

NEWS

The magazine of Auto-Sleeper Owners' Club

JULY 2023



Editor's view

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

Welcome to July ASOC News

Just to let you know, after six years or so as editor, I have decided to step down as editor of the Club magazine. This means the last magazine I will produce will be the January 2024 edition. The Club will be looking for an editor to look after the magazine after this date. If you feel you can take over this role, please contact the Chairman for further details.

we have some members who have not subscribed to the member area. Of course, you may not wish to do so, but it does mean you will not receive any Club information we may send from time to time, including rally updates and booking information.

We recently sent out *Traveller Issue 2* which is in digital format "only" to all members who have subscribed to the member area. this can be read on all devices. Just go to the website member area and subscribe and we will send you the login details.

Front cover photo competition winner: Reflection, River in Leyburn. Shirley Sturgeon 2897

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News is the magazine of the
AUTO-SLEEPER OWNERS' CLUB
A Company Limited by Guarantee

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Chairman's Chat

Mid Summer has overtaken us, we still have many great rallies to partake in for the rest of the year.

I would like to thank my Vice Chair, Chris Brown, along with all the committee for managing and running the AGM in my absence this year.

I understand the 2023 National Rally was a success and a great time was had by all. Ozzie Jones has decided to stand down from the event and I would like to also thank him for 15 years of service to the Club Committee and involvement in the National on behalf of the club I wish Ozzie well for the future.

I would like to thank all the members who helped in making the National a great success.

A New National organising sub-committee has been formed chaired by Liz Irvin and moving forwards, they have got some great ideas for evolving the event for the future with dates pencilled in with Newark Showground through to 2026.

On a sad note, I am sorry to report to those who did not receive the email shot, that one of our well known and long established Rally Marshals, John Tubb, passed away on 16th May following a short illness. John and Rita have run countless rallies over the years and have always been staunch supporters of the Club. John will be greatly missed by so many of our members who will have known him and Rita for many years. Our thoughts are with Rita and family at this time.

Which brings me onto another point with the published magazine now quarterly as agreed at the AGM due to financial issues, in order to keep members up to date, the committee are using the Website and, for important messages, using email to this end I would appreciate it if you would check if the membership secretary has your current email address and that your mailbox is not full.

Jeff Harrison, who along with his wife Chris, has been a member for some time and is well known within the rallying fraternity, was taken ill just before the National and had to cancel. I understand he is quite ill suffering from sepsis. Recently our President Charles was telling me of the challenges sepsis brought him last year, which gave me a little understanding of the disease. On behalf of the club, I wish Jeff a full and speedy recovery. My thoughts are also with Chis and family, and we look forward to seeing them at future rallies.

For those members who did not attend the AGM, the AGM accepted the committees recommendations that we will be moving to a quarterly printed magazine (July, October, January, April) going forward due to the current financial status of the club, whilst leaving the membership fees at £20.00 for a further year. The website will be kept up to date on a daily basis. Where the committee deem it essential to inform members in between magazines this will be by email via Mailchimp or Mailerlite. So you may need to check your spam/junk folder.

On a separate note, the club needs to keep its membership register up to date to

comply with Companies House Regulations. Please help our Company Secretary Dennis and our Membership Secretary, Jean, in completing these tasks.

John, our editor of this publication, has given notice that he wishes to stand down from editing the magazine. If you have had any experience or have been inspired to edit our newsletter, please let me or a member of the committee know to find out further information.

It just leaves me to wish you all a fantastic summer rallying and we will catch up in the September issue.

Steve

NOTE FROM THE VICE CHAIR

Can I just say a huge personal thank you to everyone at the National Rally for their support over what was for me a somewhat stressful situation. Your words of encouragement and words of support after the AGM and Open Forum were so kind – I was a bit overwhelmed to be honest – and it was very much appreciated. Thank you so much. Chris.

From your new Secretary...

Following the recent retirement of Ozzie Jones, our Company Secretary at the April AGM, I have been busy getting to know what is involved in this important position in the operation of ASOC as a Company Limited by Guarantee.

Ozzie served the club faithfully for over 15 years and I thank him personally for the smooth handover he has provided, which involved a lot of work on his part in preparing a "Users' Manual" to keep me on the straight and very narrow path to keeping the Club compliant with the Law relating to the Companies Act. Much learning is ahead of me.

I am now up and running and I am able to receive any questions and enquiries from you relating to the Club, its Articles of Association and procedures via the Secretary mailbox, secretary@asoc.uk.com. However, please note, I have not assumed Ozzies' responsibilities concerning organising and advising on rallies, including the National Rally. They have been taken up by Liz Irvin.

As you will read in the Technical Section of this month's magazine, my successor in the technical role is being taken on by Alec Avery, who I will assist over the coming months, and with the next technical day at the 2024 National Rally, when it is hoped the usual programme of guests and experts from manufacturers will resume. For now, Alec and I will work together to answer your enquiries via the usual channel, technical@asoc.uk.com.

I am looking forward to serving the Club in this role going forward and thank you all in advance for any patience I may need from you.

Dennis

AFTER 50 YEARS

Pauline & Neil Rogers, 0313

Fifty years as Auto-Sleeper owners and thirty-four years as members of ASOC, the Rogers have reluctantly decided to sell their van. Over thirty-four years of their lives have been taken up to a certain extent by their connection to the Club. One of them was a Committee member for 25 years and the caller for the raffle numbers for 27 years, as well as marshalling. The other was to order and organize rally plaques for 15 years (the ones that are good for mixing glue and scraping paint). They also organized the teas/coffees at the AGM at Newark for 17 years and for a few years at the Club & Company rallies at Malvern.

They have attended all but two AGM's, they were too far away to drive when they were working. They were also privileged to be able to attend approx. 500 rallies all over the country, their first one being the AGM at Billing Aquadrome, followed by one at Wild Rose site in Appleby, Cumbria. The first years of rallies were two-night weekend rallies, they involved a lot of driving and organization to get there after work on a Friday. During their time as Club members they have also managed to organise and run approximately fifty rallies. They even celebrated their Ruby and Golden Wedding parties whilst running the Peterborough Show rallies.

Over the years they have met some lovely people and made some very good friends and they thank them for their friendship. However, when one of them cannot reach the overhead lockers in the van and has to get out backwards and have a bunk up to get in to the van, then they feel that it is time to say goodbye.

They say, look after yourselves, and they may meet you again somewhere (but not on a muddy field!)

**We are looking for the next Editor
of the Club magazine**

Interested?

need to know more of what is involved?

contact Steve
chairman@asoc.uk.com

Appeal for member updates

Hello fellow members.

At the recent committee meeting following our AGM in April, and the resignation / retirement this year of Ozzie Jones, our previous Secretary, I was elected to take on the role of ASOC Club Secretary to serve you all.

I have been reviewing the duties and responsibilities and in doing so, it is clear that there are some statutory requirements placed on me on behalf of the Club that I need everyone's help with.

As, I'm sure you will know, the Club is a company limited by guarantee, having no share issue – to give it its legal definition.

What I need your help with is the Register of Members that must be kept up-to-date, including members who have left, resigned or are deceased. Because all Club Members are also Company Members under the Companies Act, everyone past and present, needs to be on this register which must be kept up-to-date and available for inspection by Companies House, on demand.

The register contains the name, address, date joined and date left the Club of all "Company Members". I rely on the information supplied on your original application form to manage this important register and keep it up-to-date by referencing the Membership List.

So, I would like your help to remain compliant, by asking you to please think about any changes that have taken place to your details held by us, including change of address, or change in circumstance (such as loss of a partner or loss or change of second member on your membership).

