enter the waste pipe. Fitting Whale non return valves from CAK Tanks (actually supplied under warranty by Marquis) solved that.

I also fitted traps on the two sink wastes, bathroom and kitchen, to stop smells. That was less successful since the traps reduced the emptying rate unacceptably and I had to remove them. We still get smells from the sink outlets if I let the waste water accumulate for more than two days. That is why I don't know if my waste sensor is still working!

As a footnote – before the Nuevo I had a Hymer. The fresh water sensor consisted of 5 probes of varying lengths which dipped into the water. Just as with studs the indication was discrete in 25% jumps and not continuous. The sensors were connected to an analogue meter that was used to measure both fresh and waste tank levels by means of a sprung rocker switch which returned to its central off position.

I never had any problems with that system, always assumed that this was because of the length of the sensors, but as I write this, it has occurred to me that the main reason could be because no current flowed through the sensors when the level was not actually being measured. Surely that must reduce the scaling by virtually removing all the electrolytic action.

I wonder if a solution to our problems might be to insert a push switch into the bottom stud lead? If that could be done at the control panel it could improve matters? Just a thought!

Ron Goldby

Repairs on the road

Earlier this year we had a new drain tap fitted to the water tank while our Amethyst was in for window replacements. While travelling down through France, I was disappointed to discover that as soon as the tap was moved it began to leak at a very fast rate. On removing it (actually just pulled it off), I discovered that it had been glued in and then sealed with sikaflex all round it. A bodged job that I would not expect a reputable motorhome manufacturer to do.



Luckily we are avid drinkers of sparkling wines so a handy champagne cork was found and drilled through to allow a surplus stainless steel bolt, removed from the bike rack, with a couple of washers to squeeze it tight enough to provide a rapid remedy. Another good reason for always carrying "fizz" in the van.

Andy Brown 8600

EVENT ROUNDUP

We would like to thank all who attended the four-sites Scottish Rally. Following comments we are assured it was a success. All sites came up to expectations although on one we were allocated more grass than we expected.

The before and after ASOC photographs of Lothianbridge site at Dalkeith show the difference our visit made since all pitches were not occupied whilst we were there, so give yourselves a pat on the back for boosting the Scottish economy.

Allan & Moira Blackstock 4067



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.



Neufchatel-en-Bray
 on the route between Rouen and Abbeville

Automatic access control and payment. 12€ for 24hrs including electricity and excellent facilities. Hedge delineated pitches with both hard standing and grass on each. Excellent restaurant in campsite next door (do book) and others in town. Situated on the Avenue Verte (<https://www.avenuvertelondonparis.co.uk/>) cycling route that links London to Paris. Supermarket 5 min walk and town centre 10 min.



NOMINATE A CHARITY FOR 2020

It's the time of year again when we start the process of selecting a charity to benefit from various fund-raising activities at the National Rally at Newark in May. The selection will be made by the Committee from the nominations submitted by members.

The requirement is that it should be a lesser-known national charity. Nominations will remain anonymous to the Committee until a charity has been selected.

If you would like to nominate a charity for 2020 please write or email me and if possible include a link to the charity's webpage:

Shelagh West Charity and Exhibitions Officer
66 Northampton Road,
Broughton,
Kettering,
Northants. NN14 1NS
she@west-uk.co.uk

Please note: we no longer ask for a member of the chosen charity to attend Newark although facilities can be given in Stuart Godwin Pavilion for the member to publicise the charity.

The Treasurer will calculate monies raised and pay the charity and will publish the figure in the ASOC News.

FANCY RUNNING THIS RALLY?

National Motorhome Show
East of England Showground
Peterborough
16 – 19 April 2020

After many years running the rally at the Peterborough National Motorhome Show. The team have decided to call it a day and let someone else have the opportunity of running this rally at this popular and important show.

