

# ASOCNEWS

The magazine of Auto-Sleeper Owners' Club

SEPTEMBER 2022



Cirencester, view from the Cirencester Park Estate



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# Editor's view

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

Welcome to September News.

Well, I did have feedback about going digital from 2023, but, only from three members. The Chairman may have had many more.

It seems we will be staying with the monthly printed version for a while longer. I have not given up on delivering the magazine digitally by PDF. Also, it seems from the AGM, some members were unhappy about our trial bi-monthly for the magazine. Again, only a few.

Just a thought! Why are you members? Is it because you get free membership from some dealers? Supplier discounts? Always renew each year? The monthly magazine? Or the rallies? I call them club events.

Do you think rallies are like the scout movement, sitting in a circle singing "Ging Gang Goolie". Does the term Marshal think you are being organised, or should they be called event organiser? Why not let us know what you think. Because of the modern van, do you prefer full facility events? What are your reasons for not applying for rallies?

A few more members have opted for the PDF only delivered to their email box via a link to download. It means they can enjoy the magazine whilst away from home. Why not switch now!

The rally season is almost complete now, but if you fancy running or helping out at a rally, then let the Rally Coordinator know.

*cover: Dordogne at Baynac ©Peter Brown*

**PUBLICATION DETAILS**

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. All care is taken to ensure accuracy but no modification or suggestion has been tested by the Club or the Editor. No warranties are expressed or implied nor indemnities given. You try them at your own risk.

**SUPPLIER DISCOUNTS:** The list is available on the website

# Chairman's chat

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I hope you are all enjoying our summer weather and have managed to get out and about in your motor homes despite the very hot weather and high fuel prices. As I write this article at the beginning of August our green and pleasant island is basking in temperatures of 19C with rain showers, somewhat cooler than the southern part of the UK.

I expect that many of you are looking to this column this month wondering has the sun and heat effected the team following last month's magazine statement from our editor that as of January 2023 the magazine was going digital only which was as much of a surprise to me as it was to the readership especially as I received comments from members before I received my hard copy of August News or had access to it via the website.

The Editor has been seeking feedback from the membership through his column in the magazine for a couple of months on his personal aspiration to move the magazine fully onto a digital platform by 2023. Having had no response to this feedback request, the Editor had assumed that the members agree with his decision. The editorial column in the Newsletter reflects his personal views and not necessarily the views of the Committee.

At the AGM 2022, the Committee were given a clear mandate from the membership that they want the monthly hard copy to remain and it will continue to do so.

I can understand the Editor's frustration with the unenviable task of putting together a monthly magazine, sometimes with little content provision. John puts a lot of his free time into editing and formatting the club's monthly magazine, both for hard copy in the relevant format for the printers, and also in a separate format for the digital magazine membership.

Our Membership Secretary printed 843 labels to be attached onto envelopes by hand at the printers and posted for the August edition of the magazine, interestingly I have only received a few comments regarding the Editor's statement on "going fully digital by January 2023".

A number of regular contributors put a lot of effort and take time from their busy lives into researching and writing articles for the magazine, it would be

interesting to have some feedback on the content of the magazine so that we can focus on providing something for everyone.

Just to outline the procedure for those who are not aware of how the process of the financial side of running a rally works.

The formal club process is after the Rally, the marshals send a copy of their Cash summary showing all income and expenditure for the rally, including copies of invoices and receipts, a full list of the members attending and send a cheque or BACS Payment to the club account for the rally plaques and any surplus funds from the rally to our Treasurer who examines the information and clarifies the details where necessary.

Our Rally Marshals do a fantastic job in providing a great service to the members of the club, without whose enthusiasm and commitment, spending time finding and visiting proposed sites, meeting the site owners, negotiating fees, dates etc and agreeing these with the Club's Rally Coordinator, ensuring insurance cover is in place, organising and running the rally for your enjoyment.

We welcome feedback, comments and views from members.

I look forward to meeting those members who attend the Motorhome and Caravan show at the NEC in October, we will be on the Auto-Sleepers Stand.

Steve

## No matter how far away you can always get ASOC News

available in the member area of the website



### DO YOUR MEMBERSHIP DETAILS NEED UPDATING?

Can you please inform the Membership Secretary of any changes to address, telephone, email and vehicle details.

Note: We do not pass any member details to any other person or third parties

# APATHY RULES – OK?

It's not ok actually, but it seems to be the case.

The committee are disappointed, though not entirely surprised at the total lack of response to our plea for new committee members. Which leads us to suppose that either the membership at large think that diminishing committee numbers should take on more tasks, or they're not bothered if

- a) the roles aren't fulfilled or
- b) the Club dies through lack of interest.

It's true that someone on the committee is always prepared to step into the breach in the short term but it is unreasonable to expect individuals to take on more and more tasks long term. So, to spell it out....