Jean, our Membership Secretary, has a similar appeal in the current edition of ASOC News for her membership list relating to the wider information we need to run the Club

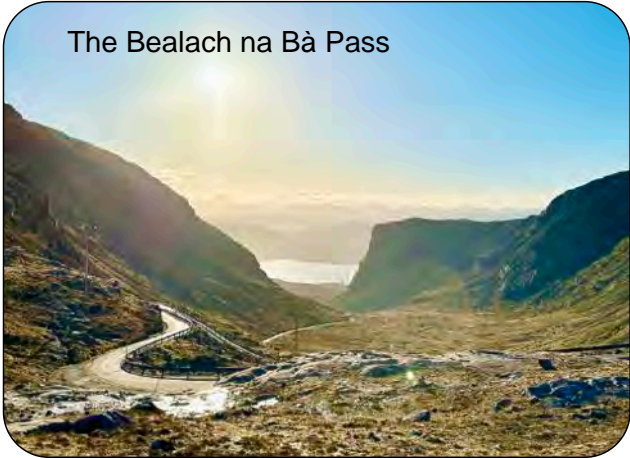
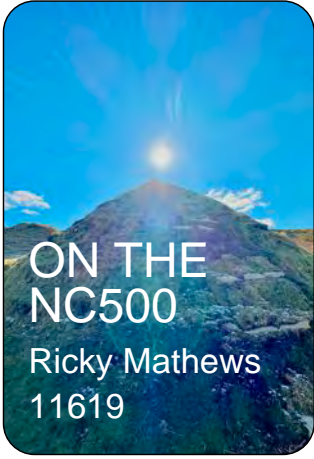
To avoid duplication of effort, may I ask that you send all changes to Jean, membershipsec@asoc.uk.com, as she keeps me updated with changes to the membership list such as retirements, non-renewals or change of Motorhome occur.

If you have received this request by post, it is because we do not have an email address recorded for you. Please advise the Membership Secretary so we can maintain contact with you.

Many thanks
Dennis, Club Secretary

CHANGE OF DETAILS? - EMAIL, ADDRESS, VEHICLE, ETC

Can we ask members to let the Membership Secretary know if any of your details have changed.



Mercedes recall work costs

A fellow member wrote to me explaining that following the airbag recall of her Mercedes Sprinter Auto-Sleeper to her local Mercedes dealer, she was presented with a labour charge of £400 for two hours work to cover the removal and refitting of her Seitz Blind in order to gain access to the passenger side airbag. I can understand her shock at this, as no prior warning was given and the justification was that the blinds are not a Mercedes part and was not fitted by Mercedes. As such it did not fall under the work required for the recall.

She sent formal complaint to the dealer who did the work, stating that, on checking, 3 other dealerships reported that they had not needed to remove the blinds for this recall. The dealer forwarded their complaint to Mercedes who agreed to refund the costs.

So, well done for that and a lesson for anyone else who needs this recall to insist on any “extra” work being identified in a Recall to be advised before it is carried out. At least you would have the opportunity to take the vehicle away and do the extra work yourself. As for the charge, I cannot see how £200 per hour for labour can be justified, but perhaps I am behind the times.

Dennis

Alec Avery

A big welcome to Alec Avery who joined the Committee as my replacement following our AGM in April. Alec will shadow me as he settles into the role and I will help him wherever needed. We are in the process of getting Alec hooked up with our technical group email and introducing him to the industry contacts we have, so it will be a little while yet before he is fully up to speed.

You will see in News this month that I have taken up the post of Club Secretary, following Ozzie Jones’ retirement after more than 15 years. A big pair of shoes to fill, so I have my hands full at the moment.

Dennis



This replacement cartridge is reported to be the correct replacement for our mixer taps on newer Auto-Sleepers with mixer taps like this...

At £4.78 each, I suggest this is a bit of a bargain. Beware though, there is a “35mm spline dia” version at the same cost and as I write, I cannot say which one it is. Can anyone enlighten me?
technical@asoc.uk.com

THE HUB

We have just returned from the AGM at Newark. We would like to thank everyone involved in the Planning and Execution of the event for a thoroughly entertaining weekend .

During the Annual General Meeting, we were informed by the Committee that there will be a shortfall in the contingency fund required by law to be kept by the Club.

In response to this some members expressed their wish to make a contribution to the club and a total of £225 was raised . So a big thank you to them for their generosity .

So thanks again to the Committee for all their hard work throughout the year on our behalf, we really appreciate it. *Ian and Jean Sellers 1051*

ARE YOU MISSING OUT!

EMAIL ALERTS FROM THE CLUB

We recently sent an email to members, this included those who have not subscribed to the member area.

We have noticed many members did not open this email, maybe because it went into the spam or junk box, it is always worth checking this. Of course, you may have preferred not to open it.

We also had many hard and soft bounce backs from some emails which indicates these emails may have changed or the mail box is full. We are asking members to update any changes, including addresses and van details with the Membership Secretary.

Normally, we will not send any club information by email to members unless they have subscribed to the member area.

GOOD NEWS?

Calor reverses decision to abandon small gas bottles

I am reliably informed that the recent decision by Calor to withdraw sales of their smaller propane and butane cylinders, as reported in the April 2023 ASOC News, that they have done a “U-turn”, although I fear this may be temporary.

LATITUDE AND LOGITUDE CO-ORDINATES AND A SAT NAV

Glyn Tomkins 10432

At a recent rally I attended, the subject came up in discussion of how and why to use Latitude and Longitude as against Postcode in a vehicle Sat Nav.

Lat and Long is a very precise method of location description, anywhere in the world, whereas Postcode is unique to the UK and does not necessarily give a precise location: for instance in rural areas like the Yorkshire Dales one postcode can cover an area of several square miles.

The Auto-Sleepers, Willersey, Lat Long co-ordinates are. 52.058334, -1.850122 respectively, tying the location to within a few metres.

As a point of interest, the value in 5 decimal places is accurate to 1.11 meter at the equator. Because the earth is a spheroid and not flat, the accuracy of the longitude part of the coordinates increases the further from the equator you get.

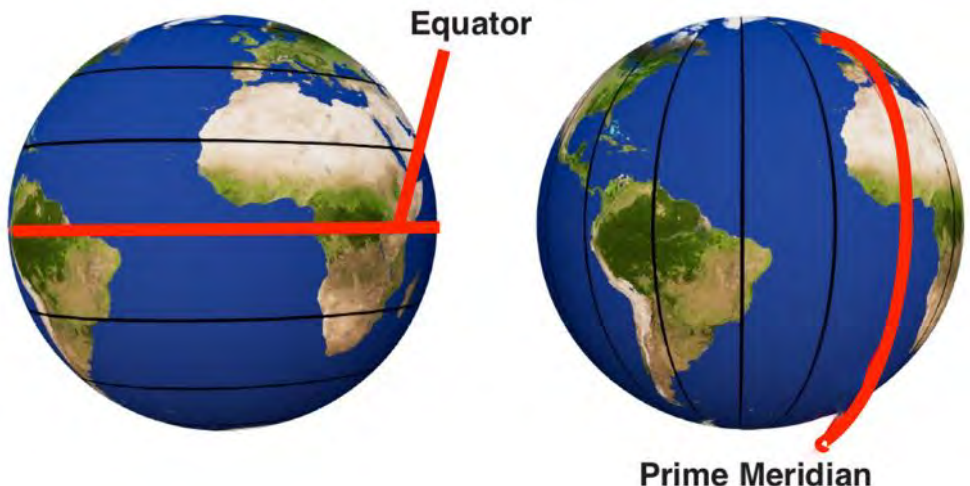
Latitude and Longitude are horizontal and vertical lines around the globe. They are measured in degrees, subdivided into minutes and seconds. However, sometimes they are easier to read in decimal format.

Lines of Latitude are imaginary lines that measure the distance North and South of the Equator, this is the zero Latitude point. Latitude points run from the equator north and from the equator south. The lines going north are positive (+), and south they are negative (-)

Lines of Longitude are vertical lines that measure east and west of the central point. This Central Point is known as the Greenwich Meridian - this is the zero longitude point.

The lines going East from Greenwich are Positive (+) and going West are Negative (-), it is this that can lead to confusion.