A show rally is quite easy to run as I complete the paperwork with Warners, leaving the marshals with complimentary entry to the show accepting rally slips, marking out the rally field and marshalling the rally.

ASOC have been represented at this show for many years and it would be a pity to lose this rally. If you are interested, all the paperwork on running a rally is available on the Club website and I will be only too pleased to answer any queries that you may have.

Neil Rogers. Rally Coordinator

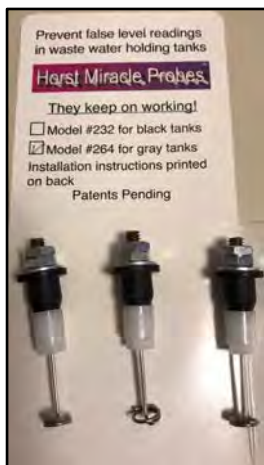
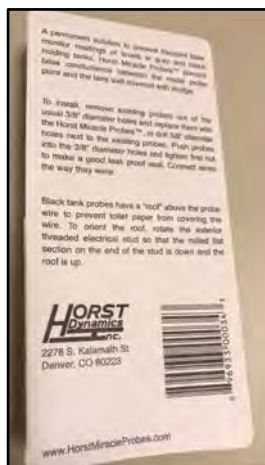
Level Sensors

Following last month's mention of water level sensor reliability, I have received an email from Bobbie Gordon 4396 about experience gained after replacing the sensors with an alternative design. I reproduce an extract (with permission).

"Hi Dennis, I see from the magazine that Ray Pearson (10282) is having problems with his water level sensor. I had the same problem with my Broadway and having researched about it I found these probes from America. I sent for them and fitted them myself and have never had any trouble since.

My brother got them for his Motorhome and he is also happy. They are not too expensive either. There are 4 in a pack and you need 5 so therefore you have to purchase 2 packs. I have sent an attachment with a photo and instructions."

Regards, Bobbie Gordon 4396



They look like an interesting design. Here is a link to their website.

<https://www.rvprobes.com/home.html>

Auto-Sleepers are trying a new American sensor design that looks so similar that it must be from this supplier. Long term testing is not completed yet. (technical)

Ron Goldby, a member of our Technical Group, has an interesting take on the problem involving the proposition that a push button "read on demand" option might be possible that may improve things. His notes are in the Magazine to read. I have mentioned this to the Factory and it generated some interest. I have offered to carry out some testing on my new test rig (see below and watch this space).

check out the member area of the website for hints and tips, and a lot more

Whale Pump Priming

I have almost completed the test rig I planned, but I am just waiting on some fittings to finish piping it up. It includes the boiler from a Truma Combi 6 that my brother-in-law had to get replaced following a freezing incident on his Swift motorhome. (Swift do not fit the auto drain valve that dumps the water in your system when the temp drops below 4 degrees – you have to remember to do it manually if you think there is a danger of freezing. Anyway, I thought I would ask him to keep it for my testing. You can see it hanging on the rig about half way up. The interesting thing about this particular boiler is that the freezing did not rupture the boiler, but deformed it in the middle enough for the heater elements to touch the sides and cause a failure of one of them. A £400 + 4 hours labour replacement cost because frost damage is not covered under warranty – OUCH!

I will begin experimenting in the next couple of weeks.



GREECE 2019

ON THE ROAD AGAIN



Part one with Andrew Brown

Having visited Greece last year we decided to travel there again but concentrate on the Peloponnese which we hadn't really investigated. We set off on 7 March and met up with our travelling companions just into Italy and scoured the area for somewhere to stay. We eventually crept up a very steep, narrow tortuous road and found a "sosta" next to a restaurant but it was closed. The restaurant rang the owner who turned up on his scooter with a box full of keys to unlock the gate. Needless to say, none of them fit the lock and after 20 minutes he set off to collect some more keys and returned with three large bunches. No luck again so off he rode to return with five keys on a piece of string and a hacksaw; nothing if not determined. The fifth key worked and we were in but no water (he had forgotten the necessary spanner) never mind, we were tanked up and only staying the night. We spent a pleasant evening with our friends talking over recent travels: we had spent six weeks in the autumn in Spain and Portugal and they had spent three months in South Africa.



