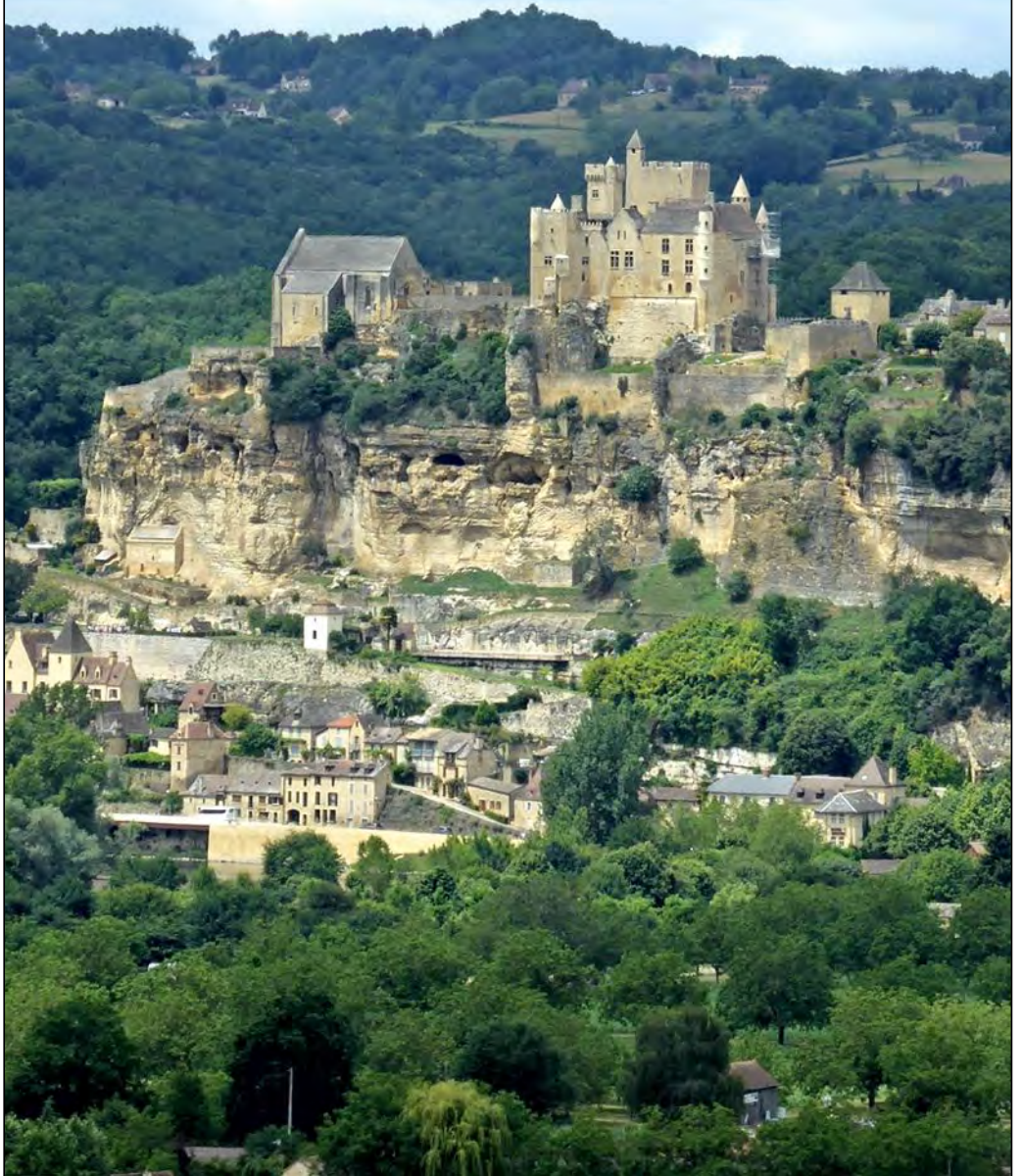


ASOC News

381 JUNE 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.

PUBLICATION ITEMS

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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The views expressed by the editor may not be the views of
the committee or ASOC

EDITOR'S VIEW

Welcome to June News

We hope you are all managing to stay safe and well.

Luckily for us our printer is still able to operate as normal at the moment. This, of course, may change, which means we will need to think of the way forward. We should be able to still produce the magazine electronically, although it maybe fewer pages, or even go bi-monthly.

We still need articles and photographs of travels to interesting places, so when restrictions are lifted other members can also enjoy the areas you have visited.

ASOC HUB

Just to remind members, the Auto-Sleepers Owners Forum (ASOF) is not part of the club, although many ASOC members use it. The member area of our website is exclusive only to members.

Many club events have been cancelled due to the uncertain situation we all find ourselves in. The latest updates can be found on the club website information page.

We are hopeful that our printer will be able to continue to produce the club's monthly magazine during the imposed lockdown at the present time.

Because more members are using smartphones and tablets, you may have noticed the website has changed. It is now more responsive to the various devices members use, and should be a lot easier to read on them.

We are asking if any members use Twitter, if so, why not let us know who you are by contacting the editor on his email.

Will we now be boondocking at Asda as all the campsites may be fully booked. They are part of Walmart in the US who allow overnight parking of campers.

<https://weretherussos.com/boondocking-at-walmart/>

Email bounce backs. If you are one of the following membership numbers:

10337

7035

10343

10695

7578

10406

10852

we are experiencing a bounceback on your email address, some are soft, which may mean your mailbox allowance may have been exceeded.

We have a list of useful links in the member area of the website. Well worth a look.

ASOC Committee 2020-2021 and 2021 AGM

You are all aware of the circumstances that caused the ASOC 2020 AGM to be cancelled and those same circumstances will not allow a properly constituted AGM

to be held before the end of May as required in the Clubs Articles of Association.

