



NEWS

391 APRIL 2021

IMPORTANT

The opinions, beliefs, viewpoints or advertisements expressed by contributors to ASOC News do not necessarily reflect those of the Club or Editor. 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.

PUBLICATION DETAILS

The contents in any issue of ASOC News are subject to copyright and cannot be reproduced or used in any form without the written permission of the Editor. The Editor reserves the right to edit or omit any items.

They should reach the Editor by the tenth of the month along with your membership number.

SUPPLIER DISCOUNTS

You must present your ASOC membership card of the type of order or order.

President

Charles Trevelyan
1701@asoc.co.uk

Chairman

Steve Ryan
1701@asoc.co.uk

Vice Chairman

Michael Jones
1701@asoc.co.uk

Secretary

John Gwynne
1701@asoc.co.uk

Treasurer

John Gwynne
1701@asoc.co.uk

Editor

John Gwynne
1701@asoc.co.uk

Publications

John Gwynne
1701@asoc.co.uk

Membership Secretary

John Gwynne
1701@asoc.co.uk

Charities & Exhibitions

John Gwynne
1701@asoc.co.uk

Club Shop

John Gwynne
1701@asoc.co.uk

Club News

John Gwynne
1701@asoc.co.uk

Club Website

John Gwynne
1701@asoc.co.uk

Club Facebook

John Gwynne
1701@asoc.co.uk

Club Twitter

John Gwynne
1701@asoc.co.uk

Club Instagram

John Gwynne
1701@asoc.co.uk

Club YouTube

John Gwynne
1701@asoc.co.uk

Club LinkedIn

John Gwynne
1701@asoc.co.uk

Club WhatsApp

John Gwynne
1701@asoc.co.uk

Club Telegram

John Gwynne
1701@asoc.co.uk

Club Messenger

John Gwynne
1701@asoc.co.uk

Club Email

John Gwynne
1701@asoc.co.uk

Club Phone

John Gwynne
1701@asoc.co.uk

Club Text

John Gwynne
1701@asoc.co.uk

Club Fax

John Gwynne
1701@asoc.co.uk

Club Post

John Gwynne
1701@asoc.co.uk

Club Delivery

John Gwynne
1701@asoc.co.uk

Club Collection

John Gwynne
1701@asoc.co.uk

Club Return

John Gwynne
1701@asoc.co.uk

Club Recycle

John Gwynne
1701@asoc.co.uk

Club Donate

John Gwynne
1701@asoc.co.uk

Club Sponsor

John Gwynne
1701@asoc.co.uk

Club Partner

John Gwynne
1701@asoc.co.uk

Club Affiliate

John Gwynne
1701@asoc.co.uk

Club Associate

John Gwynne
1701@asoc.co.uk

Club Member

John Gwynne
1701@asoc.co.uk

Club Subscriber

John Gwynne
1701@asoc.co.uk

Club Donor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

Club Patron

John Gwynne
1701@asoc.co.uk

Club Benefactor

John Gwynne
1701@asoc.co.uk

EDITOR'S VIEW

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

Welcome to April News.

In this issue we have all the AGM items and how to access by Zoom. Please take time to read them through.

It is with much sadness I wish to inform you that Dorothy, my very dear wife of 58 years, passed away on Monday 8th March, after a major heart attack.

Dorothy has always been a great stalwart of the ASOC, including having had key roles in managing 4 very large Club & Company Rallies, and also running many normal rallies, both in the UK and abroad. We joined the Club 28 years ago in 1993 - Membership Number 1508.

Baz Wellard



SAD NEWS

It is with great sadness that I write about Dorothy Wellard. Dorothy and Baz joined the Club in 1993 and ran many rallies in this country and in France, and Spain. Dorothy was always around, making sure that all was well.

Whenever attending rallies Dorothy would be there helping the marshals with the tea/coffee at the evening get together.

Baz ran 4 Club and Company Rallies at Malvern. Dorothy was the one to go to for information, suggestions, and most of all, support.

Dorothy will be greatly missed in the Club, and our thoughts go out to Baz and the family.

John Osland-jones

THIRTY-SECOND AUTO-SLEEPER OWNERS' CLUB AGM
SATURDAY 1ST MAY 2021 AT 10.30AM
VIRTUAL AGM VIA ZOOM

It is a requirement that as the Auto Sleeper Owners' Club is a Company it must have an AGM. Due to the disruption caused by Covid 19 it is not possible to hold the AGM in its usual format.

The committee have been on a steep learning curve to grapple with the complexity of holding this meeting by Zoom.

As stated in my article in the February issue, the committee have now worked out a plan of action which, though, limited will enable the Club to hold an AGM.

1. There will be 500 computer connections for the Zoom meeting.
2. A computer screen can only hold about 49 images so the committee will be going between screens to monitor the meeting.
3. Members will have to register by Monday 12th April 2021, please go to

<http://www.asoc.uk.com/agm21.php>

4. An acknowledgement e-mail will be sent confirming a place at the Zoom meeting.
5. More details will be given about this (see page 2).
6. On the day before another e-mail will be sent giving full details how to create a Zoom app. The e-mail will also give the meeting ID number and the passcode. Connections will start at about 10.00am though this may take some time so the meeting may start a little late.
7. The meeting will be slow as the proceeding will be a technical minefield for the committee to manage.
8. After the AGM there is usually an Open Forum giving a chance for members to ask questions and put forward suggestion to the committee. To this end the committee request that if there are any questions or suggestions could they be emailed to secretary@asoc.uk.com before 24th April so that answers can be given.
9. Unlike previous years when the Minutes for an AGM are published in the following Aprils Newsletter, we will, as soon as practicable, publish the Minutes for members to read.

