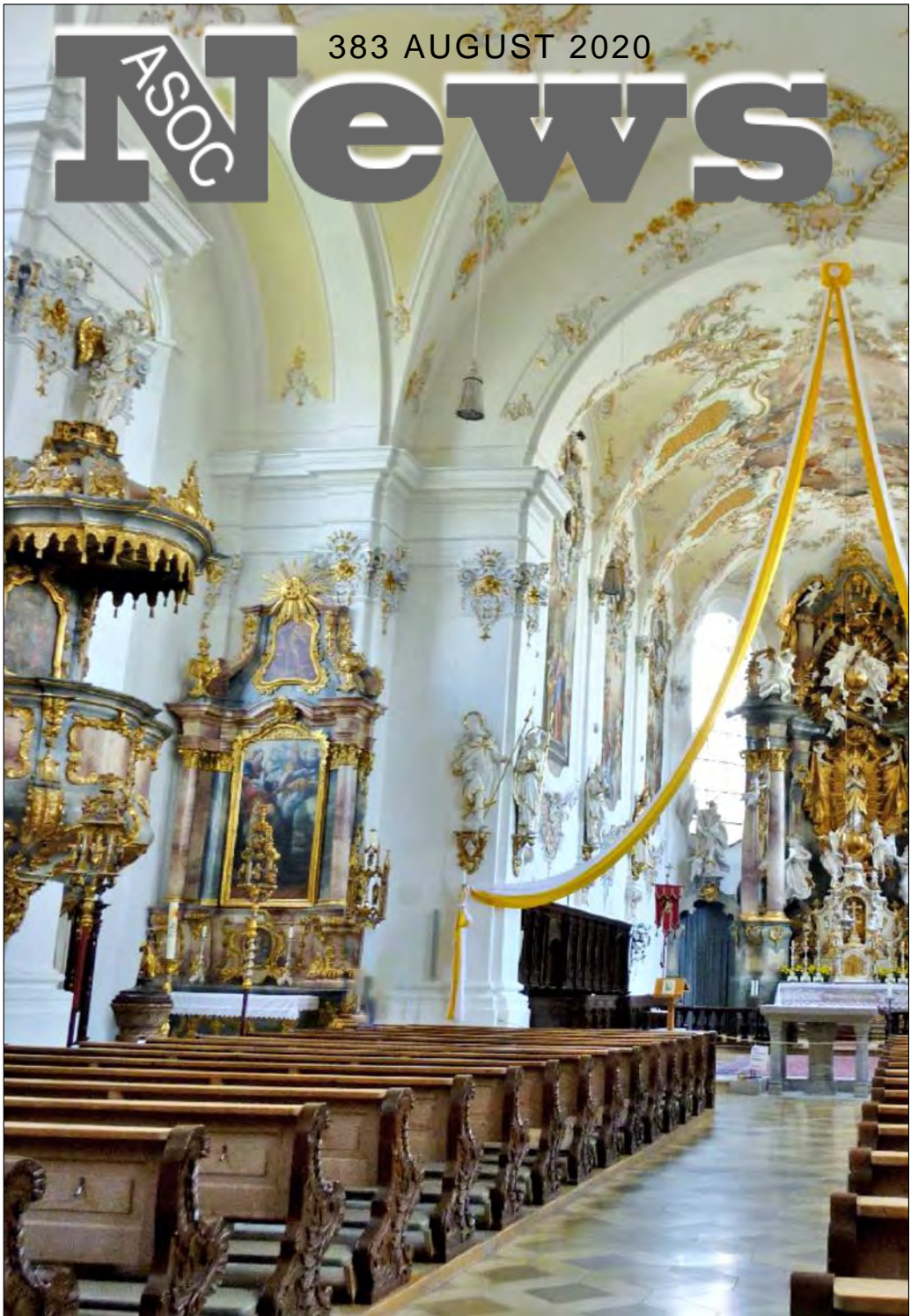


383 AUGUST 2020

ASOC News



IMPORTANT NOTE

Contributions from members are published in good faith, and they will be interesting and useful. All care is taken to ensure accuracy but no modification or suggestion has been tested by the Club or editor.

No warranties are expressed or implied nor indemnities given. You try them at your own risk.

Advertisements are free, but donations to club funds are appreciated. Publication of any item cannot be guaranteed.

SUPPLIER DISCOUNTS

Available on the website are companies who offer members a discount on goods and services they supply.

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

PUBLICATION ITEMS

The editor reserves the right to edit or omit any item.

The opinions, beliefs and viewpoints expressed by the contributors to ASOC News do not necessarily reflect those of the Club or 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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editor's view

Welcome to August news.

It was nice to hear from Pat Maine regarding the memories of Dave who did not publish some of his notes in the magazine when he was editor.

With this in mind and looking back with Charles, our President, I thought, how many daughters, sons, nieces, nephew and grandchildren are you telling about when you and your father were younger, do they think we are just old? I remember my niece saying "I can't think what it is like to be forty" Are you telling them what we did and how we used to rave, rock and roll when we were younger.