In these unprecedented times the ASOC Committee have agreed the following:

- The three people listed in the agenda for the 2020 AGM as nominees for the four vacant committee posts are elected unopposed:

- They, and the other existing committee members will continue in their current posts until the 2021 AGM that will be held on Saturday 1st May 2021

- We have a club member who has volunteered to take up the committee post of Minutes Secretary. When the committee can meet again, if that member is still willing, they will be considered for co-option onto the committee:

- If, prior to the date of the 2021 AGM, it becomes necessary for the whole membership to consider an urgent matter of club business, then the committee will call an extraordinary general meeting giving 60 days clear notice of that meeting as required in our Articles of Association.

Peter Brown, Chairman

WANTED

by a member

Auto-Sleeper Nuevo 2 Berth, good condition required
Jim Stanford 01824 709910 Mobile 077697 40812
Ruthin, North Wales



SAD NEWS

BILL GRIMSLEY 1935 – 2020

My first husband died from cancer in 1989. At that time I was a part-time Ambulance driver at the same Ambulance Station where Bill was a full-time driver. He had not long lost his wife, also from cancer. I felt I needed another man to look after!

I belonged to the local VW Club and was aware of the idea and eventual fruition of the Auto-Sleeper owners' Club. Jack (as we called him) Cox was one of our members. Bill and I married in 1993, and two years later bought our first new Auto-Sleeper camper – a VW Clubman. Bill had owned a caravan in the past, so was not new to camping. Once I retired we went abroad in the camper every year for several weeks on end.

In 2001 we bought our second new Auto-Sleeper – a VW Gatcombe, which is still going strong now. Our first big trip in that was over 5,000 miles from south to north, and return, to Nord Kap in Sweden. We saw the mid-night sun, well above the horizon, on June 21st.

We ran a few rallies – on a private site at Greetham in Rutland, which now belongs to the Caravan Club. Then at Conkers Camping and Caravanning Club site to coincide with the annual Bavarian Evening. Great fun was had by all, and we could dress up in our traditional German outfits. Another rally venue was at Quorn (steam) railway station, where we all camped for Bill's 80th birthday, on Friday 13th March five years ago.

He has just had another birthday, also on Friday 13th March, but in a Care home. I was able to have a get-together at the Home with some of his Ambulance colleagues.

After increasing problems with his memory he was diagnosed with Dementia, and it was recommended (for my safety) that he should go into a Care Home. He was there for only three months when the Corona Virus affected him. He had lost the will to live and the end soon came, on 14th April 2020.

I would like to take the opportunity to thank everyone who has been in contact with me by telephone, text and cards. Everyone has fond memories and remembers his sense of humour, cheekiness and fun loving attitude to life.

Elizabeth Grimsley 2080

YOUR VIEW

The National Rally and AGM

Following the announcement in March that the National Rally and AGM were to be cancelled we felt that we would like to put in writing our thanks and appreciation to Martin, Ozzie, the AGM sub-committee, the committee and any others involved for all their work in preparation for the event. A lot goes on behind the scenes, starting as soon as the previous AGM has taken place, and it can't have been easy as it was the first time at the helm for Martin and Ozzie. It must have been a very fraught time in the run-up to the AGM agonising if and when to cancel as things were very uncertain up until the announcement of the lockdown.

It goes without saying that there are a lot of members who are disappointed that they were not able to meet up and enjoy the wonderful social occasion that the rally provides.

In the May ASOC News, we learnt that our President Charles' daughter Henrietta was hoping to be running in the London Marathon and she had been training for some time. Her chosen charity was to be Cancer Research which then took on more significance with Charles being diagnosed with prostate cancer. So now she is even more determined to raise as much as she can for the charity. Imagine her disappointment at not being able to take part in her event.

Over the past few weeks the media has been full of heartfelt pleas to continue giving to charities and so we would like to make a suggestion! Charles was instrumental in helping to set up the club and it has been said that without his encouragement and expertise it might never have happened. There are many of us who have much to thank Charles for as we have enjoyed activities and formed wonderful friendships because of the club. He and Angela have continued to be stalwart supporters of our club and have managed to attend many of our National Rallies and AGMs, sometimes with Henrietta.

At the National Rally we always manage to raise money for a charity but this year that will not happen. I think that it would be fair to say that most of us who attend are of a certain age and, therefore, in the recent crisis have not had worries about the security of our jobs or businesses and whether we will be able to pay our mortgages. Also our income in the form of pensions has not been affected. On a lighter side, just think of the money we have saved by not attending the National Rally and AGM by not having to fill up our motorhomes with fuel and not being able to buy drinks at the bar for our friends. With this in mind would it be a nice gesture for our disappointed members to donate, via a disappointed Henrietta unable to take part in the marathon, to Cancer Research?

You may like to look at Henrietta's narrative on the donation page <https://fundraise.cancerresearchuk.org/page/henny-t>

We wish all the very best to Charles and his family at this difficult time.
Celia and Alan Waugh 4496

We're still enjoying the association magazine and thought that this month's, although slimmer, was packed with interesting articles – we particularly enjoyed the Pet Passport article; and the poor chap who was stranded in Morocco.

Also enjoyed the Tech News article about whether to run, or not run, our vans out for short distances.... We had always thought this was the right thing to do, and always ran our van out every month or so during winter – but we will not do now! What the article didn't talk about, and perhaps this could be asked in next month's edition? – is about tyres. We always understood that motorhomes suffer damage to the tyres if they remain in one position for prolonged periods of time. Without giving the van a run, how do we overcome this? I'm sure many readers would also like to know the answer!

