

NEWS

379 APRIL 2020



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You must present your ASOC membership card at the time of order or arrival. You will not qualify for the discount after work has commenced.

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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. Add your name and membership number to any item.

Items appearing in any issue may be used by other publications, but acknowledge both the author and source.

Items should reach the editor by the tenth of the month.

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

Registered Office:
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Registered No: 4616969

Editor's View

Welcome to April News.

This month in News you will find committee reports, the AGM agenda, Minutes of the 2019 AGM and open forum.

If you are attending the National and AGM you will need to bring this issue of News with you as you will then have all the AGM information required.

Remember, you will need your membership card to gain access to the AGM.

THIS MONTH



2-7 annual committee reports

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Annual Committee reports to the AGM 2020

Chairman Report 2019-2020 Peter Brown

It was a sad time for the committee when our friend and Minutes Secretary, Gill Hopkins, succumbed to cancer in November. Gill gave a tremendous amount to the club over many years and, as I write this, we are thinking about how best to remember her.

During the year we have welcomed two new members to the committee, Jean Downie, who hit the ground running as Membership Secretary and Steve Ryan, who in October volunteered to take on the role of Vice Chairman, a post that has not been filled in recent years.

The remaining committee members have all continued to support the Club by giving their time and carrying out the roles they have volunteered for to the usual very high standard, I thank them all for their support.

Some committee members have served a long time and have given advance notice that they intend to stand down in the next year or two. It would be really good if other members could join the committee and become familiar with those roles beforehand.

Secretary Report 2019-2020 John Osland-Jones

I must start my report with a tribute to Gill Hopkins. Gill came onto the committee in 2012 and became Minutes Secretary in 2015, Gill was my girl Friday. Gill's clear and concise minutes made my life easy and her advice and support to me as Secretary was invaluable.

As usual the committee held four meetings during the year in February, May, July and October, to keep the Club on an even keel, though in the coming year we will need new blood on the committee to keep this up. Please see the situations vacant on page 15.

I have been assisting Martin Ross, the Chairman of the National Rally, in organising this event.

I also have the honour of representing the Club at the AGM of ACCEO.

Lastly, I must thank the Auto-Sleeper Management once again for their hospitality in allowing the Club for its fifth year to have a pitch on their stand at the NEC to promote the Clubs activities.

Editor and website Report John Morris

The magazine had an interesting and varied feel and would hope this will continue. We just need more members to opt in to the member area, this will give them access to the electronic version which is in colour, dealer discounts, some vehicle manuals and many other items.

The website is regularly updated and the format will change as necessary. It gives members access to club information, not all is in the member area.

Membershi Secretary Report Jean Downie

Since becoming the membership secretary in August 2019, I have enjoyed the role. There has been a lot to learn, but I am getting there.

We have issued 17 Gold Card memberships to Honorary members and members of 30 years+ standing. Members of 30+ years no longer have to renew their subscription to the club as agreed at last year's AGM.

We have streamlined the renewal process with members no longer having to fill out a renewal form. The membership number and surname only as a reference on BACS payments has worked well. Cheque renewal with the membership number on the reverse also was successful. The number of renewals by BACS was greater than those by cheques and I hope this can be continued next year.

Please remember to let me know if any of your details change during the year so that I can keep the records up to date.

We have had many new members (welcome to the club – we hope you enjoy what we can offer and look forward to meeting you all at some point). However, we had a number of resignations at year end. This leaves the membership numbers on an even keel year on year.

I would like to thank members for their support and encouragement during this very busy time. I appreciate all your positive comments and thanks.

Charity and Exhibitions Officer Report Shelagh West

The club received a grateful note from the A-T Society for monies received for their charity in 2018/19.

Thanks to those who sent in nominations for this year's charity. The chosen charity for 2020 is the TOFS (Oesophageal Atresia AO with Tracheo-Oesophageal Fistula TOF (Website www.tofs.org.uk). There will be a manned information display table in the Stuart Godwin Pavilion for this year's nominated charity over the whole weekend of the National meeting at Newark. If you have any questions about the aims of the charity, please contact either Stuart or Yvonne Wood. A BACS payment for the monies raised will be sent on to the society directly after the meeting.

The Club had representation at both the NEC shows which took place in October 2019 and February 2020. They answered questions from the public regarding benefits relating to membership of the Club and also met up with current members for a general chat. Our presence at the shows is always appreciated by Auto-Sleepers.

Annual Committee reports to the AGM 2020

Treasurers Report 2020 John Geeson

The final accounts for 2019 have been examined by John Tidbury, approved and signed. The accounts were accepted by the committee at the last February meeting and submitted to Companies House on 19th February 2020. I wish to thank John for carrying out the task of accounts examiner.

You will all have seen the final accounts for 2019 and comparisons with 2018 show an accumulated surplus of £33,456.16, lower than 2018, which was expected due to the increase in overall costs.

Print costs are again higher. Only 11 issues of the newsletter were paid for in 2019 (13 in 2018). Postage has increased again this year. Equipment shows a significant increase in software and domain costs due to the increased security of the upgraded website. A more substantial printer, along with Microsoft Excel software purchased for the membership secretary.

The National Rally, as usual, makes a significant loss due to numbers attending. Costs remain the same whatever numbers attend. This is of no concern as it is a way of reducing our surplus. It is though, essential that numbers attending remain static.

We maintain a financial reserve in hand equivalent to one year's subscription.

2018 was £19,020.00, 2019 was £19,100.00 which was an approximate figure predicted for last year. I expect a similar reserve for 2020 as long as membership remains at its current levels. With this in mind I recommend that the subscription remains at £20.00 for the foreseeable future.

The introduction of payments by BACS has been very successful with approx. 370 year 2020 subscriptions paid in 2019 and 80 paid in 2020, a total of 450 which is approximately 50% of the membership, I would like to see a significant increase for 2021, now that renewal forms are no longer required, there has been though, a small number of avoidable problems.

Annual Committee reports to the AGM 2020

Auto Sleeper Owners Club

Accounts for the year ended 31st December 2019

<u>2018</u>	<u>Income</u>	<u>2019</u>	
£		£	£
19,020.51	Membership subscriptions	19,100.00	
165.00	Donations received	291.25	
1,378.68	Regalia	895.20	
1,430.50	Rallies	1,267.39	
53.55	Raffles	167.57	
22.55	Interest on Deposit A/Cs	0.57	
14,916.98	Annual Rally (incl raffle)	15,213.87	
1.00	Sundries	626.93	
<u>36,988.77</u>	Total Income		<u>37,562.78</u>
	 <u>Expenditure</u>		
882.21	Postage & Telephone	1,184.06	
1,418.20	Printing & Stationary	982.67	
15,137.51	Newsletter	13,931.57	
4,902.44	Club Administration	4,218.54	
980.61	Rally plaques & leaflets	825.73	
1,875.52	Insurance	2,098.33	
1,079.76	Regalia	870.05	
84.70	Sundries	106.90	
0.00	Tax paid	0.00	
976.94	Equipment	1,106.49	
15,985.32	Annual Rally (incl charity donation)	16,245.94	
<u>43,323.21</u>	Total Expenditure		<u>41,570.28</u>
-6,334.44	Surplus for Year		-4,007.50
43,798.10	Surplus brought forward		37,463.66
<u>37,463.66</u>	Accumulated Surplus		<u>33,456.16</u>
	 Represented by:		
16,077.13	Cash at bank-current NW A/C 54359	12,069.63	
20,035.80	Cash at bank-deposit NW A/C 54367	20,075.91	
0.00	BACS Membership Subs A/C 54375	0.80	
		0.00	
1,350.73	Stock at Cost or Value	1,309.82	
<u>37,463.66</u>			<u>33,456.16</u>

J E Geeson
Hon Treasurer



I have examined the above accounts, which are in accordance with the records of the Club
I have received satisfactory explanations to my enquiries.

