

Vesuvius ©Peter Brown



NEWS

393 JUNE 2021





Ivy Cottage, Royal Oak, Filey YO14 9QE

Coordinates 54.190307, -0.300984

<https://goo.gl/maps/49q5syjLyraEXbp39>

01723 449578 07802 759280

jtwwa@aol.com

This is a CL with two hardstandings about
1½ miles from the Centre of Filey.



Bus stops are near the jet garage,
one route stops in and opposite the layby
by the garage, the others are on the main A165 near the garage.

The Royal Oak pub (dog friendly) serves meals and a Sunday Carvery. It is 180 yards
on the way to a Spar Shop in the Jet Garage, only a ¼ mile from the site.

There is also a very nice local pub, 'The Horseshoe Inn', just under a mile away in
Hunmanby, first pub on right as you come into the village. It's a fairly small menu
but its good food, reasonable value, classic ales and a nice friendly atmosphere.
In Filey there is a large Tesco and a good selection of restaurants including Indian,
Chinese, Italian and the statutory selection of fish and chip restaurants. There is
another good fish and chip restaurant as well as a Chinese takeaway in
Hunmanby. Local butcher in Hunmanby is excellent.

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You must present your ASOC membership card at the time of order or arrival.



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THIS MONTH

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The dealer and supplier discounts available to members have been updated and can be viewed on the website

Welcome to June News

It seems more members have elected to receive the magazine in digital form only. If you would prefer the electronic version only, just let the editor know. With luck the club rallies will be taking place again.

I was recently asked how easy is it to travel by Eurotunnel with the motorhome. It, is, of course, quite easy, Just drive on drive off. This brought back a couple of memories of Eurotunnel, Being asked to drive to a customs shed, where we were swabbed and searched for explosives. The other when we were to be loaded last. We were loaded with a couple of spare carriages behind us. In the carriage before us was a van with students, and it was found to have a petrol leak. This caused quite a delay, but it was decided to seal the compartment and carry on through. Although in a carriage on our own, we were made to vacate our van for extra safety and move to an empty carriage along with the students, who told us they thought they could smell petrol as they were driving. Arriving in France, we were told we would be the first off before they would open the rest of the train. This meant reversing back through the empty carriages. First time we had been last on a train and first off and on our way whilst the rest of the vehicles were still locked in.

2021 AGM & OPEN FORUM

It's been a strange year for us all, with each of us having to learn new skills on the computer to connect and see our families by Zoom and Skype. The ASOC family also had the chance to see old friends via the Zoom AGM and Open Forum. Though I say this myself, I think the two meetings ran very well and that Steve our Chairman conducted the meeting with aplomb. As stated in my ramblings in the April News, in this issue there are the minutes of the two meetings.

Now it's time to look forward to 2022 and hopefully be back to normal at Newark. Martin and I will be starting to plan this event, though as you will have read in the open forum minutes the cost will, no doubt, increase, as they have been the same for three years. Details will be published later in the year.

Ozzie

Chairman's chat



As I sit here in the middle of May writing this article, the release plan to ease the UK out of the pandemic lockdowns is continuing.

We held our first Annual General Meeting via the Zoom Video conferencing platform on Saturday 1st May 2021, 73 members applied to virtually attend with 48 members on Screen on the day. Thank you to all those who took the time to participate in this successful event. It was a day of firsts for me, due to the pandemic, it was my first AGM as a member of the committee, first as chairman and first time hosting a large group from our home in Ballasalla on the Isle of Man. My thanks also go to Ozzie & Stuart for acting as co-hosts during the event. My thanks also go to our President, Charles Trevelyan who joined us for the AGM. He enlightened us to the significance and history of the Stinchcombe bell rung at the start and end of the AGM. We will publish this in a future newsletter.

The meeting minutes for both the AGM & Open Forum are published elsewhere in this Newsletter for your information.

Three main themes came out of the Open Forum

1. Underslung gas tanks and the diminishing forecourt LPG suppliers, something I will take up with Auto-Sleepers Management as to their vision for the future of this type of system, together with some good suggestions from the meeting members.
2. Review of the Rally booking system and its timing between the hardcopy Newsletter arriving on your doormat and the publication of the electronic format Newsletter. Having a consistent payment mechanism going forward which reduces the pressure on both the Treasurer and the Marshalls.
3. Newsletter potentially moving to Bi monthly next year. We currently have an excellent well edited 24-page colour newsletter delivered to your door each month for the cost of less than 1/3rd of a pint of Oakel's Ale or half an hour at our town centre car park per month which, in my opinion is, excellent value for money.

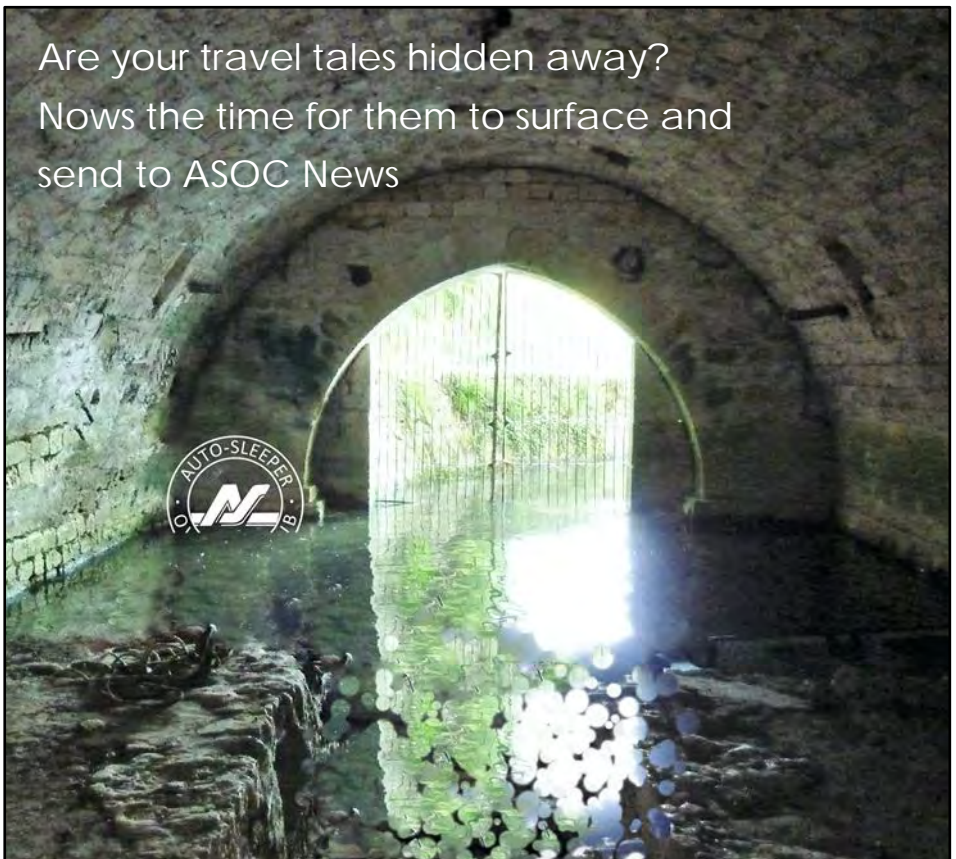
Our current challenge is finding sufficient content. Peter Brown recently wrote a great informative article on his hobby of model helicopter flying which is also a hobby I've had over the years and had not realised Peter had a similar interest. During the break between the AGM and the Open forum a couple of ladies →

were showing off their fantastic patchwork quilts they have been making, which begs the question are there other people in the club which also have similar hobbies or other hobbies they can share with other members?.