With these two sets of lines every location around the world can be precisely



described. For instance, the co-ordinates for Auto-Sleepers Willersey Service Centre are:

Latitude 52.058334

Longitude -001.850122.

Because both Latitude and Longitude are measured in degrees they can be written, correctly, in several different ways i.e:

Latitude Longitude

52.058334 -1.850122

N 52.058334 W 1.850122 the minus sign omitted because it is described W

52° 3' 30.0024" N 1° 51' 0.4392" W

In most instances your Sat Nav will require the Decimal Format, in which case you can use DCM converter,

Link:- <https://www.latlong.net/lat-long-dms.html>

It does not matter where you start from, using the Co-ordinates will find your location.

ENTERING CO-ORDINATES INTO YOUR SAT NAV

Having a basic understanding of co-ordinates and how they are derived, the next step is using them in your Sat Nav.

I am going to make a base point here and use the Garmin Sat Nav that is included with the Avtex system that many will have in their Auto-Sleeper. Whether it is Tourer 1, 2 or now 3, the basic principle remains the same.

Having switched it on and let it find its home screen, you need to find the Co-Ordinates screen, this may be under "Where To" or just an option in the main menu.

Selecting Co-ordinates should open up a screen with 2 boxes.

The top one will usually ask for the N, S if are going south of the equator. if you use an App such as Search for Sites it will give co-ordinates in the format you require, so enter N then the decimal number. Only use numbers for the spaces in you Sat Nav.

Now move to the lower box which is the longitude, it will be W or E, depending on whether you are east or west of Greenwich, remember Greenwich is Meridian therefore zero.

West of Greenwich the figures will be minus -, so will need to be West. East of Greenwich they will be positive, so they will need to be +

Please be careful entering the data and following the Sat Nav. A positive instead of a negative in the Longitude box can put you the other side of the country!

We always use a paper map to follow, Sat Nav gives a good local picture, but the big picture on a paper map shows where you are going and the points along the way.

SAD NEWS

Morriss Oüten, membership number 1710

Home - CRAYFORD Kent

Died in hospital after a short unexpected illness on 11th February 2023.

I am his wife - Jean and hope to continue camping with ASOC.

We have a son, daughter and two grandsons.

Needless to say we are all devastated.

Jean Oüten

It is with great sadness that we have to inform you that John Tubb has passed away. He was unwell at the Sidmouth rally and left early. He was subsequently taken into hospital where he died on the evening of 16th May 2023. John and Rita have run countless rallies over the years and have always been staunch supporters of the Club; John will be greatly missed by so many of our members who will have known him and Rita for many years. I know that your thoughts will be with Rita at this very sad time, as are ours.

Rita Tubb and her family would like to thank all the people for their cards and lovely tributes to John that we have received.

We first met the ASOC rallier in Hollandat, a site in Delft, we had been to many times. We met some lovely friendly people there and joined the club as soon as we got home. Over the years we have met many people and made lots of friends all over the country. We have run many rallies, and helped on many, which we both enjoyed.

I will not now be rallying, but hope to see many people about, and hope you all enjoy meeting people and enjoy your rallies, that's what its all about and you go to places you would not think of going and meet lots of people. Give it a try you might enjoy it. Forget the flag pole you do what you want.

Thank you for many happy times

Rita Tubb

Sadly we lost John Tubb quite suddenly in May of this year. John will be much missed, as will Rita, who possibly may not continue to rally with the club.

John and Rita have been long standing members and staunch supporters of ASOC and have run so many of our popular and most memorable rallies and have given assistance and support on so many more.

The Briarfield rally is another one which they founded and ran for several years and is a popular venue, which would be such a shame to lose after all of John and Rita's efforts.

Approached by the Rally Secretary, Martin Ross, we agreed to step in for this year and pick up the mantle.

If any members have considered running a rally themselves then this would be an ideal one to take on for next year perhaps.

John and Rita have already made the contacts and established the rally which makes it so much easier to pick up and continue with and there is always help and support from other rally marshals and assistants and from the members attending.

There will be other established rally venues available for 2024, season details of which will be given to the Rally Secretary, and guidance can be given if anyone wishes to give them a try.

It is not as difficult or time consuming as some think, and can be enjoyable and rewarding.

Alternatively, if you know of a venue or location that could prove popular then now is the time to give it a go and run your own rally.

Remember that we were all first timers once and gatherings which became rallies are how the club began.

Brian Ellis 2360

TIME TO CHECK?

The availability of motorhome tyres usually becomes difficult due to the huge demand at the beginning of the season. Supplies from manufacturers may take a long time to satisfy the demand

It is also worth asking to check the dates on the tyres you intend to buy, they may be from last years season

The general recommendation for safe driving is a minimum of 3 mm tread and to replace tyres between five and seven years

It is also worth changing the steel bolt in valves at the same time, but some tyre fitting companies do not stock them

RECEIVE EMAILS FROM THE CLUB

From time to time we would like to send club information by email. In order to receive them, please go to the member area of website and subscribe, any member who has already done this, will not need to do this again.

You can unsubscribe at any time



*you just try
to take
him off me*

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DON'T
NEED
TO TRY!
GET
YOUR
OWN AT
THE
CLUB
SHOP**

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FLOWERS QUIZ

compiled by Brian Ellis



1. Animal warmers
2. Medieval public punishment perhaps
3. Stops the mouth eroding at the edges
4. Very tasty – not mushy
5. Be quick to photograph the fiery beast
6. She's not in the hills – she resides down below
7. To Wed a precious metal
8. A large group of sheep
9. How a hill Billy Yankee might greet Cynthia
10. Part of the eye, fleur – de – lis
11. A thickening agent perhaps?
12. Winter precipitation?
13. Slightly larger than a violin with a lower and deeper sound.
14. Respect for the Capital
15. Oriental illumination
16. A receptacle for spread perhaps?
17. Left standing without a partner at the ball
18. A character in Rupert the bear perhaps?
19. A new one sweeps clean
20. Fancy overdressed jungle king
21. Little Christine and her mother
22. Cathedral city clangers
23. Has our Suzi been fighting again
24. The one you will always remember
25. We were taught to respect
26. Hostile and not your friend

FROM THE NATIONAL RALLY TEAM

Martin, Ozzie, Liz, Chris, Stuart, and the rest of the team would like to thank all the volunteers who helped make the National a success, as without you, it would have made our jobs impossible. So please give yourselves a pat on the back.

On a personal note, I was overwhelmed by the kind words spoken to me regarding the National and my time as Secretary, I thank you all.

My vehicle is now being converted back to standard specification by The Lion, The Tin Man and The Scarecrow, who run the A/S workshop at the end of the Yellow Brick Road, so that I can roam the highways and byways at my leisure meeting members as I go. *Ozzie*

A big thank you to the people who donated pictures for display at this years National Rally. Also a big thank you to the people who donated jigsaws, books, and bring and buy goods, and the people who bought such items, thus making a substantial donation to the charity. *Stuart Wood 2620*

A big thank you to all the raffle sellers this year and for all the years that I have been the raffle organiser. I have now stepped down from the roll of raffle organiser. The sub committee would like a volunteer to take on the roll of raffle organiser for the national in 2024. If you would like to take on the roll, please contact Liz Irvin. *Yvonne Wood 2620*.

National Rally Tombola

The National Rally Tombola this year raised £148.60. I would like to thank everyone who donated bottles and cans, helped sell tickets, and those who bought tickets. Jean Downie has volunteered to organise the Tombola, I hope you will support her as well as you have supported me.

National Rally Raffle Organiser

The National Rally sub-committee has one very important vacancy. Yvonne Wood, who has done an excellent job organising the raffle at the National Rally, has stepped down. I would like to thank Yvonne for all the hard work she has put in, buying raffle prizes throughout each year, selling raffle tickets and organising ticket sellers, and not forgetting folding the tickets. It is a star event on the Saturday evening, and raises a large contribution to our charity. Thank you Yvonne.