My father in law never spoke about his early life. You only find out when the grand-children in New Zealand doing a school project asked what he did during the war, this was the only time he spoke about it, but with not much detail. During his working life he worked for Horstmanns, you may remember they produced one of the early cars. Being well into his 90's, he was invited to an event at the museum where the Horstmann car is displayed. When we arrived we were greeted by the Horstmann family and the Directors of the Company. The first thing they spotted was the label badge he was wearing. Everyone had heard about such a badge, but had never seen one. This was only the second time he ever spoke about his working life and was able to identify many of the people shown in many photographs on show. It was only later after his death, all the photographs and war medals were found. The same was with my father, all I knew was he flew as a navigator in the Fleet Air Arm, nothing of his early life.

Well, now is the time to change all this, and tell them how we used to dance to the lambada, Yaz and the "the only way is up", dress up and go to live concerts with bands like the Beatles and Rolling Stones, the backing group Sounds Incorporated for Cilla Black. Who remembers, Johnny Kidd and the Pirates, Screaming Lord Sutch who came on stage with a lavatory seat on his head, the early coffee bars, how we used to roller skate at the local pavilion as couples and then create a line of many skaters, being on the end was scary, but the best place. The speed caused horror for the organisers. I know they say, if you remember the sixties "you were not there", but the older you get!

So, take time to tell them how it was, memories are easily lost.

looking back



Tower Bridge. This is one of the London's most beloved landmarks. Stripped down to her underwear.

These pictures of London's Tower Bridge were found in a skip. These unique pictures, dating back to 1892, document the construction of the bridge, which at the time was a landmark feat of engineering nicknamed 'The Wonder Bridge'.

The discarded pictures were retrieved by a caretaker who was looking after a building being turned into flats in 2006. The prints reveal in incredible detail the ingenuity behind one of the capital's most popular tourist attractions and how it was put together. They show the progress in the

construction from basic structures to something easily recognisable as Tower Bridge as we know it today.

The sturdy steel frame of Tower Bridge can be seen, before it was covered with its distinctive stone-cladding, on the orders of architect John Wolfe-Barry after the death of the bridge's original architect, Horace Jones, who wanted to clad the bridge in brick.

The photographs show how the bridge was put together over eight years, revealing why it was nicknamed at the time the 'Wonder Bridge'

Tower Bridge remains one of London's most iconic structures and a tourist attraction almost 130 years after building started.





An attraction worth a visit is the Sky Garden at 20 Fenchurch Street. Entry is free, but you need to book your ticket and time slot online <https://skygarden.london> website gives full information A lift will whisk you up to the thirty-fifth floor in seconds, and there is a cafe and restaurant. The views are spectacular and you can see the Shard opposite. It can get very busy and I guess you would need to book the restaurant, if you were feeling flush. It is a very short walk from Bank or Monument underground stations.

Check out the short video at <https://www.asoc.uk.com/video/skygarden.mp4>



LOOKING BACK.....

When the club made a visit to the Morgan factory in July 2017, our club president joined them, where it turns out, his mother drove a Morgan in the 1938 Le Mans 24 hour race. We were unable to show all the old photographs which Charles had, so thought it might be a nice idea to show a few more and reproduce the article again. It seems Charles's mother was a bit of a petrol head.

The Club visit to the Morgan factory, Charles Trevelyan, club president

In the course of the tour, the earlier days of Auto-Sleepers were discussed and how indeed the Company started back in the halcyon days of 1961, the year in which it was incorporated. Whilst many know that the embryonic idea of manufacturing motorhomes came from my mother, at the early age of 24, she entered the Le Mans 24 Hour Race in a Morgan, finishing a most creditable thirteenth in the 1938 event. The Morgan Factory was more than significant, not least seeing in their Museum a section devoted to my mother's success.

How it all began

At the early age of nineteen, my mother, Prudence, was sent to a finishing school in Lausanne, Switzerland, to complete her education, doubtless to learn a foreign language and not least to learn to ski and, quite simply, to have a bit of fun.



The "BGF 69" picture is of my Mother long after the Race since this is the 4.25 litre Bentley that my parents bought to take them on their honeymoon. Pictured at my mother's home in Derbyshire.

In the course of her sojourn abroad, she went to Genoa in Italy, to savour the good life and to see a little more of Europe. It was in Genoa that my mother met an undoubtedly stunning Italian name Jackamo, the Italian Inshore Water Speed Champion with a hydroplane speedboat, lovingly called 'The Crab'.

Jackamo certainly lived in some style, owning two Isotta-Fraschini touring cars, each driven by a peaked capped chauffeur, with whom, in the classier areas of Genoa, my mother and her host undoubtedly went shopping and living a little of the "high life".



Jackamo introduced my mother, then in her early twenties, to motor racing, where she entered several local events in an Alfa Romeo 6C – a supercharged open Zagato bodied sports racing car of some note and speedy too. As to what success she had, I know not, but certainly she caught Jackamo's eye, as he asked to be engaged to her. However, her mother, my dear Granny Rachael, forbade such a liaison since Jackamo was a staunch Catholic whilst my mother had been brought up in the Anglican faith. My grandmother was forceful, to say the least, and my mother was summoned, quite literally, back to England!

I often feel that if my mother had married Jackamo, that I too would have been a suave Italian young man, sipping aperitifs on the shores of the Adriatic as the sun went down...but alas this was not to be!