J. Tidbury
Accounts Examiner

Annual Committee reports to the AGM 2020

Regalia Officer Report Stuart Wood

Regalia items are selling much slower than in previous years. New members are reluctant to be seen as Auto-Sleeper owners.

Each year I buy new items for selling on to members, without making a profit, as has happened in previous years. This year I have not introduced a new item because I had two new items for sale last year.

This year I am having to increase the postal charge to keep up with the increase by the post office.

Members can buy direct from me at the numerous rallies I attend, so not having to pay the postage. I can also take orders and deliver to a rally, again cutting down on postal charges.

Technical Report Dennis Downie

It is with some satisfaction that I report that ever-closer ties have been established with the factory teams. We have been able to work with them on researching and developing solutions to reported issues with, for example, pump priming and TV reception. A visit to Whale in Northern Ireland is being planned and a report will follow in the magazine. I have been working on design change suggestions for a new level sensor. I have made prototypes that have been tested and are being considered.

Formal, quarterly meetings are now scheduled with the technical team to discuss issues and explore ways forward. This is a great opportunity to share our common user member experiences and to be involved with any changes that may be proposed.

We had formal confirmation from the factory that we are free to publish legacy manuals, photographs and other information on our website that would otherwise be copyright, for the benefit of members. Our stock of owners' manuals has been digitised and are now available in the members section. Additions and suggestions from members are always welcome and an expanding and valuable resource is set to grow.

There is a great opportunity to discuss these and other matters with me in more detail at the National Rally in May. Please come along and share.

I am grateful to the many members who have contributed by making technical enquiries and offering advice. A good proportion of outcomes is shared with the factory. I am also very grateful for the support and encouragement of members of our committee.

The National AGM Rally Report Martin Ross

This is my first year as Rally Chairman, things are coming together, thanks to Ozzie and the sub committee, we are getting there.

Unfortunately, the Salvation Army cannot come this year due to a lack of manpower, hopefully, next year we will have the Salvation Army or some alternative service.

I have been in touch with the entertainers or their agents, and all is ready for this year, I do hope the members like The Acts.

We are also a good way on into choosing some good Act's for 2021.

Rally Coordinators Report Neil Rogers

In 2019 we had 6 new locations for rallies and a total of 29 rallies. We lost one rally for reasons beyond our control, a foreign rally was planned, but because of lack of interest it was cancelled.

We depend upon members to volunteer to run these rallies. As in previous years rally attendances, varied however, most rallies were full.

Early application for rallies is always recommended as most fill very quickly so complete and send a rally slip A.S.A.P.

The 2019 A.G.M. & National Rally at the Newark Showground went very well under the guidance of Chris & Peter Brown and their team. The 2020 National Rally & AGM will be organised by Ozzie Osland-Jones & Martin Ross & team.

Again, I must remind ralliers of the importance of not arriving at a rally before 12 noon, or the stated time in the Rally Supplement. If we are using our Exemption Certificate then we must abide by the rules that govern our use of this. Arrival on time also avoids any embarrassment for yourselves and the marshals who have to prepare the site for the rally. Please do not forget to have your ASOC membership cards available, as they may be requested by the marshals.

Please remember to inform marshals if you are taking a dog, car, trailer or tent as marshals use this information to plan parking at their rally.

Please remember that all rally marshals give of their time and effort freely and are volunteers in all weather conditions.

If you haven't rallied yet, why not try one; you will not be "organised" and any events at a rally are purely optional to attend. I know that many members have preconceived ideas of what a rally is so, why not try one you may be pleasantly surprised!

Once more I must thank all of you who do rally and encourage more of you to think of becoming marshals help is available, if requested, you only have to ask. I also have details of a number of sites that have offered their rally fields, subject to inspection.

THE AUTO SLEEPER OWNERS' CLUB
AGENDA FOR THE THIRTY FIRST ANNUAL GENERAL MEETING

To be held on Saturday 2ND May 2020 at 10.30am.
At the Cedric Ford Pavilion, Newark and Nottinghamshire
Agricultural Society Showground Newark.

The Chairman's welcome to the Seventeenth Annual General Meeting of the Club
as a registered Company Limited by Guarantee.

1. Apologies.
2. Appointment of Tellers.
3. Minutes of the Thirtieth Annual General Meeting 2019.
4. Minutes of the Open Forum 2019.
5. Committee Reports 2019-2020.
6. Accounts for the year ending 31st December 2019.
7. Annual Subscriptions.
8. Committee elections. There are four vacancies on the committee and the following nomination have been received.

Jean Downie	10177
John Morris	2388
Steve Ryan	10272

9. Any other competent business.

THE AUTO-SLEEPER OWNERS' CLUB THIRTIETH ANNUAL GENERAL MEETING

Held on 4th May 2019 at 10.30 a.m.

At the Cedric Ford Pavilion, Newark and Nottingham Agricultural Society Showground, Newark.

Officers 2018/19

Chairman: Peter Brown (5128), **Secretary and Liaison with ACCEO:** John Osland-Jones (0948), **Treasurer:** John Geeson (2187), **Membership Secretary:** David Crabbe (5213); **Rally Co-ordinator:** Neil Rogers (0313), **Chairman Technical Group:** Dennis Downie (10117) **Newsletter Editor:** John Morris (2388), **Chairman National Rally Sub-Committee:** Peter Brown (5128), **Regalia Officer:** Stuart Wood (2620), **Minutes Secretary:** Gill Hopkins (2953), **Charities and Exhibitions Organiser:** Shelagh West (6055). **Co-opted member** Martin Ross (8332).

126 members were present. The Chairman, Peter Brown, welcomed everyone and opened the meeting by the ringing of the Stinchcombe Bell.

1 Apologies for absence had been received from:

Apps	Diana and Norman	10395	Fisher	Philippa and Peter	0336
Gordon	Beatrice and Bobbie	4936	Gutsell	Jean and John	4170
Hill	Pauline	0366	Lain	Julia and Tony	4473
Mayne	Pat and David	2818	Pepper	Christine and Maurice	5280
Porter	Pauline	9458	Summers	Pauline and Ewen	10249
Torrington	Carol and John	8602	Trevelyan	Angela and Charles	0007
Valentine	Mo and Mike	2776	Wilson	Linda and Maurice	8140

2 Appointment of Tellers: Godfrey and Janette Adams (0088) and Brian and Ruby Sutton (4688) were proposed by the Chairman, seconded by Heather Tidbury (0038) and approved by all.