## NO RALLY CO-ORDINATOR = NO RALLIES

A fairly obvious consequence, but perhaps not consciously thought of. However, it is also a fact that there are fewer people running rallies, so it may be that interest in rallies has diminished and that in the future they will no longer be part of the Club's activities....

## TECHNICAL GROUP CHAIR

Having had a candidate needing to withdraw for personal reasons (at least we had a candidate!) Steve Ryan is currently filling this role with Dennis Downie's support on a very TEMPORARILY basis.

Steve is currently Club Chairman and Dennis has officially stepped down from the committee, so if no-one comes forward, this key role will eventually wither on the vine.

All committee posts are for a 3-year term, but it is worth re-publicising the fact that if you are interested, but unsure, you can always ask to be co-opted onto the committee prior to nomination for election, to see how we work and what's involved. Although all you really need is enthusiasm.



As also mentioned in the previous article

THE NATIONAL SUB COMMITTEE ALSO NEED VOLUNTEERS. Specifically they need someone to take over as Raffle Organiser, because again it's a simple equation

**NO RAFFLE ORGANISER = NO RAFFLE AT THE NATIONAL**

We all appreciate how much work goes into organising the National, but it is unreasonable to expect the same people to do all the work year on year and Stuart and Yvonne Wood wish to step down, and whilst we have a possible candidate to organise the Stuart Goodwin Hall, he will need help and someone needs to take over from Yvonne.

If you want to know more about any of the roles that need to be filled (and there are serious gaps) or about the committee in general, get in touch with any committee member, contact details are in ASOC News.

NEC Ticket Discount

Emma, Marketing Manager, Auto-Sleepers Group

Those wishing to book tickets for October's NEC Motorhome & Caravan Show.

Price: £11.50 – saves 50p off standard advance/ £3.50 off the on the day price

Auto-Sleepers Code: AS1

Auto-Sleepers URL: <https://motorhomecaravanshow.seetickets.com/tour/the-motorhome-and-caravan-show?OfferCode=AS1>

Terms and conditions: £11.50 before 23:59hrs 17/10/2022. After this time tickets are £15.00. A £1.25 transaction fee applies to all bookings. Tickets are non-refundable. Car parking is included in the ticket price. No dogs (except assistance dogs). Children 15 years and under go free when accompanied by a paying Adult/Senior but still require a ticket to attend (max 4 children per adult). Tickets are limited and are not available to purchase on the door.



Now on Scottish soil, caution was thrown to the wind as they headed to central Glasgow and Sauchiehall Street to indulge in deep fried Mars Bars, and cans of Iron Brew at the first chippie they could find.

While the lads were indulging in this culinary delight, Marvin wandered off to the Bide Awhile Electronics Emporium run by Julian & Sandy to obtain parts to construct a sub-space radio as his paranoia had been working overtime, suggesting that more was afoot than just Ming's revenge on the two fugitives. Julian and Sandy agreed to spread the word about the 2023 National Rally.

Back at the vehicles the two lads were on a sugar high and unilaterally ordered, in the best tradition of Captain Bligh, that they were going to ride the Falkirk Wheel to boldly go where no Auto Sleeper amphibious motorhome had gone before. The crews were not happy with this but kept quiet.

On the way to the Falkirk Wheel, along the M80, Marvin with his usual talent, constructed the sub-space radio and tuned into the sub-space wavelength CB22 to listen to the chatter and was alarmed to hear that the Mekon, the Ruler on Venus and sworn enemy of Emperor Ming wanted to know why Ming was interested in Martin and Ozzie. The lads were not at all worried about this news as they were still on a sugar high. To get Martin and Ozzie back to normal! Tinkerbelle with a flair, waved her wand and conjured up Cullen Skink soup the main ingredients being haddock and potato. This restored the harmony within the crew.

The ride on the Falkirk Wheel was exhilarating and the crowds admired the two strange Auto-Sleepers. The lads had thought about going down the Forth and Clyde Canal but there were too many locks to negotiate, and it seemed like hard work for Tinkerbelle and Marvin. So back on land the vehicles headed for the Kelpies, the 30-metre-high statues at the canals entrance and near the river Carron. There the vehicles were converted back to sea-going crafts and were soon heading for Edinburgh passing under the two road bridges and the iconic Forth Rail Bridge. At Leith Docks where the Royal Yacht Britannia is berthed the lads dipped their flags in salute. ❖ *The adventures continue next month.*