However, the seeds of interest in fast cars was firmly in her mind which was further engendered by her Uncle Percy, whose family owed at one stage four Bugattis. In fact, my mother's cousin, Enid, was given a Type 57 Bugatti Drophead Coupe as a twenty-first birthday present – brand new from the Bugatti factory in Molsheim!. Now back home, my mother's interest in cars grew further, not least in attending a number



of Bugatti Rallies with her cousins, and in the course of so doing, meeting other racing enthusiasts and admiring their cars as well.

But back to the Italian time of her life; such was my mother's interest in Alfa-Romeos that she imported several into this country (long before there was an official Alfa-Romeo Concessionaire) including a small number of eight cylinder, twin overhead camshaft racing models. Not long after importing these cars, she received a visit from HM Customs and Excise, seeking unpaid import duty, all of which my mother, young as she was, was blissfully unaware! Such are the vagrancies of youth!

The matter of duty had been settled by the timely intervention of her Uncle, who was the Lord Chief Justice of Appeal, the case was dropped, with the clear understanding that she was to cease, immediately, importing cars from abroad. Only in those halcyon days I feel could this happen.

Meanwhile, my mother had two unsold Alfas that she advertised through Winter Garden Garages in High Holburn, a recently appointed Morgan dealership. The proprietor, Lance Prideaux-Brune, went out of his way to help my mother sell the cars which she duly did – one indeed to Calverley Trevelyan, who subsequently was to be my father – thus he acquired a free supercharged Alfa-Romeo and a beautiful bride as well.

In early 1937, my mother was offered a seat on the Duke of Kent's De Havilland Rapide that was due to fly to Le Mans, in June. Quite why or how she was offered this opportunity, sadly I shall never know. Yet such an offer was too good to refuse so, with the thought of racing very much in the forefront of her mind, off she went to France, to visit the most significant and important major event in the motor racing calendar.

Duly smitten, and remembering she had only raced in two small events in Italy, she paid the entry fee to the Automobile Club De L'Ouest (ff2800) and thus gained her licence to enter the race the following year, in 1938. Lance Prideaux-Brune, meanwhile, agreed to loan and prepare a car for her, namely a Coventry-Climax engined Morgan 4/4. My mother, Prudence, was to be the main driver

with Geoffrey White, the Sales Manager of Winter Garden Garages, as her co-driver. Interestingly, The Morgan Motor Company was not at all interested in supporting this entry, leaving the whole matter, and expense, in the hands of their recently appointed London Agent. Sponsorship was in those days limited, but I was told that Lord



Wakefield of Castrol helped to a small degree with the fuel and lubricants.

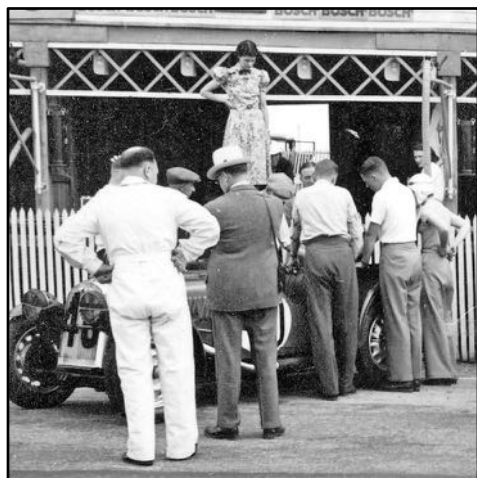
So in early June, the 'equipe' set off to Le Mans, doubtless with my mother feeling a little apprehensive. Her little 1098cc Climax-engined Morgan was up against stiff opposition, competing drivers being Sommer and Biondetti in an Alfa-Romeo, Etancelin and Chinetti in a Talbot-Darraq, and Prenant and Morel in a Talbot to name but a few, together with many other well known internationally acclaimed racers also entered.

At one stage my mother was up to seventh position, with the little Morgan not missing a beat. However, mid race, the leading Alfa threw a tread from its front offside wheel, part of which hit my mother, whose Morgan was immediately behind, on the head causing a slight abrasion. I still have her leather helmet and goggles, the helmet still with traces of blood on it.

Yet on they drove through the night to the dawn of the following day and still the little Morgan soldiered on. In the latter stages of the race, my mother had to slow a little due to a weeping radiator bracket, resulting in a small loss of coolant that started to burn an exhaust valve. Nevertheless, she and Geoffrey White finished a most creditable thirteenth, as is reflected in the Morgan museum display.



My mother much wanted to keep the Morgan after the Race, but her mother refused to allow this. Instead still only 25, she espied a 1934 Aston Martin Ulster (an ex-factory Team car, LM14) for sale in the Winter Garden Garage Showroom. This she really wanted and was actually loaned it for a little over a week to see how she liked it. She had the £395 asking price and really loved the car, but first sought her parents'



approval – which, by her “firm” mother was refused. An open 2 seater sports racing car was deemed to be most unsuitable!

So back to Winter Garden Garages went the Aston which was duly bought a few months later by Colonel Raymond Johnson-Ferguson, my father’s best friend at Oxford, and the actual car that took my father to my parent’s wedding in London, in April 1939. Raymond kept this car all his life, from 1938, until his passing almost seventy years later. This car was bequeathed to me in his Will, on



condition that I was never to sell it, so, whilst my mother was never able to own it, the Ulster has at last come “home”, having skipped a generation in the meantime!