I hope that all members will understand that as this is an unprecedented AGM meeting, things will unfortunately go wrong, but the committee are endeavouring to run the meeting smoothly, looking after the interests of the Club and its members.

ZOOM AGM

How it works

Steve Ryan, Chairman

Leaving 2021 with no face-to-face AGM for a second year, we decided to host the AGM virtually on the Zoom Platform as a number of other clubs have successfully done around the world. I currently host the committee meetings via Zoom.

Do not worry if you have never used Zoom or Virtual meeting programmes before, it is simple, I will send you a link in an email prior to the meeting and at the appropriate meeting time you will click onto it and enter the meeting.

I am looking to hold a Pre AGM training session for those who have applied and are not familiar with the Zoom Programme in mid April.

I am aware that this leaves a small part of the membership which unfortunately may not have access to the internet or the technology to participate in the virtual AGM. Whilst I apologise that this may discriminate against some members, it is unfortunate as we are currently under UK Gov COVID restrictions which limit the possibilities for this year and, as Chairman, I am bound under the club constitution and Companies Act to hold an AGM in a given year.

To join the Virtual AGM via Zoom, you will need to apply to the email address set up for this purpose found elsewhere in this magazine. We will have availability for up to 500 participants and the Zoom AGM and Open Forum Meeting following the AGM will be recorded for the purpose of AGM administration and Minute preparation.

As Meeting Host, I need to make you aware of some limitations of Zoom:

1. When voting, I will be using the Zoom Polling facility, this has a limitation in that it is one vote per pre-registered Computer/ Tablet or Smartphone as against individual member of a 2 or more household.
2. Zoom has a screen limitation to 49 video feeds per screen without scrolling, as Chairman and host I will be pinning the Committee to the top of my screen which will limit my members' views without scrolling. My co-host on the committee will be monitoring the other screens on my behalf.
3. To ask questions, you will be able to use the Zooms Chat feature or preferably use the *hands up/down* feature on the Zoom Menu (details will be provided to you once you have registered). This show hands feature moves your video onto the top of my (Host's screen) in priority order of the hands raised. I will then address to you in turn. You will then have to un mute your microphone to speak.

I look forward to seeing you all at the meeting.

2021 ANNUAL GENERAL MEETING COMMITTEE REPORTS

Chairman Steve Ryan

As I sit here at the beginning of March writing this article, the release plan to ease the UK out of the pandemic lockdowns is underway. There are still many unknowns as to the actual timings depending on our unseen enemy the COVID 19 Virus, the plan to open major camp sites in mid-April with NO facilities until mid-May.

As some of you may be aware, we live on the Isle of Man, which has hit the National headlines for being COVID Free due to our borders being closed and, therefore, living the old normal life for over 8 months, sadly yesterday we went into a 3 week plus lockdown due to escalating cases.

At this time of uncertainty around plans for our New Normal future, while following the latest UK government guidelines on the restrictions, the club committee made a decision to cancel the National Rally at Newark, moving the various events and artists to 2022 and 2023 where the National will be back up and running again.

The Club is run by and for its members, as the new Chairman, I am looking for suggestions on how you would like to see the Club progress in the future which we can discuss in the Open Forum.

I am aware that many of you do not know or have not met me in person, unfortunately as space is limited in this issue, I will discuss my background in a future issue. Suffice to say my wife Carol & I bought our first Auto-Sleeper Broadway in June 2018, attending our first National Rally in May 2019. Following Peter Brown's call in Item 10 of the Open Forum, I put myself forward to be Co-opted onto the committee and was appointed as Vice Chairman in the October 2019 Committee meeting in Morton in Marsh. At the beginning of 2020 we updated our motorhome to a Winchcombe with EP self-levelling and we also tow our Honda Jazz.

Due to COVID, the AGM in 2020 was cancelled and Peter stepped down in December 2020, With the full agreement and support of the committee, took over as Chairman.

We currently have a number of vacancies on the Committee, and I am looking for enthusiastic and motivated people to help the Committee and myself to shape the club's future in the 'New Normal', following the COVID pandemic.

If you are interested in a great opportunity to move the club forward and join an enthusiastic team, please let Ozzie or myself know.

Secretary John Osland-Jones

It has been said many times, but this past year has been exceptional, in the way we have all had to cope with the Covid-19 restrictions, each in our own inimitable style. As secretary of the Club I have been on a steep learning curve finding out new ways to do this job.

2021 ANNUAL GENERAL MEETING COMMITTEE REPORTS

The committee did have a face-to-face meeting at Moreton in Marsh in February 2020, but then came the first lockdown. So to continue having meetings and to keep the Club on an even keel we went to Zoom conferencing and here I must pay thanks to Steve Ryan our new Chairman, for his work in organizing and explaining this system to the committee.

The 2020 National Rally and AGM was cancelled at short notice due to government advice and, therefore, the committee were unable to arrange an AGM. Again due to the third lockdown we had to cancel the 2021 National Rally & AGM, but you will see that for 2021 we will be having a Zoom AGM. Details of this procedure are explained in this Newsletter. You will also find all the paperwork relating to the AGM. Martin Ross the Chairman of the National Rally and I have been organising the 2022 National Rally and AGM (third time lucky). Details will be in later editions of the news.

Treasurer John Geeson

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

You will all have seen the final accounts for 2020 and comparisons with 2019, show an accumulated surplus of £31,544.26 slightly lower than the previous year.

The membership has, surprisingly, maintained at an average number equal to past years.

Due to the pandemic and virtually no rallies income from these events are down.

The National Rally subscriptions had to be repaid along with deposits to the showground and entertainers to hold the venue until 2022.

There has been a significant reduction in the club insurance premium due to a change of insurers.