In December last year, we traded in our Talbot Express Avalon, 27 years old, for an 18 month old Warwick Duo as although K9 as we called her, was a lovely van in immaculate condition, we were always worried about venturing on long journeys given her age, but felt the country had opened up to us now that we've bought a newer one. Little did we know! She has, of course, not yet been off the drive, apart from a couple of short local runs earlier this year. Hey ho, the time will come I'm sure. Our Avalon was petrol but, of course our Warwick is diesel. Hopefully my points were of interest.

Peter and Gill Riggs

Sedgemoor Carnival Rally 2020 Suspended

It has been announced that due to the current situation and uncertainty of the coming months the 7 towns on the Sedgemoor Carnival circuit, along with the organisers and carnival clubs have decided to suspend the carnivals until 2021.

Large gatherings are the main issue but it also affects the construction and associated tasks creating the carts and other entrants which are all currently on hold; as are fund raising activities.

It is also unlikely that the Burnham on Sea Holiday Village site will stay open into November if, indeed, they open at all this year.

I know this will be a disappointment to you all especially those of you who look forward with anticipation to the Dingbat Quiz.

Rest assured it is safely on file and you will have it next year.

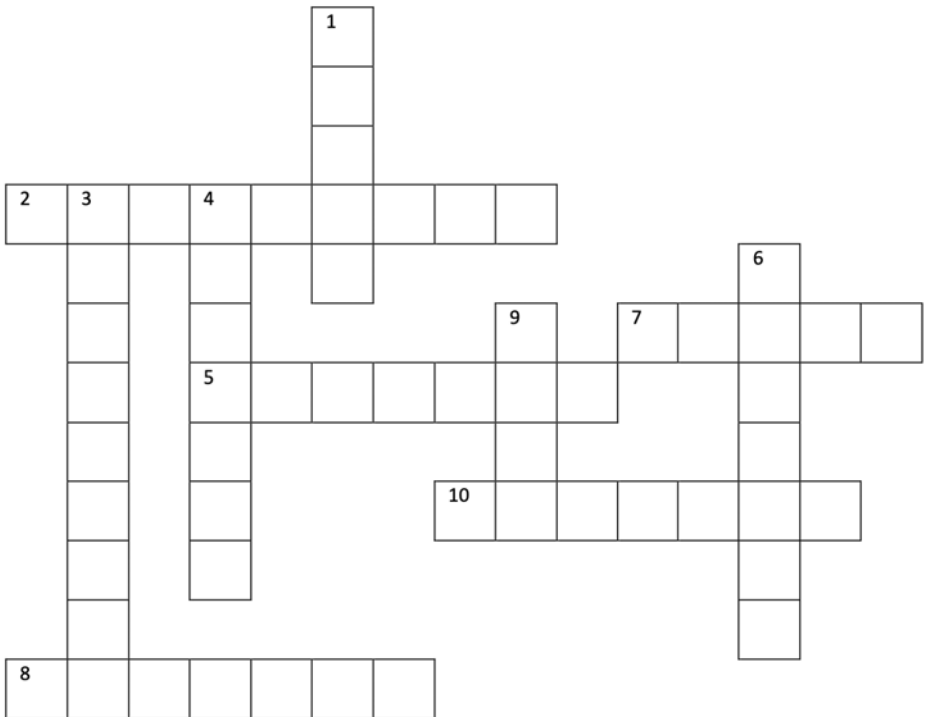
(Quite possibly the easiest one I have compiled to date).

Keep safe, keep well and we will see what happens when the restrictions lift.

All the best

Brian and Linda Ellis 2360

Do not worry, we will try to bring you the quiz next month [editor]



town and city crossword

Each question gives a town or city in Gt. Britain. Questions are anagrams (anag) or cryptic clues (crypt) Some of which "may only sound like the name".

across

- 2 (9 letters crypt) Tony Radio one's first D J
- 5 (7 letters crypt) a steam train runs through here, just stand on the platform and
- 7 (5 letters crypt) Police enquiries may follow up on these....
- 8 (7 letters anag) lost rib
- 10 (7 letters crypt) Tupperware lids, not screwed down, just

down

- 1 (5 letters crypt) Edible products final date for sale
- 3 (9 letters crypt) The world war II bomber
- 4 (7 letters crypt) Like spiders and Bugs this town may be creepy
- 6 (7 letters anag) left rod
- 9 (4 letters crypt) a drink but not wine or spirits

NEARLY...



SPAIN

Baz Wellard

I read Andy Brown's article, in the May News, regarding his time in Morocco, with great interest as I was not aware quite what Morocco has to offer. I empathise with Andy regarding his difficulty in arranging to get home, and also his very unfortunate mechanical problem. I hope the return journey will not be too traumatic.

We had a similar problem on returning from Spain, but not quite as problematic as Andy's. Dorothy and I left for Spain on the 19th February



for our usual six weeks in Spain on the Mediterranean coast, arriving there on Sunday 23rd February. Unfortunately, it was not very long before the Covid 19 virus was hitting Spain badly, particularly the large population in Madrid, and many were leaving for the Mediterranean coast - as rumour had it that the heat by the coast would defeat the virus germ. (Ironically, we had the best weather this year since our first time 22 years ago when we toured Iberia in our first Auto-Sleeper in 1998).

Very soon knowledge/rumours started saying that the virus was spreading, followed by limitations, restrictions, small shops emptying, and supermarkets being emptied entirely in a day. On Thursday 12th March the Spanish Prime Minister declared a state of emergency from midnight.