The 1938 Le Mans 24 Hour Race was my mother’s one and only motor race, other than the Italian events – she never raced again – marrying my father in the following year, with brother Anthony appearing in 1941, and me some five years later!

It was, of course, Anthony, who, over so many years, built up Auto-Sleepers to become the country’s major and leading manufacturer of motorhomes and it is largely to him that Auto-Sleepers is such a well-known brand synonymous with quality and



first-class design. Indeed, he is still very much involved in the motorhome world and, like me, was greatly honoured to be elected life members of the club.

But back finally to cars! We each inherited the love and interest in cars from our parents; my interest is largely in pre-war cars, hence the Bugatti, that many of you have seen and several had a ride in, with my brother's interest being namely in post war models... he has a delectable Fraser Nash Le Mans, (another link with the 24 hour race) which he has owned for many years.

So, the Morgan Factory visit gave many club members an insight into a different side of my mother's life - and whilst many knew she was the driving force, with my father's wisdom and advice, in forming Auto-Sleepers, so many years ago, few, I am sure, know that she was a racing driver of quite some ability.

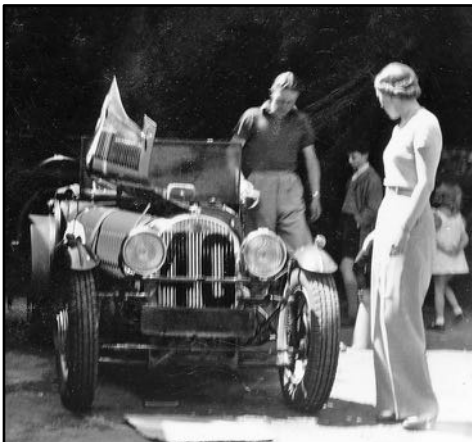
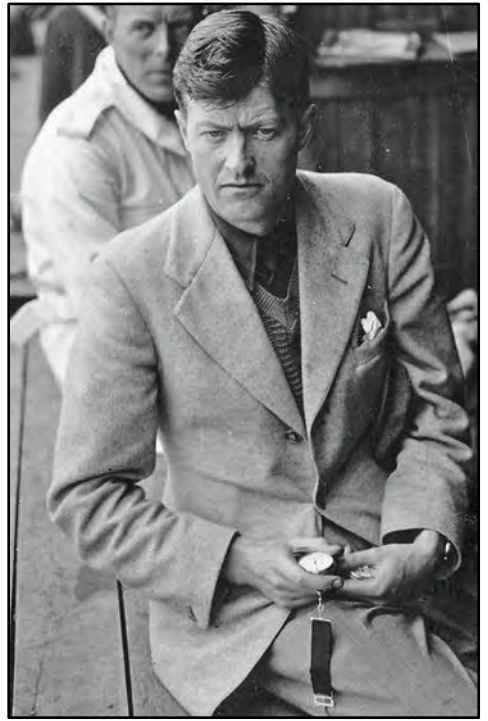
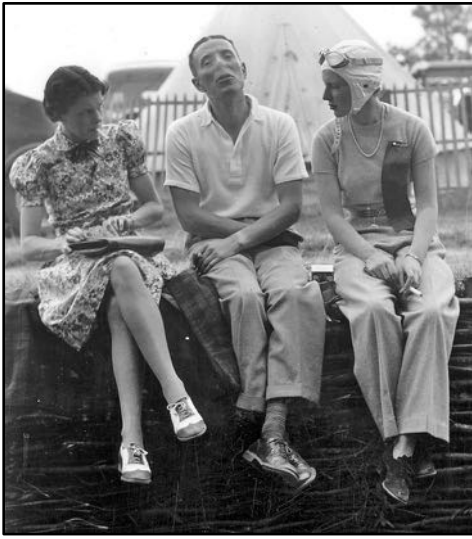


repairing the morgan to drive it back home



No drive on ferries at this time





Siegfried's
Mechanical
Music Museum



<https://www.smmk.de/pages/en/how-to-find-us.php>





TRAVEL

Keswick & Derwentwater



<https://www.lakedistrict.gov.uk/visiting/places-to-go/explore-derwent-water-and-keswick>





ASOC

HUB

asocnews@asoc.uk.com

After hearing about a possible recall on the Nuevo, I queried with Peugeot dealership to check as no notification had been sent. They confirmed there was one regarding brake clips.

Just to remind members, you may have a recall on your Peugeot based van regarding brake clips. If your DVLA registration document does not show the base vehicle, then you will not have received a notification. You may want to check with your dealership to see if you are affected. Have your chassis number to hand, they may ask for it.

Can we please remind members, Items listed in the member area of the website is subject to copyright, and is for members personal use only, It should not be copied for, or passed to, a third party, or posted to any forum or electronic media without prior permission of ASOC.

Some members have unsubscribed from the monthly email and this is done automatically, but as it works on membership number, all emails associated with membership number may also be

unsubscribed. If you still require notifications from the club, please ensure the membership secretary has the necessary email.

Tyre rotation

We didn't use our camper from December until early March when we managed one rally with the MCC.

Then came the lock down and cancelled rallies. There was no point wasting road tax so I SORN'd the camper again at the end of March.