The pandemic and its staycation theme, have led to more people purchasing motorhomes and caravans. This boom for the industry and the main Motorhome, Caravan & Camping Clubs decisions to book up to a year in advance has led to a shortage of site availability. The Motorhome & Caravan Club has introduced additional popup sites, which brings me onto rallying, I feel there is a gap we can fill for members in having more rallies but to achieve this we need more people willing to organise and Marshal such events. If you would like an opportunity to hold an event at a favourite location near you why not give our Rally Coordinator Neil, a call to see how we could assist to bring your vision together?

Until next month, stay safe

Steve



Are your travel tales hidden away?
Now's the time for them to surface and
send to ASOC News

The Committee is currently seeking a new Treasurer for the Club with immediate effect



John Geeson, our current Treasurer, due to sudden unforeseen family health issues, has reluctantly decided to step down from the Committee and the post of Treasurer. On behalf of the Committee, I wish to thank both John and Jan for their commitment to the Club running over the years. We wish Jan a full recovery and hope to see them both at future club events

Are you good with figures or
have accounting skills?

Would you like to help your club
by joining the
team as the Treasurer?

If you would like to know more about this great opportunity to help the Club,
please contact:

Company Secretary: John Osland-Jones, secretary@asoc.uk.com

Chairman: Steve Ryan, chairman@asoc.uk.com or 07453 326655

Why not contact us for more information and an informal chat

Steve Ryan, Chairman

Lithium Leisure Batteries

Peter Brown

Much interest is being shown in the use of Lithium leisure batteries as prices begin to fall. Auto-Sleepers have announced that they will move over to factory-fitted Lithium batteries in their motorhomes and this short article aims to outline the "pros and cons". Some variants such as Lithium Polymer used to power radio-controlled models contain a flammable electrolyte. The Lithium Iron Phosphate (LiFePO4) variant that is used to manufacture leisure batteries is very safe. The rest of this article considers only LiFePO4 cells and batteries.

Batteries

Lithium battery cells first became commercially available in the 1990's. They have a much higher energy density than other types of battery cells being able to store 6 times the energy of a lead acid cell of equal weight. Batteries made of lithium cells are now used in many devices including all smart phones.



The case of a Lithium battery contains 4 discrete dry Lithium cells and an electronic battery management system that monitors and controls the charge and discharge processes as distinct from the body of a Lead Acid battery that contains 6 wet cells.

The nominal voltage of a Lithium Battery is 12.8v and fully charged it will be 13.2v as opposed to the equivalent 12v and 12.7v of a Lead Acid battery. A Lithium battery can deliver a high current for relatively long periods of time and will discharge a high percentage of its capacity without being overloaded. It can also accept charge at very high currents and will, therefore recharge relatively quickly. However, to do this it requires a compatible charging system.

Lithium batteries currently cost about seven times more than the equivalent Lead Acid battery.

A Lead Acid leisure battery should not be discharged regularly lower than 50% of its capacity. Doing so will severely shorten its life. They should never be completely discharged. By contrast, Lithium batteries can be discharged as low as 20% (it is advertised that a Lithium battery can be fully discharged repeatedly without damage, but it would be inadvisable to do that whilst relying on the availability of power in your motorhome) so their useable capacity between charges is greater than for Lead Acid.

A lithium battery will deliver more power when its temperature is below freezing than an equivalent lead acid, however, very importantly the temperature of the lithium battery must be raised to above 0°C (ideally to +5°C) before attempting to recharge.

New Vehicles

If your new motorhome comes with a Lithium leisure battery fitted during manufacture then the battery will have been sized so that it can be charged with the current available from the conventional motorhome split charging/ mains power charger system but still be capable of delivering the amount of energy you would expect to get from a larger lead acid battery. For example, an 80AH lithium battery with an internal battery management system that restricts the charge current to a maximum of 20A could deliver energy equivalent to that of a 110AH Lead Acid battery. The additional benefit is that the lithium battery is significantly lighter and will recharge faster from the vehicle engine. The disadvantage is that you can't add additional capacity with either a larger or second lithium battery as the current demanded on charge would exceed the fuse value that is designed to prevent the cabling from overheating.

Retrofit Lithium

If you wish to retain the existing motorhome electrical system then you will have to select a low-capacity high quality lithium battery that can be safely charged in that environment. So, you would gain a slight increase in available energy, a ➔

small weight saving, a reduction in the time to recharge and a much higher number of charge cycles (longer service life). All this in exchange for the several hundred pounds to buy the battery.

If you wish to increase the available 'off grid' energy using Lithium batteries, you would have to make extensive modifications to the motorhome electrical system. These modifications would include replacing the mains charger with one that has a charge profile compatible with Lithium, removing the existing split charge system from the Lithium charge circuit and add some form of charge current limiting to prevent damage to the vehicle alternator. There are several ways of limiting the charge current from the alternator but the most efficient is to install a battery-to-battery charger that would allow the leisure batteries to be charged at up to 50A (that is a safe load for the alternator) but is around three times that that could be allowed to pass though the existing split charge system. Cable sizes and fuses would have to be increased substantially to carry these currents safely. Such sized cables are very stiff and unforgiving. They have a large turning radius and are thus difficult to install and conceal. The cost of doing this modification (including batteries) could well approach £5,000.

If there is a requirement to use 'off grid' high power 230v devices such as hair dryer, microwave, toaster, etc. then installing lithium batteries and making the above modifications would achieve that. The battery capacity would have to be at least 200Ah. That would allow a discharge of 200A into a 3KW inverter that could provide 10A at 230v. Even though Lithium will charge quickly, this is still a lot of energy to replace using engine or solar power so probably a few hours drive each day would be needed with typical UK weather.

Conclusion

It would be up to each owner considering retro-fitting to decide how Lithium Leisure batteries will benefit the type of use of their motorhome. For longer periods of off-grid use, the costs appear to be very high, but long periods off-grid are possible. However, this cost and the motorhomes' charging capacity (solar and/or engine alternator) may be the main factors limiting the practicality.