3 Minutes of the 29th AGM 2018 had been circulated in the April News. Thereafter acceptance was proposed by Godfrey Adams (0088) and seconded by Sandra Wisely (0016), agreed unanimously and signed off.

4 Minutes of the 29th Open Forum 2018 had been circulated in the April News. It was pointed out by Rita Tubb (0016) that their surname had had the addition of an "s". This was amended to "Tubb" and thereafter Bernie Wisely (0016) proposed and Peter Hill (5798) seconded acceptance of the amended Minutes –agreed by all and The Minutes were signed off.

5 Committee Reports had been circulated in the April Newsletter. The meeting was asked if there were any questions/comments. None being forthcoming, the Reports were accepted en bloc, proposed by Philip West (6055) and seconded by Richard Birch (7248) and agreed by all.

6 Accounts for the year ending 31st December 2018. The accounts had been circulated in the Newsletter. The Treasurer, John Geeson (2187) asked if there were any questions regarding the accounts – nil. He commented that numbers of attendees at National were lower than previously, which does have an impact on expenses, but that the Club had money in hand to cover that. At the end of April 2019 there was £43,649 in hand. Acceptance of the 2018 Accounts was agreed by all.

7 Subscriptions for 2019/20

John Geeson, Treasurer (2187) proposed that the annual subscriptions remain the same, i.e. £20, seconded by John Tubb (4910) and happily agreed to by all!

8 Committee Elections. There were seven vacancies on the Committee and 6 candidates nominated: Dennis Downie (10117), Stuart Wood (2620), John Geeson (2187), John Osland-Jones (0948), Martin Ross(8332), Shelagh West (6055). These were elected en bloc as unopposed.

9 Resolution 1) “To amend Article 40 of the Articles of Association”. As a result of declarations required from the Club by both our bankers and our insurers, the Club have an obligation to seek personal declaration from each potential committee member. The information required of the individual is of a personal nature and not appropriate to be requested during the public meeting. The Chairman explained that prospective nominees had to sign a declaration before serving. The committee therefore propose that the final sentence of Article 40 (“**the chairman shall have the discretion to accept nominations at the meeting should there be insufficient candidates**”) be deleted. Proposed by Peter Brown (5128) and seconded by John Osland-Jones (0948) – passed unanimously.

In celebration of the Thirtieth anniversary of the forming of the Auto-Sleeper Owners’ Club the committee proposes that the Club amend the Articles of Association by adding a new Article **4b**.

Resolution 2) 4b “Club members who have attained 30 consecutive years of membership at the time of the annual renewal of membership will be appointed as Honorary Members. Individuals so appointed would be entitled to all benefits and responsibilities of the Club but would pay no subscription.

Such membership will continue until the individual concerned ceases to be a current owner of an Auto-Sleeper motorhome”. Proposed by Peter Brown, Chairman and seconded by John Osland-Jones, Secretary. Passed unanimously.

10 Any other competent business

10a) John Osland-Jones (Ozzie) (0948) proposed that Neil Rogers (0313) be appointed a Vice President of the Club for all his long and distinguished service to the Club and Martin Ross (8332) seconded this. This was unanimously agreed by the members present, accompanied by a round of applause.

10b) The Chairman commented that this had been an excellent AGM but that he needed to bring up a more serious matter for members to consider. “We as a Club are a Company limited by guarantee, and club members are shareholders in the Company (each has a share of £1) and all the members of the committee are registered at Companies House as Directors of the Company. As Directors we have to abide by the Articles of Association, which are the Rules of the Company (Club) - if we do not abide by said rules then we as Directors can be called to account. For the last year we have not had a vice chairman because the existing committee members do not wish to put themselves forward as a prospective chairman of the club. I, not under the Articles but under the general rules of running the club have another year as Chairman and am happy to do so: however by this time next year we may come to the situation where if none of existing committee wish to become Chairman there would be no Chairman – if that situation occurs, then the Club ceases to exist!” Peter asked everyone to think very seriously whether someone could support the Club by joining the committee and use some of their previous experience to help the Club move forward. You don’t have to be a 30-year serving member, but could just as easily be someone who has only been in the Club for 6 months but has experience in another life you could bring to the club. If so, please come forward and work with us, learn about us, and perhaps be willing next year or the year after to take over as Chairman.

Date of next Annual General Meeting to be here at the Newark Showground on Saturday, 2nd May 2020.

The Stinchcombe Bell was rung to formerly end the meeting at 10.44 a.m.

Auto-Sleeper Owners' Club
Notes of the Open Forum held at the Cedric Ford Pavilion,
Newark and Nottingham Agricultural Society Showground, Newark
Saturday 4th May, 2019.

The Open Forum commenced at 10.45 am. The Chairman, Peter Brown, (5128) opened the proceedings by wishing Mike Pippard a very "Happy Birthday". He then went on to give information about this year's charity, the A-T Society (Ataxia Telanglectasia), a very small charity (nominated by Dennis Downie - 10117) which is the only charity in the UK supporting children and young people living with the rare, genetic and life-limiting disabling condition. There is a high risk of cancer and lung disease associated with this disease and life expectancy is only around 26 years. As well as help and support to families even before diagnosis is confirmed, they also provide information and promote research. Further information and leaflets about the work of the charity were available throughout the weekend.

The Chairman continued by introducing two topics to open the Forum: "whilst the committee were not bound by decisions/opinions voiced here, as we represented only about 10% of club membership and we had to consider every member, Forum opinions were a good sounding board for things committee are doing or want to do.

1) This year we experimented by accepting renewals by BACS and two members who sent apologies had expressed their keen support for this – what was the feeling of the meeting?" John Tubb (4910) said that we had to return the renewal form by post so why not a cheque? Doris Pritchard (6499) said she was able to apply for the AGM by email and pay by BACS transfer which makes life a lot easier and cheques were becoming obsolete nowadays. Lesley Prince (6955) said she may be "old fashioned" but she did not have facilities for email, printing off, etc. and as long as cheques were available she would use them (some applause). The chairman added that we realised that there would always be people who needed to continue the old way and we would never abandon them. Rita Tubb (4910) said that she could see a problem with payment by BACS so far as rally marshals were concerned in that now they receive the rally slip with a cheque, which is banked and used for paying the expenses of the rally – what would happen if no cheques. At this point, the Chairman asked the meeting to indicate how many would pay by BACS if they did not have to return the renewal form – about 25% of members indicated yes.

2) Club magazine – its future. The chairman reminded us that John Morris (2388), Editor, had been asking what do we want? - what can we do? - how can we change it?; what hasn't been forthcoming are more articles, contributions, suggestions. Chairman asked had anyone any thoughts, bearing in mind all that John had written.

Chris Brown (5128) said that from her point of view, to make the job of the newsletter editor easier, we should have ASOC news quarterly. One of the objections to this might be to do with rally advertising- she thought of 3 options to consider: a) by issuing a rally book at the beginning of the year and which could be sent out with the information sent to new members as they come on board, b) advertising of rallies could continue to be sent out each month on their own, or c) rally information could continue to be sent out as is now within the quarterly newsletter, in which case the rally information would have to give three months' notice instead of the present two (often done now when needed). Obviously options one and three would save an awful lot of extra postage costs, but the main objective is to make the editor's job easier and more contributions would help with that. She also thought we should try and encourage people to take the newsletter electronically.