As it is parked at home, keeping the batteries topped up is easy; I just hook up from my garage. Having the mains electric is also useful for the small dehumidifier.

The tyres are my other concern. As I cover the vehicle during the winter it's not convenient to keep moving it, so, I chalk a mark on the tyres where they touch the ground then once a month, I use a trolley jack to lift and rotate the tyres a quarter turn. I have a fairly decent 2.25 ton capacity trolley jack which wasn't too expensive and is well able to quickly lift each wheel. I also chock the wheels and leave the handbrake off.

Ironically, it was the car I neglected. We have been walking the beach with our dog or using our bikes for exercise and limiting our trips to the shops. One day a neighbour found he had a flat battery so I loaned him a

charger. This prompted me to try our cars as at that point both had stood for a while. My battery wasn't flat but wasn't quite enough to start up. A short top up was all that was needed.

Lesson learned, alternate and give them both a little run.

The one good thing about the lockdown is the improved fuel economy. My car has been doing three and a half weeks to the gallon. *Brian & Linda Ellis 2360*

In response to LPG in last months News

There is an app available for Android from fillpg which I find reliable, it is updated regularly, and is free to download. *David Jolly 10430*

My first outing in the camper, since the Whitmead rally at the beginning of March was to our VW Agent in Leicester for the annual Service and MOT, which it passed - no problems. The first week in July is when it always goes in. The country-wide "lock down" was coming to an end, but here in Leicester we suddenly had another two weeks added on. As I live in the City and the VW place is also in the city, and nobody had contacted me to do otherwise, I went. One of our large roundabouts has a lay-bye on it, and there was a Police car parked behind a car. For a few minutes I was

worried in case he would "catch me", as there would be no camp sites open yet, and should I be out at all?! For a few minutes I kept checking my rear view mirrors. He didn't move. At the Service Centre I couldn't sit down and have a coffee or use the toilet, which I had done in the past. So I had organised a lift home and back later. About an hour after leaving the camper I had a text saying the Service Centre is open for Servicing! Another text said the same for the car, but that is going in at the end of July. I have the "Habitation" check booked at Cotswold Motorcaravans later in July, but it remains to be seen if that will take place, fingers crossed!! Briarfields Camp Site should be open by then, so I can stay there for a night or two. So that's about all I can look forward to at present!

Elizabeth Grimsley 2080

Just remind new members they need to opt in via the website to access the member area.

WANTED

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

THE OBVIOUS QUIZ by Brian Ellis

1. How long did the Hundred Years War last between France and England?
2. In which month do Russians celebrate the October Revolution?
3. The Canary Islands are named after what creature?
4. What was King George VI's first name?
5. What colour is a purple finch?
6. Where do we get Chinese gooseberries from?
7. What is the colour of the black box in a commercial aeroplane?
8. In which city is the University of Warwick?
9. Where in the world were American Bulldogs first bred?
10. Where is Leeds Castle?
11. What is Prince Harry's first name, and please don't say Prince?
12. What kind of creature is a "Slow Worm".
13. Twins born in March celebrate their birthdays in September why is this?
14. How many presents were given in total in the full verse of the twelve days of Christmas?
15. Before Mount Everest was discovered, what was the highest mountain in the world?



caption
 competition
 winner

Bob Smith 6537

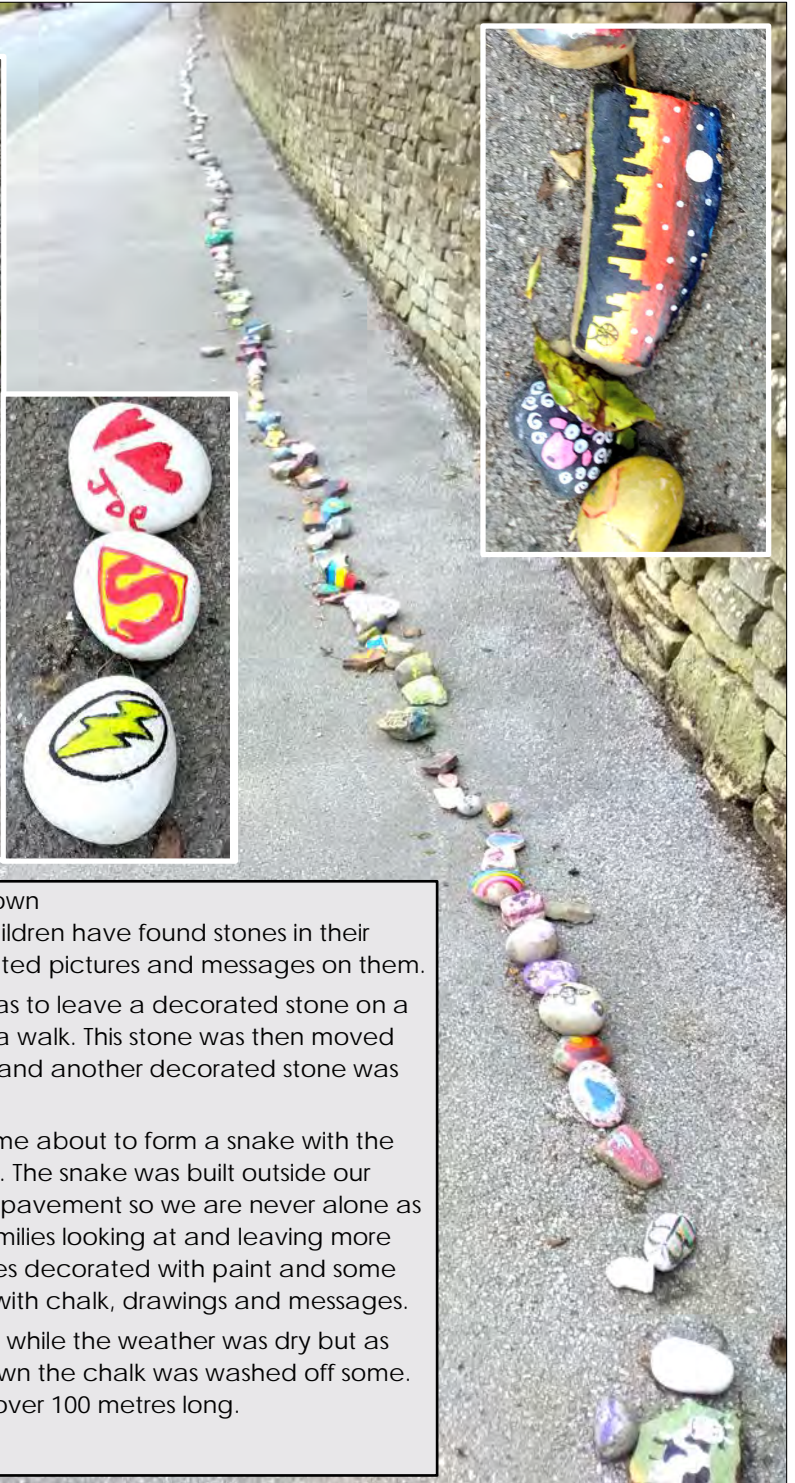
"I know we formed a social bubble
 but we still have to observe the 2
 metre rule"