Please can volunteers who wish to take over this vacancy contact me. The sub-committee will help and support you.

Liz Irvin, National Rally Chair, nationalrally@asoc.uk.com



The Reprobates, the winning quiz team with the Gill Hopkins Trophy.

Ian & Jean Sellers
Allan & Moira Blackstock
Neil & Pauline Rogers
Stuart & Yvonne Wood
Frances Thompson
Barbara Jacobs



2023 PHOTOGRAPHIC COMPETITION

Winner: Reflection, River in Leyburn.
Shirley Sturgeon 2897.
Photo of Shirley being handed the prize by Chris Brown, Vice Chairman.

Second: Riding the Falkirk Wheel,
Irene Kitchin 5698

Third: Ain't Nature Grand,
Jean Sellers 1051

Half a lifetime with Auto-Sleepers and the Club

Peter Fisher

Some time in the mid seventies, my late wife Wendy and I hired a camper van for a week and did a lap of Scotland in it. Having looked at the odd picture that I have found, it was a “pop top” Bedford CF with solid sides to the roof, similar to that produced by A-S at the time, so there is a strong possibility that this is where this story starts.

Fast forward to 1989 and we found ourselves liking the idea of a camper of our own, so in Spring we hunted around for a suitable example. It had to be small because it would be our only four wheel vehicle that would be used for everything, including commuting for Wendy. In the end we chose a secondhand Auto Sleepers CXL, I think was the model, based on the Talbot Express.



The start was somewhat fraught because the day I picked it up Wendy was not feeling well and didn't actually see it on the drive. The following day she was much better and she tried driving it for the first time. Not good, It was her first time driving such a big vehicle and somewhat daunting. This left her facing a dilemma, either learn to drive the van or start commuting on the bus. The van won and soon she no longer really liked going in cars, preferring the elevated driving position of the van.

This was the year of the start of the club and, on coming home from a night shift, on Sunday morning we jumped into the van and hared off down to South Cerney for the inaugural meeting. Naturally we got there just in time for the close of the event but early enough for John Cox to sign us up to club membership, the last of the weekend, number 336. That Summer we had some lovely trips away but after so many years it is difficult to recall much about them in detail.

Come the Autumn and we decided that we liked this life enough to upgrade the van and at the time the William Towns Monocoque Talisman and Legend models were very popular. The Talisman was where we headed and we took the bold step of getting a second mortgage in order to finance it. As subsequent events would prove, this was not such a bad idea. Our thinking was that we wanted to be able to look back and say “Do you remember when?”, not “ we wished that we had”.



So, in early 1990, at age 34, we took delivery of G427 PEA, subsequently christened “Sweet Pea”, a name that we had done in vinyl and applied to the van. It was not long before it was adorned by a couple of examples of “Rita’s little man”, (Rita Daley being a founder member of the club) the

stylised graphic based upon the letters ASOC and which, with much imagination in variation, appeared on the front of the club magazine for years.

Our first outing in the van was to Shropshire and the first night spent at the Sun Inn, Welshampton. One thing we had looked forward to was sleeping in the over cab but “Oh dear”, we could not settle and ended up downstairs again, bitterly upset with spending all that money, £21000, only to find this. We spoke to friends with Talismans who slept up top and they persuaded us to persevere. We did and soon came to terms with it.

Over the next five years with Sweet Pea we attended many club rallies and the first was at The Ranch in Honeybourne, a few miles from the Auto Sleepers factory. Now, being early in the year there was an overnight frost which was to provide our next lesson. Butane doesn't like frost, in fact, it refuses to boil and therefore there is no gas feed to the various appliances. Fortunately the hose to the cylinder was long enough to be able to get it out still connected, give it a good shake and leave it out in the sun. That was sufficient to get gas flowing again and convert us to the more user friendly Propane. In fact, later on, I fitted a gas tank to the van, leaving just one small reserve cylinder in the gas locker which was then used for the ramps/hook up etc.

That van had the non turbo Diesel engine and “Performance” as in goes well was not a term it was familiar with, in fact, mention hill, headwind or overtake and it came out in a sweat and wanted a weeks notice! That said, Sweet Pea took us out as far as Vienna, via the Alps, albeit slowly.

I think I'm right in saying that at a rally in Gloucestershire, a hot air balloon narrowly avoided landing in the middle of the rally field! No doubt others who may remember this rally can confirm or otherwise. We ran our first rally, at the Squirrel in Alvely, between Bridgnorth and Kidderminster. We had the use of a room with bowling alley for the weekend. The heat was supplied by an industrial space heater that projected heat the length of the room. Much bowling and hilarity ensued. Had we run the rally a week later then we would have been snowed in until the following Wednesday!

On we went, with the van being used for all our four wheel needs for five and a half years, when we decided that a change was in order. Sweet Pea was by then a high mileage van with over 42000 miles on the clock but what next? I was convinced that whatever it was it would have the turbo Diesel engine, although it was put to me that I was being a “Boy Racer”! Well there was a hill not far from home that is long and straight so next time we were in the area I demonstrated just how the van struggled.

Off went Sweet Pea to a new home and we took delivery of a Symphony with turbo engine. Early on we went up the same hill and the van flew up effortlessly, at which point the “Boy Racer” allegation quietly evaporated. Again the van was used daily and for many purposes, occasionally, even for trips or rallies.



Several years later we were missing the extra space of the Talisman and ventured into the secondhand market, buying a turbo diesel this time. Well this wasn't to last too long with us, mainly, I think, because of the turbo. Once cruising on a motorway the turbo would go to sleep! Just putting the foot down to pass another vehicle or climb a bank elicited no response, however changing down a gear did and the now wakened turbo did its job and the van flew.

One rally that we attended was at the Gliding Club at Burn in Yorkshire. It was a weekend of ups and downs. On Saturday morning, Wendy was not feeling very well and so we visited the local surgery and saw a very understanding doctor. We had to tell him about Wendy's ongoing blood disorder which he had only heard about in medical school but never actually seen. In fact he had to refer to his text books to check. Whatever he gave her seemed to help and we returned to the rally. During the afternoon Wendy was feeling somewhat better and I was able to go up in a glider, my first time in one. It was all that I expected and so much more of an experience with the quiet, the fluffy clouds and the views, including over the giant Drax power station.

The following day, I had a phone call to say that a guy who wanted to buy my motorbike would be able to get to our house that afternoon and would that be ok with us? We checked out the details of the journey and decided that yes that would be fine. The van was asked to pick up it's skirts and we managed the whole one hundred miles or so in about one hundred minutes. I think that would be regarded as damned good even in one of today's vastly more powerful vans.

Next up came a Pescara on a Ford Transit base, it was bigger than anything we had previously owned but still was put to use with all Wendy's commuting etc. Again we had many good times at rallies and on trips etc but one thing that stands out in my memory was the Zig unit.



After a few years it became apparent that the Zig (an electrical control box)

was not working and a replacement would be needed. Normally a straight forward unplug, unscrew, exchange unit and reverse procedure. Normally! Could I find the unit? Could I Hell! Ok so ask the dealer where it might be found. "We think it might be below the wardrobe floor". So back into the van to have a look. The wardrobe floor was clearly fixed in place and not for removal. So I rang the factory and asked them, "Ah" came the reply. At which point my wallet started twitching. "Yes it is below the wardrobe floor and no it doesn't come up". It seems that the Zig was installed on a workbench along with the wardrobe and shower combination as one unit which was then fitted to the van prior to the outside wall. This left two options, access through the van wall or cut the floor of the wardrobe out. Not much of a choice really, so I set to, probably with a jig saw or, perhaps, a pad saw. Once out, I was able to see the Zig unit but what a palaver to get it out, bent double and finding the screws by feel. In fact,

before installing the new one, I made up a little sub assembly that allowed the Zig to be simply slid in. Now if a subsequent owner has to replace it, the job will take nearly 5 minutes.

