

The

LAIKA

CLUB OF GREAT BRITAIN



NEWSLETTER

www.laikaclub.com

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Vice Chairman:	Gill Stevens
Treasurer:	Charles Chodkowski
Membership Secretary:	Jacqui Chodkowski
Rally Co-ordinator:	Richard Moss
Newsletter:	Katherine Elliott
Web Master	Eric Gould

CHAIRMANS CHAT

I do hope you have all had a wonderful Christmas and escaped the terrible weather that has been hitting our shores since early December?

I know there are advantages and disadvantages wherever you live and here in North Lincolnshire we appear to be fairly well protected from the weather extremes some of you suffer. My rationale is that the easterly winds have died down before they get to us, the Pennines protect us from the westerly wind, rain and snow and I used to give Darren Betts a lift to school and now he's paying me back! Chris thinks it's the protective 'cloud' that the Scunthorpe Steelworks, (currently), belches out that prevents the sun to permeate through, giving us a festive glow of red dust on cars, motorhomes, dogs, cats and windowsills! Ho, ho, ho.

As the grey skies continued through January, I'm sure, like us, many of you without full time work commitments planned to sacrifice the unpredictable temperatures of the UK for the warmer weather of other countries. For us, this involves a constant stream to and from the van, with too many clothes we'll never wear, too much food we could buy cheaper abroad, too many 'gizmos' we never should have bought in the first place, enough tables, chairs, mats and screens to supply an entire campsite and a ton of creams, potions and pills that we won't be able to find because we've forgotten the 'safe place' that we've put them in! We'll then make the same solemn promise we always do, to make a list of the things we haven't used, only to repeat the whole procedure the very next time! Is it just us?

Maybe it's just me being thick, (Yes, I hear you all say,) but I'm always learning something new about Motorhomes – last year I learnt 3 valuable things:-

- Not all Motorhomes need a MoT after 3 years – I booked ours for a test as I had done for every other vehicle over 3 years old I owned only to be told it didn't require one for another 11 months!
- Either Fiat or Laika has an inbuilt design feature to confound the unsuspecting owner - It's called Hunt the Horn. Fiendishly, none of my instruction manuals mention the whereabouts of this essential item of equipment. I certainly couldn't see it anywhere and I couldn't locate it by sound as it didn't work! After removing the entire nearside inner wheel arch, I eventually discovered it by touch in a deep, dark crevice located high up and out of sight behind the nearside headlight. It was a nightmare. If you're ever in this predicament and don't know anyone with the combined skills of a puppeteer, juggler and contortionist – book it in!
- Replacement tyres are not cheap but a lot cheaper than LED daytime running lights – I would never skimp on replacing tyres but nearly had a coronary when I discovered that to replace one LED requires not one set of 5 in a strip but a pair, at a bargain price of £350. Worse was I couldn't find a Fiat Commercial dealer within 100 miles to return my calls with a simple explanation. They must be as embarrassed as I was annoyed!

The MMM editor is shortly visiting the new Laika Factory and interviewing the M.D. for an article in the June edition. He thoughtfully contacted the Club to ask if we had any questions he could ask and I supplied him with some of our frustrations. I'll be looking forward to the article. **(See later in the Newsletter for an update on our planned visit in September)**

I am looking forward to the 2016 programme. We have another interesting and varied selection of venues and a host of willing helpers but as Richard says, "We could always do with more".

Mark

Welcome to New Members

**Christmas rally report
Burford
December 2015**

This rally took place over a weekend when some parts of the country were coping with floods and gales. We weren't flooded but the site had been subject to heavy rain previously and this means mud and plenty of it.

We had, in the end 14 units with 4 members in various stages of illness but in true Laika fashion we rallied!

All but one unit arrived on Thursday so we had our meet and greet of mulled wine and nibbles under a festive awning, later to be taken down due to a forecast of strong winds.



Before the party!

Burford is a quaint place with shops selling everything you don't really want but what I really wanted was a bottle of dry ginger (which couldn't be found anywhere) to go with my brandy, (medicinal, I was one of the 4).