For the additional ruggedness and longer life, retro-fitting a small Lithium battery may be attractive. It should be a "fit and forget" improvement. However, consideration of how long you will own your motorhome will affect the return on your investment.

The shop has a range of club items. They are available from the Regalia Officer by post or at the many rallies he attends.
 order form and more at www.asoc.uk.com/shop.html

**ASOC CLOTHING RANGE
 (INCLUDES DELIVERY)**

**MENS & LADIES FLEECE
 £23.30**



001 MENS: navy blue, royal blue, seal grey
 S, M, L, XL, XXL, XXXL
 002 LADIES: navy blue, royal blue, classic red
 14, 16, 18, 20

POLO SHIRT £25.00



007 with ASOC badge
 dark or light blue
 008 with little man motif
 pink, dark or light blue
 S, M, L, XL

SWEAT SHIRT £19.00



005 with ASOC badge
 light or dark blue
 006 with little man motif
 red, light or dark blue
 S, M, L, XL

**009 WOOL SKI HAT £14.30
 010 BASEBALL CAP £10.00**



ski hat black with ASOC badge
 badge
 baseball cap with ASOC badge
 badge cream, blue, blue
 with red peak

023 HOODIE £25.00

red, navy, royal blue,
 black M, L, XL, XXL, XXXL

**024 BODYWARMER
 £22.50**

navy, green, black
 M, L, XL, XXL, XXXL

TEE SHIRT £14.00

003 with ASOC badge
 dark or light blue
 004 with little man motif
 pink, dark or light blue
 S, M, L, XL

Many more items are available including badges, lanyards and much more; details can be found on the website



Payment required is by bank transfer, email your order to regalia@asoc.uk.com
 We will confirm your purchase together with our bank details, and a reference number to be used when paying by bank transfer. It is important to use the reference number when transferring as we require it to deliver the order

New Mercedes Benz Sprinter motorhomes

An anomaly exists with the first "A" service - required by the conditions of the vehicles' 3-year warranty. The service due date is determined either by mileage (37,000 miles) or time (2 years) since the vehicle has its Pre-Delivery Inspection at the Mercedes retailer. For us Motorhome owners, it would be very unusual for the mileage limit to be reached in the first 2 years.

The service light on your new Mercedes motorhome may call for an "A" service well before two years since your motorhome was delivered to you. This is because the time between the Mercedes dealer reset of the assist/maintenance system which starts the two-year clock, and the build and supply of your motorhome to your Auto-Sleepers dealer can be many months. This delay is even more extended if you bought a previous year model from un-sold stock from a dealer, perhaps with an attractive discount.

It is important that you do not disregard the warning light and have your first "A" service carried out when it says it is due or the vehicle warranty will be invalidated.

By way of example, I bought my Stanton in 2017 from Choose Leisure. It was the point at which the 2018 models were being made available and the old stock was being discounted. In just over a year and 2,000 miles on the clock, my service light came on for an "A" service. My local Mercedes dealer insisted that if I waited until 2 years after first registration - the time the warranty started, the warranty would be void. Seemed like a terrible waste of expensive oil that could have lasted for 37,000 miles.

I asked Mercedes Benz Customer Service for a comment. Here is their reply;

"I have spoken with my technical department who have informed me that vehicles destined for the UK market have the assist/maintenance system reset at the point of PDI (Pre Delivery Inspection) at the Mercedes-Benz retailer.

Whilst this situation is unfortunate I hope you can understand that we cannot be held responsible for the length of time or sales process of the finished product after the motorhome body has been fitted to supplied chassis from Mercedes-Benz to the selling company."

So, don't be tempted to wait. The subsequent time between services will be two years from the last as normal. (unless you took a job as an Amazon delivery driver!). My second service ("B" service) became due during the winter lockdown. It went in for this service last week at 5,000 miles. A total service cost of over £600 for 5,000 miles!

Our former Chair, Peter Brown, uses a reputable garage to service his motorhome, which is over 3-years old. He says at least they take the wheels off and check and clean the brakes. Makes you think.

Water level indication

I had an interesting enquiry from our Editor about the water level indication on his Nuevo (with EC700 control panel). John was a bit concerned that when the fresh tank shows empty, there seems to still be about 15 litres of water left in the tank. It prompted me to write a description of how the system works and why it has some limitations. For those of you who need some help getting off to sleep, I reproduce it here.

You are right into my field of measurement and control which is how I spent all my working career. Here is a rather pedantic explanation.

The main problem is the naming conventions and confusion over what things are called. In measurement terms, there are sensors and detectors. These are not interchangeable words but often end up as such.

Sensors generate an analogue of the property being measured - ie the pressure in a tyre with an infinite number of values between zero and maximum. A detector is a binary device that has only two values - indicating the presence or absence of the medium being monitored.

In the case of the Sargent / Auto-sleepers fresh water level system, the whole system consists of a tank that is fitted with four detectors (not sensors) and a control panel indicator with software. The detectors and the control panel + software indicate as follows:

- 1 - 25% or less water
- 2 - more than 25% and less than 50% water
- 3 - more than 50% and less than 75% water
- 4 - More than 75% water

The detectors operate by the measurement of a small current flow between the four electrodes and a reference electrode, when the water connects them. These are sometimes (incorrectly) called "the sensors".

There are four detecting electrodes in the tank plus a reference electrode. When the reference electrode and the first of the four detecting electrodes are uncovered by the water level, the system reads zero and an alarm may sound. When two electrodes are covered, the system indicates 25%, when three are covered the system indicates 50%, when four are covered the system reads 75% and when all five are covered the system reads 100%.

At 100%, there is still some capacity in the tank that might not get used if you use the Whale filling system because at 100%, the Whale system cuts off the water filling point. If you fill from a hose through the locking filling point until the tank overflows, you will get quite a bit more water in your tank. As you have observed, when the tank shows low water level, there is still a lot of water left.



TECH TALK with Dennis

It is the same system used on the waste water tank. Of course, we are more concerned to keep the tank empty (or not overflowing) so the use of detectors for this application is ok, but to know how much you have between the high level alarm sounding and how much you can still put in before it overflows and regurgitates into the shower tray is something you have to experiment with.

Legacy spares

Robin Cahill (11137) contacted me about the sprucing up of his Auto-Sleeper Clubman, which his family have owned since new in 1993. He was looking for new rubbers for the cab windows on the VW T4 which he was having difficulty locating. These base vehicles were made in very large quantities and although dealer support will be very limited, there are businesses specialising in re-made spares for these. A quick Google search "VW T4 Cab window rubbers seems to give lots of options.