Whilst we had this van we had the opportunity to buy a small cottage in Normandy that would need doing up. To this end we lived in the motorhome in the garden and worked to bring the cottage to a decent state of repair, something that we were really enjoying. Unfortunately, this was not to be as the blood condition referred to earlier caught up with Wendy and took her from us.

This left me with the van which was now bigger than I needed so I began the search again. This time I went for a Symbol, but not just any Symbol, it was and I believe is the only green one in existence. It had the 2.8 litre turbo engine which I felt ought to be plenty powerful enough to sail up main road hills without breaking a sweat. Not



quite, so I asked TB turbo to have a look at it. That's was quite a transformation, from about 127BHP to start finishing some 30BHP stronger, oh and an extra 1mpg to boot! Once more I was rallying and getting around and on a rally at Peak Rail I even managed to get stuck in the mud, but nothing a friendly JCB driver couldn't fix.

A few years later, at an AGM rally at Newark, I met Philippa, who, coincidentally, also had a Symbol. After an awkward start we hit it off and have been together ever since. At this point we didn't need two vans and decided to get rid of both to have a Nuevo, we called Pod, which would also cater for her dog, Ziggy, a handsome Whippet/Bedlington cross Lurcher.

Soon we moved to Kent, with the idea that it was not familiar to either of us but in easy reach of the Channel for our proposed foreign trips. In fact our honeymoon involved getting to Calais and turning right, something that worked well.

Before long Daisy appeared on the scene. She was a rescue puppy and fitted in my hand. She would only get a little bigger than Ziggy we were told and at first she could walk under him without ducking, but not for long. When she was fully grown Ziggy could walk under her without ducking! She turned out to be a Spanish Galgo/English Greyhound cross and where Ziggy could curl up on the passenger seat there was no way that Daisy could. After much trial and error we realised that a larger van was needed and we found a lovely one year old Broadway that had the space needed.

I think that perhaps the engine on this van had been remapped as it was so eager yet quiet with it. In fact en route to a Lake Garda rally it achieved 28.5 mpg going over the Alps. Many trips, as with the other vans were undertaken and, after several years we swapped it for another but new Broadway. Again we spent a good bit of time away but because of where we were in Kent, it was an hour just to get to the M25 at Dartford before actually starting to go anywhere.

Thus, five years or so ago, we moved to our present home in Rutland which is so much

better set for travel. Unhappily disaster struck a couple of years later when we lost both Daisy and Ziggy in the space of three months, thus leaving us with a van bigger than we needed, so hello to another Nuevo (*Pod the fourth*). I should, perhaps note that the vans that Philippa and I have had together have all been called Pod, because we are two Ps. me being Peter. Much as we loved the dogs we have enjoyed the freedom of not having to worry about getting back for them or the late night walkies in the rain.

So we have carried on with our tours around the country with last year being our busiest for some time. We have spent time in the West Country, Yorkshire and Scotland, seen weather fair and foul, visited some fantastic places and stayed on sites that were so beautifully situated, that it was breathtaking.



And so to our most recent rally, at the Lincoln Show. We had already been talking about a new van with the intention of changing at about five years old, in two years time and so started our research. Now, however, fate took a hand. Because of the crazy market, good secondhand vans are realising crazy prices we considered changing early. After a busy time at the show a Kemerton was our choice but we knew that we wanted an automatic and to say that they are rare is an understatement. On our way home we went almost past SMC's doorstep and so popped in to see what sort of wait there would be. We also wanted to look at a few more aspects of the Kemerton.

Now given the circumstances the last thing we expected to see was a new Kemerton automatic. So that put us on the spot. What to do? When we talked about numbers we would get within a few hundred pounds of what we paid for the Nuevo in part exchange. Were we to wait, the price would inevitably rise and as new van availability improves so the value of the late secondhand vans will diminish. With that in mind we took the leap and are now the proud owners of that Kemerton

It would be remiss of me not to mention all the lovely people that I have met through the club over the last thirty odd years, particularly during my two years as club secretary, but there are too many to mention by name save to say that I/we have had many wonderful times. There have been ups and a few downs but overall the club has been a major part of my life and has played no small part in my sticking with Auto-Sleepers for over thirty years.

So if you see us out and about, please come and say hello.



What's your watts?

Motorhomes have had electric hookup for many years. As some appliances run in the background, we tend to forget how much power we are using especially when using your van during the winter.

We all know the electricity supply amps on campsites can vary, so this depends how many appliances we can use together before tripping the hookup post.

- 6 amps = 1380 watts
- 10 amps = 2300 watts
- 16 amps = 3680 watts

To calculate your amps = appliance watts divided by voltage (230 volts AC)
All appliances have a wattage, so it is quite easy to calculate how much you can use at anyone time. Although items like water heating, fridge, pump and other items being used in the background need to be taken into consideration.

Listed below are some appliances with their approximate wattage.
The figures have been rounded up.

Domestic kettle	2000 watts	9 amps
Truma heating	2000 watts	9 amps
Camping kettle	750 watts	4 amps
Fan heater	1000 watts	5 amps
Fan heater	750 watts	4 amps
Fridge	125 watts	1 amps
Toaster	1300 watts	6 amps
Iron	1300 watts	6 amps
Hair dryer	1500 watts	7 amps
Battery charger	125 watts	1 amps
Television	90 watts	1 amps
Microwave*	1300 watts	6 amps

*microwaves can use twice as much power on startup

All the above are for guidance and the wattage should be checked on the appliance for the exact wattage.

WE ARE BACK IN MOROCCO

Andy Brown

Salaam Alaykum

Once again we are back in Morocco enjoying the beautiful scenery and fine weather. The fact that diesel is about £1.00/litre, gas is £7.50 a bottle (an exchange is MAD20 about £1.60) with plentiful food at half the price of Europe, makes a stay here also delightfully cheap.

This is our first trip back since our Covid lockdown here in 2020. We would normally spend three months here but because of a special birthday early this year we spent the whole of January in the Caribbean and then February skiing with the whole family in the Alps (no motorhomes were involved in these two trips). Our Morocco departure date was set towards the end of February but then some friends contacted us from Germany to ask if they could tag along to get the N African experience. They couldn't set off until the beginning of March so we delayed by a few days in order to meet up in Algeciras to get the ferry.



Tickets duly acquired we crossed in the morning on the 4th March. A straight run down to Camping Ocean Bleu at El Mansouria to be welcomed by Ali and squeezed into a good spot near the beach. We spent some time reminiscing over our lockdown time there and a lot of the others who had been with us, had also been back to see him. Sorted out shopping and new phone cards, then took a trip to the Hassan II Mosque and Ricks Cafe in Casablanca before we set off further south to Essaouira as part of an outline itinerary of the tourist attractions our friends wanted to visit. Essaouira has a large old Medina (walled town) with fabulous tourist shops and speciality fish and seafood restaurants. Ken

and Lynne had to quickly come to terms with the fact that this is not a European country and some of their expectations had to be re-assessed which led to us having a very good time based at the Camping Le Calme. We also managed a round of golf at the Mogador Golf Club.

Down to Agadir; not our choice but on the tourist list of our friends. We compromised, they went into Agadir while we played a round at Golf de L'Ocean. We stayed a couple of days at Camping International D'Aourir which lies in the hills to the north of Agadir surrounded by Olive and Argan groves with camel herds grazing through them. Plenty of nice walking near the site with the beach and a bustling market town just a few kilometres down the road, easily attainable by bike.



From here we split up, our friends to Marrakech for two days and we took a southern route via Taliouine (saffron centre of Morocco) to Ait Ben Haddou where we met up again. We were concerned that their journey down over the Tizni Tichka (a pass which rises to 2200m) would overface them but they arrived undaunted and ready for the rustic site we were on. Again we were surrounded by groves where men would go out each day to unblock irrigation channels to divert precious water to their growing plot. A visit to the Kasbah, famed for its film location (Gladiator, Hunger Games etc.) and local craftsmen, was much appreciated and favourably reviewed in comparison to the bustle of Marrakech. We could see from our site the snow capped mountains of both the High and Middle Atlas; a reminder that, through January and February, Morocco had been unseasonably cold and wet.