Extend your endurance -

Lithium-Iron-Phosphate (LiFePO<sub>4</sub>) battery upgrading

**DENNIS DOWNIE**

**PLEASE NOTE:** *This article suggests that upgrading to a Lithium leisure battery could be a DIY project. However, Auto-Sleeper Owners' Club cannot know or access the competence of owners attempting this task and accepts no responsibility or liability for consequential loss or damage caused by carrying out this upgrade. While the information contained here is given in good faith, the responsibility for the implementation lies with the installer / modifier.*

**Introduction:** Lithium leisure batteries are now being fitted to all new Auto-Sleepers motorhomes. This discussion looks at some of the key points and compares traditional Lead-Acid and Lithium leisure batteries and some of their advantages and drawbacks. It is intended to provide some basic information to inform anyone with one of these batteries and to help anyone in making a decision about upgrading their existing Lead-Acid battery to Lithium. Also, to help as part of a way to increase the endurance of the motorhome. It is hoped to follow-up with a series looking at how to approach upgrading. The article will begin with a description of the battery technology and differentiate between other types of lithium battery and conclude with a pros and cons section relating to upgrading.

**Definitions:** As this is a technical subject, it may be helpful to introduce some definitions of the terms used. As with many technical fields, Jargon abounds and sometimes just plain gets in the way. Many "techies" miss-use jargon which has the effect of clouding the issue and intimidating the listener / learner. Although it is a useful form of technical shorthand, jargon should only be used by practitioners with an equal understanding of their subject and is not for this article.

Lithium leisure batteries are referred to as LiFePO<sub>4</sub> (Lithium Iron Phosphate) or LFP (Lithium Ferrous Phosphate), each referring to the same technology and are interchangeable terms.

In discussing these batteries, it is easy to confuse two terms – ion and iron, both often pronounced the same but completely different terms.

From the Cambridge English Dictionary;

**ion:** an atom or small group of atoms that has an electrical charge because it has added or lost one or more electrons.

Not to be confused with:

**Iron:** a chemical element that is a common greyish-coloured metal. It is strong, used in making steel, and exists in very small amounts in blood:

**BMS:** Battery Management System. An electronic module designed to protect the battery.

**DOD:** Depth of Discharge. How low you allow the battery to get without charging it.

**Types:** There are other lithium battery types we may come across. Three commonly and widely used are LiPO or Lithium-ion-Polymer (typically used in smartphones and some laptops), Lithium-ion, used in rechargeable power banks, cordless tools etc) and Lithium Iron Phosphate (used in energy storage systems and leisure batteries). This article will deal only with the latter of these types.

All the descriptions and photographs I use are taken from a variety of sources, each of which I have to take at face value. I reference them as appropriate.

The Illustrations are to help understand what these batteries are and do not form part of any “How To” procedures. That will follow as a description of how I upgraded my Bourton later in the year.

The Lithium-ion Battery pack uses multiple 18650 cells with a built-in battery management system (BMS). The flat LIPO cell and the round 18650 cells were removed from two different laptop battery packs which had “died”. If you ever feel the need to do this, they present a serious fire risk while handling and storing. Precautions are necessary.

Left to right: *Lithium-ion battery pack – Standard AA zinc-carbon cell*  
*Lithium-ion 18650 cell –*  
*Lithium-ion-Polymer (LiPO) cell*



None of the above cells / batteries are used in leisure batteries and are shown to illustrate the various battery technologies and styles in common use.

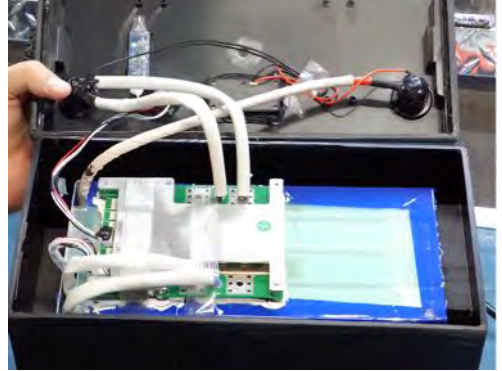
Here is a typical cell (often four wired in series) used in a LiFEPO4 leisure battery (*below left*) And a typical BMS (*below right*)



LiFePO4 or LFP leisure battery This leisure battery, fitted in a new Broadway has a built-in BMS (*below left, Courtesy Derby Motorhomes*).

100AH LiFePO4 leisure battery showing electronic Battery Management System (BMS) Note the clean, chemical / acid free environment inside the battery case. (*below right*)

Image courtesy of Utube... <https://www.youtube.com/watch?v=zJsMRCzfOCA>



**Safety:** LifePO4 leisure batteries are inherently safer than most other battery technologies. Here is an extract from an article published here;

<https://lithiumhub.com/lifepo4-batteries-what-they-are-and-why-theyre-the-best/>

**Safe, Stable Chemistry:** Lithium battery safety is important. The news-worthy “exploding” lithium-ion laptop batteries have made that clear. One of the most important advantages LiFePO4 has over other battery types is safety. LiFePO4 is the safest lithium battery type. It’s the safest of any type, actually.