Many campers had already considered what course to take and some had already left. Early on Saturday, the 14th March, more campers were leaving after reports that the French were closing their borders that night at 2400hrs. On that alarming situation we finished our breakfast and immediately started packing up the van, awning, windbreak and store tent etc. Settled our bill, said our farewells, and booked for next year. We left the campsite at 1430 (2 weeks early) to take the shortest route to the Spanish/French border in the Central Pyrenees in order to arrive there before the midnight closure.

However, despite continuous driving we did not get to the border until 0045 (Sunday), but luckily there was no barrier by then! We continued a short distance towards a recommended campsite on the French side of the Pyrenees. However, we could not find the campsite so we parked in the village square, after 546 miles. It was a very cold night and, unfortunately, the van's gas leisure heater was not working!

By early next morning all the Spanish & French campsites and aires were closing very quickly. We continued early for the long journey to the Ouistreham ferry port. On route, Dorothy telephoned 'Brittany Ferries' in Portsmouth (the French side was no help at all!) and we were fortunate enough to be able to transfer our booking and overnight cabin to the 2300 ferry, probably the last passenger ferry out of Ouistreham for a while. On route both days none of the usual roadside facilities e.g. restaurants, kiosks, cafés, shops, toilets etc., were open. Fuel payments were strictly through glass windows with a drawer underneath for card only transactions. Fortunately there was no problem with any fuel shortage - as we did have once before many years ago.

We arrived at the Caen city ring road at 2130 and, unfortunately, it started raining very heavily and visibility not too good. Continuing on to the Ouistreham Port we arrived, after a two- day journey of 1,076 miles, with only half an hour to spare and booked in. We joined the queue to embark, going straight to our cabin for a cup of tea and to sleep. We disembarked at Portsmouth (after a complimentary hot breakfast that comes with a booked cabin) and were extremely surprised that there were NO health checks, or even asked where we had come from.

Finally eight miles and home at 0715.

win a tenner



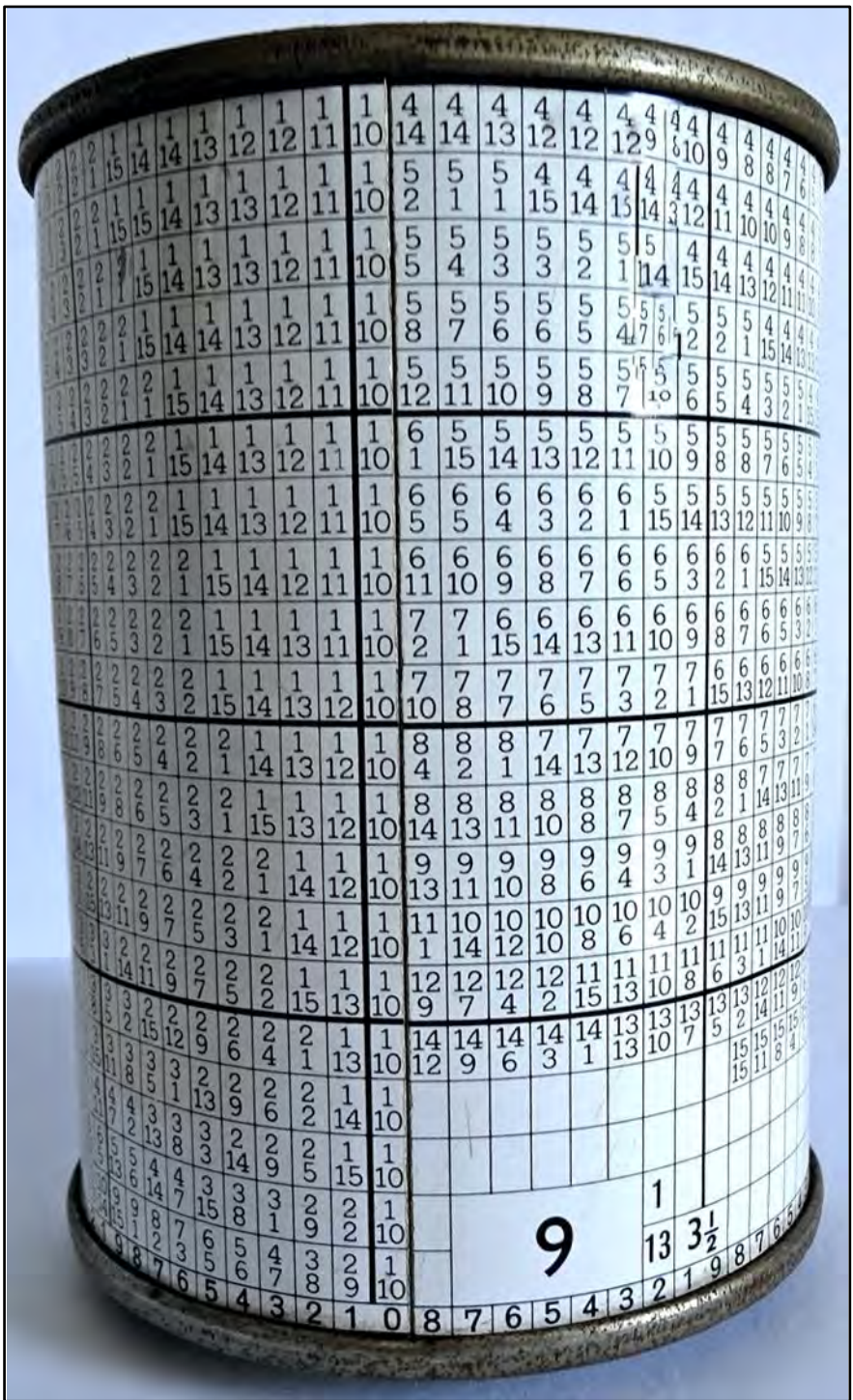
tell us what this is

send your answer together with your name membership number
and email address or postal address to

editor@asoc.uk.com or to the editors address
(this can be found on the inside front cover)

we will contact the winner for details, and send the tenner by
cheque or bank transfer

closing date for entries 10 June 2020



traveline

ADGE, Southern France

Agde is a commune in the Hérault department in southern France. It is the Mediterranean port of the Canal du Midi.
<https://trip101.com/article/best-things-to-do-cap-d-agde-france>



River Herault Agde

Agde Cathedral



Round Lock Junction of Canal du Midi and Herault



Festival of the sea

IN THE BEGINNING...