Next day, it was to an ACSI site at Fusina from where there is an excellent water taxi into the centre of Venice. We spent the next two days exploring the beautiful city before catching the ferry to Patras in Greece. The ferry is not cheap but compared with the cost of the fuel and the road charges it almost balances out.

We landed late afternoon and headed for the coast near Killinis. At this time of year (mid-March) very few sites are open so we set on Ionian Beach. Seldom have I come across a cleaner, more organised site. We explored the local area on bikes, and swam in the very cool sea. We also had a two-day trip without the van to Zakynthos, a visit to Olympia, and the original Olympic village at Ellis. One thing that we hadn't expected was the well preserved 13th century crusader castle at Chlemoutsi. The southern parts of the Peloponnese were under Frankish control for 200 hundred years.

We had a four-day trip wild camping starting on the beach at Diakofto from where we took the rack railway up the gorge to the ski station at Kalavryta. We also visited the Cave of Lakes near the village of Kastria on the way back over the mountains. Driving through the mountains is interesting and a real reminder of just how mountainous and remote much of Greece is. A really good map is a must but difficult to procure. Using a satnav is also challenging, as place names are often in the Greek alphabet and many places have the same name so selecting the correct destination is a bit of a lottery.

We returned to meet our friends at Ionian Beach before setting off to Gythion. We took a couple of days on the journey going back up into the mountains where a closed road gave us a detour which lasted most of the day. Once again, the maps and satnav were of limited use, twice taking us a long distance on metalled roads which then petered out into rough tracks. There was definitely a route through, but only for 4x4s and

donkeys. Then on to the Lourios Gorge where there are excellent walking paths, but we were warned off because of the heavy rainfall and the rising river levels. A overnight stop on the museum car park, along with another English and a Swiss van. All the museums closed at 4.00pm and this early season overnight stays are tolerated (or just ignored). Absolutely stunning scenery but the roads are not for the faint-hearted.

Gythion Beach is another family-run ACSI site. It was constantly windy and the very reason most of our site neighbours were avid windsurfers. Just how many do you need? One van unloaded eight of them. It was a good cycle into the town of Gythio, this was a charming centre with good shopping and plenty of restaurants, cafés and an excellent local travel agency where we booked our tickets to Crete and our return to Venice. We left our friends at the site and went off on another five-day trip.



The Mani Peninsula is fairly stunning, dotted with small churches and monasteries; the remote ones reached by beautiful walks. Small churches, some dating back to the 10th century and containing 800-year old frescos, abound. Many of them are just left open for you to visit, some are locked but the key is left in the door and some of them have kettles and coffee for visitors with an honesty box. They all have water so keeping the tank topped up was no problem. Old villages on hilltops reminded us of Moroccan Kasbahs with their square tower buildings and tiny streets only accessible on foot. Another cave visit at Pyrgos Dirou where you are transported in a small flat-bottomed boat and we spent the night near there next to a remote beach. We stayed in some beautiful overnight locations overlooking blue seas and to underline how antique Greece is; on a walk to the most southerly lighthouse on mainland Europe (which was mentioned in the guidebook) we went past the remains of an old roman bath-house with mosaic tiled floors and a 1,000 year old temple to Poseidon (neither mentioned in the guidebook).

Back to the site at Gythion to meet up with our friends again and move on to Elafonisos by way of Monemvasia which is a fortified village and castle on a peninsula built by the same chap as Chlemoutsi. The lower part of the village is still occupied and provides a lot of tourist accommodation. The upper part is ruined, but the infrastructure is still clear especially the abundance of cisterns for storing captured rainwater as there is no water source on the island. Staying overnight at the side of the local fishing port and felt like real homebirds as the French couple in front were on their way home from Beijing and the German couple behind had just arrived from Morocco and were on their way to Nepal.