Overall, LifePO4 batteries have the safest lithium chemistry. Why? Because lithium iron phosphate has better thermal and structural stability. This is something lead acid and most other battery types don’t have at the level LiFePO4 does. LiFePO4 is incombustible. It can withstand high temperatures without decomposing. It’s not prone to thermal runaway, and will keep cool at room temperature.

If you subject a LiFePO4 battery to harsh temperatures or hazardous events (like short circuiting or a crash) it won’t start a fire or explode. For those who use deep cycle LiFePO4 batteries every day in an RV, bass boat, scooter, or liftgate, this fact is comforting.

**Environmental Safety:** LiFePO4 batteries are already a boon to our planet because they’re rechargeable. But their eco-friendliness doesn’t stop there. Unlike lead acid and nickel oxide lithium batteries, they are non-toxic and won’t leak. You can recycle them as well. But you won’t need to do that often, since they last 5000 cycles. That means you can recharge them (at least) 5,000 times. In comparison, lead acid batteries last only 300-400 cycles.”

The whole article is worth a read, copy and paste the link above into your browser and you can read the whole explanation.

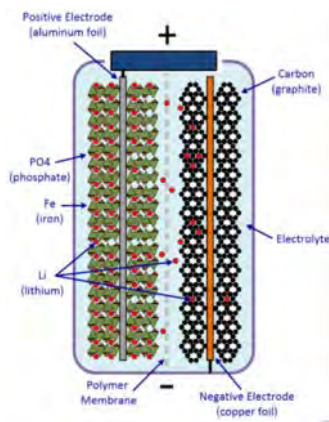
Other searches on the internet do not indicate any requirement for special labelling of vehicles where LiFePO4 leisure batteries are used, such as is required for LPG transportation. No such labelling is included by Auto-Sleepers.

**Description:** LiFePO4 is a class of battery technology, not to be confused with Li-ion (Lithium-ion) or LIPO (Lithium-ion Polymer) each of which have quite different electrical characteristics, charging requirements, protection strategies and applications.

In simplified terms, LiFePO4 batteries use two electrodes, the negative electrode is made from natural or synthetic graphite and the Positive electrode is made from Lithium Iron Phosphate. The most commonly used electrolyte is comprised of a lithium salt, in an organic solution.

<https://rebelbatteries.com/blogs/lithium-iron-phosphate/how-are-lithium-iron-phosphate-batteries-made>

In common with most other battery technologies, the battery works by movement of ions between the two electrodes. In a LiFePO4 battery, lithium ions are stored on the lithium electrode by the charge applied whilst charging. These lithium ions migrate to the Carbon (Graphite) electrode when the battery is discharging and recombine on the Lithium electrode when the battery is recharged. The number of times this charging and discharging cycle can happen is one measure of the useful life of the battery. In commercial leisure batteries, this is quoted in the 2,000 to 4,000 cycle range, as distinct from standard Lead-Acid leisure batteries typical life of 500 cycles. (see below).



**Upgrading:** Typically, LiFePO4 batteries are increasingly being used in applications that are presently dominated by Lead-Acid batteries. They have some significant advantages and drawbacks over lead-acid, so why should I consider upgrading?

**Pros:**

- They can be safely discharged down to 10% repeatedly compared with 50% for Lead-Acid\*
- The claimed life of a Lead-Acid leisure battery is typically 500 charging cycles at 50% Depth of Discharge (DOD) - source <https://www.roadpro.co.uk/the-roadpro-guide-to-lead-acid-leisure-batteries>
- By contrast, the claimed life of a LiFePO4 is typically 2,000 cycles at 100% DOD and 4,000 cycles at 80% DOD - source: <https://ecotreelithium.co.uk/category/lithium-iron-lifepo4-batteries/for-leisure-vehicles-rvs/>) The significance

*\*It is worth noting that the most common reason for lead-acid leisure battery premature end of life is allowing them to go flat or letting them discharge below 50% - A common occurrence with motorhomes in winter storage.*

of this is that the battery will outlive a lead-acid battery by up to 8 times.(this may actually outlive your motorhome!). However, there is more than one definition of DOD, so absolutes are difficult to establish. See [https://en.wikipedia.org/wiki/Depth\\_of\\_discharge](https://en.wikipedia.org/wiki/Depth_of_discharge) for more information on this.