Robin was also unfortunate enough to have the van vandalised and they broke one of the rear windows. For replacements of acrylic windows, there is the rather obscurely named Exhaust Ejector Company Limited who will make brand new replacement windows to order. They can be found here;

<https://eeco-ltd.co.uk/contact>

and are well worth talking to. If you have a damaged window DO NOT throw the bits away until you have had advice from them.

Curtains

One enquiry had me stumped this month. How do you remove the side curtains from a Nuevo? I checked those in my Stanton (same layout) and for sure they were resisting my charms. It turns out you have to be fairly brutal and hold on to the popper that runs in the rail and twist it upwards and backwards. It's a bit unnerving, but the runner does pop out. Popping them back in is easy (once you know how!)

Committee vacancy

Just a reminder that I will leave the position of Technical Officer at the AGM next year (April 2022) and step down from the Committee. If the club would like continuing technical support, we need a member to come forward to serve on the committee in this role. We would be very happy for you to contact me or our Chairman, Steve Ryan, if you wish to discuss this.

Spanish Speed Limits

Did you know these changed? Jean found this on social media (so it has not been verified).

"Don't forget the changes in some speed limits in Spain from 11 May 2021"

SPEED LIMITS: On May 11th, 2021 speed limits in Spain will change, as 6 months have passed since this new law's publication in the #BOE by Royal Decree 970/2020, of November 10th that modifies the RGC.

NEW GENERAL SPEED LIMITS on URBAN ROADS, the following:

20 km / hour on roads that have a single carriageway and path/sidewalk.

30 km / hour on single lane roads per direction of travel.

50 km / hour on roads with two or more lanes per traffic direction.

These apply within towns / villages / cities, urban areas.


FINES for EXCEEDING the SPEED set by the road, depending on how much the imposed limit is exceeded, can be either SERIOUS or VERY SERIOUS, thus differentiating the amount of the penalty.

The margin for mistakes will always be applied to the corresponding speeds, of course. You will not be fined for going exactly 1km over the speed limit! Don't forget, they allow space for mistakes.

Thanks Policia Local San Pedro del Pinatar for the reminder.

Won't it be nice to go to Spain?

Speed conversion table kph to mph (approximate)

 18

 31

 43

 55

 68

 80

Thank you

I would like to thank, on behalf of Jan and myself, all members who have sent messages, cards and phone calls of good wishes and support since her stroke. She has been very poorly but there are some positive signs. She is very strong and determined and looks forward to getting mobile ready to meet all her ASOC friends and colleagues again.

John Geeson

FRESH AIR

It had been a very good 3 week trip to Germany. Very hot and sunny the whole time but the forecast was for a change in the weather so time to head back towards France and slowly towards home. Our last night in Germany was spent at the stellplatz in Zell to allow for a last opportunity for wine tasting and finding room for a few more bottles in the van.

Mission accomplished successfully so back on the road the following morning with the promise of heavy rain and gale force winds. The forecast was accurate but the journey was reasonable. Having made the obligatory stop in Luxembourg to squeeze as much diesel as possible into the tank, we arrived at the aire in Stenay in time to stock up on French bread and cheese. The bread in Germany was very good but French bread still seems to be the best for us. All set up and settled on the aire so time for tea.

The weather had calmed down but it was still raining a little, and was very humid. "It's very stuffy in here" said Pamela, "let's have some fresh air," reacting to requests with my usual alacrity I opened one of the windows until it clicked into the first position on the window stays. "That's better, very refreshing" was the reaction. Tea was served and about to be enjoyed after our 128 mile journey. We very seldom make long journeys often only managing a few miles in a day. Right where's that French bread and strawberry jam ?

And then, an unexpected visitor ! A mini "tornado" swept through the aire and the window adjacent to my seat (and my tea) was swept upwards until it was pointing skyward and then detached from the van. With lightning reflexes I somehow caught hold of a large wet, slippery window with my left hand and clung on to it as it threatened to remove me through the large empty hole and take me hang gliding. The rain was so amused by this event it decided to join in the fun and turned into a monsoon. Between the two of us we managed to heave the window back inside the van and looked at a hole approximately 4 feet by 2 feet in the side of the van, while the rain poured in through it.

What to do ? Pamela grabbed towels and started covering the seats and backrests. I rushed to the cab and proceeded to turn the van until the large hole was on the leeward side. Unfortunately, the wind was still strong enough to send

some of the rain swirling around and into the van. Somehow, the window must be refitted. Driving home slowly with polythene and duct tape over the hole might be possible but much drier conditions would be needed to achieve a decent seal. So, out into the wind and rain clutching the window to try and return it to its rightful location. The window has to be positioned above a horizontal attitude to engage the channel at the top of the frame that serves as the hinge. Try as I might it was impossible to reach high enough to engage the window into the channel.

Looking around for inspiration, I spotted a timber post and rail fence. Standing on the top rail might give me enough height to reach the channel. Back into the cab (soaking wet) and drive over to position the van parallel to and very close to the fence. Back to the fray. Great idea but I had not spotted the moss and algae on the top rail of the low fence. I would defy an Olympic ice skating champion to stay on the fence with or without a large wet slippery window in both hands. I was expecting the occupants of the French vans to hold up cards with scores of only 4.2 or 4.3 for my efforts.

Pamela arrived next to me, sensibly clad in full waterproofs. What's that I see ? Ah, a park bench. Move the van and between us carry the bench over and set up alongside the van. After much fiddling and manipulating (with language now deteriorating - mine not Pamela's) the window is engaged in the channel and remains attached to the van when lowered to a vertical position. Into the van and change into dry clothes. Both window stays had been stripped completely when the window was torn from them but the window catches were undamaged and the window could be secured in the fully closed position. Thanks to Pamela's quick thinking, once the towels had been removed to the shower tray, the seats were not too wet. France has lots of electricity to spare, so on with the heating. Fortunately, the aire has a little shower block, and hot showers were very welcome.

If you ever find yourself in this predicament you may be very surprised to find just how good a home made curry tastes after your afternoon's exercise.

Cooking curry in your van may tempt you to open a window for some fresh air - don't do it !

Colin Maltby 9271

Mobile phone charging

Any advice concerning best gadgets for charging mobile phones whilst camping without electricity would be much appreciated. We are looking into getting a solar panel, so any advice on those would also be well received.

Linda Wilson 8140

From technical: A search on Amazon for solar mobile phone chargers gives quite a selection. The club cannot make specific recommendations.

Solo Motorhoming (version 2)

Having read Jeannette Stranges article "solo motorhoming" in the May ASOC News, I felt compelled to respond. I totally agree with Jeannette that couples should try and share the driving.

My husband, Victor Prince, loved to drive our VW T4 Autosleeper Trooper and I was very happy to be passenger. He always said that I should drive too, but I was very reluctant to do so, until I eventually plucked up the courage.