Julie and Antony Thomas 7417

Our adventures all started when my other half came home one Saturday afternoon in June - he had longed to own a motorhome for at least five years, I'd been dragged round motorhome shows, dealers and had magazines thrust in my face while trying to read a book, extolling the virtues of this van and then that van, we'd even hired one for a week to tour North Somerset and North Devon, this had made my mind up I didn't want a fixed bed, he finally decided that an Auto-Sleeper would suit our needs down to the ground - he'd seen an Auto-Sleeper Legend for sale at a very reasonable price. I dutifully went along to have a look at it, I'm not always this obliging, but by now I'd caught the bug. We had a thorough inspection of it, it was old but well looked after and as hubby had been a mechanic in his younger days said he could tinker with the Ford engine as he'd worked on these for years. We took it for a run and finalised the deal, we were to pick it up on the Monday.

There was great excitement in the Thomas household as we prepared to pick up the van. I don't know why vehicles are always referred to as female. I gave the inside of the van a good clean, while hubby explored the engine and all the working parts. We had a bit of fun as the van came with an awning we pulled all the pieces out of the bag, looked at all the poles and with a lot of head scratching decided to put it all back in the bag never to emerge again except when a piece of aluminium pole was needed to make or alter something else.

Commitments of work and family meant that we couldn't get away until early September. By this time we'd equipped the van with all the basic equipment, we booked a CL, Ivy Cottage Farm near Oxwich in the Gower Peninsula, found in the C&MC site book.

We set off not without some excitement, our first of what was to be many adventures, in our motorhome. We arrived in the early afternoon and set up, then explored the site, which didn't take long as it was only a five-van site with basic facility, electric, a place to empty your cassette toilet and a toilet, no showers so we would have to use the van's bathroom. We decided to go for a walk as it was a beautiful afternoon and the campsite was near the coast path. We headed off in an easterly direction and soon came to Three Cliffs Bay, one of the places of interest on the Peninsula. We walked down on to the beach towards the sea, the tide was out so we went around the headland back towards the campsite which was situated set back from the cliff which now

loomed above us. We found a footpath that led up the cliff towards our van. It was nearly dinner time by the time we got back so we cooked our first meal in the van which we ate outside on a warm balmy evening.

The next day we caught the bus at the entrance to the campsite. We had decided to go Rhossilli and walk the coast path to Port Eynon. Getting off the bus we first took in the magnificent view of one of Wales iconic sites, Worms Head, and the vast expanse of Rhossilli beach. The coast path was somewhat more gentle than the one we usually walked, the Pembrokeshire Coast Path which as my better half is wont to say "has a lot of ups and downs". After a while we found a spot looking out to sea where we sat and ate a packed lunch. Then onward to Port Eynon, another popular spot on the Gower with several campsites, a few small shops, cafe and a pub. We decided some liquid refreshment was required, so enjoyed a couple of pints of real ale in The Ship Inn. We had scrutinised the bus timetable to make sure we wouldn't miss the bus as these were few and far between. On arriving back at the campsite we cooked dinner but this time ate in the van as the weather had closed in.

On Sunday morning after breakfast we listened to the Archers Omnibus, our usual Sunday morning no matter where we are. Afterwards we started talking about what I wanted to do for my 60th birthday. I wanted to spend the day with the family but wouldn't mind going for a holiday in Italy, Puglia in the heel of Italy sprang to mind as I'd been watching Rick Stein's Mediterranean Escapes, some of which was set in Puglia, which had captured my imagination of the place and the food. Now, I didn't say I wanted to go in the motorhome just that I would like to go there however I got there, but hubby took it that I wanted to go in the van. He blanched somewhat as the van was getting on a bit and the back axle was to quote hubby "like an orchestra in the back". We had sold a property earlier in the summer and after sorting our finances there was a little money left so on the phone to our local Caravan and Motorhome dealer and asked if he had any Auto-Sleepers in our price range for sale. As it happened one had just come in, so arranged to call in on our way home the following day. For the rest of the day we walked on Oxwich beach, sat outside the Oxwich Bay Hotel and enjoyed a couple of pints before walking back to the van on the coastal path.

Monday morning we set off home planning to stop at 3A's Caravan and Motorhome dealer. We arrived at 3A's and were quickly shown a 2000 Auto-Sleeper Executive which had just arrived. It was just what we wanted, we sorted the paperwork and could pick it up on the Wednesday. They wouldn't part exchange our old van as it was too old, we would have to sell it privately. We returned home in anticipation of picking up our new motorhome on Wednesday, which will be another story.

Does your dog own You?

From time to time we are asked to look after Elvis while the owners are on holiday.

Elvis is a miniature Schnauzer, sort of trained, and will come back when off the lead when he feels like it and only if he knows he will get a tit bit. But he likes to be outdoors which suits us fine. We always like to send him back with a bad habit, last time it was he only "likes filtered water".