- The additional available charge by having a deeper depth of discharge will improve your endurance (time you spend off-grid).
- Almost 50% weight reduction over similar capacity Lead Acid batteries will improve your payload.
- They can be charged faster
- They have very low internal resistance and will tolerate fast charging. Modern vehicle alternators can deliver a surprising rate of charge for a LiFePO4 and the battery will take on more charge on a short vehicle run than a Lead-Acid.
- They all incorporate a BMS of varying capabilities.
- A BMS is designed to manage and protect the battery from common life-limiting conditions eg overcharging, over-discharging, high temperature charging and in some cases low temperature charging – more on this important aspect later.
- They do not contain any liquids or vent any gasses, so can be mounted and operated in any orientation – useful if trying to liberate more storage space.

#### Cons:

- It will require a large up-front investment. – Typically, £800-£900 for a battery
- It may require a battery-to-battery charger designed for lithium leisure batteries for charging while driving. I will try to make recommendations in future articles.
- It may require a replacement charger that will match the charging requirements of a lithium leisure battery while on hook-up. I will try to make recommendations in future articles.
- Unless you can DIY, it will involve installation costs.

**Operation in cold weather:** Many specifications given for lithium leisure batteries quote operating temperatures of minus 20 to 60 degrees C. What manufacturers and suppliers may fail to explain is that the battery will be irreversibly damaged if it is charged when it is below 0 degrees C. The degree of damage depends on how far below zero the temperature is and the rate of charging.

The effect of this damage is to reduce the capacity of the battery. It is not difficult to predict that, especially over winter storage the battery will, despite being in a well-insulated motor-home, or in older, less well insulated motorhomes that the battery will often be below 0 degrees C.

**Mitigations:** Before we panic about this, let's consider real-world situations and mitigations. The most common winter storage issue might be the impracticality of keeping the motorhome on Hook-Up whereby the battery will always be fully charged. If this is not possible, the Lithium leisure battery may be isolated with a

separate switch that will prevent charging if the engine is started or the mains connected before you have allowed the battery to warm up above 0C. Starting the engine with a cold lithium leisure battery that has become partially or fully discharged is probably the worst scenario and cause the most damage. If you cannot maintain the battery fully charged by a charger designed to maintain a lithium leisure battery in storage, I recommend fitting and using such a switch.

The exception to this is when your tracker is powered by your leisure battery. In this case, isolating the leisure battery will cause the tracker to take power from its non-rechargeable back-up batteries and run them down. This is the case for all motorhomes using the A-S Monitor tracker system. For upgrades, specifically to these (and all other) motorhomes, there is another approach which solves these issues...

A special lithium leisure battery is available that incorporates a heater and a battery management system (BMS) that monitors the temperature and if below 5 degrees C diverts the charging current away from the battery to the heater until it reaches 5 degrees C at which point the battery will begin charging. This degree of protection is fully automatic and is what I will be recommending for all lithium upgrades. The additional cost for this protection is around £100 but will protect your investment in terms of battery life. This battery also has the ability to be monitored on your smart phone using an app and the Bluetooth module built into the battery. This solution will give all-round protection for your battery.

**Summary:** This is the battery I currently favour, and what I will be using as soon as I can afford to do the upgrade...

TN Power TN-TN12.8-100 (LT). It can be found here with a link to download the manufactures' data sheet. I believe the (LT) designation is the low temperature protection version.

<https://www.batterymegastore.co.uk/product/tn-power-lithium-12v-100ah-leisure-battery-with-heater-lifepo4-tn100/>

It retails at £918, however, Battery Megastore has generously offered a discount of 20% on their lithium leisure battery range – details on the ASOC website “Deals for Members” This seems like a good deal.

What will follow over the next few months will be a description of the upgrade to lithium of my 2020 Bourton following extensive advice from Sargent and other suppliers, including testing. I currently have two 90AH lead-acid leisure batteries and look forward to the space and weight savings by this upgrade.

## Do not forget

**PLEASE NOTE:** *This article suggests that upgrading to a Lithium leisure battery could be a DIY project. However, Auto-Sleeper Owners' Club cannot know or access the competence of owners attempting this task and accepts no responsibility or liability for consequential loss or damage caused by carrying out this upgrade. While the information contained here is given in good faith, the responsibility for the implementation lies with the installer / modifier.*

## IMPROVING VEHICLE NOISE WITH INSULATION

I recently treated my aging Harmony to a Noisekiller kit fitted by my habitation engineer. The kit came with following:

- \* Engine compartment bonnet pads and blanket
- \* Cab floor and bulkhead padding
- \* Cab inner wings
- \* Cab steps
- \* Cab seat base pads
- \* Cab door pads
- \* Rear door pads

The engine is never going to be Rolls Royce quiet but is certainly a bit more muffled. The interior feels more 'solid' and less 'tinny' over rough roads and pot holes. It also means I can have a conversation with my partner, proven on the run down to Bude recently. The cost was about £400 Inc fitting and worth it, although I paid up before diesel was setting me back £125 per tankful! ❖ Terry Hammond 7578