The AGM was held on Friday in the Cotswold Arms (see minutes). The pub was at the bottom of the hill which kept us fit as we had to repeat the trip in the evening for our Christmas meal. The meal was excellent, we checked out the venue the day before to find the paint drying and the carpet being laid but it all came good on the night.

We had our raffle for club funds, thanks to those who donated prizes and to all of us for buying tickets. We also raised £60 donation for cancer research UK which we gift aided and have received a letter of thanks.

We managed a couple of walks with a pub lunch. Sunday we had to manage with 4 bowls of chips, at great expense as sandwiches were unavailable as it was roast and 2 veg day!

Many thanks to all who attended and coped admirably with the mud.

Kath and Peter Elliott

SUBS

This will be the last newsletter you will receive if you have not renewed your membership so Hurry, Hurry, Hurry!!!

I can now only be contacted on [burford.co.uk](mailto:kath.elliott@burford.co.uk) as my old email account has been deleted

Kath Elliott

NORWAY 2015

by John Welham

We first went to Norway in a motorhome in the summer of 1998 during a 6 week break between jobs. We drove a long way, we saw a lot, and we promised ourselves that we would return someday with more time to explore what is, probably, the last wilderness within easy access of mainland Europe.

This is not a travelogue of everywhere we went and what we saw because you would probably want to see and do other things. It is rather, an outline of the motorhoming environment in Scandinavia in general, and in northern Norway in particular, as we experienced it last year.

OUR PREVIOUS TRIP

When we went before we were able to take a ferry from the UK to Gothenburg in Sweden, then to Turku in south west Finland, from where we drove up through Finland, entering Norway well above the Arctic Circle, thence to Nord Cap, the claimant to being the most northerly part of Europe (see more later). We then travelled down the coast of Norway, using many ferries because the roads were so poor, and because they formed part of the main route anyway. We continued down the coast south of Oslo, and headed into Sweden and home. We did 5000 miles. In the far north motorhomes were an absolute novelty; there were very few campsites, fuel stations and food shops (except fish!); and no gas refilling outlets. Fortunately, there were adequate places to fill up with water and empty waste provided you planned well ahead.

THE 2015 TRIP

There has been an absolute explosion of motorhome ownership in Scandinavia, and there are many more Europeans venturing that way now. Particularly in the north, it is no exaggeration to say that more than a quarter of vehicles on the road were motorhomes. This has led to the provision of more facilities, but it has also brought more crowds and put pressure on facilities around the tourist areas.

Getting to and from Scandinavia. There are no longer any ferries between the UK and anywhere in Scandinavia that take motorhomes, so the only way onwards and upwards was to cross from Dover/ Folkestone and drive up through Europe. There are many ferry and bridge options for getting to the Scandinavian mainland. On the way up we chose to use the 2 bridges (including the Oresund Bridge of Nordic Noir fame!) from Denmark to Malmo in Sweden. The 2 bridges are fantastic structures and were an experience in themselves. Cost for 7m van was about £80. On the return trip we used ferries from Helsingborg to Helsingor (in Sweden) followed by Rodbyhaven to Puttgarden in northern Germany. The cost was slightly more than the bridges, but it was a shorter road journey. In each case we were turn-up-and-go; if you pre-purchase you can get slightly cheaper prices. One novelty at Puttgarden was to drive off the ferry alongside a train that was also disembarking at the same time! The absence of ferries from the UK adds about 6 days and 2000 miles to the overall trip.



Roads and Traffic. From Malmo we drove across Sweden to Uppsala, up the east coast as far as Umea; we then cut inland before heading north into Finland and on into Norway. The Swedish roads were, by and large, good single carriageways, but utterly festooned with speed cameras, often with cameras in the middle of nowhere. The motorways we used were not dual carriageways, but 3-lane carriageways with a barrier where the overtaking lane alternated sides at about 2 km intervals. These were in good condition but you had to take notice when the signs said there was only 400m to go because there are no 'forgiveness zones' to allow a late dive; you were into the barrier! Funnily, there seemed to be few cameras on the motorways.