Heather Tidbury (0038) said there were not many rallies that this time of year, but once in full swing would it help if the rally marshals asked at their rally for reports to be sent which might bring more rally reports, which after all are an important part of the magazine? Richard Birch (7248) said that whilst he receives two electronic versions of other magazines, because he is a slow reader he only skims through them, picking out the occasional item that is of use to him: whereas he reads the ASOC paper magazine from cover to cover.

Janis Wood (4201) enjoys the magazine and would prefer to keep to a monthly edition even if the number of pages were reduced because of lack of material. It is worthwhile keeping it monthly as it is appreciated by many. Christine Womack (10360) thought the electronic version good, especially when away from around the end of the month. Julia Malcolm (8967) asked was the problem because of lack of material/contributions from members and John is trying to fit such into a booklet format? John Morris, Editor, responded that the problem was not one of number of pages – he can always fill the pages if we send articles in. Julia wondered if we moved to a newsheet format rather than a booklet, would that help to solve the problem? John said that A4 sheets stapled together would not be as nice and would only constitute a newsheet, not a magazine. He continued saying that he was happy to produce the magazine but that maybe we should just look at different ways of doing it: his preference was for the electronic version – when he first started only 10 people took the electronic version, now numbers were up to nearly 400 which is quite a percentage of the membership. Almost all have an email address, so sending electronically would not be a problem. Whichever way, it is not a problem; he just wants to make it more commercial, he wants to take advertising, wants to put in material which is not motorhome related – all such things to make the magazine look a bit more interesting. He values members sending contributions in, as well as rally reports, but he is not getting any.

Ricky and Ann Smith (1533) made 3 comments 1) could we have the rally slips wherever placed in the magazine with nothing backed on to them – either clear sheet or just a picture (much applause), 2) could we have an increase in font size – some of us are getting older and need extra help to read font size (various comments around the room causing much laughter!), 3) he looks at the electronic issue, but having a booklet means that one can file it away to refer to whenever desired: just an electronic version would mean having to print it out, which is costly. He ended by saying that the point about the rally slips was his main one. Christine Womack (10360) pointed out that for those who were away around the time of the issue of magazine, the electronic version was a great help in viewing and booking newly advertised rallies. John Morris reminded members that when opting to receive the electronic version, it also gave the advantage of being able to get on to the member area of the website (with a password common to all members) and confirmed that the electronic version would continue. With regard to Rally slips being in the centre, he preferred to keep the centre clear for centre spreads, but would look again. He is also trying to get people to take the electronic application slips as well. Heather Tidbury (0038) asked to have the rally information to be placed in the centre of the magazine: this section could be removed when out-of-date leaving the rest of the magazine intact – if rally information is removed from current position (rear) then the magazine falls apart. Also, please could the application forms not have essential information on the back which needs to be preserved. (Applause). Paul Conway (8629) asked could he have the password and John asked Paul to see him later, but that it would be better for him to opt in so that he would receive any updates. Paul said that he was afraid that if most members received electronically, the hard copy might be stopped. John assured all that the present policy of the club was for every member to receive a hard copy and the electronic version was optional. Lesley Prince (6599) – rally application slips – said that she kept photocopied blank slips in file; otherwise it would mean a special trip each time there was only one slip in the magazine when one wanted to apply for more, plus if the copy was cut out of the magazine valuable information on the back would be lost.

The chairman, Peter, asked whether members would prefer the rally information and slips to be totally independent from the magazine, a completely separate publication that deals with rallies and goes in the envelope with the magazine. Trish Pratt (1081) – if it was put in the middle it could be lifted out and not spoil the magazine. Peter said that we also had the dimension of how often we send the magazine, etc. John is trying to produce the magazine but is constrained in his actions because of the rallies, so if the rallies were nothing to do with the magazine but the rally co-ordinator produced rally information with application forms and sent out whenever he felt it appropriate, then it would make the magazine more flexible. John, Editor, said there would be extra costs in doing this, though perhaps not a problem. We also had many members in the club who do not rally and we need to consider them as well when we produce a

magazine. He felt that we should keep the rally information in the magazine – where we put it is another question. He was happy to put it in the centre, but he needs the flexibility to be able to use the centre spread for articles sent needing a double space. Extra application slips could be added if wanted, perhaps when few or no contributions come in he could just fill up the magazine with slips (much laughter!) Linda Day (1959) asked could rally slips be handed out at rallies, some in with packs for joining members, etc. John said that we had an electronic version on the website which could be used to apply or print out. Also if those with I-pads/tablets downloaded Adobe they could use the electronic application form. Keith Iles (3881) asked if the password could be included when sending out the monthly issue as he was always forgetting it and always being told we must not write these down! John replied that it would be safe to keep a written note of ours. Ozzie (John Osland-Jones - 0948) Secretary, said that he had all the necessary equipment in his van and would run off some rally slips and make them available that evening and in the entrance to the venue hall. (Applause). Jean Sellars (8655) said that Mr. Morris has said that most of the members were not rallying members, well that's their choice, but actually ASOC started as a club for rallying so that we could all meet and make new friends up and down the country, and we should never lose the sight of this and be encouraging more rallying and more marshals. (applause)

Neil Rogers (0313), rally co-ordinator, said that taking up the point Jean has made, some rallies due soon had been very slow to book – obviously many were choosing not to rally and he felt they were missing something but it's their choice. Going back to the issuing of future rally booklets/getting the information out, he for one would not want the booklet out in November with a list of all the booking details of the rallies. He ran four rallies last year and as a marshal we do not want four lots of applications coming in at once, knowing full well that because of doctors, etc. etc. we'll get a great list of cancellations – it just adds to the work. He wants to encourage marshals, not drive them off - please bear that in mind when you think about the booklets.

At this point Peter said he was conscious that so far the meeting had been responding to the 2 questions posed by the committee; were there any other topics members wanted to raise? If you do still have any burning issues to do with rallies you want to mention, then do.

Julia Malcolm (8967) said that getting back to the newsletter, we want to make John's life as easy as possible, and he mentioned earlier that he wanted to fill the pages to put in additional information or commercial information and we really haven't had an answer to that suggestion – personally she felt that he should be able to put in he likes. Regarding the rally slips she suggested why not include them on a separate slip of paper included in the envelope. Peter responded by saying we would be printing 900 sheets of paper and only 20 people wanting it. Bernie Wisely (0016) 1) when did we move from a newsletter to a magazine and 2) many members have been in the club for years and do not rally but have the magazine; then there comes a time when think they ought to try one, come and become a regular rallier. Ricky Smith (1533) asked why can't the electronic version be published on the 30th of every month. Chairman replied that there has been a long term feeling from this Forum that everyone should have an even chance of applying for rallies and unfortunately the Royal Mail isn't as reliable as it used to be, so the current process is that John waits until he receives his copy by post before posting the electronic version – that is the fairest way we can do it. John Geeson (2187) this a "begging letter" regarding rally marshals and rally returns, please read the information and the example Return that Neil sends them before completing the Return. Anyone who might have problem with this, please ring him. He spends hours trying to decipher/guess the details. Please keep the rally fees and rally costs separate. Any questions? – Nil – "then they'll all be perfect from now on!" Neil Rogers (0313) A plea to new members/first time ralliers – when you join and receive your membership pack from Dave or whoever is membership secretary, in is a sheet on "how to apply for rallies" –please read it as it tells you exactly how and when to apply. Neil and others have had numerous phone enquiries this year wanting to book a rally some months ahead. If we know any new members, please encourage them to read that sheet. Rita Tubb (4910) asked could we make our email address legible when filling the forms in. Liz Irvin (4636) said that for folk who use the electronic version, if they fill it in with all the personal details and print it off, the email address will be legible. She prints off forms and keeps them in the van.