## Simple shelf added in the kitchen area in the Nuevo



# Club hub

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## Bradford on Avon Rally

Arriving on the hottest day of the year, we were welcomed, soon pitched and moved into the shade and breeze of the hedge. When we lost that shade it was down to awnings and shady sides of vans. I would like to thank those who managed to get my awning out (it hadn't been used for 5 years) it needed a lot of wd40 and gentle easing. Being vertically challenged I also needed them to retract it for me. Thanks also to Brian who managed to get a replacement tap for the cold water tank, soon to be fitted. The delights of the town and surrounding area were slowly discovered. The field is next to the Kennet and Avon canal and it is a pleasant and easy walk into the town. It is a very pretty and quaint town, with a jail on the river bridge, a historical tithe barn (enormous) country park, small museum, churches, cafe's, pubs and a wonderful embroidery exhibition. All great for strolling on cooler days. Buses run from just outside the gate to take you into town and onwards to Bath, the journey takes about 35 minutes

We had evening get togethers, sometimes just sitting and chatting or with the opportunity for easy tai chi and chair yoga

I'd like to thank Barbara, Al, Jackie and John for organising and running the rally and for Suki's wonderful doggy day care ❖ *Irene Kitchin 5698*

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## Bradford on Avon Rally

Just returned from a few days rallying over the hottest days of the year so far.

Thank goodness for the daily delivery (all six days) from Mr Whippy. The best and cheapest ice cream we have experienced, so 10 out of 10 to the Rally Marshalls for organising this. What you can't see is a long queue on the other side of the van. Thank you to Barbara and Al and Jackie and John for this rally and also the St. Ives rally the week before. Equally enjoyable.

A word of advice though. If you bring doughnuts back from the supermarket don't walk past the Rally Officers vans. ❖ *Val and Mike Pippard 8862*



We were very sad when we received the news that Roger Spensley had died. We attended his funeral in Warrington and were pleased to see how many ASOC members attended - on the hottest day of the year.

Roger & Liz joined ASOC about the same time as we did and attended many rallies, including most of ours in Scotland, giving us the opportunity to celebrate Roger's birthday as well as their wedding anniversary on 14th September; they celebrated their silver anniversary on the shore of Loch Lomond.

Roger will be much missed. He had a ready smile and was always willing to help anyone. Our thoughts are with Liz. ❖ *Allan & Moira Blackstock 4067*

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## LPG AND EUROTUNNEL

We have just returned from Europe on Le Shuttle in our 2014 Bourton. Thank fully with no holdups. Having travelled on Le Shuttle many times we are used to the standard question about LPG. Sometimes there is a check to see that the taps are turned off. I always top up to 100% when leaving the UK.

This time, not only was I asked to confirm that the taps were turned off but also what volume I had in the tank. I was informed that I had to have less than 80%! I did say that I had never been asked before. She came to the cab and checked and fortunately we were below 75%. I have since checked the terms and conditions.

### *The Carriage of Dangerous and Hazardous Goods and Hazardous Articles*

*2.5.6 The maximum permitted volume and quantity of flammable gas cylinders and tanks per Vehicle is:*

- *For portable containers (cylinders/bottles, etc): Maximum of 47kg per cylinder and no more than 50kg per Vehicle if more than 1 container;*
- *For fixed containers (tanks): Maximum of 47kg per container and no more than 50kg per Vehicle if more than 1 container;*
- *Fixed containers must be no more than 80% full. The capacity of the container will be checked by Eurotunnel staff.*

I was ignorant, possibly other members were as well. ❖ *Stuart Boulton 8847*

Don't hide your travel stories away?  
Send them to ASOC News



# Sedgemoor Carnival

Over the years we have organised and run a number of rallies and have enjoyed the experiences and the company of the friends and acquaintances made past and present.

Walking on the beach recently, my mind drifted back to our early Sedgemoor Carnival rallies at Burnham on Sea when we used to do an organised walk.

We would take our group along the beach then across the golf course to a local pub for a group meal.

Sadly the pub closed and we had to do a rethink and find an alternative walk.

Consulting a local map we plotted a route from the beach, through residential parts of the town to come out at another local pub on the outskirts of the town to give our group a nice walk before their lunch.

While sitting for our meal I explained to them, we have passed retirement homes, residential homes, nursing homes and the cemetery. We will go back an alternative route. Turn left out of the pub and pass the Ambulance station, the Doctors Surgery, the Memorial Hospital and the Undertakers at the end of the road. Thus proving that there is more to Burnham on Sea than just charity shops and seven miles of beach.

The following years we chose to walk through the nearby park to Highbridge Caravans and to another nice little pub in Highbridge where we were made very welcome.