Roads in Sweden and Finland seemed better than those in Norway, probably because of EU money, but once you leave the main routes up north the roads become somewhat more unpredictable. They can be anything from good single-carriageways, to tarmac with more potholes than tarmac, to dirt and gravel roads that have less holes (they are easier to repair) but have chronic washboarding that shakes the fillings out of your teeth. Whatever the road, a constant danger is flying gravel hitting the windscreen. We suffered a stone strike that looked quite bad because of small radiating cracks. We were a long way from anywhere that could seal it, so we continued but kept a close eye on it. In the end, we came all the way home where it was fixed locally. There were lots of roadside ads for screen repairs/replacement so it must be a significant problem. I dread to think what would be involved and the cost of getting an A class screen from Laika to northern Norway!!!! If you go, take a screen repair kit with you.

Once you get away from southern Sweden, and away from the bigger towns up north, despite the increase in the numbers of motorhomes, there is actually not a lot of traffic. Driving was quite relaxed provided you were alert for reindeer, which have no road sense whatsoever and are pretty big.

We eventually learnt that road number can be a reasonable indicator as to the type of the road. Single digit; good road, double digit; probably tarmac but condition depends on how long since it was last completely re-laid, three digit; forget it if you want to go home with the caravan part of your motorhome still attached. Having said that, you are often faced with no choice but to use bad, or deconstructed roads. Deconstructed roads are just that. There are only 4 – 5 months when serious road repairs/rebuilding can take place, especially in high mountain areas. In Norway, once the snow goes they rip up 10km – 15km of old road, straighten it out a bit, add the odd tunnel or 2 (these take several years to complete). Whilst this is happening you get to drive for the 10km – 15km on rolled gravel if you are lucky, which is dusty if it is dry, and grey, glutinous pudding if it is wet. You are often convoyed to get past the difficult bits, which entails waiting for the oncoming traffic to go through, and then, convoyed or not, driving a long way at about 5 – 10 mph. When you get to the end you might be treated to the stretch they did the previous year, so you can glide along on a carpet of smooth black-top. There was no avoiding some bad roads, which meant going very slowly, but in the main, we tried to stick to the main routes even if it meant going a lot further.

We arrived at the Arctic Circle at the beginning of June. The snow had only just gone on low lying areas, but high up there were still snow drifts at the side of the road. The roads were still covered in grit, which is spread onto packed snow to help wheel grip (it is too cold for salt to be effective). This grit is very abrasive, and combined with the general state of the roads and having to drive on gravel, tyre wear on the driving wheels was significant. We had to change 3 tyres on return because of wear and cuts; these had been less than half worn before we went. Do make sure that your tyres and suspension are in good condition before you go. For insurance, we also carried a set of snow chains and a shovel!



Mountain Pass opened 2 weeks earlier

Tunnels. Now is a good time to say more about tunnels. Norway has the longest road tunnel in the world at nearly 25km. There are lots of tunnels in Norway, built to avoid high mountain passes or long detours along the sides of fjords. Modern ones have a reasonable surface, are sufficiently wide for a 2 lane road, and high enough for trucks and tall vehicles like motorhomes. Even so, they are usually lit for only the first 100metres or so. However, most tunnels have been around a lot longer. They have minimal lighting at the entrance, tend to be narrow with a poor road surface on which the edge and centre markings have been worn away. They have raw rock sides and roof which drips water whatever the weather. They are barely high enough for trucks so you find yourself squeezed by trucks coming the other way. They are rarely level; you have quite steep gradients on which you are never sure whether you are going up or down because you have no external reference. There can even be junctions and traffic lights along way underground. You need good lights, adjusted for driving on the right.

At Tromso, which is a long way north, there is a complete road system underground, with junctions, roundabouts and traffic lights. The roads are big enough for motorhomes, but you have to be careful not to take a road that has a height restriction that is too low for a motorhome. Extracting yourself can then be difficult.

Tolls. Apart from bridge tolls, we only encountered road tolls around Bodo and Trondheim, although there are others around the bigger cities. You are meant to get an Autopass before you use these roads, which is an electronic tag stuck to your windscreen. As we had no idea where we would end up we decided to go without and see what happened. What happened was that there are no toll booths, only overhead gantries that take a picture of your vehicle if it does not detect a tag. About 3 months later you get an invoice from a company called European Payments Company, who are the collectors for the toll company. It was the standard charge and could be paid by credit card over the internet.