The use of bank transfer has again been highly successful and I would encourage members to use the facility, rather than cheques, for membership renewal. It has, though, had its drawbacks as on some payments members fail to follow the instructions published in the Newsletter, therefore, making it difficult and even impossible to identify the member.

We maintain a financial reserve in hand equivalent to one year's subscription, £20,075.00. I expect a similar reserve for 2021 as long as membership remains at its current levels. With this in mind I recommend that the subscription be held at £20.00 for the foreseeable future.

I hope we can all look forward to a more promising 2021 with the opportunity to rally together again.

2021 ANNUAL GENERAL MEETING COMMITTEE REPORTS

Rally Coordinator Neil Rogers

2019/2020: In 2019 we had 6 new locations for rallies and a total of 29 rallies. We lost one rally for reasons beyond our control and there was one new marshal. As usual the numbers attending rallies varied. The AGM & National rally went well under the guidance of Chris & Peter Brown.

2020 was a disaster for rallies as we were only able to run 6 rallies. This was, of course, because of the Covid 19 outbreak. We hope that in 2021 we will be able to run more rallies as things return to normal.

Ozzie Osland Jones and Martin Ross will be running the 2022 AGM & National Rally. Again, I must remind ralliers of the importance of not arriving at a rally before 12 noon, or the stated time in the Rally Supplement. If we are using our Exemption Certificate then we must abide by the rules that govern our use of this. Arrival on time also avoids any embarrassment for yourselves and the marshals who have to prepare the site for the rally. Please do not forget to have your membership cards available, as they may be requested by the marshals.

Once more I must thank all the members who volunteered to run rallies during the year. They give their time and effort freely in all weather conditions. We need them more than ever in 2021.

If you haven't rallied yet why not try one; you will not be "organised" and any events at a rally are purely optional to attend.

Finally, I must thank all of you who do rally and encourage more of you to think of becoming marshals, help is available, if requested, you only have to ask!

National and AGM Martin Ross

I hope and trust you are keeping well.

I have cancelled the entertainment acts for 2021 and moved them forward to 2023.

One of the acts is stopping, but shouldn't cause a problem as we have a long time to choose something else, although I'm sad to see Vivo go.

I have checked on the acts for the National 2022 and both Entertainers are looking good at the moment!

Editor John Morris

Magazine/newsletter: Colour was introduced during the year as an experiment, and this may continue for the future.

Although it has been difficult to fill the pages sometimes, we had great support from members by sending in travel articles.

During the year several requests were made to see if any member was interested to take over as editor, but had no response. If you are interested let me know.

Printing and postage costs have increased. The magazine will continue monthly until December 2021 and then be published bi-monthly. The first issue of 2022 will be

2021 ANNUAL GENERAL MEETING COMMITTEE REPORTS

February and perhaps later in the year continue as a digital version only.

Website: This is going along as planned with changes being made as necessary. It is now more mobile and tablet friendly.

Charity & Exhibitions Shelagh West

Charity: The Committee agreed that the chosen charity for 2020 would be carried over to 2021 or until such time as an AGM could be held at Newark.

Just to remind you that the charity is TOFS (Oesophageal Atresia AO with Tracheo-Oesophageal Fistula).

Exhibitions: The last NEC Show to be held was February 2020. With Covid lockdowns it is difficult to ascertain if the October 2021 show will go ahead or not. Our presence at these shows is always appreciated by Auto-Sleepers as it is a great help to them for our members to chat to people whilst they wait to talk to a Sales Representative.

Regalia Stuart Wood

There is not much to report on regalia as covid restrictions have prevented me from seeing old and new members alike, and offering regalia items for sale.

I have many items for sale and will sell to members via postal services, so you can be ready when the current lockdown ends and we can get out in our motorhomes again.

As the Annual General Meeting is to be held on Zoom this year and there will not be a National Rally, so, I will not be able to let members try on garments.

I am looking forward to the National Rally and local rallies in 2022 when we can all get together again.

Membership Secretary Jean Downie

This last year has been an extremely strange one for all of us.

Covid has affected everything the club does and everything my role as membership secretary entails.

You will have noticed a subtle change to the membership cards for this year. Each future year will have a different colour introduced in the validation text.

Renewals this year have gone fairly smoothly with more BACS renewals than cheques. Depositing cheques became problematic with the lockdown restrictions, social distancing and my local post office opening times. At times the queues were so long I had to abort my trip. However, you did it, thanks to everyone who has renewed.

I tried very hard to make the renewal/payment instructions that went into the magazine as clear as possible. I hope you found this helpful. However, I had numerous requests on how to pay. I think I had almost every question it was possible

2021 ANNUAL GENERAL MEETING COMMITTEE REPORTS

to ask apart from "what is my name". These gave me a few light-hearted highlights during an extremely busy period. Our dog got lots of extra walks to the post box to post out the new membership cards.

There are still a number of 2020 members who have not yet renewed their membership (approximately 300) but on the whole the memberships remain on an even keel. We now have 764 active memberships which is comparable with other years.

I would like to welcome all our new members and hope they are able to take part in some of our events over the coming year. I think we are all missing being able to be out and about in our motorhomes. I look forward to meeting all our members on future rallies that we have.

Thank you for all your kind comments and good wishes.

I would like also to thank John Geeson and Dennis Downie for their continued help and support during the renewal period.

Technical Dennis Downie

Everyone will know what a tough year it has been for our leisure time activities, so I won't dwell on it, except to say that it has restricted what I hoped to achieve from a technical standpoint, for the club. I am a firm believer in face-to-face contact when dealing with technical issues. The restrictions on access to the factory and key suppliers at the various cancelled shows have limited what I have been able to deliver. A visit to the Whale teams in their factory to bottom out the pump priming issues we have been dealing with had to be cancelled. Changes in working practices and the encouraging, but surprising upsurge in sales of motorhomes this year has created some very busy environments and my planned quarterly meetings with A-S teams have not been possible.