Like Jeannette, my husband passed away, and I too was faced with either selling the van or driving it myself.

Victor passed away in May 2018 and immediately after his funeral, I took the bull by the horns and attended several Auto-Sleeper rallies that year and the following year 2019.

I hated the driving but made many friends at the rallies that Vic knew too and the support I received from them really did help me. Although I wasn't quite as adventurous as Jeannette travelling abroad, at least I was behind the wheel.

Then lockdown in 2020. My Auto-Sleeper Trooper is my only vehicle and apart from driving for grocery shopping, it remained on the drive.

I moved house in July 2020 and admit, the van came in very useful, moving bits and bob's from my bungalow in Nunthorpe to my bungalow in Marske by the Sea. But gradually I was losing confidence in driving and contemplated selling the Trooper.

April this year with the help of my next-door neighbour, the Trooper was advertised on Facebook and it was sold to the first couple who saw it, and agreed they would pick it up the following Saturday, nearly a week later. The whole process was like a whirlwind.

During that week I had sleepless nights and shed a few tears (Vic and I had had the van for 12 years) and began to really doubt my decision, feeling that I would sever the last ties I had with my husband, Vic, by parting with the van.

I changed my mind and decided to keep it. Suddenly with a renewed sense of adventure, immediately booked two club rallies - Wigginton and Whitby Rallies (which incidentally Vic and I had attended since 2010) as well as booking a private caravan site in Osmotherley, North Yorkshire and a caravan and camping site in Moffatt, Scotland.

So, like Jeannette, I would encourage couples to share the driving and to continue "solo motorhoming" if sadly we lose a partner. The Club is very supportive and it is really lovely to stay in touch with such lovely people.

Thank you Jeannette for keeping me "motorhoming", and the encouraging conversations we have had. You are a true "Auto-Sleeper" friend.



Let's all look forward to a new season and hopefully the full relaxation of covid 19 restrictions. Stay positive!

Lesley Prince 6599

Just joined

I have just purchased a 1988 Volkswagon Auto-Sleeper in good condition, very well looked after. Everything as originally made, good bodywork and clean chassis. It has only had two owners, with 80,000 on the clock. No work done, been garaged when not out.

Having spoken to lady at Auto-Sleepers Ltd where van was made, asked if there were any Owners' Clubs, and she recommended you. I wondered whether I could join your Club, as I am now alone, after having 36 years of caravanning and motorhoming with my husband, who has sadly died, but I do not want to give up yet.

I have just sold my VW Compass Calypso, and downsized to the VW Caravelle. I am in a small club, the Compass and Herald Motorhome Club, also belong to the Camping and Caravan Club.

Hopefully, I will meet some people who have a van like mine, and swap ideas and chat.

Pauline Price 11151

Many of our members are solo motorhomers, you will be made most welcome on any of the club rallies.
[editor]

I enjoyed John Thomas's story in the May issue of the News about his personal satnav system that accompanies him on his travels. I have a similar system which I call, somewhat less poetically, my VORTANS - Voice Operated Real-Time Analogue Navigation System. It gives me (very precise) instructions where to go, constantly updates me on my speed, and advises me on the state of the traffic: unfortunately, I've not yet worked out how to tweak its settings for driving on the continent where "turn left" actually means "turn right" - because you're not crossing the carriageway. But, best of all, when touring, this autonomous system regularly finds an ideal place to park up each night. I'm still not sure how this is achieved (has any mere male an answer to that?) but it could be a form of AI - Awife's Intuition.

On an entirely different note, I'm still undecided as to whether Brian Ellis should be thrown out of ASOC for his sadism or praised for all those tortuous quizzes he produces. I think the latter as I suspect that there are many of us out there who can't wait to scream in frustration at our inability to crack each one in record time. Keep it up Brian - we masochists need you!

Rod Poxon 8052

THE AUTO-SLEEPER OWNERS' CLUB THIRTY-SECOND ANNUAL GENERAL MEETING
Held on 1st May 2021 at 10.30 a.m. VIA THE ZOOM VIRTUAL PLATFORM

Officers 2021: Chairman: Steve Ryan (10272), Secretary and Liaison with ACCEO: John Osland-Jones (0948), Treasurer: John Geeson (2187), Membership Secretary: Jean Downie (10117), Rally Co-ordinator: Neil Rogers (0313), Chairman Technical Group: Dennis Downie (10117) Newsletter Editor: John Morris (2388), Chairman National Rally Sub-Committee: Martin Ross (8332), Regalia Officer: Stuart Wood (2620), Minutes Secretary: Carol Ryan (10272), Charities and Exhibitions Organiser: Shelagh West (6055).

48 members were present. The Chairman, Steve Ryan, welcomed everyone and opened the first virtual meeting by the ringing of the Stinchcombe Bell by the Secretary.

The Chairman introduced himself as the new Chairman and host of the Zoom meeting. The Chairman explained the ground rules including voting limitations of the virtual meeting, which was limited to one vote per computer. The Chairman welcomed our President, Charles Trevelyan, to say a few words.

Charles said it was lovely to see so many familiar faces and expressed his enormous thanks to Steve and Carol for taking on the roles of Chairman and the Minute Secretary. Charles thanked Peter and Chris Brown for all their good work beforehand and seamless handover to Steve. Thanks also to all the Committee who are doing a marvellous job during this pandemic, providing a wonderful informative, really readable newsletter. Charles also went on to say he would also like us all to remember all those members who have passed on that have been an inherent part of the club over the years and our thoughts and prayers are with them.

1 Apologies for absence had been received from:

| | | |
|-----------|------------------------------|-----------------|
| Bunker | Twink and Dave | 5753 |
| West | Shelagh & Phil | 6055 (IT issue) |
| Geeson | John & Jan | 2187 |
| Jarvis | Brenda | 2759 |
| Leader | Diane | 2759 |
| Trevelyan | Anthony (Brother of Charles) | |

2 Appointment of Tellers: Due to this being a virtual meeting and by using the Zoom Polling system, no Tellers were required. All Polling results shared with members present after each vote.

3 Minutes of the 4th May 2019 had been circulated in the April News. Thereafter acceptance was proposed by Mike Valentine (2776) and seconded by Heather Tidbury (38), no amendments identified, agreed and signed off.

4 Minutes of the 30th Open Forum 2019 had been circulated in the April News. No amendments identified, acceptance of the Minutes, proposed by Peter Brown (5128), seconded by Bill Todd (892) agreed by all and the Minutes were signed off.

5 Committee Reports had been circulated in the April Newsletter. The members were asked if there were any questions/comments. None being forthcoming, the Reports were accepted en bloc, proposed by Stuart Wood (2620) and seconded by John Tidbury (38) and agreed by all.