Ferries. The inter-island and fjord crossing ferries charge by length of vehicle and number of passengers, and they accept card payments. Some are quite infrequent, so we learnt to check the timetables which are all on the internet.

Mobile Phones/Internet. As Scandinavia is one of the homes of the mobile phone industry, there is good coverage over the whole area apart from the really isolated places. We used our UK 3 Mobile account that allows you to roam in Scandinavia using your UK based allowances via the local network. You can use your UK data allowance on a smart phone, but the local network would not allow tethering from a tablet via the smart phone to the internet. Notwithstanding, we were able to perform all normal email and web browsing to keep up with the outside world. Wifi is available in lots of places in towns, similar to the UK.

Motorhoming. We wanted to go back to northern Norway because we enjoy wilderness areas, especially the birdlife, and the freedom to wander about and stop somewhere almost at will. There are campsites around; these are of variable quality compared to European standards but often seemed to be tightly packed, and there are also camperparks that cater for motorhomes. Many of them open for July and August only, and opening depends on when the snow melts! We used campsites for a total of 5 nights only, when we wanted access to washing machines or as a brief base to do something in the area. Costs were not particularly high but standards did vary. En route, north and south, we often used marinas which provided parking, sometimes electricity, water and waste disposal.



One thing to beware of when using campsites; that is the plague of organized motorhome tours with up to 30 vans!! We ran into 2 of these up north. One was French, so I had my usual touch of Entente Cordiale when the tour leader said we could not park where we wanted to. The others were Dutch, whose tour leader tried to hijack our hookup. They were given a similar response. In each case the proper recourse is to go back to the site management, who in both cases, sorted it out. It is worth remembering that these tours are businesses operating for a profit, and the leaders will try and exercise 'rights' over other site users if they can get away with it. We looked up the itineraries for these tours to make sure we avoided them henceforth. We had another encounter, this time with a group of Italian tourists and their leader, but that is another story!

There are also parking areas on or near to roads. These usually had toilets and cassette emptying facilities in a separate cubicle, but not always potable water. They have composting sewage systems so you should not use toilet chemicals; we have a SOG system so that problem did not

arise for us. Some parking places had notices prohibiting cassette emptying altogether, but that was where there was no latrine cubicle.

We used these parking areas most of the time, not only en route, but when we were exploring the north, and on the Lofoten and Vasteralen Islands, and even in towns. In Norway you have the legal freedom to park anywhere provided you are no closer than 150m to a dwelling, not on cultivated land and generally free from other prohibitions. I suggest you check the details for yourselves on this. The same legal freedoms do not exist in Sweden and Finland, but it does not seem to make any difference. The important thing is: you should be parking, not camping. We stayed in places varying from very remote places with no facilities high up on mountain passes surrounded by snow, to town centre car parks, some with facilities; some free, some you paid for at a pay-and-display machine that took credit cards. Mostly, we were out in the wilderness somewhere enjoying the views and the remoteness. Sometimes, the motorhome crystalline effect would occur, where once one van had parked, eventually others would gather around, but often as not, we were on our own because there was only room for one, maybe 2 vans. Something to remember if you are travelling with others.

Supermarkets, fuel and gas are readily available now. Aldi, Lidl and Rema 2000 (a Scandinavian chain) are located around towns. Fuel is usually paid for by card at the pump, even at what looked like a military mobile fuel dispensers (but was in fact Statoil) in the very north east. Propane is available for refilling your (Gaslow type) bottles all over the country, but not necessarily at fuel stations. We found these at marinas, bus depots and motorhome dealers.



Norwegian Stellplatz attached to a fuel station

Food is quite expensive, not surprising given how far it has to be hauled; it is plentiful and fish is the cheapest protein. Alcohol is very expensive. We took a lot of basic food provisions and just about enough wine and gin for the trip. There was no problem importing these into Norway because there were little in the way of border posts, let alone checks, although that may be changing with the migrant problem. Beware of the drink drive limit of 0.2mg, which is effectively zero!