Elafonisos is a small island reached by a short ferry crossing. A bit alarming that we all had to reverse 100 metres along a narrow jetty to get on board, but the island was delightful with beautiful beaches and small lively villages. The campsite followed tradition and invited all the campers to a barbecue for Easter Sunday – a whole lamb spit-roasted (apologies to any vegetarians). Easter Sunday is a family day and includes the letting off of numerous fireworks. We had a great time on the island with plenty of bike rides, warm sunny days on the soft sandy beach and friendly local people.

FROM THE
ARCHIVES
WITH
Baz Wellard



Several ASOC rallies have been held at Camping Le Bohat* near Sarzeau; which is 17 miles from Vannes on the west coast of Brittany. The last 2 rallies being held there were in 2003 & 2004, where 33 & 26 motorhomes attended, respectively.

A recent reconnaissance visit found that the site had changed and is now considered unsuitable for another Club rally, unfortunately. However, it is still convenient for individual stays to tour the attractive area. There are other campsites in the general area.

*The site is now under new ownership as 'Camping Capfun An Trest'; and now includes many family activities, including several swimming pools. Details can be found at:- Email lodge@capfun.com https://www.capfun.com/camping-france-bretagne-an_trest-FR.html



The town of Sarzeau is less than a mile walk away, and has many small shops and a typical weekly French market; along with a selection of dining opportunities. There is much to see in the area which is bounded by the Atlantic coast and the Golfe du Morbihan. Cycling and walking is well catered for, with many off-road paths. A visit to the local Chateau Susicinio is to be recommended and is only a short distance away. Likewise

a visit to the very old town of Vannes, by van or bus, will be of interest. There are around 3,000 prehistoric standing stones in Brittany which were hewn from local granite and erected by the pre-Celtic people of Brittany. The largest collection is within the Breton village of Carnac only 35 miles away. Many stones are easily accessible from the campsite; especially by bicycle.



above: Coastal ride

below: Serving paella



Visit to the Applecross Peninsula September 2019

Brenda & Clive Treacher 8623

Coming down the hairpin section



This gem of the Western Highlands of Scotland, with its abundance of wildlife and scenery, set between the mainland mountain masses of Scotland and the Isle of Skye, offers visitors the peace and tranquillity of a true Highland holiday. Home to just a couple of hundred people, and accessed by only two roads, the Bealach na Ba pass road from the south and the coast road from the North, it is a haven from the noise and clutter of modern life.

However, it is not the easiest place to get to but you'll never forget the journey, especially if you come over the Bealach na Ba pass, an historic and quite famous route through the mountains of the Applecross peninsula. The warning sign at the start says that this road is not suitable for learner drivers, caravans and very large vehicles so crossing it is an adventure, not for the larger motorhome or those of a nervous disposition. This single-track road has some Alpine-like hairpin bends, and passing places which seem to hang over the edge of the mountain in mid air. The biggest problem however is trying to keep your eyes focussed on the road and not on the breathtaking scenery especially on the descent. The pass is 11.4 miles long and rises to 2,053ft. Starting at sea level you rise slowly until you enter the last leg with 20% gradients and hairpin bends. Stop at the parking area at the top and you'll enjoy wonderful

panoramas to the Outer Hebrides and the mountains to the south. The coast route from the north is much longer at 25 miles, still single track, but without the steep gradients and hairpin bends. It starts at Shieldaig and a visit to Nanny's tea room to enjoy one of their famous local sea food dishes, or home made cakes, is a must before you start out.