From here we headed for the Dades Gorge with a brief stop to look round the bustling market in Ouazarzate which is a modern town built as a provincial administration centre when Morocco was still under French control. The route along the Valley of the Dades is a reminder that the south of Morocco is not a great distance from the beginning of the Sahara Desert. There are no sand dunes in the valley but the starkness of the Hamada (dry, arid and stony) is there to see. At Boulmane de Dades, we turned up into the beginnings of the Gorge and found a place to stay overnight at the Kasbah Didis. We met a young Brit here who had just completed his second day of cycling on his route from Ouazarzate to Manchester – a daunting prospect! Our friends were very unsure about driving up through the gorge as they had seen some of the photos in their guide book and didn't fancy assaulting the hairpins along the narrow road. We eventually convinced them to give it a try and they followed us as far as where the road narrows even more to pass through a ravine. They felt it did not look wide enough for their van but they were pleased that they had made it so far and took many photos of the stunning scenery. We came across quite a few cyclists who had taken on the challenge of the climb much like Mt Ventoux of Tour de France fame. They set off to the next site at Goulmima and we stayed and went for a walk further up the gorge.

Back down in the valley we came across our cyclist (another Andy) and pulled over to have a chat and give him some encouragement. Another 10km and in the middle of nowhere the radiator gremlin struck again. There was a clattering noise which sounded as though something had come loose (the bikes?) or had been picked up off the road and caught underneath. The trail of water under the van gave the game away, so bonnet open to find that the radiator fan was very loose (a failed bearing) and had managed to chew its way through the top of the radiator. Tools out, front panel off, radiator off, fan belt removed, fan fixed in position so that it would not foul anything and then Andy cyclist turned up to commiserate. With no coolant, no brake assistance we gently drove back to a petrol station we had passed about 4km previously. They had no mechanic but got on the phone to one who said he wouldn't come all the way out to look at it so they arranged for a breakdown truck to come and pick us up. We became the centre of attention so chairs and tables were set out for the audience to



comfortably watch the performance. It can get a bit difficult in these remoter areas where neither French nor Arabic are spoken only Berber. Luckily a chap who was walking home with his shopping from a market, probably some 12km distant, stopped and with a smattering of French, acted as interpreter. We had spoken to our friends to explain the situation and they rang us back to say that the Campsite owner would find us a good mechanic and to get recovered to the site some 100km distant. We negotiated a fee of MAD3000 (£275.00) and set off. We arrived in the dark with the site owner in the centre of town armed with a lamp to guide the driver in. Having offloaded and gently driven into position, our friends called us across for some welcoming alcoholic relief during which, the campsite owner knocked on their door and brought us two pizzas as he thought we would be hungry.

The following morning the promised mechanic turned up, took the radiator away to repair it and said he would find us a new fan; a proper European one rather than a cheaper version from China which they would use on local vans. Old vans can be a nuisance but in these situations they are much easier to repair so by 2.00pm all was up and running at a cost of MAD1630 (£145.00) and then Andy (cyclist) turned up on his bike. Sheila decided that we should celebrate with a champagne afternoon tea so she made some blueberry muffins, prepared cucumber sandwiches and opened a bottle of fizz. The owner came back to see me and said that the cyclist could have

a room for the night at the same price as a camping pitch for his tent as he felt that he needed a good rest. It never ceases to amaze us how Moroccans go out of their way to be helpful and kind to people in need.

The following day we set off to begin our return journey crossing the High Atlas via Midelt and headed for Azrou and a favourite site in a cherry orchard with lots of storks nesting and clacking their beaks. We managed another round of golf at Michlifen where we were, once again, the only people on the course, while our friends went to visit the Medina at Fes. We met up again at Ouezzanne where we parked round the swimming pool at Motel Rif (the water was still cool but felt rather invigorating after a long and hot drive). Our last stop was at Chefchaouen where both the site and the local town were delightful. From here we both made our way to the ferry port for the return to Europe and a parting of the ways after an interesting and delightful trip.

For many British motor homers spending winter months in Spain, a trip across to Morocco (€300.00 open return on the ferry) can be a simple way of extending the Schengen 90 day limit as well as discovering a delightful and welcoming country well adapted to motor homing. A spirit of adventure is not necessary but will help with some of the more rustic conditions that you may come across. Most of the sites provide all the motorhome services you would expect but there is often a lack of maintenance leading to a sense of frustration as you try and get things to work properly. Showers and toilet blocks are tiled but often with random tiles and poor lighting. We seldom hook up as our solar panel provides all the power we need and use gas for fridge, cooking and hot water. We swap the 6Kg Moroccan gas bottle every fortnight – its so cheap and widely available that it doesn't matter if its not empty. We use bottles which have a Camping Gaz style connection and keep the refillable GasIt bottle (Autogas not available in Morocco) as a reserve. Hook up is usually MAD20 per night; the same as a replacement bottle of gas and we only use it occasionally to charge the electric bike batteries and my toothbrush. On remote sites the current can fluctuate and more modern vans may require a voltage regulator especially for the fridge to operate effectively.

Cash is still king in Morocco. Some large urban supermarkets and some service stations now take cards but even motorway tolls are only payable in cash. Cash machines are plentiful and can be found even in relatively small towns; Poste Maroc does not charge for dispensing cash. For rural markets it is best to ensure a supply of small change as a weeks supply of fruit and veg can come to less than MAD50. Local butchers are excellent with meat of high quality but be prepared not to be squeamish about the carcasses hanging in the shop – little is pre-packed and they will just slice off what you ask for. Pork products are only to be occasionally found in Carrefour supermarkets but lamb, beef, chicken and turkey are widely available. Alcohol including beer and wine is available only from certain shops in large towns (but none at all during Ramadan). Most people take what they need from Spain although only one bottle of wine per person is allowed under customs rules. Fortunately customs officers understand the need for tourists and do not carry out extensive searches for smuggled drinks as long as it is not too evident.

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.

8 July -13 July (5 Nights)

Stafford Boat Club, Maple Wood, Wildwood, Stafford, ST17 4SG

Rally Marshals: Angela and Bob Warwick, Linda and Brian Ellis

Emergency Telephone 07530 366237

Site fee: £15.00 per night inclusive of electric.

Rally fee: £4.50 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 Towpath. There is a steep decent to the camping field. We have use of the club house during bar opening hours from 8.00 pm in the evening.

1 Toilet and shower are available below the Club House, but own sanitation is advisable. laundry facility's are available, Dogs welcome on lead at all times.

Bus stop to Stafford 10-15 min walk away, local shops and pub 10-15 min. walk away.

Canal fishing is available with proper rod licence.

Places nearby National Memorial Arboretum, Trentham Estate and Gardens, Shugborough Hall Stately Home. (National Trust former home of Earl Lichfield)

Rally Starts 12 noon Saturday 8 July and finishes 12 noon Thursday 13 July.

Max 27 Vans

5 - 10 August 2023 (5 nights)

Redcar Rugby Club, Green Lane, Redcar, TS10 3RW

Rally Marshals: Martin Ross, Lesley Prince

Emergency telephone 07901 771040.

Site Fee: £10.00 p.n. no electric. *Rally Fee:* £5.00 couples £3.00 singles.

Booking slips by post or online. Applications accepted from 1st May.

Cheques payable to M Ross. This year, payment can be made by BACS or Paypal Please request BACS details on your booking slip, and Paypal to my email, I will forward you the details. Your booking will be confirmed when I receive your payment.

Please send to: Martin Ross:

Elvina Wold Road, Barrow-upon-Humber, North Lincolnshire, DN19 7BT.

Email: mross@uwclub.net Including a SAE or email address for confirmation.