Planning Pays. Whether you plan to use campsites, but especially if you want to stay out in the wilderness, it is essential that you plan for a couple of days ahead for parking, food, water, waste and gas. Your chosen parking may not be there anymore or may be full, so you need plans B and C. You will not necessarily get water and waste where you park; fill up with water and empty the cassette whenever possible. We often used the equivalent of the French motorhome servicing units (Flot Bleu) which were sometimes at fuel stations and bus stations, or at the entrance to a town or village. (These are part of the motorhome explosion). We carried extra water in containers, and a second loo cassette, which lessened the anxiety of finding servicing on a daily basis. If heading out into the wilderness, check your fuel range because there might not be fuel where you are going, and you will need to get back.

We used these websites/apps for finding places to park, water and waste facilities:

www.campercontact.com & Stellplatz Scandinavia PRO (this is available via Google Play)

Both of these charge a small fee to enable you to download the maps and data so that you can use them offline. They were invaluable; they did not usually duplicate their parking/watering information, thus widening your options; and both were easy to use.

Fuel stations appeared on the satnav, as usual, and for gas we used:

www.lpgnorge.no Which has an English version, but we found the Norwegian version more up to date.

We used the Co-Pilot satnav app for planning (courtesy of Eric Gould's recommendation), and a Chinese Pnavi truck satnav for actual driving instructions (courtesy Charles Chodkowski's recommendation). We also had a large scale atlas of Norway open at the right page! We used a Michelin planning map for Denmark, Sweden and Finland, but planning would have been easier if we had had better maps for those countries as well.

Dogs. We took our 2 dogs with us; they seemed to thoroughly enjoy arriving at a new place every day! The rules are similar to entering the UK. Dogs have to be vaccinated against rabies and have a valid Pet Passport. Sweden has the endemic Dwarf Fox Tapeworm, but Finland and Norway do not. So, to enter these countries dogs have to be wormed by a vet, and certified in the passport, 1 to 5 days before entering. It is just the same rules as entering the UK. Using the internet, we sorted out a vet in northern Sweden, working on the basis that we would spend only a couple of days in Finland before moving on to Norway. We arrived at the right town at the right time, we were expected, we provided our own medication, the passport completed, paid and were on our way again. Easy! Two days later we crossed into Finland, paperwork ready, stopped at the customs office, but low and behold, it was now a Fitness Centre! We carried on regardless. The Norwegian border at least had CCTV, but we drove straight through there as well. I think we were meant to go looking for a customs office to present the dogs' papers, but there was nothing to indicate where one of these might be. I suspect that nothing is checked unless your dog is involved in some sort of incident. Rules for returning to the UK are no different from the rest of Europe.

Weather. Since returning we have been asked by several people if we saw the Northern Lights. We had to point out that we were above the Arctic Circle for over 30 days in mid-June, so in fact, we had over 30 days of continuous daylight, so the Northern Lights were not visible! The continuous daylight means that you tend to lose track of time, and it is very easy to become fatigued because you have continued to do whatever, but especially driving, for much longer than you normally would. Your van screens need to be close fitting if you need to shut out all the light to sleep.



The weather varied quite a lot, between fine but with a cold Polar wind, to overcast with light rain. The Scandinavians were complaining that it was a very bad summer. We took and used all of our outdoor kit, wearing all of it at the same time to watch the midnight sun on the longest day, on a beach at 70°N at Andennes on the Vasteralen Islands. At least it kept the mosquitos at home. During our trip in 1998 we had hot sunshine for most of the time.



Fishing. If you are any way inclined to be a fisherman, and even if you are not, take a rod and reel. Fjord and coastal fishing does not require a rod licence. It seemed to us that one only needed to wave a long stick with a bent pin on the end of a bit of string for fish to jump out of the water. And I don't mean tiddlers; I am talking about supper. We did not have a rod, so we went to the fish processing depot instead, where we were offered a 2 metre cod if we wanted it. We declined that offer because the BBQ was too small! Instead we had something at around half a metre, which seemed awfully large when Elaine

was filleting it in the motorhome. But Arctic Cod, fresh from the sea, tastes delicious.