We were asked to look after another dog for a few nights while the family went away for the weekend. We asked for full instructions, here is the list

Will not go out in the dark

Does not like the rain

Decides which way she wants to walk or not at all

Pulls on the lead, and you will need to pick her up

In the garden put on a short lead so you can catch her as she will not come when called

Climbs on all the furniture, and sleeps on the bed

Oh, and barks a lot

We were shown how to put her coat and harness on, with a choice of colours. We thought about teaching her a bad habit, but decided, no need!

How things have changed, do dog owners actually train their dogs? How many owners do we see being dragged along by their dog, big or small, some dogs who are never let off the lead.

Now being fed designer foods, what happened to the large bone from the butcher for a donation in the charity box and the gravy left over from the Sunday lunch. Our dog's daily favourite was a pint of tea with just a dash of milk and three dog biscuits.

When we had Amey, a great dane, just a lead and a slip chain, and a collar with her name on which she wore when off the lead. No fancy coat, long lead, harness or the lead you wrap around the mouth.

She would sit, stay, recall and down on command, even if 75 or so yards away, and would always hold her head up to have the lead put on.

Many would come up and ask to touch her, she did not mind, but they were always a bit apprehensive when we asked them to open her mouth and go all over body while she stood absolutely still. This helped the vet when going for vaccinations. Always slept on a bean bag with two cats covered in a blanket.



We did have fun with her, she loved to run at speed in a figure of eight and then towards us and our friends. We always told them to not move as she would swerve at the last moment, we knew if they moved they would be knocked over.

We had a mini at the time and she always came with us on the back seat. Later on we upgraded to an estate, which gave her a bit more room. Sometimes I would take her to work, but as she was not allowed in the office, she would stay in the car with the tailgate up, and happily stay until I came out to check on her. One time a colleague wanted something from the car, so sent him out forgetting Amey was there. He came back a bit white-faced saying he had been confronted by a big dog who would not let him near the car. We also helped on occasion with rehousing danes and always took our dog letting her loose in a prospective owners house to let them know what to expect. We rehoused one dog with a family, them not knowing it came from a well known pop group.



Bike Rack Support Andy Brown



Ever since the bike rack was fitted on the back of our Autosleeper Amethyst, I have been concerned about the flexing of the rear panel caused by the leverage from the weight of the bikes. It was checked out by Auto-Sleepers at Willersey, they said that it had been correctly mounted, but it was still alarming, especially if we hit an unmarked speed bump; in some of the countries where we have travelled these can be fairly brutal.

This year we bought electric bikes which we have found to be excellent allowing us to extend our shopping/touring distances to 50/60km with ease. However, these are definitely heavier than our original touring bikes so decided to create a support for the rack. We're now on version 3 which seems pretty successful.

Rubber bumpers were purchased from Polymax UK and bolted to the ledge above the bumper. They were drilled out at the correct angle to accept some aluminium poles (from an old tent) and now I have fashioned two wooden blocks to fit on the underside of the rack to accommodate the other end of the poles. These last ones have been created during our lengthened stay in Morocco with the minimum of tools and have plans to modify them with another set of rubber blocks attached to some 6mm chequer plate when we get back home.

I am pleased with the outcome. The rack is firm and secure with no flexing of the rear panel visible with the bikes mounted and extra pressure (me leaning on it) exerted. It also makes a good support for the drying rack when parked up.



This month I would like to focus on two subjects that are brought into focus by the long-term lack of use of our motorhomes.

1. Safety following long term layups
2. Advice from Sargent about storage without hook-up

Safety

I mentioned last month about extended layup and the requirement to maintain the batteries and not be too concerned about taking the vehicle out for runs during a layup. What I wrote was in response to a member who asked about taking the van out to “keep the oil flowing”. By coincidence, an article in this month’s MMM magazine on the same subject, reminded me that I had not mentioned some additional issues that were included in the MMM article. One important issue is that, if you have stored the vehicle, the brakes should be released (including the handbrake) and either the wheels chocked, or if an automatic the gearbox you should have Park selected before switching the ignition off to lock the transmission. This will help prevent excess corrosion between the brake pads and discs / drums. Some surface corrosion will occur due to condensation on the brake surfaces, but after several months should self-clean when driving again. Also, by coincidence, our fellow member Gordon Lees (5914) wrote to me with an experience in his 2006 Boxer Nuevo, which are worth repeating...

“Rather stupidly I set off one day to go out on a short journey in the Nuevo, turned to go up a steep incline to get towards the main road and at the top at a junction to turn left put the brakes on and nothing happened, foot straight to the floor. We carefully came home again no damage at all thankfully.

Turned out that one of the brake cylinders had burst on the rear and let all the fluid out which had not been noticeable underneath, new cylinders and shoes had to be fitted as the old ones were impregnated with fluid, that was with only 26,000 miles on the clock.

I have been driving for well over sixty years and never consciously thought about trying brakes before I set off, but not that day, and do so now.

Hope it makes others aware of the pitfalls of limited / mileage use of these vehicles.”

This reminds me to ask you all to think about testing your brakes as you leave home in a safe environment, especially after a period of lay-up.

On the subject of tyres, it can be argued that standing a heavy van for a long period will have a bad effect on the tyres and that running it regularly will help. However, if that is a concern a comment from MMM experts says that after a few possibly ‘Rough’ miles, the tyres will regain their smooth ride once they have come up to temperature. Another suggestion is to inflate the tyres to their maximum cold pressure, which may be more that you normally run them at, while stood. Another is to get the van off the ground and take the wheels off – a bit extreme perhaps, but a

good anti-theft deterrent. Of course, if the tyres are in direct sunlight it is a good idea to cover them to protect them from sunlight. I don't, personally go that far. I don't do it for my car. Most importantly is not to use the tyres beyond their expiry date even if they have little wear and tear.