Many visitors just cross the pass, stop at the bay and drive out again but we decided to stay awhile at the Visit Applecross campsite a mere 5 minutes walk from the Visitor Centre, Pub and Bay area. Here you will find an eclectic mix of campers, from groups of motor bikers, specialist car/van enthusiasts and weary cyclists and walkers, to motorhomes of varying size and age, all enjoying a relaxed atmosphere in beautiful surroundings. It has room for sixty tents, motorhomes and touring caravans, several glamping huts and static caravans for rent. There are two-fully functional hot water shower blocks, (one brand new this year), a laundry room with a washing machine, tumble dryer and a payphone, electric hook-up points. It is best to book well in advance!

Walking back from the shower block on our first afternoon with a towel wrapped around my wet hair, I exchanged a few words with a guy sitting outside his Auto-Sleeper van who looked vaguely familiar. 'You look like the Sheik of Araby' he said, referring to my towelling headgear, and I realised at once that he was fellow ASOC member Richard Birch who we had met along with his lovely wife Ivy on the Irish Rally a few years ago. After our evening meal we joined them in their van for drinks and nibbles where we had a very enjoyable evening exchanging tales of motorhome adventures and life in general. They left the next morning while we stayed for a further 3 nights.

As well as just soaking up the peace and quiet we enjoyed walks in the hills behind the campsite and along the bay, stopping off at the Applecross Photographic Gallery to bag a souvenir. A picnic on the beach, lunch at the Walled Garden Cafe with the wonderful flower garden and vegetable production area, and a visit to the Heritage Centre where I learnt how to spin wool on a traditional spinning wheel. A visit to the pub is a must, booking is essential if you want a meal as it is extremely busy at all times.

We were packed up and on the road by 9am on the morning of our departure to drive down the pass on a very short journey south to Plockton, near Kyle of Lochalsh, and then over the 'Bridge to Skye'. The journey was unusually quiet in fact we only passed 7 vehicles on their way up. When we got to the bottom we realised why. The road to Kyle of Lochalsh was closed for repair and the only way to get to Skye was to make a detour via Inverness, approximately 120 miles along mainly single-track roads. No wonder not many people were making the accent they were on their way to Inverness!! Needless to say we changed our plans and gave Skye a miss. We hope to go back sometime and spend more time in the area exploring Loch Carron, Torridon and Shieldaig and, of course, Skye!



photographic competition 2020

submit up to four
photographs

WIN £25

ANY SUBJECT

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

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

Closing date for entries 31 March 2020

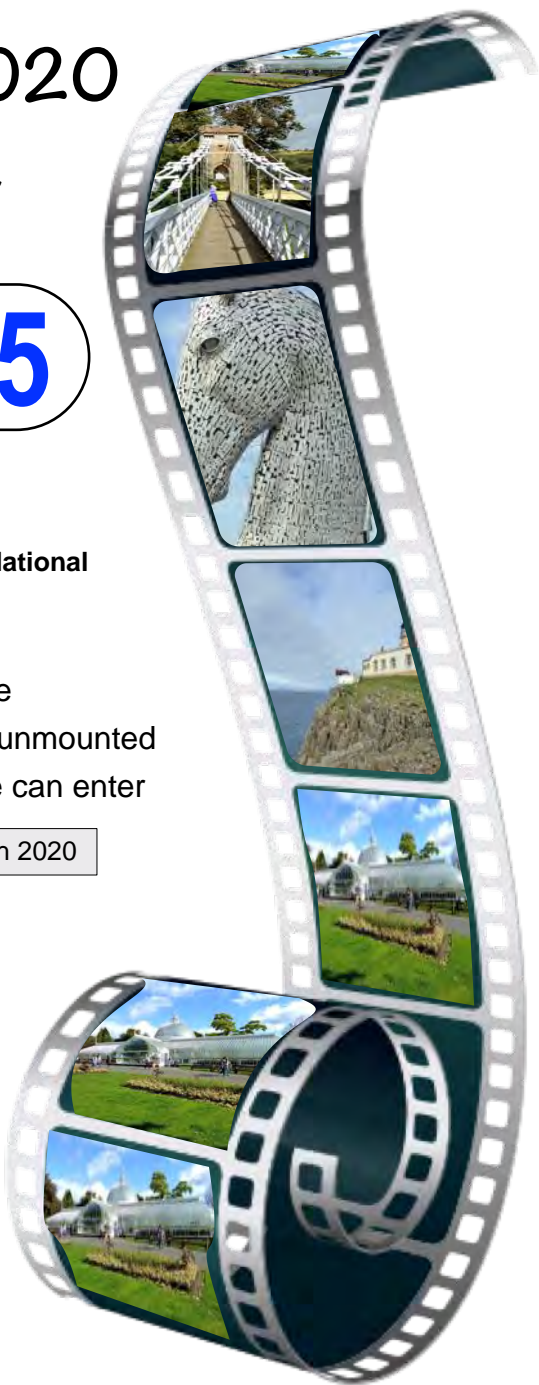
The winning entry will be kept for any
publicity by ASOC and may be
displayed on the club website