On the positive side, I have had many requests for help during the last 12 months for which I am grateful. I learn something new from each and feedback suggests that many are grateful for the support the club offers.

We recently reached 250 Ideas Sheets. A new format has been introduced for the Ideas Sheets, mainly cosmetic. The R&D and Homologation teams at Auto-Sleepers no longer see the need for them to review and sign off these ideas supplied by Club Members so the new ideas sheets will no longer reflect this change in policy. All the ideas sheets are viewable and downloadable from the website.

I have advised the Committee that I will stand down as Technical Officer in 2021/22, retiring no later than the 2022 AGM. I am sure that our Chairman Steve Ryan, would welcome candidates to join the committee in this role in the coming period. If you would like to discuss this, or have a nominee to suggest, please contact me at technical@asoc.uk.com or Steve_chairman@asoc.uk.com

THE AUTO SLEEPER OWNERS' CLUB
THIRTY-SECOND ANNUAL GENERAL MEETING
TO BE HELD via ZOOM SATURDAY 1ST MAY AT 10.30AM.
REGISTRATION FOR MEETING REQUIRED BY EMAIL BY 12 APRIL 2021
Email See page 1 in this issue of News

AGENDA

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

1. Apologies.
2. Minutes of the thirty Annual General Meeting 2019.
3. Minutes of the Open Forum 2019.
4. Committee Reports 2019-2021.
5. Accounts for year ending 31st December 2019.
6. Accounts for the year ending 31st December 2020.
7. Annual Subscriptions.
8. Committee elections. There are five vacancies on the committee and the following nomination have been received.
 - Neil Rogers 0313
 - Shelagh West 6055
 - Carol Ryan 10272Dennis Downie will be staying on the committee for one year as a co-opted member.
9. Any other competent business.

THE AUTO-SLEEPER OWNERS' CLUB THIRTIETH ANNUAL GENERAL MEETING

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

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

Officers 2018/19

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

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

1 Apologies for absence had been received from:

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

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

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

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

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

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

7 Subscriptions for 2019/20

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

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

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

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

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

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

10 Any other competent business

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

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

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

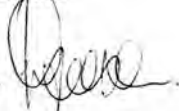
The Stinchcombe Bell was rung to formerly end the meeting at 10.44 a.m.

Auto Sleeper Owners Club

Accounts for the year ended 31st December 2019

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

J E Geeson
Hon Treasurer



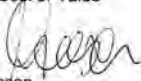
I have examined the above accounts, which are in accordance with the records of the Club.
I have received satisfactory explanations to my enquiries.

J. Tubbing
Accounts Examiner

Auto Sleeper Owners Club


Accounts for the year ended 31st December 2020

<u>2019</u>	<u>Income</u>	<u>2020</u>	
£		£	£
19,100.00	Membership subscriptions	18,924.56	
291.25	Donations received	171.40	
895.20	Regalia	340.75	
1,267.39	Rallies	326.40	
167.57	Raffles	0.00	
0.57	Interest on Deposit A/Cs	18.12	
15,213.87	Annual Rally (incl raffle)	7,665.76	
626.93	Sundries	0.00	
<u>37,562.78</u>	Total Income		<u>27,446.99</u>
	<u>Expenditure</u>		
1,184.06	Postage & Telephone	741.28	
982.67	Printing & Stationery	684.90	
13,931.57	Newsletter	13,844.96	
4,218.54	Club Administration	1,149.80	
825.73	Rally plaques & leaflets	159.80	
2,098.33	Insurance	1,262.68	
870.05	Regalia	551.68	
106.90	Sundries	348.06	
0.00	Tax paid	0.00	
1,106.49	Equipment	987.96	
16,245.94	Annual Rally (incl charity donation)	9,627.77	
<u>41,570.28</u>	Total Expenditure		<u>29,358.89</u>
-4,007.50	Surplus for Year	-1,911.90	
37,463.66	Surplus brought forward	33,456.16	
<u>33,456.16</u>	Accumulated Surplus		<u>31,544.26</u>
	Represented by:		
12,069.63	Cash at bank-current NW A/C 54359	10,137.73	
20,075.91	Cash at bank-deposit NW A/C 54367	20,075.91	
0.80	BACS Membership Subs A/C 54375	0.00	
<u>1,309.82</u>	Stock at Cost or Value	<u>1,330.62</u>	
<u>33,456.16</u>			<u>31,544.26</u>


John Geeson
Hon Treasurer

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

Accounts Examiner



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TECH TALKwith Dennis

VW T25 Restoration

Claire Humpries (11078) has a T25 VW based Auto-Sleeper VX-50 that requires some restoration. She has been in contact with a number of specialist restorers to have rusty panels and sections replaced. She is horrified to find that the advice she is being given is that to do this work properly, the roof needs to be cut off to address all the issues. Claire would like to know if any other members have any experience of this sort of repair to share and before she considers the economic viability. If you can help in any way, please contact me technical@asoc.uk.com and I will pass on your details. I am sure a good, experienced welder who specialises in this sort of work could return her van to a safe and sound state.

Motorhome covers

A useful looking suggestion from John Anderson (9050)

I have a 2008 Auto-Sleeper Nuevo ES (4 berth with high side edges on the roof to accommodate awning, etc), and over the winter I protect the van with a Pro-Tec cover. The van is parked outside my garage and with a slight slope downwards towards the front of the van. The first year I used the cover I found that due to the high sides, water was pooling above the roof because the normal escape vents on either side are blocked by the van winter cover. I became concerned when the water became quite deep (several inches), and worried about the weight of the water causing structural damage to the roof, windows or TV antenna. To overcome this I purchased a roll of bubble-wrap (50cm x 100m), for about £8 online and placed it in the centre of the roof then put the cover back on. This is of negligible weight and tented the centre ensuring water runs off the top of the van. Other sizes of bubble-wrap roll are available but I recommend buying the 100m long roll because if it is too high then just unroll some for a custom fit.