This is a level grass site, 5 mins walk to the beach with good cycle routes. Buses run regularly directly from the bottom of Green Lane to Marske, Saltburn, Staithes, Runswick Bay and many other places on the way to Whitby. Buses also run directly into Redcar or its a 20 to 30 minute stroll along a promenade right next to the beach, where there are

numerous shops, with a Morrisons supermarket, pubs, cafes and fish and chip shops, including Pacittos - famous for its lemon top ice creams. The clubhouse bar is open 5 pm - 11 pm where meals are available certain nights. Directions: From A19 N or S take A174 signposted Redcar & continue to 6th roundabout. Turn left onto A1085. Continue through Marske and along coast road to Redcar. Look for sign for Redcar Rugby Club & turn left onto Green Lane. At the roundabout take 2nd exit. Entrance to site on right in 200 yds. There are showers and toilets. Dogs welcome on leads at all times.

Rally starts 12 noon Sat 5th August and finishes 12 noon Thurs 10 August. Whitby Rally follows on starting Thurs 10 August and is only 40 - 50 minutes drive away across the scenic North York Moors via A171.

Be assured there is plenty of room.

10 - 15 August 2023 (5 nights)

Eskdale School, Whitby, North Yorks.

Rally Marshals: Liz Irvin, Peter, and Chris Brown

Emergency Telephone: 07711 271568 (Marshal's mobile)

email lizirvin@outlook.com

Site Fees: £11.00 per night. *Rally Fees:* £5.00 couples, £4.00 singles.

Total with rally slip £60.00 couples, £59.00 singles.

The number of pitches will be limited.

We have the use of toilets, showers, and (hopefully as last year), the use of an electric point for emergency battery charging.

Arrivals after 12 noon on Thursday. We will be using the playground, carpark and tennis courts. The school balcony will be available this year.

Booking slips by post or online. Applications accepted from 1st May.

Cheques payable to Mrs E Irvin. This year, payment can be made by BACS. Please request BACS details on your booking slip, and I will forward you the details. Your booking will be confirmed when I receive your payment. Send to

Mrs E. Irvin, 43 School Lane, Kirk Ella, HULL, East Yorkshire.HU10 7NP.

lizirvin@outlook.com Mobile 07711 271568.

Please enclose SAE, or clear email address on rally slip for confirmation in June and early July, please use email or mobile contacts for confirmation.

The Whitby Regatta is a 3-day event starting on Saturday. Subject to weather conditions, the Red Arrows are booked for Saturday afternoon, with the Lancaster Bomber display both Saturday and Sunday afternoons. On Monday evening there is a firework display.

The school is off the Scarborough Road. Buses stop at the school gates to Whitby, with buses to Scarborough round the corner. 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 layby, 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.

Postcode YO22 4HS

16 - 22 August 2023 (6 nights)

Two-site Scottish Rally. Middleton in Teesdale & Ecclefechan

First site is: Middleton in Teesdale.

Second site: Hoddom Castle Campsite Lockerbie,

Marshals: Moira & Allan Blackstock

Emergency No. 07895704186 Or 01772749178

Site Fee: With EH £190, plus electricity at Hoddom is charged by purchasing a pre-paid card at reception on arrival, this can be added to if and when required.

Without EH: £170 *Rally Fee:* £6 couple, £3 single.

Application and cheques payable to

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

SAE or legible email address for confirmation.

This would be an ideal follow-on from Whitby.

16th – 19th Leekworth Caravan Park, Middleton in Teesdale, DL12 0TL

(This is different to the previously advertised location of Kirkcudbright due to a change of management who no longer take block bookings).

Middleton in Teesdale is a pleasant village with a few shops and cafés situated by the River Tees in a good walking and cycling country, near to Barnard Castle and many tourist attractions such as High Force, Bowes Museum, stately homes and gardens. Due to a narrow access, there is a strict rule of NO ARRIVALS BEFORE 2.30pm.

19th – 22nd Hoddom Castle Campsite, Lockerbie DG11 1AS

Hoddom is situated near Ecclefechan in Southwest Scotland, southwest of the River Annan.

A bar and restaurant are accommodated in the Coach House on site. Local attractions include – The Devil's Porridge Museum, Caerlaverock Nature Reserve and castle, The Old Blacksmith's Shop, Gretna Green and many more.

17 - 20 August 2023

The Western Motorhome Show Malvern

Rally Marshals: Gary & Pat Wanklin Assisted by John and Jean Gutsell

Emergency telephone: 07885 812512

If you require a booking form go to www.outandaboutlive.co.uk booking forms or book on line. Please mark the form ASOC and note the special club site fees.

Arrive Thursday £78 Arrive Friday £75.

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 2nd by 2pm

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 £3 couples £2 singles, cheques payable to

Gary Wanklin 18 Beverley Way Malvern Worcs WR141LA Telephone 01886 832364

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

21 - 25 August 2023 (4 Nights)

St Cross Symondians Cricket Club Winchester SO23 9RT

Emergency Telephone: 07530366237 Marshals Mobile)

Rally Marshals: Angela & Bob Warwick and Jean & John Gutsell

Site Fees: £52.00. Rally Fee: £4.00

Please send your rally slip and a cheque for £56.00 payable to Bob Warwick together with your email address or an SAE for confirmation and directions.

To Bob Warwick, 14 Furneaux Gardens, Fareham, Hants, PO16 7HD

Telephone: Mobile 07530366237

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 right outside the site which will take you to Winchester on the other side of the road, alternatively it is a nice walk along the river to Winchester.

Buses to Southampton near side of the road. Buses are available from Winchester Bus Station to 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)**

Dear Members, Angela & Bob Warwick have very kindly offered to step in and run the Winchester Rally along with Jean & John Gutsell, because of very sad loss of John Tubb we will miss them both very much.

31 August - 5 September 2023 (5 nights)

Hampton Ferry Evesham

Rally Marshal: Liz Irvin

Emergency Telephone 07711 271568 (Marshal's mobile) email lizirvin@outlook.com

Site Fees: £9.60 per night. Rally Fees: £5.00 couples, £4.00 singles.

Total with rally slip £53.00 couples, £52.00 singles.

This is a greenfield site. Water points, waste, and toilet empty points. No electricity. The site is situated in the bend of the river Avon. There are three Caravan rally meadows and Raphael's Licensed restaurant. The restaurant opens from 9am till late in the evening in the summer months. On Sunday there is a Carvery for which booking is advised. Fishing available on site. There is a possibility of a boat cruise from the site.

Across the river is a privately owned holiday caravan site. It is only a short walk into Evesham and there are many riverside walks nearby.

Arrivals after 12 noon on Thursday. We will be using the meadow next to the restaurant.

Booking slips by post or online. Applications accepted from 1st May.

Cheques payable to Mrs E Irvin. This year, payment can be made by BACS. Please request

BACS details on your booking slip, and I will forward you the details. Your booking will be confirmed when I receive your payment.

Send to Mrs E. Irvin, 43 School Lane, Kirk Ella, HULL, East Yorkshire.HU10 7NP.
lizirvin@outlook.com 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.

Hampton Ferry is at the end of Boat Lane, Evesham Worcester.WR11 4BP.

Evesham is on a bend of the river Avon; Hampton Ferry has 3 Rally fields and an excellent licensed restaurant (Raphael's) on site. There are Riverside Walks from the site. Evesham is a busy town, just a short walk up the lane from our rally and has an art-deco Regal Cinema.

8 - 10 September 2023

Warners South western Motorhome Show Shepton Mallet BA4 6QN

Rally Marshals: Martin Ross, Assisted by

Emergency telephone: 07901 771040

Please use Warners booking form from other magazines or

<https://www.outandaboutlive.co.uk/shows> mark the form ASOC and note the special club site fees:

Rally from Thursday 7th to Sunday 10th September But you can stay over to 11th. Arrive Thursday £80 less ASOC discount.

All bookings for Saturdays entertainment must be made & paid with Warners. Returning the application forms to Warners by 23 August.

If you wish to rally with the club then return the application form to Warners by 23 August.

You **must** also complete a club rally slip Booking slips by post or online. Applications accepted from 1st July.