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

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

Send your entries to:

Rita Tubb
70 Charnwood Crescent
Chandlers Ford
Hampshire
SO53 5QL





Guide to winterisation

Idea sheet 085

updated 21 December 2018
Checked and approved by Auto-Sleepers Ltd

The internal insulation of Auto-Sleepers vehicles has improved over the years, so thankfully the only facility requiring winterisation is the water system. You should have no concern for freezing of the system other than the water heater and water pump, since the water tanks are manufactured in a material that can cope with the expansion caused by freezing. If your vehicle is being left unused for several days in freezing conditions, it would be prudent to drain the system fully. Surface freezing of the water in both fresh and the waste water tank will not cause any damage to the tank. The operation of the fresh water system may be affected by ice because the fresh water is drawn off the lower part of the water tank, underneath any layer of ice that may have formed.

It is important that during prolonged freezing conditions, and at times when your Auto-Sleeper is left unused, the water system is drained including the water pump. To drain the system completely open all tank taps, dump valve/drain tap and all internal taps. When water has finished flowing turn the water pump on to rid any residue water from the pump, pipes, pump filter and taps then switch pump off and leave all taps open. Please note that the submerged Whale water pumps should only be operated for 5-10 seconds when there is a risk of running dry. Later Auto-Sleeper models are fitted with either the Truma Combi, Truma Ultrastore or Carver Cascade/Rapide water heaters and instructions for draining and isolating these units are as follows:

Truma Combi Heater

The Combi heater supplied to Auto-Sleepers has a built-in frost protection function called the “Truma Frost Control”. If there is a risk of frost (ambient temperature approximately 3°C) the Frost Control opens automatically and drains the boiler. The boiler can be refilled when the temperature rises above 7°C. Nevertheless when the

appliance is not in operation, it is essential to drain off the water content if there is a risk of frost. Truma do not allow claims under the warranty for damage caused by frost. Switch off the power to the pump assembly (main switch or pump switch), open the hot water taps in kitchen and bathroom. In order to check the volume of water that is flowing out, place an appropriate container (capacity 10 litres) beneath the safety/drain valve. Open the safety/drain valve. The boiler will now be drained directly to the outside via the safety/drain valve. Check whether all of the water in the boiler (10 litres) has been drained into the container.

Truma Ultrastore

On Auto Sleepers models that are not fitted with an isolation tap, the complete water system should be drained. There is a dump valve that allows the Ultrastore to be drained of water and this is found in different positions on different models. The instruction manual clearly identifies the location of this dump valve and should be used and left open when your Auto Sleeper is left for prolonged periods in freezing conditions. If you continue to use your Auto Sleeper in such conditions, it is suggested that the retro-fitting of an isolation tap in the water circuit would be a wise move so that the water heater can be isolated while retaining the cold water facility. The Motorhome Service Centre (01386 853511) at Willersey will be happy to supply a tap and/or fit this should you require.