TECH TALKwith Dennis

Weights and tyres

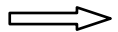
I received an enquiry from Phil Lee (11109) about the weight limits on his Burford. Phil is concerned that the plating for the weight limits on his van may be incorrect as it seems his user payload is very small. My advice to everyone is to do your homework on this because the responsibility for correctly loading your motorhome lies with the driver, not the manufacturer or anyone else. Many times, a motorhome weight limit can be increased if necessary. Advice on this can be obtained by contacting Sv-Tech who are authorised by DVLA to carry out tests and issue replacement Converters Plates which certify the new weight limits of your vehicle. Such an authorising plate is shown here and a version is supplied to fix to the vehicle.

For our motorhome, this was a paper exercise and no modifications to the vehicle were needed. This increased my payload by 300 Kg. For others, possibly the addition of air suspension would lead to the ability to uprate the payload allowance. Sv-Tech will advise.

Phil shared with me that he is a police sergeant who has spent 10 years on Traffic which prompted me to ask for advice regarding tyre pressures and roadside inspections. He says he is happy to help and will assist me in providing a piece for a future Tech News.

It reminded me that I have a letter from Michelin, given to me by John Tubb (4910), which I include this month.

It outlines some important points and is related to my emails with Sergeant Phil about roadside checks and the discrepancy between the tyre pressure ratings set out on the vehicle plate and the recommendations made by the tyre manufacturer. (the figures mostly disagree).



HUB

asocnews@asoc.uk.com

As a lover of Venice I read Mike Valentines article on "La Venice Verte" with great interest.

Having taken the van to the Outer Hebrides I also enjoyed Piers and Frances's piece, but I would like to comment on the statement in the first paragraph on the single track roads that "wider patches of road are strictly for passing oncoming vehicles". They most certainly are not. They are also to allow faster moving vehicles, the local farmer, resident, postie, delivery van etc. to overtake.

Unfortunately, in my experience what happens is that the tourist has this "I'm in front wait your turn" mentality which can be very frustrating for other drivers.

Malcolm Imhoff 4273

SvTech Converters Plates

MAXIMUM WEIGHTS AT WHICH THIS VEHICLE IS FIT FOR USE

Vehicle Make : MERCEDES BENZ Model : CDI
Chassis No. WDB9061312N706014 Axles : 2
Engine Type : 2.1L
(kg) UK Design
GVM 3500 3500
GTM - -
Axle 1 1800 1800
Axle 2 2000 2000

SvTech
Special Vehicle Technology

A48441
31/10/17

Chandler, Talbot Road, Leyland, Lancs, PR25 2ZF

We declare that the above vehicle has been uprated in accordance with the design weights shown above and that the above converter's plate has been attached to the vehicle immediately adjacent to the vehicle manufacturer's identification plate or in view for inspection.

C&U Regulation 66, Schedule 8

Application: Motorhome
Revenue weight: 3500
Taxation class: PLG



Customer Signature

J Downie

Uprate covered by:
Stephen Heap
Applications Engineer
On behalf of: **SvTech Ltd.**

Thank you for contacting Michelin customer care.

Regarding your query about pressure.

The recommended tyre pressure for the rear (single) axle of a motorhome running on the MICHELIN Agilis Camping is **80 PSI** (5,5bar) and for twin axle **69PSI** (4,75bar)

This is due to the construction of the tyre with 2 casing plies enabling the use of higher pressures. Its construction and the use of higher pressures is designed to cope with continual heavy loads sometimes found on motorhomes and can help with wear pattern issues, if lower pressures are used particularly on the rear axle.

The front tyres however can be adjusted down to a pressure of **65 PSI** for a more comfortable ride and optimum performance.

Here are some safety points to be taken into account when it comes to tyre pressures:

1. Always check the pressures when the vehicle tyres are cold. We consider the tyres as being cold if they haven't been used for at least 2 hours or if they have rolled less than 3 miles at low speed. If the tyres are not under these conditions they are considered to be hot.
2. When the tyres are hot you should always add 4,4 PSI to the recommended pressure.
3. Please remember - Never deflate a hot tyre!

I hope this information was helpful and please do not hesitate to contact us again if you have any further questions. We are happy to help.



FLY HELICOPTERS

Peter Brown

About eleven years ago I was introduced to the hobby of flying (and repairing) radio controlled model helicopters. The restrictions to personal movement of post lockdown in mid 2020 and the further restrictions of late 2020/21 gave me opportunity to spend much more time on enjoying this hobby than in previous years.

Since I started flying, replacing damaged helicopters, then eventually repairing the damage, plus acquiring additional helicopters suitable for flying in a specific environment, have ended up with me having quite a fleet of machines. They broadly fit into three categories: in house, in garden and for club flying field:



The helicopters are all powered by rechargeable batteries, and they are operated by radio transmitters. The left stick controls up and down and rotate left/right, the right stick moves the helicopter forwards and backwards and from side to side.



Some of you may be familiar with quadcopters/drones. Those machines are electronically controlled to maintain their position in space until you move it using the controls, they can take off and land without any control input.

A helicopter has to be flown. It is difficult to take off as it will naturally tilt to the right and if that is allowed to happen it will bring the rotor blade in contact with the ground and break the rotor and drive mechanisms. Once in the air it requires constant control to stay in one place, if the controls are not used it will shoot off and crash very expensively. When the helicopter is facing towards you, the three directional controls are reversed. It took a couple of years for me to master the control through the flight envelope and another couple of years before I could have the expectation of ending the day with an intact helicopter.