Peter, chairman, said that we should move on and had anyone got another topic and not to do with rallies, magazine or BACS.

Bobbie Gordon (3496), who was unable to attend AGM due to problems, had asked Peter to put an idea to the floor for comments: Bobbie feels that there should be a new class of vehicle introduced for motorhomes so that motorhomes over 3.5 tons should be treated as "light commercial vehicles and cars" and not as "heavy goods vehicles" – would anyone like to comment of that? – No comments forthcoming. Ozzie (0948) said he was going to make us all very worried! – All being well next year Martin Ross (8332) and he were going to run the National Rally (much applause). He was going to put a small paragraph in the "publication" asking for clean suggestions for what we can do. If anyone at the meeting has any, please to see him.

Jan Geeson (2187) wanted, on behalf of all the members present, to say a huge thankyou to all the committee members for they do. It wasn't until John became Treasurer that she actually realised the amount of work that every member of your committee actually do. John gets up 6.30am and often goes on working to 9pm. Have lots of problems with lost cheques and other matters and he and Dave and Wyn Crabbe, your Membership secretary, spend much time trying to sort things out. None of us are getting younger, and it was an eye opener to see heavy tables moved about to prepare for the rally – there aren't enough young people available to help. She does not know how Yvonne and Stuart Wood achieve all that they do, with the raffle and everything. It was an eye opener to realise just how much everyone puts in to keep this club going. Thank you, on behalf of us all. (Prolonged applause). Chris Harrison (7648) said there had been thanks to the committee which they deserved so much. She also wanted to say a big thank you to Jan and Vic Hicklin (2301) who have been chief rally marshals for the National for years and years, being out in all weathers with their helpers. (much applause in agreement).

There being no further comments, Peter, Chairman thanked everyone for attending and looked forward to see them that evening. The Forum closed at 11.35 a.m.

SITUATIONS VACANT

Minutes Secretary

The club is looking for a member to take the minutes of its meetings.

The committee hold four meetings year, these are in February, May at the National Rally and AGM, July and October, plus taking the minutes of the AGM and Open Forum, making a total of six sets of minutes to be produced during the year.

If you are interested please contact the Club Secretary, details inside the front cover, or have a chat with Ozzie at the National.

National Rally Stuart Goodwin Pavilion

The club needs two members to take over the running of the Stuart Goodwin Pavilion in 2021 from Stuart & Yvonne Wood. This involves setting up and clearing up after the event and being in the Pavilion when it's open.

For full details please e-mail Stuart Wood at regalia@asoc.uk.com or have a chat with them at the National.

National Rally Raffle Organisers

The Club needs someone to take over the running of the raffle in 2021 from Stuart & Yvonne Wood in 2021.

For full details please e-mail Stuart Wood at regalia@asoc.uk.com or have a chat with them at the National.

FOR SALE

Auto-Sleeper VW Trooper

White with blue decals

5 cylinder 2.5L Turbo Diesel (2002). 75 K miles

Elevating roof. 4 passenger seats and berths. Recently professionally re upholstered.

Fiamma 3 cycle rack. Omnister wind out side canopy and side panel. New £700 Dometic 3way fridge. Moonraker DTV aerial and flat screen TV with DVD player.

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Genuine reason for sale.

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Bob 01823 270281

Taunton. Somerset

thank you for the donation

Rally marshals request

It seems that members applying for rallies are using old application forms, and even their own version. Can members ensure they use the online or the one printed in the magazine.

Peugeot Safety Recall

You may have seen this on "tech News" on the website, but if not, please read on

Please act on this notice...

This may relate to brake pipes rubbing on tyres!



PEUGEOT BOXER III 2017

This vehicle has **1 recall**.

THE BRAKE PIPE FIXINGS MAY NOT CONFORM TO SPECIFICATION

Recall number	Recall date	Recall type
R/2019/382	08-11-2019	Safety recall

Reason for recall
The brake pipe fixings may not conform to specification

How to check if the vehicle is recalled
Contact the local PEUGEOT dealership or manufacturer. You will not need to pay for anything involving the recall.

How the manufacturer will repair
Checking and repairing these fixings and replacing any damaged pipes as necessary.

Number of affected vehicles
41911

Peugeot say they will contact owners by post using DVLA contact information. The problem is with that your V5 information may not identify your vehicle as a Peugeot Boxer III. Our Club Secretary has a Kemerton and his V5 says "Peugeot" and type "Motor Caravan".

It is not clear how Peugeot will find him. I have been in touch with Peugeot, on behalf of members, and asked for the start and end numbers of the 41,911 vehicles affected that I can publish in our magazine so you may self-check, but they refuse to share this information with "third parties". If you have a Peugeot Boxer III, please contact your dealer, who will be able to identify if you should have your brakes checked and upgraded.

National Rally and AGM

I am looking forward to the National Rally and AGM. I always enjoy meeting and discussing your technical issues and Friday 1st May is an opportunity to meet and quiz Management from Auto-Sleepers and experts from suppliers of equipment fitted in our motorhomes. This year, I have invited Whale, Thetford, SV-Tech and the

extremely knowledgeable Dan from Derby Motorhomes, who besides being multi-skilled, takes responsibility for all handovers. He knows our motorhomes inside-out. I have also invited Steve Yardley of SRS Performance to give follow-up advice regarding the engine mapping article in this month's magazine. He will be available on Friday morning. We should have a great day with lots of advice available.

Whale Pump Priming

I have sent a report to Whale after discussing it with Auto-Sleepers. My findings using the test rig, suggest that the poor priming of the submersible pump is likely due to two factors. Firstly, the high cracking pressure of the non-return valve as reported in previous issues of the magazine. Secondly, an additional pressure is applied to the non-return valve that must be overcome is due to the column of water in the pipes leading through the water heater boiler and pipework up to the taps and shower head. In normal operation, this is insignificant as this water column, beginning at the pump outlet, through the pressure switch to the non-return valve is incompressible (Hydraulic). However, when the tank is drained, the pipe leading from the pump outlet to the non-return valve (passes up through the floor of the motorhome) can also drain and will have air trapped in it. This is compressible and the pump will not generate the pressure required to open the non-return valve. It is not moving water until the non-return valve opens, so cannot generate the hydraulic pressure required.

On the test rig, priming was successful when the pipework and boiler were drained first. While this supported the observations made, it does not provide a complete solution as approximately 9 litres of water are lost when you open the dump valve to drain the boiler and pipework – a precious commodity wasted. More work is going on to find a better solution. I have had discussions at Willersey and some interesting suggestions were made that I will test later this month. In the meantime, I continue to talk with Whale and hope to visit them soon.