Sargent EC700 shutdown and long-term storage considerations

Here are some questions answered by Sargent, in regard to owners who store their motorhome without mains hook-up. I wondered if it would be practical to disconnect the leisure battery and fit an independent solar trickle charger to the vehicle battery when stored off-site or when mains supply is not available. That may be a valid approach for older motorhomes, but it appears from the following that this is not the way to do it for motorhomes fitted with the Sargent EC700 controller. In this case, when the EC700 is completely shut down, the vehicle battery is maintained by the solar panel on the roof. The Tracker (if you purchase the subscription) is powered by the leisure battery and will notify you if the leisure battery gets low. In this instance, a second leisure battery, on standby duty at home could be taken out to the motorhome and swapped out, the low battery being brought home for charging. As stated here, the load of the tracker is less than the self-discharge rate of many leisure batteries which should be good for months.

1. When stored with no hook-up, should the main display panel and the controller be left switched on or not?

When in long-term 'over-winter' storage we suggest shutting the system down. This leaves solar maintaining the vehicle battery and only the tracker drawing from the leisure battery. The leisure battery voltage can be checked on AS monitor (on the map pin or on the history screen) and the customer can also setup email/SMS alerts to be notified if the leisure battery gets low. For shorter term or summertime storage the system can be left powered up (with the control panel power turned off) which does have the added benefit of remote temperature, humidity, water level and vehicle battery monitoring.

2. How is power to the tracker derived / controlled? From the vehicle battery or the leisure battery?

The tracker is powered from the leisure battery, but also has an internal backup battery that powers the unit should the leisure battery be disconnected. The tracker also monitors the leisure supply and alerts the monitoring station (if there is a valid tracking subscription) and the customer if email/SMS alerts have been turned on.

3. What is the EC700 system load when switched on and when in standby?

With the PSU switched on and in standby (12V power on and control panel power turned off) the system uses around 200mA. This quiescent load is taken from whichever source (charger, leisure battery, vehicle battery) has the highest voltage.

4. What is the tracker load (in mA/uA)?

This is extremely difficult to quantify, but is very low. It all depends on local variations in mobile network signal, GPS satellite availability and what the tracker is doing at the time, and a conservative average would be around 2 to 10mA on the 12V side.

In practice, average lead-acid batteries and lead-acid derivatives (AGM, gel etc.) will often naturally discharge at a rate faster than that caused by the load applied to them by the tracker.

5. Is solar charging dependant on the EC700 system being turned on?

With the PSU switched off (system shutdown) all of the solar charge is directed to the vehicle battery (unlike your EC500, which directs it to the leisure battery) and at the same time the Mains charger is directed to the leisure battery. The PSU / system must be turned on for the smart charge system to be enabled (choosing the target battery automatically) or for the leisure battery to be manually selected for solar charging.

6. Can the leisure battery be disconnected during vehicle storage without compromising security (tracker) performance? (Many members store off-site without power).

No. The leisure battery must be left fitted for the reason highlighted in point 2.

7. Are there any parasitic loads, as built when new, if the EC700 system is turned off?

No. The EC700 does not cause any drain on either battery when the system is shutdown. The tracker is the only thing drawing from the leisure battery at this time.

8. I understand that Auto-Sleepers fit a Sterling split charging system during build.

Does this contribute to any parasitic load that may need to be accounted for in low power storage of the motorhome?

This is only fitted to Mercedes based vehicles, due to problems caused by the smart alternator operation. The Sterling unit is switched into use when the engine is running, and then disconnected again when the engine is stopped, and, therefore, does not place any load on the system during storage.

It is interesting to note that when the EC700 is in complete shutdown, the battery charger is still able to maintain the leisure battery if the van is connected to a mains hook-up. These modern chargers will allow for permanent maintenance charging of leisure batteries preventing the danger of over-charging and avoiding the life-limiting deep discharges that sometimes occur when the van is stored. I understand this is not the case with the EC500 and earlier Sargent systems. Despite all of this, if I had to store my van off-site with no hook-up, I would (and do) have a small engine starter which is powered by internal Lithium-ion batteries. this amazing gizmo is small and re-chargeable and will start a big diesel engine from cold. I had cause to use it in anger on my car (faulty battery), which has the same engine/gearbox as my motorhome. Mine is similar to this... on Amazon.



https://smile.amazon.co.uk/SUAOKI-Starter-Engines-Flashlight-Battery/dp/B083XFSLM4/ref=sr_1_9?dchild=1&keywords=engine+starter&qid=1588670930&sr=8-9

ASOC EVENTS

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.

In response to advice given by the UK Government in the circumstance of the Coronavirus Pandemic, the 2020 ASOC Rally Programme is suspended until further notice

Rallies in the programme are run by volunteer members (marshals), some have chosen to cancel their rallies.

THE RALLIES LISTED BELOW

CANCELLED

1 June – 11 June 2020 (10 nights)
Camping Les Deux Vallées, Vézac, Dordogne, France
Emergency Tel. No. 07771 827711.
Rally Marshals: Chris and Peter Brown, Liz Irvin

1 June - 7 June (6 Nights)
Briarfields Touring Caravan Park Cheltenham GL51 0SS
Rally Marshals: Rita & John Tubb.
Telephone: 023 8026 7294 Mobile 07754 761423

Sunday, 7 June to Saturday 13 June (6nights)
Cofton Holidays, Nr Dawlish S Devon EX6 8RP.
Emergency Tel.No. Mobile 07508200336.
Rally marshals John and Jackie Moss.

Sunday 14 June - Friday 19 June 2020 (up to 5 Nights)
Brixham Rugby Football Club 2020 TQ5 9ED
Emergency telephone number 07711375323.
Rally Marshals: Brian & Linda Ellis.