Cheques payable to Mr M Ross. This year, payment can be made also by BACS and Paypal Please request BACS details on your booking slip, and I will forward you the details Paypal App Using my email: mross@uwclub.net Your booking will be confirmed when I receive your payment.

Return it with the rally fee of £3.00 couples, and £2.00 for singles,

Rally slips and cheques payable to:

M Ross, "Elvina" Wold Road, Barrow-upon-Humber, DN19 7BT. Telephone 01469 530893.

Mobile 07901771040. Email 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.

Monday 11 - Sunday 17 September 2023

Holiday Resort Unity Brean, Somerset TA8 2RB

6 night rally @ £117 + £2.50 rally fee Total £119.50

Limited rally 25 pitches.

A return to this popular full facility site and an ideal follow on rally from Shepton Mallet Motor caravan show which finishes on Sunday but allows stop over until Monday. No arrivals before 12.00 pm

Electric hard standing pitches. Excellent toilet and showers,
Small shop for essentials, bar cafe, restaurant, club, and the Splash swimming pool.
A nice area for cycling with a nice off road cross country cycle path route about 7 miles
from Brean to Uphill at Weston Super Mare.
Number 20 Bus stops outside the site to Weston Super Mare and Burnham on Sea. Linking
with 21 bus to Bridgwater and Taunton. Various busses or trains run from Weston to
Clevedon, Portishead, Bristol, and more.
Rally slips and cheques £119.50 payable to Brian Ellis and send to 52 Golf Links Road,
Burnham On Sea, Somerset, TA8 2PP
Phone 01278 784524. Postal bookings and cheques only.

17 - 22 September 2023 (5 Nights)

Briarfields Touring Caravan Park Cheltenham GL51 0SS

This rally follows on from Holiday resort Brean Somerset and the Shepton Mallet motor
caravan show..

Rally Marshals: Brian & Linda Ellis

Site Fees £122.50 for 5 nights. (£24.50 per night) Rally Fee £4.50.

Please send your rally slip and a CHEQUE for £127.00 payable to Brian Ellis together with a
clear email address or an SAE for confirmation and directions.

To: Brian Ellis, 52 Golf Links Road, Burnham on Sea, Somerset TA8 2pp

Telephone: 01278 784524 Mobile :- 07711 375323

20 pitches only. Please do not arrive before 1-00pm

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

This site is ideally situated for experiencing Regency Cheltenham renowned for its
exclusive shopping; with charming boutiques and shopping centres and also the historic
city of Gloucester with it's 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 and Morton in the Marsh.

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.

22 - 24 SEPTEMBER 2023

**THE MOTORHOME AND CAMPER VAN SHOW FINALE
AT LINCOLN. LN2 2NA**

Marshals Yvonne and Stuart Wood.

Emergency phone 07799 591550.

Please use a booking form from MMM, or book online with Warners, mark form with ASOC
club and note the special club fees. Arrive Thursday £80.00 minus asoc discount.

Booking for Saturday night entertainment must be made and paid to Warners on their booking form.

You must book through Warners, and only send the rally fee to the Rally Marshal
Applications closing date is 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 me with your rally fee, Couples £3.00, Singles £2.00. See or a legible Email address for confirmation.

Cheques payable to S. Wood, 26 Burton Acres Way, Highburton, Huddersfield, HD80RF.

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

You must book through Warners, and only send the rally fee to the Rally Marshal

Applications closing date is 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 me with your rally fee, Couples £3.00, Singles £2.00. See or a legible Email address for confirmation.

Cheques payable to S. Wood, 26 Burton Acres Way, Highburton, Huddersfield, HD80RF.

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

Wednesday 4th (1200 hrs) to Monday 9th October (5 nights) at Statfold Barn Railway

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 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 Katie Chance and on Saturday evening from a 4 piece party band – The Soundations. The ACCEO AGM is on Saturday morning and can be attended as an observer by any interested rallier. There are no electric hook-ups but emergency battery charging will be available.

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 that will be open at selected times during the rally, see www.statfold.com The narrow gauge railway will be operating on Saturday the 7th from 1200 – 1700 during which time there will, for a small £5 fee, be an opportunity to drive one of the narrow gauge engines. Within a couple of miles walk south there are two pubs, a country park, nature reserve and marina.

There is no rally fee. The cost of the rally for Friday and Saturday nights is £50, there is no extra charge for the entertainment. Wednesday, Thursday and Sunday are optional nights at £15 each. Please indicate on the application form which nights you want to stay. For this year you will be asked to pay by cheque or cash on arrival at the rally. Alternatively, you will be able to pay by BACS, – 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 to erect a permanent tent awning and also the length of your vehicle, please include this information on your rally slip. As we will be away from home a lot of the time up to the rally, applications by e-mail only to pcb7ty@btinternet.com If you have any queries, telephone 07771 827711 or email.

Friday 17 - Tuesday 21 November 2023 (4 nights)

Victoria Park Southport

Rally Marshals: Dave & Wyn Crabbe, Martin Ross.

Emergency Telephone: 07763 773877 & 07901 771040 Marshal's mobile

Site Fee: £18:00 per night including Electric hook up,

Rally Fee: £5.00 couples. £2.75 singles, this may change if a marquee becomes available, attendees will be informed.

This is a public park and green field site. Dogs welcome on a lead on site at all times.

A fish and chip supper has been arranged for Friday evening. Chips @ £2.50, Fish (cod) @ £4.95. Please indicate on the booking form your order and send payment with the form.

Booking form & cheques payable to D C & W Crabbe 27 Crawford Road, Crawford Village, Up Holland, Skelmersdale, West Lancashire. WN8 9QR. Tel. No. 01744 884437.

Limit of 25 vans. Minimum 3 nights stay.

Please do not send form before the 1st of September.

Please send SAE for confirmation and directions or e-mail address clearly written (BLOCK CAPITALS) please.

If you would like to arrive and stay before or stay on after the rally there is a Caravan and Motorhome Club site adjacent to the park. Please book your extra nights with the CC site directly. This is not part of the rally and incurs an extra charge.

Attractions; Victorian coastal town of Southport and its shops, parks and beaches, also the second longest Pier with tram in the country. Sunday evening switch on of Christmas lights. Liverpool with its wealth of attractions, architecture, museums, waterfront, Albert dock, and Liverpool One shopping centre. Martin Mere Wild Fowl centre. Ormskirk market town, Crosby Beach with the Antony Gormley statues, Red squirrel sanctuary at Formby and a lot more around the district and further afield.

There is a Morrison's supermarket within 5 minutes' walk from the site.

Rally starts at 1200hrs. NB. There is a barrier across the entrance which requires a code to enter. Please do not arrive before 1200hrs as parking on the road will cause problems. Rally closes at 1000hrs Tuesday.

Flowers Quiz answers

1. Foxgloves (digitalis)
2. Stocks (matthiola)
3. Tulips (2 lips) (tulipa)
4. Sweet pea (lathyrus)
5. Snapdragon (antirrhinum)
6. Lily of the valley (convallaria)
7. Marigold (calendula)
8. Stock (matthiola)
9. Hyacinth (hyacinthus)
10. Iris (iridaceae or fleur – de- lis, flower of the valley)
11. Cornflower (centaurea cyanar)
12. Snowdrop (galanthus nivalus)
13. Viola (violaceae)
14. London pride (saxifrage)
15. Chinese lantern (physalis alkengi)
16. Buttercup (ranunculus)
17. Wallflower (genus erysimum)
18. Tiger lily (lilium lancifolium)
19. Broom (cytiscus scoparius)
20. Dandy Lion (taraxacum officinale)
21. Chrysanthemum
22. Canterbury Bell (campanula medium)
23. Black eyed Susan
24. Forget me not
25. Elder
26. Anemone

Where will your motorhome take you in 2023?

send your adventure to
asocnews@asoc.uk.com



Ashridge Farm CAMC site, Royston, Herts.
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