During the first lockdown the weather allowed me into the garden quite a lot. I first flew the whole fleet one by one to check they were serviceable and that the batteries were in good condition then concentrated on the two helicopters that are a good compromise for size and wind resistance to fly in the garden (that is quite small and has a tree and several other vertical obstructions to make life difficult).

The helicopter with three blades is extremely unstable and very difficult to fly. Its predecessor of the same design took off and threw itself violently into the shed a few years ago, I always keep the bits and, with time on



my hands, I tested its receiver and found that it had a fault that caused the controls to be intermingled so was unflyable. In April 2020 I bought the other green one that could be set to be relatively stable and thus mastered the garden. Now knowing what I could do in the garden I also started enjoying flying the Trio.

When we were allowed to make none essential journeys and being, unusually for that time of year, at home I was able to share in the mowing of the club flying

circle and I refurbished one of our mowers following which I was able to have several weeks flying before we were allowed out in the motorhome again. For the first time in the years I have been in the club I actually felt properly part of it.

During this hiatus of pleasurable club flying, one of my oldest and favourite helicopters that has been rebuilt many times suffered a mechanical failure on take off and was severely damaged. Most spares are no longer available but I had a good stock of the more vulnerable bits, however one small item that connected the bottom, top and tail together was unobtainable so I abandoned it on the shelf. The plastic that the helicopter components are made of can't be glued but in December last I came across a fluid that, under the influence of ultra violet light, would weld plastic. With time again on my hands I painstakingly repaired the component and then repaired and recalibrated the helicopter, this took about three days.

I took the completed machine out to the garden and powered it up, the blades span and the controls worked so I started to lift off - the strain was too much for the repaired component so back to square one:



So now through January and into February I'm flying my two smallest in the lounge that is the only room just big enough to allow some freedom of movement. Of course I have to wait for Chris and the cats to move out before I rush in as even these small machines could do severe damage if an impact occurred. I know this because I so marked the walls when first leaning that I had to redecorate.

I'm really hoping we can get out on our travels again in the future but if not, I wish for a dry spring so I can further enjoy my helicopters.



Many thanks to Rob Corcoran for tabulating the post Brexit travel regulations for visiting the EU.

The most pertinent for ourselves, with a daughter and family living and working in Spain, is the "90 days in any 180 day period".

Early in January, since I couldn't find other than the basic information on the websites, I asked for clarification from the Caravan & Motorhome Club. I was wondering if, you were in the EU when one 180 period finished could you rollover from one 180 period into the next if you hadn't exceeded the 90 days stay. The response was as follows:-

"I have checked for you and if you overstay then you are subject to a fine and even deportation. How that rule is enforced though seems to vary greatly from one country to another.

The worst case scenario is that you would be banned from entering the EU for 1-3 years or indefinitely.

This means that you need to return to the UK by the end of the 180 days "

I set up my diary to identify the 180 days from when I stepped on EU soil. Because of Covid restrictions and ferry & tunnel cancellations my initial problem was resolved. We had 2 holidays planned for 2020, one of which has been rescheduled for 2021 and the second 2022. We have to take these into account when looking to rebook our three cancelled ferry crossings and Eurotunnel journey.

I am pleased to say that an official web site now exists into which you add your travel dates and it calculates your days in the EU in a 180 day period.

<https://www.schengenvisainfo.com/period-of-stay-calculator-british-citizens>

With such punitive consequences I advise all to check, especially when forced to rebook travel arrangements. Many thanks.

Stuart Boulton 8847

FOR SALE

Genuine silver screen thermal windscreen covers
Fits Mercedes cab (with inner blinds) 2019.
Excellent condition, comes complete with storage bag.
£90 plus postage or collect from Cleveland/North Yorkshire.
Tel 07751700024.
Barbara Armstrong 8810

DARK DAYS - LIGHTER MEMORIES - FAR HORIZONS

————— Ailsa James —————

Biarritz is a tourist information sign that adorns the side of the Paege as you approach Biarritz which shows the reclining figure of a woman underneath a sun umbrella next to a man surfing on a large wave. I always feel this is 'our' sign and depicts my husband and I. We've been coming to this area for over forty-two years in a variety of vehicles and first 'discovered' Biarritz in 1977 when we were travelling around France in our split-screen VW Camper known affectionately as 'Otto'. We came for the surf and found ourselves coming back for, well... everything else that this area has to offer.



Like the surf for which it is so well known, Biarritz has surged in and out of fashion over the years. In the 60's and 70's it was in serious decline with decaying Victorian splendour and had an air of long-gone prosperity. A great deal of money has seen the resort restored to its former glory and the crumbling Grande Plage is now grand once again. The streets are lined with tantalising bars that beckon you to bide-a-while and watch the world go by. Over the years that we have been coming here we do have our favourites. Atop the dramatic cliff overlooking the gorgeous Cotes de Basque is the delightful Etxola Bibi, a beach

bar where you can not only enjoy good food and wine but can watch serious games of Boule being played. Take a trip up to the lighthouse overlooking Grand Plage and you will be rewarded not only with a fine view but a lovely little café called Pavillon du Phare which serves lunches, coffee and, of course, ice-cold beer. A leisurely walk along the seafront starting at the Rocher de la Vierge, a rocky outcrop with a statue of the Virgin Mary, will lead you up the winding path through gardens full of Tamarisk trees to a spectacular view over Grande Plage and from there you can wander down and past the harbour – in fact don't go past, stop and enjoy a plate of grilled sardines or moules at one of the lovely restaurants there. Well worth a visit and just a couple of miles from Le Pavillon Royal is the gorgeous artisan bakery, Moulin de Bassilour, an old working mill. Their bread is scrumptious and their Gateaux Basque, a local delicacy, is the best we've ever tasted.