Now although the Sedgemoor Carnival was put on hold during the pandemic it is getting back on course as the Carnival Clubs resume their fund raising and creating their attraction entrants and "carts".

Sadly we are no longer running that rally. The Haven site we used has made unfavourable changes to what was the touring area of the site.

For anyone wishing to see the Sedgemoor Carnivals, there are a number of caravan sites in Brean just a few miles down the road from Burnham or the Home Farm site on the Burnham approach from Junction 22 of the M5 at Edith Mead.

The Sedgemoor Carnivals which take place in seven towns begins as always with the Bridgwater Carnival on "The First" Saturday of November. Burnham is the following Monday.

There are bus services from Brean to Weston Super Mare, Burnham, Bridgwater and Taunton.

The Sedgemoor Carnival is truly one of a kind and is well worth seeing. ❖

*Brian and Linda Ellis 2360*



# Club Events

Neil C Rogers 01325 954508

ncr@mypostoffice.co.uk



RALLY INFORMATION - Points to remember

Marshals should let the Rally Coordinator know when rallies are fully booked.

Always carry your ASOC membership card when attending rallies.

Not able to attend a rally you have booked, please inform the marshal as others may want to attend.

Inform the marshal if you plan to bring a car, tent or trailer to a rally.

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

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## THREE SITES SCOTTISH TOUR

31st August – 9th September (9 nights)

**FULLY BOOKED**

Rally Marshals: Moira & Allan Blackstock Telephone 01772 749178.

Telephone during rally: Moira – 07891 704186. Allan – 07969 312703.

Site Fees: £230 Rally Fees: £20.

Rally Slips with fees to:

Mrs M Blackstock, 39 Sumpter Croft, Penwortham, Preston, PR1 9UJ.

All sites are hardstanding with electric hook-up.

**31 August – 3 September**

**The Wheel Caravan Park, Rough Castle Farm, Falkirk, FK1 4RX**

Within walking distance of the Falkirk Wheel (for the fairly fit). If you would like to take a trip on the wheel and along the canal please indicate on your application. If enough are interested we will try to make a block booking.

There is a bus service from The Wheel into Falkirk with a stop at the Kelpies.

Falkirk is about 30 miles each way to Edinburgh and Glasgow.

**3 – 6 September Five Roads Caravan Park, Alyth, Blairgowrie, PH11 8NB**

Easy access to Dundee, Perth, Forfar, Scone Palace and Glamis.

The Blackbird Inn is right next door serving food and drinks.

The Blairgowrie Highland Games will be held on Sunday 4th September.

**6 – 9 September Ballater Caravan Park, Anderson Road, Ballater AB35 5QW.**

The caravan park is adjacent to the River Dee.

Ballater, situated in the heart of Royal Deeside is a favourite of walkers and cyclists. The town is near Balmoral Castle and the railway station is worth a visit.

No longer used by trains but a section is set out as Queen Victoria used it and boasts a popular café.

Directions to The Wheel will be sent along with your confirmation and the others will be given out during the rally.

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Running a rally: If you would like to run a rally, contact the Rally Coordinator for "Guide for Rally Marshals".

When a date and venue is chosen you will receive the "Rules for Rally Marshals" and asked to sign a marshal's declaration which should be returned to the rally coordinator. Assistance and advice is available from the rally coordinator or a committee member.

If you would like to assist a rally marshal to see what is involved in running a rally, or interested in the details of possible rally sites we have, contact the Rally Coordinator.

Important: All potential rally dates and venues must be checked with the rally coordinator, who will check that the club will be able to comply with regulatory and insurance requirements.

## **8-11 September South West Motorhome Show, Shepton Mallet, Somerset. BA4 6QN**

Rally Marshals: Martin Ross, Assisted by Angela & Robert Wareham .

Emergency telephone 07901 771040

Please use Warners booking form from other magazines .Please mark the form ASOC and note the special club site fees:

Rally from Thursday 8th to Sunday 11th September,

Arrive Thursday £73 Arrive Friday £55.

All bookings for Saturdays entertainment must be made & paid with Warners when returning the application forms to Warners by 25 August.

If you wish to rally with the club then return the application form to Warners by 24 August.

You must also complete a club rally slip (this also applies to internet bookings). Return it with the rally fee of £3.00 couples, and £1.50 for singles,

Rally slips and cheques payable to:

Martin Ross, "Elvina" Wold Road, Barrow-upon-Humber, DN19 7BT.

Telephone 01469 530893. Mobile 07901771040. Email [mross@uwclub.net](mailto:mross@uwclub.net)

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

The rally finishes at 12 noon Sunday but you may remain on site until 12 noon Monday.

There are no electric hookups on site.

## **18 -23 September 2022 ( 5 Nights )**

**Briarfields Touring Caravan Park Cheltenham GL51 0SS.**

*Rally Marshals:* Rita & John Tubb.