let's stopover - Nevers

Nevers is in the Bourgogne-Franche-Comté region in central France. 260 km south-southeast of Paris. A real delight to explore as you travel south. The campsite is just across the river from the city.

<https://www.thecrazytourist.com/15-best-things-nevers-france/>





Children in lockdown

In Huddersfield children have found stones in their gardens and painted pictures and messages on them.

At first the idea was to leave a decorated stone on a wall while out for a walk. This stone was then moved by someone else and another decorated stone was left in its place.

Then the idea came about to form a snake with the decorated stones. The snake was built outside our bungalow on the pavement so we are never alone as there is a lot of families looking at and leaving more stones. Some stones decorated with paint and some were decorated with chalk, drawings and messages.

Everything was ok while the weather was dry but as the rain came down the chalk was washed off some. The snake is now over 100 metres long.

Stuart Wood 2620

This month has been quiet again on the Technical front, with a few interesting enquiries that I can share. It is always interesting to hear from members who may be scratching their heads over some technical issue. Your enquiries almost always present a new issue for me and provides me with an opportunity to research and learn in the process of trying to support. I may have said this before, but my background is in Industrial Measurement and Control and I was lucky to have received an apprenticeship in the mid '60s that gave me a great grounding, insight and interest in many aspects of engineering design and I continue in my retirement to stay engaged with my "maker" type hobbies. So, keep the enquiries and suggestions coming – they help keep me busy.

Air Fresheners

Spotted by our Membership Secretary, Jean, the other day on "TwitBook" and worth a mention is a potential safety issue surrounding the use of air fresheners in our motorhomes. A contributor reported that they used a spray type air freshener and also fitted a "Plug-in" type unit one Friday while they were away with the van. The following day, their dog was almost completely non-responsive and they had to take her out and walk her around for quite a while before she started to recover. This prompted a search on the internet and it was found that air fresheners are toxic to pets (only pets?) and can kill them.

On several sites, I found confirmation. This was a rather telling quote from one:

"What makes plug-ins particularly bad for pets is that they are usually located low to the floor, at dog height. This means a dog could inhale more of the VOCs from a plug-in than a person, especially if they tend to spend most of their time in a room where one is installed. They are also more sensitive to some of the ingredients, such as ethanol. Ethanol is a type of alcohol and is toxic to dogs in relatively small amounts. Ethanol poisoning can be fatal if left untreated."

<https://pethelpful.com/dogs/Could-Your-Air-Freshener-Be-Making-Your-Dog-Sick>

Of course, dogs are smaller than people and so potentially more affected. The motorhome is a small space and the air freshener designed for use in a house might be a problem, but maybe more so in a confined space like a motorhome. This may extend to vapour type bug killers.

Water in Acrylic Windows

John Cook (7235) got in touch to ask about water that had accumulated inside a window in his 2000 Executive, one of which had about 4 inches of water standing inside. He reported that the window faced the sun when parked up. Here was my advice:

"I'm not intimately familiar with the windows on the executive but most, if not all the acrylic double-glazed windows have rubber plugs fitted in two places on the inside, near the corners. One thing to try is to remove the plugs and let the condensate drain out, then connect an air-line to blow air through the gap to drive

out the remaining moisture. Alternatively, take the window off its hinges and remove it, remove the plugs, drain it and place the window at an angle in the sun (if we get any soon) with at least one of the holes uppermost, and let the solar heating effect drive off the moisture. If the window can stay out for a while, put it in the airing cupboard or somewhere similar warm and dry for a few days. Let it stand vertically to allow a natural flow of air vertically from one vent hole to the other.