Route. Having been to Nord Cap previously we decided to give it a miss this time. (Not a bad idea as, we were told, it now costs €60 for 2 nights parking.) As an old Cold War Warrior, I wanted to see the Barents Sea and the Russian border. The Barents is the home ground for the Russian Northern Fleet and near where the Arctic convoys made port at Murmansk during WWII. So we headed for Kirkenes, which is at the top right hand corner of Norway. It is also the end port for the Hurtigruten coastal steamer service. Not much to see really, except lots of Russians crossing into Norway to do their shopping. We drove down the side of the river that marks the border, on what is claimed to be the longest, worst piece of road in Norway. The notice was not joking. We gave up after about 30 km, but as we rattled along a text on my mobile phone read "Welcome to Vodafone Russia"!

We then headed west, turned north and then east to again to Vardo, which is the most easterly bit of Norway, 31°E. There we looked out onto the Barents, alongside hilltops covered in golf ball radomes, which presumably keep track of the Russian warships coming and going. Nord Cap is an island, so technically, is not part of the mainland. We decided to head then to the most northerly town *actually* on the mainland; a place called Gamvik. This is just up the road from where we went cod 'fishing', a place called Mehamn.

Having satisfied my intent to peer out at the Russians, we then wandered our way along the Norwegian coastline, heading and staying where we fancied, touching towns at places like Alta (of Tirpitz fame), Tromso, Narvik, and Trondheim. We re-visited the Lofotens and Vasteralens, which were exceptionally crowded in places because a big cruise liner was in. We counted over 30 coaches clearly bringing passengers on a quick tour. Some of the roads would barely take a motorhome, so meeting a coach was not much fun. We made our way down the coastal region to south of Trondheim, and then cut across back into Sweden to return south.

In all, we did 7500 miles. We spent most of the time inside or near the Arctic Circle enjoying the wilderness. Old Morocco hands will remember the adage that 'It is the journey, not the destination' that is important. We saw some fantastic new places, re-visited places we had been to before; we spent nights in the middle no-where and in the middle of towns. On the journeys, every day brought some amazing sights, whether it was mountains, glaciers and glaciated valleys, fjords or snow; wildlife or birdlife.

It might sound like it was a lot of hard work, and incredibly difficult at times. Well, its not like moving from aire to aire in France. It is more remote, and not everything is on a plate. But, with a bit of preparation and planning, northern Scandinavia, and Norway in particular, are fantastic places to visit, even when the weather is a bit off. In my view, most of the towns are barely worth a visit because they only exist to support an industry, like fishing, or iron ore in Narvik, and cultural interest is a bit sparse. For us, it was and is the big outdoors that attracts.

France 2016

La Bretêche – Saturday 11th June to Wednesday 15th June

The site is 1 km north of Les Epesses on the D752. It is well signed as you enter the town. The best approach is to follow the signs for Puy du Fou before Les Epesses.

Cost with ACSI is €17 per night payable on the day before departure. I'm hopeful that those without ACSI will be able to get the same rate. Credit/debit cards are accepted. Full motorhome facilities can be found on site.

Anyone who is not going to Puy du Fou is welcome to join us and should not have a problem getting on site.

Puy du Fou

Wednesday 15th June to Sunday 19th June

We shall leave La Bretêche at about 4.00pm for the short drive to the Aire de Service where the cost is €6 a night payable by cash or card as you leave. There are toilets, fresh water (at a cost) and a service point on site. There are a number of electric points where last year you paid €2 for 12 hours electricity.

Tickets and an information sheet will be handed out on Wednesday evening.

Brian Shaw

Ann Lister

Hello fellow members,

Gill and I have been members for nigh on 20 years since the day we bought our 'Laserhome'. We embarked upon a journey of discovery which we wouldn't have missed for the world. We attended regular rallies where we made innumerable great friends, learned how to drink wine in quantity, laughed till we almost burst (you listening Terry?) and generally had the most wonderful times.

However, circumstances change. We have lived in France now permanently since 2005, are currently just finishing our second house renovation and are busy with the finishing touches that take all the time. We no longer have a camper or caravan and sadly have decided not to renew our membership.

Through the website/newsletter can you please pass on our gratitude to everyone who made our years of membership to such a great club, so memorable.