Carver Cascade/Cascade 2/Rapide Water Heater

This water heater must be isolated in prolonged freezing conditions, since if the stainless steel cylinder is allowed to freeze it will stretch the securing bolt, blow the seals and cause leaking into the interior of the vehicle. Replacement securing bolts are no longer available. During the time the Carver Rapide water heater was fitted, an isolation tool was supplied with each vehicle. When the heater is drained the isolation tool should be found in an externally accessed chamber on the outside of the water heater, concealed behind the large screw in the lower left-hand corner. Inserting the tool, thick end first, will lock the non-return valve preventing the filling of the water cylinder - the thinner section allowing the claws of the drain plug to fit around the tool and to allow it to be re-fitted. The upper drain screw, immediately above the aforementioned upper screw, should be left open for a good length of time to allow any residual water to drain out. If you do not have this isolation tool these are available from the Motor Home Service Centre. The earlier model of the Carver water heater, the Cascade, does not have the screw on the top left-hand area of the gas module cover; however the isolation tool may still be used.

Valliant Water Heater

For the older vans fitted with Valliant water heater, you should ring the Motorhome Service Centre who will advise upon the course of action to be taken. It is possible on the Valliant water heater the lower diaphragm module can become warped through freezing, preventing the water heater working correctly. There is an easy and simple way of rectifying this - please seek advice from the Motorhome Service Centre. Due to recent changes in legislation the Motorhome Service Centre are unable to carry out repairs on any open flue gas appliances, but rectification advice will be given.

Questions are often asked with regards to the winterisation of the Thetford cassette toilet. Since these are positioned well in-board on the van and are well insulated, under normal working use in winter conditions, no winterisation is required. If necessary you may wish to put into the flushing tank a small amount of Glycol or similar anti-freeze to allow the toilet to function in extreme conditions. Further advice is available from your Thetford, see <https://www.thetford-europe.com/gb/>

These are the only precautions that need to be taken in respect of the conversion side of your Auto-Sleeper. If your vehicle is being stored in the winter for prolonged periods it is always wise to remove any detachable cushions/scatter cushions and keep these in your home. The fixed ventilation in each Auto-Sleeper will allow the vehicle to breathe over the winter months, although it would be sensible, perhaps fortnightly or three weekly, to thoroughly air your Auto-Sleeper perhaps using the heater to warm the interior of the vehicle to evaporate any residual moisture.

On the automotive side, advice should be taken from your local base vehicle dealer with regards to any specific instructions or indeed from the automotive section of the Motorhome Service Centre, but of course, it is always wise to ensure that prior to the winter your coolant is checked for anti-freeze content and to make sure that the specific gravity is of the correct reading. This can of course be checked and rectified by the Motorhome Service Centre on the number shown above. Another sensible precaution would be to periodically charge the base vehicle and conversion batteries to maintain them in good condition.

If using your Auto Sleeper in particularly harsh conditions, the Motorhome Service Centre always advises the use of Propane instead of Butane for the gas supply since this has superior low temperature performance. If you have any fears in respect of the winterisation of your vehicle please contact the Motorhome Service Centre direct on 01386 853511.

They are always happy to discuss any concerns that you have, together with the retrofitting of a frostat - a 12-volt heater in your fresh tank, which is a popular option for some owners and they would be pleased to quote for fitting.