The airline trick should work quickest, and it only needs a gentle flow of air to do the job (don't go trying to inflate your window!) Don't try using the hairdryer, you may soften and deform the window."

He said that he found the plugs but they were half way up the window and he was not able to remove the window to drain and dry it out. After some more thinking, I suggested the following:

"I was thinking about your windows last evening and what occurs to me is that you could drill a small hole in the bottom of the window from the outside as low as possible, preferably just under the bottom edge so that the window can drain. When the window has had a few days, preferably in the sun and is showing signs of drying out, you could then seal the new hole (or holes if you do more than one) with a small blob of clear silicone sealant.

I would drill a hole, or a couple of holes, no more than 1/8 inch (3.2mm) in diameter and keep the drill speed as low as possible. The acrylic window material will be stressed if the drill causes any heat to be developed, so go slowly. Take out the other plugs while the window dries out."

Although I have worked with acrylics in manufacturing and my advice is based on that, does anyone have any experience of dealing with this specific issue to pass on to John? If so, please contact me and I will pass on and also publish any additional comments.

Warranty insurance – food for thought

Mick Bowman (10138) asks if we can recommend an insurer to extend his warranty as it expires shortly. I explained that the club cannot make recommendations or endorse products or services, but that a quick Google search throws up quite a few possibilities. Here are his findings:

"I contacted 4 companies from the Google search results.

The 1st didn't respond to either of the e-mails that I sent them.

The 2nd went through 3 different brokers and ended up with the AA who only deal with businesses and not private individuals, but may be changing this policy later this year. They took my phone number and said they would call me back after the change.

The 3rd gave a quote that sounded reasonable and then e-mailed some paper

TECH NEWS

work over to me. By reading it carefully I found the cover was up to a maximum amount of £1000.00 (labour & parts).

The 4th MB&G gave an excellent quote of £295.00 per annum up to a maximum of the value of the motorhome. You can use any dealership or garage as long as they are VAT registered but you have to contact and get approval from the insurers first, which seems fair.

I am now insured with MB&G from the date that the manufacturer's warranty expires."

Thetford Cooker Fans

Dave Marriott (10647) is concerned about the operation of a fan on his Thetford cooker in his Nuevo. It comes on as soon as he lifts the lid and stays on until he closes it. Apart from the annoying noise, he is conscious that it uses 12V power when the lid is up, adding to the power usage – important when off hook-up. This is what Andrew Cooke at Thetford had to say on the subject:

"The early K1500 cookers has a fan switch on the lid that turns the fans on for cooling strait away as the cooker is designed so when you lift the lid you are starting the cooking process?"

The later cookers did come with a thermostatic control rather than a switch as per the spec of the cooker.

A modification kit should be available from the local dealer if a change to a thermostat switch is required but this would be a chargeable modification not part of any warranty.

All our new cookers now have fans fitted and a 12v supply is very important for the use of the cooker."

Please keep these enquiries coming and I will share as many as practical in this magazine item.

Dennis, Tech Group Chairman

DEALER AND SUPPLIER DISCOUNTS

The club has a list of Suppliers & Dealers who have offered an incentive to members. The full list of available discounts can be found on the website.

www.asoc.uk.com/download/deals.pdf

Members are required to produce their current membership card and must advise the dealer in advance before any work or purchases are agreed. Failure to do so will invalidate the offers.



Please note: price increases may be necessary in 2021

list and prices are as AUGUST 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

Payment details: by cheque or bank transfer. Contact Regalia Officer on regalia@asoc.uk.com or see the website shop

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**

3 - 5 July Prestwood Steam Fair

9 - 14 July Leon's Field, St Ives, Huntingdon

16 - 20 July Beacon Park, Lichfield, Staffordshire.

18 - 23 July Aberystwyth Rugby Club

25 - 29 July Stafford Boat Club, Maple Wood,

31 July - 2 August National Motorhome Show, Peterborough. *(show has been cancelled)*

24 - 28 August 2020 St Cross Symondians Cricket Club

12-13 September Multi site Scottish rally
(due to site problems)

14-20 September Unity Resort, Brean Sands, Somerset
(due to circumstances beyond our control)

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

RALLIES AUGUST 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.

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

Rally Marshals: Liz Irvin, and Peter & Chris Brown.

Emergency Telephone 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.

Telephone 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.

13 – 17 August Great Western Show, Three Counties Showground, Malvern.

The Club has no marshals for this Show.

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.*

16 - 20 August (4 nights) Blue Lias, Warks. No arrivals before 12 noon

Cost £12.00 per night

Rally Fee: £4.00 per couple and £2.00 for a single person.

Payment by cheque to "Sandra Wisely"

I will accept bookings by Email: "sandra.wisely@gmail.com

or by phone 07799 660641

or by post: 2 Mount Pleasant, Bishops Itchington, Southam, Warks. CV47 2QE.

Directions: From Southam by pass take A426 signed Rugby at first crossroads turn left site on left after old railway bridge.

From Rugby take A426 for Southam look out for Boat pub on right at the next crossroads turn right then turn left after the old railway bridge..