Best wishes - John and Gill Sudron. xx

PS - we are fortunate to have an 'open all year' camping site of good quality which is only 5 minutes walk from our house in Chaillac. If anyone wants to visit us, you are very welcome.

Plea for Help!

When we are at rallies and having a good old chinwag, catching up with travels, members often say "we found a lovely site/aire at so and so" and proceed to tell us all about this fine spot. Unfortunately, as age is not on our side by the time we return to our motorhomes we have forgotten all this new information.

So, I thought this could be a page filler for our newsletter but I need members help to jot down the details and send to me with perhaps a photo to It might even spare you the jokes!!

I live in hope.

Kath

Southdowns

They have 9 new models of Laikas and 4 secondhand ones (end of Feb 16)

2016

April 14 th to 18 th 4 nights	Kings Lynn C and C Kings Lynn	Rally Stewards Gill and John Stevens	See further on for details. £10 deposit required.
May 9 th to 14 th 5 nights	Dunstan Hill Alnwick	Rally Stewards Alma and Keith Pitcher	See further on for details. Deposit required
June	Puy du Fou	Rally Stewards Brian Shaw and Ann Lister	Booked and paid for, see update on page 9
July 7 th to 11 th 4 nights	Burton Hill C and C Malmesbury	Rally Stewards required	See further on for details, deposit of £10 required
September 10 th to 24 th	Tuscany Italy	Rally Stewards Chris and Mark Snowden	See further on for details. Deposit Required See update
October 13 th to 17 th 4 nights	Willowbank Holiday Park	Rally Stewards - required	See further on for details
December 1 st to 5 th (4 nights)	AGM/Christmas Rally Terversal C CC site Terversal	Rally Stewards Gill and John Stevens	See further on for Details. £20 deposit required

April: Kings Lynn, Thursday 14th to Monday 18th April 2016 (4 nights)

Kings Lynn Caravan and Camping Park
New Road
North Runcton
Kings Lynn
Norfolk PE33 0RA

THERE ARE STILL PLACES.

The site is set in 10 acres of beautiful mature park land so come and join us, brushing the winter away and welcoming spring. We have booked a hut for the Meet and Greet. A local bus service operates hourly from the site so bring your bus passes!

The cost is £13 per night with electric, on a Rally Field, with excellent toilet block with showers and wash up facilities. A small shop on site selling basics, and within a mile is a pub selling excellent meals so we can do a group booking if required. There is also a Fish & Chip Shop in Kings Lynn that will deliver if required. Sightseeing in the area includes Sandringham Estate, Caithness Glass, and Thursford Collection.

Rally Stewards

Gill and John Stevens

May: Alnwick, Northumberland. Monday 9th to Saturday 14th May 2016 (5 nights)

Dunstan Hill Camping and Caravanning club site
Dunstan Hill
Alnwick
Northumberland
NE66 3TQ

RALLY FULLY BOOKED

10 places provisionally booked. The site is just north of Craster on the Northumberland coast. It is not far from the beaches and there are good coastal walks to Dunstanburgh Castle and Craster. There is a regular bus service which stops outside the site running from Newcastle to the south and Berwick in the north and the approach to Holy Island en route. Cost not yet finalised.

Rally Stewards

Alma and Keith Pitcher

July: [Malmesbury](#), [Thursday 7th to Monday 11th July 2016](#)

Burton Hill Caravan and Camping
Malmesbury
SN16 0EH

A friendly camping park on the edge of the beautiful market town of Malmesbury, Wiltshire. This is a stunning riverside location, 10 minute walk along the river Avon to this thriving market town. Malmesbury, the oldest borough in England, is a bustling medieval market town with shops, supermarket, pubs and restaurants. Why not visit the 12th Century Abbey and Abbey House Gardens?

Facilities: grass field, level and clearly marked, shower and toilet block including family and disable facilities, 28 hook up points, wash up and laundry area, recycling. Dogs welcome. Price without hook up is £15 for 2 persons, hook up extra £3.

Rally Steward

If anyone would like to volunteer for this event I would be pleased to offer any assistance. Ruth and I have stayed previously on this site and we are fortunate to secure this booking at reasonable cost for this time of year.