Level Sensors

I believe, I now have a new sensor design that will be more reliable. I have given the factory several prototype variants for them to consider and I will publish details for those members who wish to retro-fit them to their motorhomes. Unfortunately, all of my designs require dropping the tank and enlarging the sensor holes in the side of the tank from 8mm (sometimes 10mm) to 12mm diameter. The most promising design that is being considered requires the 8 or 10mm hole for the old sensor to be tapped out 12mm x 1.5 for the sensor fitting. There seems to be no easier way to do it. It may be that if the old sensors are left in place, on many existing tanks, new holes can be drilled and tapped in a location that does not require dropping the tank out. The existing wiring seem long enough to reach a new location. The sensor wiring on my Stanton is connected to the harness by a 6-pole plug and socket, so if needed could easily be extended. Here is the new sensor. It is mounted using a plastic gland with a

Tech News with Dennis

special insert. The insert is a close-fitting press-fit item - in this picture the yellow part. (You will need to see this detail on the website edition of the magazine). This is important and supports the sensor electrode. Additionally, it will clear any deposits that may have formed when you withdraw the sensor. As the gland remains in place on the tank and the gland nut is only hand tight for a secure and watertight seal, self-maintenance without tools or disconnecting from the wiring will be possible and practical.

I now have this "factory favourite" new design fitted to my fresh water tank.



sensor gland insert



sensor gland insert



sensor



sensor assembly

EC 700 controller issues

I have a quote from a Roger Wytcherley, a member who has had a recent success...

"Hi Dennis,

Just a quickie for your info.

I'm sorted, I went straight to the techs at Auto Sleeper. Dealer xxx didn't fill me with confidence and their proposed solution was rather protracted minimum of 5 weeks to identify problem and source new panel ... "if that is indeed the problem" !!!!

Guys at A S were great. Very knowledgeable about the issue and detail.

New panel fitted.

Ignoring the requirement for software update eventually burned out the existing board. They are "... 99.9 % confident" that the problem is now sorted by Sargent. They have had zero re-fits after fitting the revised panels and software.

This has probably cost a shilling or two.

Also fixed step/fuse blowing fault, adjusted run/lag time of retraction via the computer."

Is there light at the end of the tunnel? The fuse blowing step issue mentioned was due to the step time value in the settings menu of the Sargent controller

being set too long. When the step extends or retracts, it is allowed a certain time to do this before the power is turned off. If set too long, the step stalls against its stops and the motor current rises. If set much too long, this can stress the fuse and make it blow. One member was advised to fit a bigger fuse. This is not the best practice. The step time value is a dealer setting. The dealer should be able to describe this process over the phone if you are having problems.

See you all at Newark? (Hope so)

Engine re-mapping on your motorhome

This article has been generated from a piece sent to me by an engine management expert from SRS Performance that I met at the recent Caravan and Motorhome show at the NEC in February. My comments are given in italics in this short piece.

Why Remap an Engine's ECU?

- Extra Torque
- Extra power
- Extra fuel economy

DD: I am definitely agnostic in this area of engine management and I felt it would be wise to listen to what an expert has to say. Experience tells me that you can't get something for nothing, so how can you get more MPG + More power (which on the face of it will need more fuel) + more torque by re-mapping the engine Electronic Control Unit (ECU). If you can get any combination of these things, it should be worth considering for a big heavy motorhome. Here is a question posed by the original article author...

"If you can give me all of this extra engine power, improved MPG and extra torque by remapping my engine's ECU, then why do the manufacturers not do this?"

Here is an answer:

Vehicle manufacturing was probably one of the first industries in the world to adopt 'globalisation'. Having a small number of manufacturing bases that supplied various global markets presents a problem. Each of these markets are identified by common sales and production costs, not geographic factors. A prime example is the European market or 'selling into Europe'. Given that certain regulations relating to engine performance / emission control and the like are controlled by a central regulatory body, it is easy to see why vehicle manufacturers would produce a vehicle with an engine performance profile that not only meets all EU regulations, but also meets all local EU country profiles in terms of emission control, service availability, fuel & road qualities. This then allows them to reduce the number of variants and production costs.

So taking the global market, the sales and profit benefits of standardising the tuning of an engine for a target sales market and the profiling of the engine for the sales sector the vehicle is intended for, you can end up with an engine that is tuned to

give maximum benefit to the manufacturer but may well perform below its maximum design capabilities.

DD: Is it the case that we may own vehicles that are reduced in performance to meet market "rules" that are not applicable or apply in the UK? I hope to be convinced.

Living in the UK there are many factors within the tuning of your engine that are not relevant. We have better than average EU fuel quality, better than average EU road quality and better than average EU service availability, to name but a few.

All manufacturers spend hundreds of hours developing their vehicles and start out with a perfect 'map', this vehicle then has to run at different altitudes, plus or minus 40 degrees, differing fuel qualities etc and the manufacturers have to apply settings to allow the best possible compromise for these conditions as they can't tune a different vehicle for a different market.

By 're-mapping' the ECU we can remove these limitations and also tailor the 'map' for a customer's requirements, we have worked a lot of Motorhomes (usually Peugeot/Fiat/VW and Mercedes) and have developed maps to offer increased torque to get them 'up off the blocks' easier to save fuel but also allows sixth gear to be less of an overdrive and used more often, this not only saves more fuel but also saves wear and tear on the clutch, gearbox and drivetrain.

With regards to supermarket fuel this is supplied by Shell, Bp etc but is supplied as a 'base fuel' with none of the additives that these companies add to their fuel to give more power, better economy, detergents for cleaning etc to compete with each other so you may save a couple of pence per litre but the vehicle won't be running as well as it could.

So, if you are driving a vehicle that was manufactured for the European market, then your engine 'probably' is not performing at its peak efficiency in terms of power, torque or fuel economy.

By remapping your engine's ECU, the tuning can be adjusted to match conditions here in the UK while at the same time bias any changes to maximize acceleration & speed, improved torque (pulling power), improved MPG or any variation between these maximums to suit your own personal requirements.

DD: To me, this is very alluring, especially when you consider that the delivery van my motorhome is built on does not do deliveries, nor does it start the day fully laden and end the day empty.

Is it safe?

As with anything else, there are great companies doing good work and others who aren't. A lot of this is due to the recent availability of Chinese 'cloned equipment' and security cracked software which has resulted in horrendous cheap remaps destroying customer vehicles and also confidence in the whole industry.

Every day we get calls from customers with failed remaps, issues with their vehicles or poor running following a remap, many advertise £99 remaps, use poor equipment

and buy their 'maps' for £25-£30 from Eastern Europe, they are mobile and simply switch off their mobiles when things go wrong.

There are a lot of well established, professional remapping companies out there but there is a lot of 'smoke and mirrors' about remapping in general and the public (and motor trade) simply don't have the information to make an informed decision about the process.

This came in this morning 09/03 illustrating potential problems with poor mapping that are entirely avoidable.

Message: Hi, I had my BMW F11 530d remapped some time ago, not by yourselves. I have since been trying to locate a drive-train vibration, I've tried different wheels and tyres, had the prop balanced, replaced both prop doughnuts etc..