21-26 June (5 Nights)
Wigginton Grasshoppers FC Rally, York.
Emergency No 07982416878.
Rally Marshalls Alan & Glenis Hurst

3 - 5t July Prestwood Steam Fair

9 – 14 July 2020 (5 Nights)
Leon's Field, St Ives, Huntingdon, Cambs. PE27 5ER.
Rally Marshalls: Barbara and Al. Buckett.

25 -29th July (5 Nights) Stafford Boat Club, Maple Wood, Wildwood, Stafford, ST17 4SG.
Rally Marshals: Angela and Bob Warwick,
Pamela and Colin Maltby.
Emergency Tele. No. 07530366237.

16 - 20 August
Blue Lias, Warwickshire

6 - 10 November
Sedgemoor Carnival, Burnham on Sea, Somerset

RALLIES JUNE 2020



Please Note: This rally will only take place if Government Guidelines allow. Please make sure that the marshal has full contact details in case the rally has to be cancelled at short notice.

Thursday 16 to Monday 20 July (4 nights)

Beacon Park, Lichfield, Staffordshire.

Rally Marshalls: 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 20 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.

Please Note: This rally will only take place if Government Guidelines allow. Please make sure that the marshal has full contact details in case the rally has to be cancelled at short notice.

18 – 23 July (5 nights)

Aberystwyth Rugby Club,

Plascrug Avnue, Aberystwyth, Cerediion SY23 HL

Rally marshals: Pamela & Colin Maltby. Linda & Derek Day

Emergency Telephone for site use only 07798702090.

Site Fees: £50 (5 nights). Rally Fee:-£5. Single £3.

Please send rally slips to Colin Maltby,

Green Acres, Nantmel, Llandrindod Wells, LD1 6EW.

Please send a clear email address or SAE for confirmation.

We will be pitched on grass. No EHU, water, Elsan and grey water disposal. We will have the use of the Clubhouse, showers and toilets.

A level traffic free walk (10 – 15 minutes) to the town centre, bus and train stations or seafront. Aberystwyth has a large variety of shops, cafes and restaurants. There is a steam train close by and also a cliff railway.

The Rugby Club will allow dogs on a short lead at all times.

No arrivals before 1200 please, depart by 1200 on the last day.

Limit 25 vans

Please Note: This rally will only take place if Government Guidelines allow. Please make sure I have contact details in case the rally has to be cancelled at short notice.

13 - 18 August 2020 (5 nights) Eskdale School, Whitby, North Yorks.

Rally Marshals: Liz Irvin, Peter and Chris Brown.

Emergency Tel. No. 07711 271568 (Marshal's mobile) email lizirvin@outlook.com

Site Fees £9.60 per night. Rally Fees £4.00 couples, £2.50 singles Total with rally slip £52.00 couples, £50.50 singles.

We have the use of toilets and showers. We can have the use of a room in the evening if distancing guidelines allow.

Arrivals after 12 noon on Thursday. We will be using the playground and tennis courts.

No Electricity. Booking slips and (cheques payable to Mrs E Irvin,) please send to Mrs E. Irvin, 43 School Lane, Kirk Ella, HULL, East Yorkshire. HU10 7NP. Tel. No. 01482 658345 or mobile 07711 271568. Please enclose SAE, or clear email address on slip for confirmation. The Whitby Regatta has been cancelled this year.

The school is off the Scarborough Road. Buses stop at the school gates to Whitby.

Come and explore Whitby's fascinating and historic streets and waterfront. The site is close to the Whitby end of the Moor to Sea Cycle Route with links to Scarborough and Pickering. For walkers, the Cleveland Way coastal path is nearby. The Sainsbury's superstore is nearby on Stainsacre Lane.

Directions: From Scarborough on A171, on entering Whitby, after the 30mph sign, turn left into Eskdale Road after the lay-by, and the school entrance is on the left.

From Guisborough or Pickering on A171, enter Whitby and continue on the Scarborough road, cross the new Esk Bridge and up the hill to the top, Stainsacre Lane. Entrance is off Eskdale Road before Sainsbury's store and petrol station. Post code YO22 4HS.

3 July – 2 August

National Motorhome Show

East of England Showground, Peterborough

These are the possible re-arranged dates for this year.

The Club has no marshals for this Show.

13 – 17 August

Great Western Show, Three Counties Showground, Malvern.

The Club has no marshals for this Show.

24 - 28 August 2020 (4 Nights)

St Cross Symondians Cricket Club Winchester SO23 9RT.

Full details, next month.

Rally Programme 2020

In response to advice given by the UK Government in the circumstance of the Coronavirus Pandemic, the 2020 ASOC Rally Programme is suspended until further notice.

What this means:

Other rallies in the programme are run by volunteer members (marshals), some of those marshals have chosen to cancel the rallies they planned to run – for the latest information on cancellations visit the club website at <https://www.asoc.uk.com/member/wmr.pdf>.

At the discretion of the individual marshals, other rallies in the programme may still be advertised in the usual manner and club members may still choose to apply, however, if the Rally Programme is still subject to suspension, the rally will not go ahead.

BACK OUT TO RALLY?

There seems some optimism that things may start to get back to normal during July/ August. Whenever the Government does give the green light we can reactivate the rally programme from its suspension.

To give members the chance to get out as soon as it is allowed and let them help rejuvenate local economies, we are suggesting for the rest of 2020, after the suspension is lifted, we allow rally booking by telephone and email.

town and city crossword answers

across: 2 Blackburn, 5 Watchet, 7 Leeds, 8 Bristol, 10 Preston

down: 1 Selby, 3 Lancaster, 4 Crawley, 6 Telford, 9 Beer



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