Biarritz is an elegant seaside town full of history, set upon dramatic cliffs above some of the best surfing beaches in Europe. It has been a favourite resort since Napoleon III and his wife Eugenie first visited it during the mid-19th century and has attracted Royals ever since, including Queen Victoria herself. Even 'Ol' Blue eyes', Frank Sinatra, enjoyed a sojourn or two in this delightful town. It's in the heart of the Basque Country which straddles the border of France and Spain on the coast of the Bay of Biscay. The Basques don't consider themselves French. They are an autonomous, fiercely independent community in the Western Pyrenees with strong cultural traditions, a celebrated cuisine, a distinct language and its own flag, which proudly waves over many buildings. The road signs and place names are in dual language, Basque and French, with scarcely a vowel to be seen.

We were staying in Camping Le Pavillon Royal, a delightful, well run, five-star campsite with direct access to one of the finest surf beaches. It is overlooked by the famous Pavillon Royal Manor, former residence of Queen Natalie of Serbia. The site has generous pitches and excellent amenities, including a bar, shop and restaurant, massage room, fitness room, games room and a large swimming pool. With a golf course on your doorstep you won't lack for things to do. There is a local bus service outside the campsite – hop onto a Chrono Plus bus and for just €2 you can travel all day. Bicycles are also available for hire from Reception. The last couple of years has seen a great improvement in the number of cycle tracks in this area and they are excellent and well signposted. The French are entirely respectful of deux roues (two wheels) but four wheels? Take care!

Promenading is de rigueur here and the long beach promenades have been lovingly restored to their Victorian glory. When the tide is right you can also wander along golden sands in either direction from the campsite; to the left will take you all the way to Guethary and to the right you can get into Biarritz itself. High above on the hilltop typical Basque houses that have resisted the relentless pull of gravity over the years cling stubbornly to a crumbling cliff face.

Not to be missed is the Saturday market in Bidart, just a few kilometres down the

road. It has a warm ambience that embraces you like a comforting blanket as you wander in the newly renovated square of Bidart where you will find yourself surrounded by enticing smells of local produce; goats cheese, cider, paella, roast chicken, all clamouring for attention in your senses. Add to that the stalls of local crafts, jewellery, hats, clothes and shoes and you will happily part with your money. When you've had enough there are delightful cafes that nudge you to plonk yourself on a seat and have a glass of ice-cold beer, a coffee or a leisurely lunch - and all this overlooked by the stunning backdrop of the Pyrenees. Bidart is full of lovely restaurants and we have tried as many as we can over the years but one of our favourites is the Hotel Uhabia where you can have a superb three course evening meal for just €13.50 and, if you're lucky, and time it right, you'll also experience a superb sunset.

It would be impossible to extoll the virtues of this area too much. St Jean de Luz is a picturesque and busy old port nestling at the foot of the Pyrenees and is only 17 miles from the campsite. The harbour is full of colourful fishing boats floating on clear spangled water as shoals of large fish swim gracefully around. Fishermen mend their nets and the tangy smell of marine life hangs in the air as gulls wheel overhead. There is also a lovely swimming beach and, as if all that isn't enough, streets full of delightful restaurants serving traditional Basque cuisine.

Within spitting distance of St Jean de Luz - not a measurement that I have actually tried and tested I hasten to add - is Ciboure. Sit at one of their little cafés and it's not hard to imagine the ghostly strains of Ravel's Bolero still lingering in



the air as this was his home town. Whilst there, take a walk around the restored embankment of the Socoa Fort, used to protect the bay from Spanish invaders. Biarritz nestles at the foot of the Pyrenees which opens up a whole new ball-game so if the sea and the beaches don't do it for you then the spectacular

mountain scenery will. Within just a few miles of leaving Biarritz you will find yourselves in the heart of the Pyrenees, where eagles soar and wild horses roam free. Delightful alpine-like villages such as St Jean Pied de Port, St Etienne de Baigorry, St Pee-sur-Nivelle, Ainhoa – all utterly beguiling with their typically Basque architecture.

There is so much to see and to do, to savour and to explore, trust me, you won't be bored. It is this diversity which has kept us coming back year after year, in a variety of vehicles. Our current vehicle is an Autosleeper Nuevo EK whom we affectionately call 'Monty'. It's sad I know but we have named all our vehicles and, over the years, we've gone through a number of them. We've had all five VW Models starting with 'Otto' a VW Splitty (should have kept him – he'd have been worth a small fortune now - ain't hindsight a wonderful thing!) Then came 'Max' a type 2 VW, followed by 'Bomber' – Type 3, 'Stormin' Norman' – a Type 4 and 'Gus' a Type 5. We went off at a bit of a tangent after that with a couple of small caravans before getting back on track with our first Auto-sleeper Nuevo. We called him 'Burt' and he gave us the added advantage of being able to tow our Harley-Davidson motorbike. These days we take separate holidays on our Harley, all over Europe, but now carry our Wisper electric bikes as cycle tracks in France really are so good and such fun. Suffice to say we have enjoyed all our various holiday homes which enabled us to travel long and far and also gave me the opportunity to write articles about our extensive travels which have been published in MMM (Motorhome and Motorcaravan Monthly), Practical Caravan, HOG (Harley-owners Magazine) The Saturday Telegraph to name but a few. I have fingers crossed that this year we will once again be able to up sticks and set off again.