The reason I'm asking you guys is during my searching for a solution I came across a guy who had exactly the same symptoms and it turned out to be torque pulses from his remap? Is this something you have come across before and is it something you could resolve, even if it means removing the map?

Kind Regards, Chris

SRS Performance have been remapping since 2001, use the very latest genuine Master equipment at a cost of over £10,000 (plus £1000 p/a in updates and licence fees. All re-mapping with this system is fully insured against engine damaged caused by re-mapping for all vehicles.

The benefits gained in Motorhome remapping can be summarised like this...

The additional torque plus the way the software is written means that with a manual gearbox a client can use sixth gear a lot more often even on gradients, fifth where they would normally use fourth or even third, etc. This not only saves fuel but also wear and tear on the clutch, turbo and drivetrain and also makes the vehicle more pleasurable to drive.

With an automatic vehicle the gearbox senses the extra torque (well within the safety limits of the gearbox) and doesn't have to change up and down so often, or 'hunt' for just the right gear, this is for emissions usually, not power.

Common feedback is that the client no longer has to constantly 'chase the throttle' and can lift off, once again increasing economy.

DD: With all this in mind, I thought there may be some members who will attend the National Rally in May and be interested in hearing a more comprehensive explanation. I have invited Steve Yardley MD of SRS Performance Ltd to our Friday morning Tech Table. He will be more than able to deal with many of the myths surrounding this subject and has interesting advice to give about the best grade of fuel to use in our motorhomes

Dennis Downie



Motorhome Internet Connectivity

Peter Brown

In recent years, many of us have used campsite wifi to access the internet from our motorhomes. It worked but coverage was poor, speeds low (so restricted usage) and often expensive so use was limited to a little web browsing and basic e-mail.

The rollout of the 4G mobile data network and the reducing costs of mobile data plans made the use of that means of internet connectivity simpler, faster and more economical in the UK and then in June 2017 came free roaming in the EU so we could gain the benefit there as well. We were in Europe in June 2017 and I managed to use up my (then limited) data package before we returned home.

I increased my data package at the beginning of 2018 and during our trips in the UK and Europe that year I found that adequate 4G was becoming available in most places and campsite wifi was rarely needed or wanted – even if free.

Chris and I do not watch a lot of TV in the van but there are things we would prefer not to miss and have generally used a mix of terrestrial and satellite TV to achieve this, the downside of that when abroad is the hour time difference moving 9pm to 10pm so this year (2019) I bought a lead to connect my phone to the HDMI input on the TV. This proved a great success, although not used a lot we could use the various TV 'Players' and Amazon to watch what we wanted when we wanted. Setting it up was a bit of a faff though and the video connection on the phone was also the charging connection so a bit of pre-planning was required, however, the data usage when streaming was much less than I expected.

On the Auto-Sleepers stand during the October 2019 NEC Show they were displaying a product being retailed by Motorhome WiFi www.motorhomewifi.com that will be installed in all 2020 AS models. It is the 4G Smart Compact that consists of an Antenna (roof mounted), Router (needing 4G mobile sim card) and router docking station including power supply and antenna connections. The Auto-Sleeper staff on the stand who had developed this installation (and who I've known for several years) were extremely enthusiastic about the performance of the system.

Motorhome WiFi also had a stand at the show and after a few visits to them and receiving satisfactory answers to my many questions I decided to plead my case to Chris. The essence being that (at quite a significant initial and annual cost) we could use the internet as we do at home in that all the 'cloud based' synchronisations would occur, updates would happen and TV on demand was available if wanted. We agreed to buy the kit and add a data only sim to our mobile account and 'go for it'.

I found that there was nowhere on the van roof where the antenna could be located above a locker so had to add a 'stand off' bracket that Motorhome WiFi could supply as an option. I designed the installation and installed the docking station, router and connected power (during the Wells rally), acquired a sim, the set up was easy and everything worked.

I was nervous about drilling the roof as there was no leeway for more than a couple of mm error so used a local Stoke firm, Towtal, to do that and to fix the stand off bracket to the roof – I pre-assembled the antenna and its down leads.





I had an unused Amazon Kindle Fire TV Stick so after a little struggle to get the software updated (eventually found to be caused by a faulty remote control), I attached it to the van TV.

All this was done just in time for a planned trip for a week at Clitheroe followed by the Club's Southport rally.

Don't forget this is not a cheap facility; it was great to find that all gadgets – laptops, kindles, Ipads, etc had super connectivity all the time and synched with each other as though we were at home. We watched (streamed) far more TV than we would have at home because on some days the weather was terrible. I quickly determined that there was no visual benefit in streaming HD TV or high-quality video to our (excellent) Avtex TV so turned quality down. We were very happy with the quality and on average used 700MB of data for each hour viewing – we could have been using 6GB an hour using HD TV quality with no visual benefit.

Choosing your service provider for the sim card needs care, many seem attractive but cap the data allowance at a lower level when you are roaming abroad. I've added my sim card to my contract but subjectively (and subject to my previous comment) it is probably a lot cheaper to use a pre-loaded card. We'll use what we have for a year and then decide whether to change – with life in general I'm moving more and more to; I just want it to work when I want it rather than expend minimal cost.

When we were in Europe this year I found we could stream the BBC Iplayer through the Vodafone 4G (roaming) network but not on local wifi and am hoping we confirm that this next year – all of the UK TV Service streaming apps are loaded on the firestick.



list and prices are as March 2020 and maybe subject to change at any time

ORDER FORM		If ordering more than one item email the shop for postage costs regalia@asoc.uk.com	
Name		Membership Number	
Address			
Town/City		Postcode	
Telephone	Email		

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

	item	price	postage	colour	size	Qty	cost
001	Men's fleece: navy blue, seal grey, royal blue. (S, M, L, XL, XXL, XXXL)	£20.00	£3.30				
002	Ladies fleece: navy blue, royal blue, classic red (14, 16, 18, 20, 22)	£20.00	£3.30				
003	Tee shirt: dark or light blue with ASOC badge (S, M, L, XL)	£8.00	£3.30				
004	Tee shirt: dark or light blue with little man motif (S, M, L, XL)	£8.00	£3.30				
005	Sweat shirt: dark or light blue with ASOC badge (S, M, L, XL)	£15.50	£3.30				
006	Sweat shirt: dark or light blue with little man motif (S, M, L, XL)	£15.50	£3.30				
007	Polo shirt: dark or light blue with ASOC badge (S, M, L, XL)	£11.00	£3.30				
008	Polo shirt: dark or light blue with little man motif (S, M, L, XL)	£11.00	£3.30				
009	Wool ski hat with ASOC badge	£6.50	£2.30	N/A	N/A		
010	Baseball cap in cream or blue with ASOC badge	£7.50	£2.50		N/A		
011	ASOC badged Hi Vis vest	£7.50	£2.30	N/A	N/A		
012	ASOC tee shirt on buddy bear	£9.50	£3.00	N/A	N/A		
013	Little man 4" van sticker (Purple, silver, red, blue, green, black)	£3.25	£0.70		N/A		
014	ASOC lanyard	£2.50	£1.40	N/A	N/A		
015	ASOC Grille badge with fixings (fits all vans)	£13.70	£1.40	N/A	N/A		
017	2 ASOC pens	£1.40	£1.20	N/A	N/A		
018	ASOC screen badge	£0.50	£0.70	N/A	N/A		
019	ASOC Pitch reservation board	£3.60	£1.80	N/A	N/A		
020	ASOC Pitch reservation board with registration	£6.60	£1.80	N/A	N/A		
021	Van name sticker priced per letter (see note 2)	£0.60	£0.70	N/A	N/A		
023	Hoodie: red, navy, black, royal blue (M, L, XL, XXL, XXXL)	£21.50	£3.40				
024	Bodywarmer: green, black, navy (M, L, XL, XXL, XXXL)	£19.50	£3.40				

Van name order form

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

Price per letter at standard size 2 inches high 60p

Each of the fonts illustrated below can be used to produce the van names you require
 Note 2: Prices for other sizes or special designs and requirements can be quoted on request

Brush Script Times Roman Aachen Bold Helvetica Bold

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

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

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

CLUB EVENTS

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.