DO Not approach from Long Itchington the road is narrow in places and you will meet up with hump back bridge there is nowhere to turn around.

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.*

3-8 September 2020 (5 nights)

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

Rally Marshalls: Mo & Mike Valentine. Mobile: 07745 522 335. Landline 023 9248 2818.

Assisted by Martin Ross.

Site fee: £18.50 per night, includes electric, free wi-fi and TV hook-up. Total of 5 nights £92 per unit.



The Rally will be run according to Government Guidelines of Social Distancing, therefore we are unable to organize the Teas & Coffee occasions. You will be welcome to bring your own drink and socialize at a distance of 2 metres. If we are able to arrange for Fish & Chips we will do so.

Rally slips and cheques payable to: M Valentine. 11 Hamilton Close, Langstone, Havant PO9 1RP. Tel.No. 02392482818.

Enclose SAE or email address for confirmation. Latest receipt for booking 12th August.

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

Ralliers will have full access to all the site facilities, showers, toilets etc. Dogs welcome but must remain on a lead at all times.

Rally starts at 2pm, no arrivals please before and closes 11.00am on day of departure.

Should the Government guidelines change, then we will make decisions accordingly.

24-28 September Seasons Finale Show, Lincoln Showground

The Club has no marshals for this Show

Wednesday 30th September (1200 hrs) to Monday 5th October (5 nights)

Ludlow Racecourse

Marshals: Peter and Chris Brown tel 07771 827711

This rally is part of the ACCEO annual National Rally. Toilets are available as is a large hall in which social activities and/or entertainment is planned for each evening. There will be professional entertainment on Friday evening from female vocalist Emily Abbiss and on Saturday evening from The Soundations Band. The ACCEO AGM is on Saturday afternoon and can be attended as an observer by any interested rallier. There are no electric hook-ups.

There is a bus stop about ¼ mile from the camping area on the Shrewsbury to Ludlow route and its about a 2½ mile walk to the town centre.

There is no rally fee. The cost of the rally for Friday and Saturday nights is £35, there is no extra charge for the entertainment. Wednesday, Thursday and Sunday are optional nights at £12 each. Please indicate on the application form which nights you want to stay.

For this year you will be asked to pay on arrival at the rally so please don't send a cheque with your application.

As caravans attend this rally we are asked to advise if you wish a permanent tent awning to be erected and also the length of your vehicle, please include this information on your rally slip. ASOC has to present a collated booking form so can I please have your rally slip before 30th August.

Peter Brown, 5 Kenilworth Walk, Cheadle, Stoke on Trent, ST10 1WA. If you have any queries, telephone 07771 827711 or e-mail pcb7ty@btinternet.com.

If you wish confirmation of booking please include an email address.

follow on rally below

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.

5- 9 October (4 nights) Clitheroe, Edisford Bridge Farm Caravan & Camping Site

Marshals Chris and Peter Brown with Liz Irvin

Rally fee £4 per couple £3 singles.

Site fee £56 for up to 2 occupants and 2 dogs, there will be an additional charge (full price) for



any extra occupants or dogs. Any queries please ring Peter on 07771 827711.

Please send you rally slip and cheque to Chris Brown, 5 Kenilworth Walk, Cheadle, Stoke on Trent, ST10 1WA or email the slip to pcb7ty@btinternet.com and request details for paying by BACS.

This full facility campsite is a 30 min walk from Clitheroe town centre which is located between the Forest of Bowland and the famous Pendle Hill. When we stayed there last year there was an excellent pub/restaurant at the entrance to the campsite but we can have no idea what its status will be at the time of the rally.

As events and rallies may change at short notice, we try to put the latest information on the events page of the website before it may appear here

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

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

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

THE OBVIOUS QUIZ ANSWERS

1. 116 years between France and England from 1337 - 1453
2. November as the 25th October 1917 (by the Julian or Old Style calendar, corresponds to 7th November in the Gregorian or New Style calendar).
3. Inhabited by wild Dogs. Greeks originally called them islands of dogs or "Canine's The exotic birds were later named after the Islands
4. Albert Frederick Arthur George; 14 December 1895 – 6 February 1952)
5. Raspberry-red or Crimson colour of the males
6. It is a commercial crop in Italy, Chile and New Zealand. Although endemic to Southern China
7. Bright orange. They were named after a Dr Black who invented them
8. Coventry
9. In Spain and England to use as herders, butchers' companions, and guard dogs. Immigrant's took the dogs to the American South and breed them until they were spread around the whole country!
10. Where is Leeds Castle in Kent, England, 5 miles southeast of Maidstone
11. Henry of Wales Henry Charles Albert David
12. Often confused for a snake, the slow worm is in fact a LEGLESS LIZARD. Snakes and lizards are both reptiles, but there are a number of differences between them; the biggest give away is that slow worms have eyelids. They also have a short, partially forked tongue which, just like lizards but unlike snakes, they can't stick it out of a closed mouth.
13. They were born in September in the village of March just north of Cambridge on the A141
14. (12 of course one each day) If someone gave you a box of chocolates, you would thank them for the present not for 36 assorted gifts and one cardboard box to put them in. Pipers piping, although many and unusual, they were a present.
15. MOUNT EVEREST, it just hadn't been discovered yet!



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