The Covid restrictions in France were very similar to our own and we were as careful and sensible there as we have always been in England. It was a joy to be living in the sunshine, safe in our own little bubble of a Motorhome. The two-week quarantine upon our return to the UK was a small price to pay for the freedom that we had for a month. We lived the outdoor life and stocked up with enough vitamin D to see us through this winter and stored up some warm, happy memories to see us through this pandemic.

Take care one and all – stay safe and here's wishing us all happy travelling in 2021.

The campsites used:

Bidart (Biarritz): 3 nights@ €41 per night +25 nights@€35 per night from 16 September)

Camping Le Pavillon Royal*****

(275 Emplacements)

Avenue Prince de Galles

64210 Bidart

Tel: +33 5 59 23 00 54

Email: info@pavillon-royal.com

www.pavillon-royal.com

EVENTS

Neil C. Rogers, Rally Coordinator,
5 Emerson Court, Carmel Road North, Darlington, Co. Durham DL3 8JB
Telephone: 01325 954508 Email: ncr@mypostoffice.co.uk

RALLY INFORMATION APRIL 2021

If you wish ASOC to have a Club rally at this year's Peterborough Show then we need a volunteer to marshal the rally. The dates are 10 - 13 June, if you wish to volunteer please contact the Rally Coordinator as soon as possible.

NATIONAL RALLY & AGM 29 April - 3 May 2021
CANCELLED Full details on how to participate see page 1

BRIARFIELDS RALLY 17 - 24 May
This rally has been postponed until 19 -26 September 2021

Rallies 2021

27 June - 2 July 2021 Wigginton F.C. York
8 - 13 July 2021 Leons Field, St. Ives
15 - 19 July 2021 Beacon Park, Lichfield CANCELLED
24 - 29 July 2021 Stafford Boat Club
19 - 24 August 2021 Whitby Regatta
23 - 27 August 2021 Winchester, Symondians Cricket Club
6 - 10 September 2021 South Lychett Manor
19 - 26 September 2021 Briarfields, Cheltenham
29 September - 4 October 2021 ACCEO AGM

Shows that may take place

New provisional date: 11 - 13 June 2021 National Motorhome Show, Peterborough
If members wish to rally at this show, we will need a volunteer marshal.

Contact Rally Coordinator ASAP.

20 - 22 August 2021 Great Western Show, Malvern (we have a marshal)
10 - 12 September 2021 South West Show, Shepton Mallet
24 - 26 September 2021 Seasons Finale, Lincoln Showground

Details of further rallies will be published if and when current
restrictions allow

A Guide for new ralliers

ASOC membership cards must be available for inspection at all rallies, if requested, to verify membership. Any member in the Club may rally but there is a procedure to follow.

Rallies are advertised in the Rally News approximately two months ahead of the rally with exception of the National/AGM and any foreign rallies.

1. If you see a rally you wish to attend advertised in the Rally Information in the ASOC News, complete a rally slip which you will find in the ASOC News. Complete ALL sections of the rally slip. Ensure that ALL family members attending a rally are listed on the slip, this number is subject to the sleeping capacity of your Auto-Sleeper. Applications for rallies are only made by using a Club rally slip using the above information. Early applications cannot be accepted.
2. Calculate the amount of money to be sent to the Rally Marshal named in the rally information. This includes site fees for the number of nights of the rally and the Rally Fee. The Rally Fee is a one off payment for a rally, NOT a per night fee.
3. Return the RALLY SLIP and a CHEQUE for the total amount of the cost of the rally to the Marshal, whose address is given in the rally information. If you wish to have confirmation that you have been accepted on the rally please enclose a SAE (Stamped addressed envelope) or email address.
4. Return the rally slip and cheque as soon as possible to the named marshal as rallies are very popular.
5. If you find that you cannot attend the rally then please inform the Marshal as soon as possible as they may have others waiting to attend. We always try to give a telephone number for the site or the Marshal's mobile so if you are delayed en route you can telephone the Marshal on site, if possible.
6. The only rallies that this system does not apply to are the Club National & AGM & the large show rallies. THE APPLICATION FORM FOR THE National & AGM RALLY IS SENT OUT WITH THE ASOC NEWS. All relevant information is given on the Form, including closing dates.
7. For large Show Rallies ie. Peterborough, Malvern, South West & Lincoln the bookings are made through the Show organisers and payment should be sent to them, using the appropriate forms to be found in Motorhome magazines, or online, before the closing date. Special Club site fees are sometimes available and these are advertised in the Rally Information in the ASOC News.
8. When you have sent your application form and fee to the Show organisers then send a completed rally slip to the Club's Marshal with the appropriate rally fee. You cannot book with the Organisers at the special Club site fee and then rally elsewhere on the site.
9. REFUNDS. The rally fee will have already been used so there will normally be no refund. Site fees may only be refunded when and if it is possible to fill the vacant pitch. This will be subject to the terms agreed with the site owner by the rally marshal.
10. Please remember that rallies start and close at 12 noon, unless otherwise stated. Failure to keep to these times can cause the Club problems with the Exemption Certificate used on green field sites. Early arrivals can also cause the marshal problems. To avoid causing embarrassment please arrive at a rally after the given start time.
11. Extra items such as trailers, cars (with vans) tents etc. may only be accepted on site with the prior agreement of the marshal. Please indicate on the rally slip if this applies.
12. Please put your mobile phone number on the rally slip and keep the phone on en route to the rally. The marshal may need to contact you if the rally is cancelled unexpectedly.

Finally if you have any problems with booking for a rally then please contact the Rally Co-ordinator. The address, telephone number & email are to be found at the end of the Rally Supplement. If the Rally Co-ordinator is not available please leave a message on the answering machine or send a fax or an email and your enquiry will be dealt with as soon as possible.

N.C.R. (February 2021)