Points to remember

Marshals should let the rally coordinator know when their rallies are fully booked.

Always carry your ASOC membership card when attending rallies. Inform the marshal if you plan to bring a car, tent or trailer to a rally.

All rallies start at 12 noon unless otherwise stated in the rally information.

Running a rally

If you would like to run a rally, contact the rally coordinator for 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.

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.

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.



Forthcoming Rallies April 2020

Please note the correct dates
16 – 19 April National Motorhome Show,
East of England Showground, Peterborough. PE2 6XE.
As we have no marshal for this event.
Members who have booked with Warners are free to attend if they wish but they will not have the benefit of an ASOC marshal.



1 June - 7 June 7 (6 Nights)
Briarfields Touring Caravan Park Cheltenham
GL51 OSS

Rally Marshals: Rita & John Tubb.

Site Fees £120.00. Rally Fee £6.00.

Please send your rally slip and a cheque for £126.00 payable to:

Rita Tubb 70 Charnwood Crescent, Chandlers Ford, Hampshire SO53 5QL. Telephone: 023 8026 7294 Mobile 07754 761423. together with a clear email address or an SAE for confirmation and directions.

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

outside the park to both Cheltenham and Gloucester.

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

20 pitches only

Please do not arrive before 1.00pm.

Note change of dates

Sunday, 7 June to Saturday 13 June (6nights)

Cofton Holidays, Nr Dawlish S Devon EX6 8RP.

Rally marshals: John and Jackie Moss.

Emergency Telephone. mobile 07508 200336

Commercial site with extensive facilities. Shop, bar, restaurant, swimming pools, fishing lakes, local walks, good cycle track and bus stop near to the entrance for Dawlish, Teignmouth and Exeter. Grass pitch with electric hook up.

Site fees: £132.00 + rally fee £6.00. Rally slips and cheque for £138.00 payable to J. Moss, 34 Cocksparrow Street, Warwick, CV34 4ED. Telephone 01926 497309.

For confirmation a clearly written e-mail address or SAE.

1st June – 11th June 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 e-mail 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.

Sunday 14 - Friday 19 June 2020 (up to 5 Nights)

Brixham Rugby Football Club 2020 TQ5 9ED

Rally Marshals: Brian & Linda Ellis.

Emergency telephone 07711375323.

Land line: Telephone 01278 784524.

The rugby club is situated in Astley Park, Rea Barn Road, Brixham TQ5 9ED.

We will be camping on grass pitches so there is no electric hookup but we have use of the club's toilets, showers and the excellent club room facilities with free honorary membership during the stay.

Site Fee: £8.75 per night (up to 5 nights) plus a £2.50 rally fee and cheque made payable to Brian Ellis to 52 Golf Links Road, Burnham on Sea, Somerset TA8 2PP.

Send a stamped addressed envelope or clearly written email.

Postal bookings by the 25 May please. Do not post bookings after this date

Any later bookings or queries after the 25 May use marshals mobile only, TEXT or CALL: 07711375323 or email brian2360@talktalk.net

There is a nice coastal walk on the footpaths from the club down to the town or use the local bus which stops outside the club and runs to and from the town centre where there are excellent bus services to Torquay, Paignton, and Kingswear, and there is a ferry to Dartmouth. This rally provides an ideal location to explore Devon's Jurassic coast.

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

Strictly no arrivals before 12.00 pm please.

21 -26 June (5 Nights)

Wigginton Grasshoppers FC Rally, York.

Rally Marshalls: Alan & Glenis Hurst

Emergency telephone 07982416878

Site Fee: £10 per night. Rally Fee: Couples £4 Singles £2.

Please send SAE or email for confirmation.

Booking Slips & cheques payable to Alan Hurst, 6 Chadwick St, Little Lever, Bolton BL3 1ND. This is a Greenfield site with water and chemical disposal point, new toilets, showers & changing rooms, with Sports Club evening bar.

The bus stop is at the entrance to the site with regular buses to York and Haxby Village with local shops, supermarkets, takeaways and pubs.

Directions: From the A64, exit onto the A1237 York North to Clifton moor roundabout. Take the B1363 signposted Helmsley and Wigginton. At the first traffic lights turn right into Wigginton. The site is 150 yards on the left signposted Sports Club & Playing Fields.

Wigginton Squash & Social Club Playing Fields, Mill Lane, Wigginton, York. YO32

Can we remind members please to use the latest booking forms found on the back page or use the online versions

Thursday 16 to Monday 20 July (4 nights)

Beacon Park, Lichfield, Staffordshire

Rally Marshals: Peter and Chris Brown with Tony and Val Vile

Site Fee: £13.25 per night.

Rally Fee: £4.00 per couple £2.50 single.

Emergency Telephone: Marshals' mobile 07771 827711



Why not spend a few days in the lovely and historic city of Lichfield with its grand three-spired cathedral. Check out what Erasmus Darwin and Samuel Johnson were up to in the 18th and 19th centuries. Say hello to Captain Smith of Titanic fame, though I believe the poor man was somewhat 'infamous' at the time. He stands among the flowers of Beacon Park.

There are plenty of shops for anyone in need of a little retail therapy, and numerous restaurants if you don't want to cook.

All this is within walking distance of the rally field in Beacon Park, but if you want to go further afield, there's the National Arboretum, reachable by bus if you don't want to take your van off site, and for the cyclists among you there's a cycle path to Fradley Junction.

You don't have to book for all five nights if your time is limited by work or whatever, and it's a fairly large site so we're not really constrained by numbers.

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

Telephone: 07771 827711.

There is no limit on the number of units attending, and confirmation will be sent via e-mail where possible. Please note any applications received by post after 20th May cannot be responded to. If you have any queries after that date, please e-mail pcb7ty@btinternet.com. If you wish to pay by bank transfer, please e-mail a request for the account details.

You may arrive on Thursday AFTER 12.00 noon NOT BEFORE PLEASE.

This is a green field site although there are toilets available in Beacon Park; Elsan emptying and showers will be available 08.00 to 10.00 Fri-Mon.

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

Follow the brown Beacon Park tourist signs. Turn into Walsall Road, then immediately left into Lower Sandford Street.

Follow the signs for the Car Park, the site is through the car park keeping to the right.

POSTCODE for Lower Sandford Street is WS13 6RA



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