6 Accounts for the year ending 31st December 2020. The accounts had been circulated in the April Newsletter. In the absence of the Treasurer, John Geeson (2187) Chairman took comments and a brief discussion was held on the largest expenditure which is the cost of the Newsletter. Peter Brown (5128) commented on halving the frequency of the Magazine, John Morris (2388) Editor discussed the issues of filling the magazine and the cost associated together with the consideration of moving towards an electronic format or a bi-monthly format paper copy. At the end of April 2020 there was £31,544.26 in hand. There has been a loss of £5,919.40 over the two year period some of which is due to the Covid 19 pandemic, however, this is still in line with club policy. Acceptance of the 2020 Accounts was agreed by all.

7 Subscriptions for 2019/20: The Treasurer John Geeson recommends that the subscription be held at £20.00 for the foreseeable future.

Terry Robinson (9739) proposed that the annual subscriptions remain the same, as there may be some unseen costs associated with Covid 19, seconded by Neil and Pauline Rogers (313) and agreed by all.

8 Committee Elections: There were five vacancies on the Committee and 4 candidates nominated:

Dennis Downie (10117) to be Co-opted for one further year, Neil Rogers (313), Shelagh West (6055) and Carol Ryan (10272). These were elected en bloc as unopposed.

10 Any other competent business: No other business.

Date of next Annual General Meeting to be held at the Newark Showground on Saturday 30th April 2022 at 10.30 am.

The Stinchcombe Bell was rung to formerly end the meeting at 11.15 a.m.

Post meeting note: The Chairman apologises for failing to announce the following prior to closure of the meeting:

1 The Chairman wishes to express his thanks to the outgoing Chairman, Peter Brown, for his service to the Club over the years.

The Chairman wishes to thank Ozzie and Stuart for Co-hosting this, the first AGM Zoom meeting.

Auto-Sleeper Owners' Club

Notes of the 32nd Open Forum held Virtually via Zoom

Saturday 1st May 2021

The Open Forum commenced at 11.30 am. The Chairman, Steve Ryan (10272) opened the proceedings.

John Osland-Jones (948) commented that next year's National Rally and AGM will be held towards the end of April and it will be kept simple in case there are cancellations made due to issues beyond our control. Costs will increase for 2022.

The Chairman of the National Rally Sub committee, Martin Ross (8322) outlined that the entertainment artists who were booked for 2021 event have been moved to 2022 and 2023, which are Fiona Harrison and Soundation. Martin noted Vivo have decided to disband this year.

John Osland-Jones (948) asked for any other suggestions regarding food for the National Rally.

No questions were sent in to the Secretary for the Open Forum Section.

Roger Watts (8549) raised the concern of the reducing number of outlets for LPG auto gas around his area, for those of us who have underslung tanks. Martin Ross (8332) commented about phone APPS and directories.

John Morris (2388) in the 'chat' messages identified the following links:

<https://www.autogas.app> www.mylpg.eu/stations/united-kingdom
www.filllpg.co.uk www.drivelpg.co.uk/i-have-lpg/find-a-filling-station

Ron Goldby (7925) commented on the matter of underslung LPG tanks and should there be a future retro fit gas locker solution and suggested feedback from this meeting to be sent to the management at Auto-sleepers.

The Chairman to take the matter of the LPG forward with the management at Auto-sleepers.

Terry Robinson (9739) advised that there is a lot of information on the Auto-Sleepers owners Forum website. Terry has made contact with Calor gas in Stoke on Trent and they are advising that they are not removing outlets. The Motorhome and Caravan Club which have gas on site could this be developed for re sale for motorhome use, also could Marquis outlets have a facility for the purchase of Auto-gas.

Peter Brown (5128) This matter has been raised with Auto-sleepers over several years and they advise that gas is available in the agricultural and residential caravan sectors, they do concede that this may not be as readily accessible as forecourt outlets.

Roger Watts (8549) brought up the issue of Club membership forms availability at dealerships.

Jean Downie (10117) Membership Secretary replied that a membership pack is supplied with every new vehicle.

Terry Robinson (9739) enquired are we missing a trick for membership from people purchasing a second hand van?

Jean Downie (10117) replied that it appears that purchasers of second-hand vehicles are still using the original application forms or going to the Club website.

Mo Valentine (2776) said they keep a number of up-to-date membership application forms in their vehicle and hand them out to prospective new members. Several people have joined as a result, suggest other members do similar when on site.

Neil Rogers (313) confirmed that committee members carry spare application forms.



Paul Shaw (10087) commented that all three of his second-hand vans had no membership packs within them.

Mike Valentine (2776) enquired if the magazine moves to Bi monthly how does John propose we get notice of rallies into each month in time to apply to each individual Marshall?

John Morris (2388) Neil supplies the rally information always two months in advance.

Neil Rogers (313) confirmed the two months in advance. There are exceptions, for instance, Whitby, where the Marshall requested it to be published a month earlier.

Paul Shaw (10087) pointed out the discrepancy between the time of receiving the hard copy newsletter and electronic copy were three days apart, in relation to booking rallies he would have been disadvantaged if purely using the electronic copy as this arrived three days after the hard copy.

The Chairman pointed out that depending on your location post can arrive at different intervals, for example, Isle of Man post is four days behind the UK, therefore, the electronic copy is always earlier.

John Morris (2388) Editor, commented as soon as he received the hard copy from the printers, he updates the website and sends out the electronic copy to members. If you are electronic only, the magazine goes directly to your email address, this effects only six people.

Neil Rogers (313) confirmed that the receipt of the club magazine to members has been at the mercy of the Royal Mail delivery service for many years.

John Morris (2388) suggested that we could not open applications until a certain date or could have an on line booking system direct to the rally co-ordinator.

Neil Rogers (313) pointed out that this could disadvantage members who do not have access to a computer.

John Morris (2388) then went on to discuss the need for rally applications to be approved to reduce unnecessary paperwork and postage for returned cheques due to the rally being over booked. He also suggested that people may prefer to pay by BACS .

Bill Todd (892) reminded the members that this has been an issue on every AGM for the past 15 years and no satisfactory solution has been found. No system is perfect and a lot of time is being wasted at every AGM to find ways of distributing a piece of paper, it's becoming a nonsense.

Bill further commented regarding the magazine and reducing costs, he does not see what the problem is, there are solutions by way of reducing the amount of material you need and having a smaller magazine. Bill added that, in his opinion we are wasting time yet again on a subject that has already been hammered into the ground.

Bill Todd (892) The membership fee is very cheap for the class of magazine that we are now receiving and we could increase the subscription to reflect the class of this magazine.