September Rally [Tuscany/Laika Factory Visit](#)

At the time of going to print only 4 members have shown enough interest in the Rally to pay the £50 deposit. I know this is high but I am anticipating that additional members might show an interest nearer the time.

I have provisionally booked 8 pitches at 2 campsites from the 2016 ACSI book:-

10th – 17th September 2016.

Camping Molino A Fuoco – a coastal campsite 20k south of Livorno with extensive facilities and various nearby places to visit if desired. Pitches are small (larger ones available for a surcharge) but at 17 Euros per night you can't have everything! More information on page 659 in the ACSI book – Part 2

17th -24th September 2016.

Troghi/Firenze – a campsite 20k S.E. of Florence with a 'beautiful swimming pool, a well maintained toilet block and a bus stop at the gates that takes you into the city centre'. This site will allow us easy access for our factory visit on 22nd September and will cost 19 Euros per night. More information on page 658 in the ACSI book – Part 2.

The plan is to close the Rally on the 24th but as always, there is the opportunity to visit other areas of France/Italy/ Slovenia/Croatia etc either before/after the Rally officially starts/closes.

I am waiting to hear from both campsites re deposits/payment etc and will keep members up to date as soon as I have any more details.

I would obviously like to know from anyone else who might be interested in joining the Rally so please get in touch as soon as possible so I can confirm numbers when requested

Mark and Chris Snowden

October: [Southport](#), [Thursday 13 to Monday 17 October 2016](#)

Willowbank Holiday Park,
Willowbank Coastal Road
Ainsdale
Southport
PR8 3ST
01704 571566

5 miles from centre of Southport, 5 minute walk to bus stop to Southport and Liverpool. Within walking distance of National Trust and Sefton coastline. Walking and cycling facilities Member has checked it out Sparrowhawk Venue has reasonable meals and bar within reach. Shop nearby.

www.willowbankcp.co.uk

www.sparrowhawk-formby.co.uk

Cost £17.40 including hardstanding electric and all facilities £1.50 booking fee per booking

We haven't had an October meet for a while so if interested book early to avoid disappointment

If interested in Stewarding this Rally let me know

Christmas Rally and AGM 2014

December: [Teversal](#), [Thursday 1st to Monday 5th December \(4 nights\)](#)

Teversal Camping and Caravanning Club Site
Silverhill Lane
Teversal
Notts
NG17 3JJ

The venue for our annual meeting and the club AGM has easy access to the M1 and other main routes, (CCC Big Sites Book). It is set in six acres on the outskirts of Nottingham. Derbyshire is just over the border and there are regular bus services to the surrounding towns of Chesterfield and Sutton in Ashfield. There are several walks around the Country park opposite the site and further afield for the more energetic.

This is a return visit for the club and a local venue for us. We were most impressed with the site, the welcome and help from the franchisees and the toilet block is to die for!! The local pub, the venue for our meal and the Scout Hut next door where we will hold our welcome meeting and AGM, are a short walk down the road.

The cost is £15.30/night including electric. The Christmas meal (which was excellent last time) will be round the £20 mark. The program is still in the planning but the meet and greet will be on Thursday so do try to arrive on this day.

PUNS

- 1 Where there's a will, I want to be in it.
- 2 The last thing I want to do is hurt you, but it's still on my list.
- 3 Since light travels faster than sound, some people appear bright until you hear them speak.
- 4 If I agreed with you, we'd both be wrong.
- 5 We never really grow up; we only learn how to act in public.
- 6 War does not determine who is right - only who is left.
- 7 Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
- 8 They begin the evening news with 'Good Evening,' then proceed to tell you why it isn't.
- 9 To steal ideas from one person is plagiarism. To steal from many is research.
- 10 I didn't say it was your fault, I said I was blaming you.
- 11 Women will never be equal to men until they can walk down the street with a bald head and a beer gut and still think they are sexy.
- 12 Behind every successful man is his woman. Behind the fall of a successful man is usually another woman.

Please, please let the rally stewards know as soon as possible if you have to cancel and make sure when you book that they have got correct email addresses and mobile phone numbers in case they have to contact you.

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