The information provided in this document is, to the best of the Club's knowledge, comprehensive and accurate. However, no responsibility can be accepted for any loss or damage incurred during the implementation of the described modifications

Additional tips from members

Keep all taps open in the central position

Remove the shower head as it has been found to crack in freezing conditions where water may be trapped and dangle the hose to its lowest point


Put on the covers for the fridge vents

Leave the fridge door open

Put on wheel covers if you have them

Leave the hand brake off if this is possible and safe to do so

Les Deux Vallées campsite is nestled in the Dordogne Valley in Vézac.
<https://www.campingles2vallees.com/en/>



Summer in the Dordogne

ASOC Event 1-11 June 2020

Dordogne is a department in southwest France, set between the Loire Valley and Pyrenees mountains. It's known for prehistoric cave paintings in the Vézère Valley, like those in Lascaux Cave. The town of Périgueux is home to the Cathédrale St-Front, with its 5 domes, and the Vesunna Museum, built around Roman ruins. The medieval town Sarlat-la-Canéda centers on the Rue de la République and the Cathédrale St-Sacerdos.

An amazing location in Black Périgord

Les Deux Vallées is located on the outskirts of Vézac village, near the border of the Dordogne department and a few kilometres from the Vézère valley. Although located in the middle of the countryside on a 3.8hectare site, the A20 and A89 are only forty minutes by car, Bergerac is around an hour away. The train stations of Sarlat la Canéda and Saint-Cyprien are less than 10km away.

Picturesque villages

Several of the towns in the vicinity are among the most beautiful in France. Like Beynac (500m from the campsite), La Roque Gageac (3 km), Castelnaud-la-Chapelle (4 km), Domme (7 km) or Sarlat (8 km), the splendid capital of Black Périgord and, of course, not forgetting the town of Vézac with its gardens of Marqueyssac classed as "France's most notable gardens".

These delicious, picturesque towns are home to impressive buildings. If you take a walk along the typical labyrinth of narrow Périgord streets, you can admire churches, chapels, wash houses, lofts and huts called bories. From the campsite you can see the cliffs where the fort of Beynac stands. This imposing medieval village whose foundations date back to the 12th century and is listed as an historic monument. You'll also appreciate the chateaux at Castelnaud, Fayrac, Marqueyssac, Milandes or the stronghold houses at Reignac. Don't miss out on a trip to Eyzies (15km away) the worldwide prehistoric capital, or the trogloditic sites of La Roc Saint-Christophe or the incredible prehistoric Lascaux 4 cave (25km away).



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.



NOVEMBER 2019 RALLY INFORMATION



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.

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 apply.

1June – 11June 2020 (10 nights)

Camping Les Deux Vallées, Vézac, Dordogne, France

<https://www.campingles2vallees.com/en/>

Rally Marshals: Chris and Peter Brown, Liz Irvin.

Emergency telephone: 07771 827711.

Rally Fee: £25.00 this is not refundable if offered a place,

if you want to pay this by BACS say so on the rally slip and you will be sent account details.

Rally slips and cheques to Chris Brown, 5 Kenilworth Walk, Cheadle, Stoke on Trent, ST10 1WA.

Enquiries to pcb7ty@btinternet.com or 07771 827711.

Please print a legible email address on your application that can be used for communication about the rally.

Site and Fees: The site has large grass pitches, swimming pool, restaurant/bar and is a 15 min walk from Beynac with its Chateau and restaurants and 7 miles from the town of Sarlat. For the ten nights, the fee will be €16.00 per night for the pitch that includes 2 people, 1 dog and electricity and there is (at 2019 rates) a Tourist tax (surcharge): 0.61 € / day / person + Eco participation of 0.36 € / day / person.

Limit: 25 vans

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.

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 (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 asked to pay 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.



application forms will be available when
BOOKINGS OPEN JANUARY 2020



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:		
MEMBER DETAILS			
First name:	Surname:	Membership No:	
First name:	Surname:		
Address:			
Address:			
Town/City:		Postcode:	
Telephone:		Mobile:	
Email:			
We require these details below of the person to contact in the event of an emergency			
Name:			
Telephone:		Mobile:	
Members guests (include children and their age)			
Name:			
Name:			
Name:			
Name:			Number of dogs:
MOTORHOME DETAILS			
Registration:	Length:	Model:	
ARRIVAL DETAILS			
Day:	am	pm	Evening
OTHER DETAILS			
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