Peter Brown comments, first point on Rally Marshalls not putting too many constraints on them, however, he does agree with John Morris that they will do whatever they see fit. As a second point, Peter suggests if there is any significant change in the publication of the magazine there should be a full review of the booking system to bring us into the digital age for the next ten years with use of website and smart phone.

Neil Rogers (313) Rally Co-ordination is getting more enquiries from people who no longer have cheque books and are asking to pay by Bank transfer. This method of payment is currently a decision taken by the individual Marshall, but the request for this method of payment will become more frequent in the future.



Martin Ross (8332) suggested that there is a concern that the Marshalls do not want their personal bank details published in the magazine with reference to BACS payments.

The Chairman suggested that the booking could be confirmed by the Marshall and payment requested at that point.

Peter Brown (5128) confirmed that is exactly what he does as a Rally Marshall.

Heather Tidbury (38) advised that you can still apply to the bank for a cheque book for use when appropriate when personal bank details are not disclosed and felt strongly that the acceptance of cheques be continued.

Ron Goldby (7925) although it may cause more work for the Treasurer he suggests that it may be possible for the members attending a rally to pay into a club account to be passed on to the relevant Marshall.

The Chairman commented that this has previously been discussed and declined due to the extra work for the Treasurer.

John Osland-Jones (948) commented that based on the National Rally trial it proved that some members attending could not carry out the basic instructions of name and membership number in the reference on BACS, causing a substantial amount of additional work for the Treasurer in identifying the member concerned, and feels strongly that it is the job of the Rally Marshal who has access to the other booking details.

Neil Rogers (313) strongly agrees with the previous comments to a point that we would not have a Treasurer if this extra work in unravelling the returns was added to the current workload of the Treasurer.

John Morris (2388) suggested having a Paypal account, totally separate from the main accounts which could accept credit cards, etc.,

Keith and Lorraine Iles (3881) gave a big thank you to both the Chairman Steve and his wife Carol for conducting this meeting, saying that they had done an excellent job and applause was received from all.

The Chairman thanks everyone for participating in the AGM and the Open Forum. We will take your comments forward with the new Committee this year. There being no further comments.

We hope this year to see a few more rallies come to fruition, especially as we have more motor homes and caravans using the main club sites which are fully booked. Club rallies will become more important to allow members to get out and about and meet up with each other.

The Chairman wished everyone well for the coming year and hopes to meet with many members at forthcoming rallies.

The Chairman formally closed the meeting at 12.15 pm.

ACCEO NATIONAL RALLY & AGM 2021

29TH SEPTEMBER 2021 TO 4TH OCTOBER 2021

AT LUDLOW RACECOURSE

HOSTED BY



ALL YEAR ROUND CARAVAN CLUB

Friday

Wednesday

Arrival date - chance to meet up with friends new and old

Thursday

Social Evening in the main hall with a quiz and some background music

Sunday

Coffee Morning with announcements and prize draws.
Evening get together in room

LIVE ENTERTAINMENT from female vocalist **EMILY ABBISS**



Saturday

AGM in the afternoon

EVENING LIVE ENTERTAINMENT

"4th Avenue"

Tribute to Frankie Valli & The Four Seasons & 60's favourites

Children's Bouncy Castle

Lovely views of Clee Hills.

Bus stop, Ludlow Food Centre, Restaurant & Plant Centre are a short walk away.

EVENTS INFORMATION JUNE 2021

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

Applying for rallies: You may only apply for rallies by post using a Club rally slip. Under no circumstances will marshals accept bookings by telephone. Always carry your membership card when attending rallies. All rallies start at 12 noon unless otherwise stated in the rally information.

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 A.S.A.P. as there may be other members wanting to attend.

11-13 June 2021 National Motorhome Show
East of England Showground, Peterborough

The Club has no marshals for this Show, bookings direct to show organisers



We now have marshals for the South West Show at Shepton Mallett and the Seasons Finale at Lincoln, many thanks to those Committee members who volunteered.



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

27 June - 2 July (5 Nights)

Wigginton Squash & Social Club

Playing Fields Mill Lane,

Wigginton, York, YO32 2PY

Rally Marshals: Alan & Glenis Hurst, emergency telephone 07982 416878

Site fee: £10 per night.

Rally fee: £4 couples £2 singles.

Please send SAE or email address for confirmation

Booking slip & cheques payable to:

Alan Hurst. 6 Chadwick Street, Little Lever Bolton BL3 1ND.

This is a greenfield site with water and chemical disposal point, NEW toilets showers & changing rooms and Sports Club evening bar.

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

Directions: From the A64, exit onto the A1237 York North to Clifton Moor roundabout take the B1363 signposted Helmsley and Wigginton. At the first traffic lights turn right into Wigginton.

The site is 150 metres on the left signposted Sports Club & Playing Fields

RALLY FULL

8 – 13 July 2021(5 Nights) Leon's Field

St Ives, Huntingdon, Cambs. PE27 5ER

Rally Marshalls: Barbara and Al. Buckett

Mobile: 07818 006733. Telephone: 01304 369149

Assisted by Jackie & John Moss and Mo & Mike Valentine

Site fee: £7.00 per night.

Rally fee: £2.50 per unit or £1.50 singles.

Total for 5 nights £37.50 per unit or £36.50 singles.

APPLICATIONS MUST BE RECEIVED BY 29TH MAY 2021

Green field site – No electricity – No toilets.

Charging facilities available for mobility scooters only.

Rally slips and cheques payable to:

Mr A Buckett, 16 St Margarets Drive, Walmer, Deal, Kent CT14 7UJ.

Enclose SAE or Email Address for confirmation and directions.

The site is by the Great Ouse River 200 yards from the picturesque town centre.

There is a market on Friday and Monday and there are plenty of pubs, restaurants, cafes and a variety of shops.

Buses run every 10 minutes to Huntingdon and Cambridge. A trip on St Ives guided bus to Cambridge is quite an experience and bus passes are accepted.

Beautiful riverside walks nearby. Dogs on leads are welcome.

PLEASE DO NOT arrive before 12.00pm on Thursday. Rally closes 11.00am

Tuesday. Do not enter St.Ives Town centre. Follow directions on confirmation.

Rally limited to 40 vans

18 - 23 July 2021 (5 nights. Aberystwyth Rugby Club,

Plascrug Avenue, Aberystwyth, SY23 1HL.

Rally Marshals: Pamela and Colin Maltby.

Site fees: £50.

Rally fee: £5 or £3 for solo units.

Please send rally slips and cheque to:

Colin Maltby, Swn Y Gwynt, Y Fan, Llanidloes, SY18 6 NL Telephone 01686 412277.

SAE or clear email address for confirmation and directions.

Mobile 07798 702090 for on site use only.

No arrivals before 1200 and departure by 1200 on the last day please.