Site fees: £22 a night. Rally fee: £5.00.

Please send your rally slip and a Cheque for £115.00 payable to Rita Tubb together with a clear email address or an SAE for confirmation and directions to:

Rita Tubb 70 Charnwood Crescent, Chandlers Ford, Hampshire SO53 5QL. Telephone: 023 8026 7294 Mobile 07754 761423.

This is an adults only site with full facilities, hardstanding pitches with electric hook up.

It is ideally situated for experiencing Regency Cheltenham renowned for its exclusive shopping; from charming boutiques to shopping centres with many leading retailers.

Historic Gloucester has a wonderful Cathedral where Harry Potter was filmed, dockside, award winning Waterways Museum and its Quays outlet shopping centre. The site is well positioned as a base to explore the beautiful quaint Cotswold villages of Bourton on the Water, Stow on the Wold, Broadway & Winchcombe. There is an excellent bus service which runs frequently (every 15 minutes during the daytime and every 20 minutes throughout the evenings) from outside the park entrance to both Cheltenham and Gloucester.

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

Please do not arrive before 1.00pm.

**20 pitches only**

23 - 25 September

**THE MOTORHOME & CAMPERVAN SHOW SEASON FINALE.**

Lincolnshire Showground, Lincoln, LN2 2NA

*Marshals*; Yvonne & Stuart Wood. Emergency telephone 07799 591550.

Please use a booking form from Motorhome Magazine or online at Warners. Mark form ASOC and note the special club fees.

Arrive Thursday £73.00, Friday £55.00. Booking for Saturday night entertainment must be made and paid to Warners when returning the application form to them.

Applications closing date 10th September If you want to rally with the club you must return the form before this date.

You must also send a rally slip to the marshal. Rally fees £2.00 couples, £1.50 Singles.

Cheques payable to: S. Wood. 26 Burton Acres Way, Highburton, Huddersfield, West Yorkshire, HD80RF. Telephone 01484 604133.

Please collect club rally information pack from ASOC marshal before parking where directed.

**Wednesday 28th September (1200 hrs) to Monday 3rd October (5 nights)**

**Statfold Barn Railway, Tamworth**

*Rally marshals*: Peter and Chris Brown telephone 07771 827711.

This rally is part of the annual ACCEO (Association of Caravan and Camping Organisations) National Rally.

Toilets are available, but no electric hook-ups. There is no rally fee.

A large hall is available in which social activities and/or entertainment is planned for each evening.

There will be professional entertainment on Saturday evening from 'Mix'd Tape'. The ACCEO AGM is on Saturday afternoon and can be attended as an observer by any interested rallier.

Statfold Barn Railway is on the outskirts of Tamworth with easy access from the M42.

There is a museum on site that houses one of the most impressive collections of narrow gauge locomotives in the UK and will be open at selected times during the rally, see [www.statfold.com](http://www.statfold.com).

Within a couple of miles walk south there are two pubs, a country park, nature reserve and marina.

There is a narrow gauge railway on site but that is not expected to be running during the rally.

The cost of the rally for Friday and Saturday nights is £40, with 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.

As we maybe away from right up to the rally, applications by email only to

[pcb7ty@btinternet.com](mailto:pcb7ty@btinternet.com) . If you have any queries, telephone 07771 827711 or email.

# STAFFORD BOAT RALLY

What a great rally. Never seen our rallyers socialise so much in what is such a beautiful venue. Must have been the cheap wine and spirits in the excellent Boat Club clubhouse. We were given a real insight into another way of getting around this beautiful Island at a more leisurely pace.

Thanks to Angela and Bob for their organisation and generosity of spirit, and assistants Linda and Brian - especially for the bowling, plus Lesley. A really well organised jamboree. ❖ *Peter and Janet Murphy 6527*



Our van is now in full working order and we took the opportunity to attend both rallies and enjoyed every minute of them.

We received a warm welcome from Bob and Angela, Brian and Linda with a welcome cup of tea at Stafford Boat Club. The programme for the rally was filled with plenty of interesting and fun activities, especially Angela's Chairs, which we will certainly be returning to enjoy again. Having spent many years boating on the canals it brought back many happy memories for Steve and myself.

We then arrived at St Ives to a warm welcome from Al and Barbara and met up again with other ralliers who had previously been to Stafford. After our committee meeting we enjoyed a very relaxed time at St Ives as the weather was very hot.

We also took the opportunity during the week to visit friends in Cromer and cool down by the sea. We enjoyed the fish & chips which was a well organised operation as they were brought across the old Cromwell bridge on foot as the fish & chip delivery van had broken down. Thank you to the Rally Marshals who do a wonderful job, we had a super time. ❖ *Carol Ryan*



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