Pitches are on grass. Fresh water, grey and black disposal available but no EHU.

Use of the clubhouse, bar, showers and toilets will be subject to Welsh

Government regulations current at the time of the Rally.

There is a level traffic free walk of about 10 mins to the Town Centre. Plenty of shops, bars, restaurants, and cafes. Buses, trains, cliff railway and also steam train within easy walking distance. Again, Covid Regulations may apply. The Rugby Club will allow dogs on short leads at all times.

Limit 25 vans

24 - 29 July (5 Nights) Stafford Boat Club,
Maple Wood, Wildwood, Stafford, ST17 4SG.
Rally Marshals: Angela and Bob Warwick, Pamela and Colin Maltby.
Emergency telephone 07530 366237

Site fee: £15.00 per night inclusive of electric.

Rally fee: £4.00 per couple. £3.00 singles.

Please send your rally slip and cheques to:

Mr. R. G. Warwick, 14 Furneaux Gardens, Fareham, Hants., PO16 7HD,
Including a S.A.E. or clearly written email Address

This is a level grass site within a working boat club on the Staffs & Worcester Canal with direct access to the Tow Path. There is a steep decent to the camping field. We have use of the clubhouse during bar opening hours from 8.00 pm in the evening. One toilet and shower are available below clubhouse but own sanitation advisable. laundry facility's are available, Dogs welcome on lead at all times.

Bus stop to Stafford 15 min walk away, local shops and pub 10 - 15 minutes walk away. Canal fishing is available with proper rod licence.

Places nearby, National Memorial Arboretum, Trentham Estate and Gardens, Litchfield, Shugborough Hall Stately Home.

Rally Starts 12 noon Saturday and finishes 12 noon Thursday.

Maximum 27 Vans

19 - 24 August 2021 (5 nights) Eskdale School,
Whitby, North Yorks. YO22 4HS.
Rally Marshals: Liz Irvin, Peter, and Chris Brown.
Emergency Telephone 07711 271568 (Marshal's mobile)
email lizirvin@outlook.com

Site fees: £10.20 per night.

Rally Fees: £4.00 couples, £2.50 singles.

Total with rally slip £55.00 couples, £53.50 singles.

Booking slips and cheques payable to Mrs E Irvin 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. In June and early July, please use email or mobile contacts, for confirmation.

Arrivals after 12 noon on Thursday.

We have the use of toilets and showers and the use of a room in the evening but Government guidelines may change this.

We will be using the car park and tennis courts.



I am trying to negotiate emergency battery charging. The school playground and balcony will not be available this year due to the windows being replaced, this will cause some noise during the day on weekdays. Places will be limited.

The Whitby Regatta is still planned for 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. 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 to 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.

Limit 20 Vans

19 - 22 August The Western Motorhome Show Malvern

Rally Marshals: Gary & Pat Wanklin and Mo & Mike Valentine.

Emergency telephone 07885812512.

If you require a booking form go to www.outandaboutlive.co.uk booking forms or book online

Please mark the form ASOC and note the special club site fees

arrive Thursday £68 arrive Friday £65 .All bookings for Saturday night

entertainment must be made and paid to Warner's when returning the

application form to them . Application's close on Wednesday August 4th. If you

wish to rally with the club then you must return the application form to Warner's by this date.

Then you MUST complete a club rally slip (this also applies to internet bookings)

Return it with the rally fee of £2.50 couples £1.75 singles,

cheques payable to Gary Wanklin 18 Beverley Way Malvern Worcs

WR141LA Telephone 01886832364 .

Please collect the club rally information pack from the ASOC Marshals before parking where directed

The rally will finish at 12 Noon on Sunday but you may remain on site until 12 Noon Monday

23 - 27 August 2021 (4 Nights)

St Cross Symondians Cricket Club Winchester SO23 9RT.

Rally Marshals: Rita & John Tubb and Jean & John Gutsell.

Emergency Telephone No. 07754 761423 (Marshals Mobile).

Site Fees £48.00. Rally Fee £5.00

ONLY POSTAL APPLICATIONS ACCEPTED

Please send your rally slip and a cheque for £53.00 payable to



Rita Tubb 70 Charnwood Crescent, Chandlers Ford, Hampshire SO53 5QL.

Telephone: 023 8026 7294 Mobile 07754 761423.

together with your email address or an SAE for confirmation and directions.

This is a Greenfield Site with a C.D.P and Water point.

The site is less than a mile from Winchester centre. There is a bus stop outside the site which will take you there, alternatively it is a nice walk along the river. Buses are available from Winchester Bus Station to Southampton, Romsey, Alresford, Alton, and various other destinations.

Places of interest: At Alresford there is the Watercress Line (Steam train), Various National Trust places in the area, The Royal Green Jackets Museum, Whitchurch Silk Mill, Jane Austen's House, Winchester College tours, Intech Science Centre, Planetarium, Marwell Zoo, Winchester Cathedral or visit Southampton Docks to see the Ships in Port, or Visit the Isle of Wight.

Please do not arrive before 12 Noon.

Limit 30 Vans

Wednesday 29 September (1200 hrs) to Monday 4 October (5 nights)

Ludlow Racecourse

Marshals: Peter and Chris Brown tel 07771 827711.

This rally is part of the annual ACCEO (Association of Caravan and Camping Organisations) 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 '4th Avenue' Tribute to Frankie Valli & The Four Season. The ACCEO AGM is on Saturday afternoon and can be attended as an observer by any interested rallier. There are no electric hook-ups.

Ludlow Food Centre, Restaurant & Plant Centre are a short walk away as is a bus stop on the Shrewsbury to Ludlow route and it is about a 2½ mile walk to the traditional town which boasts butchers, bakers, etc., and a splendid castle. There is no rally fee.

The cost of the rally for Friday and Saturday nights is £37, there is no extra charge for the entertainment. Wednesday, Thursday and Sunday are optional nights at £13 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. Alternatively, you will be able to pay by BACS, no sooner than 1 week prior to the rally – if you wish to do this, ask for the account details when you apply.

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.

Note: Applications by email only to pcb7ty@btinternet.com.

If you have any queries, telephone 07771 827711 or email.

PHOTO COMPETITION 2022

TO BE JUDGED AT NEXT YEARS NATIONAL RALLY

**NOW RALLIES ARE STARTING AND
CAMPSITES ARE OPENING**

**START TAKING YOUR PHOTOS NOW
ON A RALLY OR WHILE ON HOLIDAY
THEY CAN BE ANY SUBJECT**

**PHOTOGRAPH ENTRY SIZE
6 X 4 INCHES OR 7 X 5 INCHES UNMOUNTED
ALL MEMBERS CAN ENTER**

FURTHER DETAILS TO FOLLOW

**ASOC
rules OK!**





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