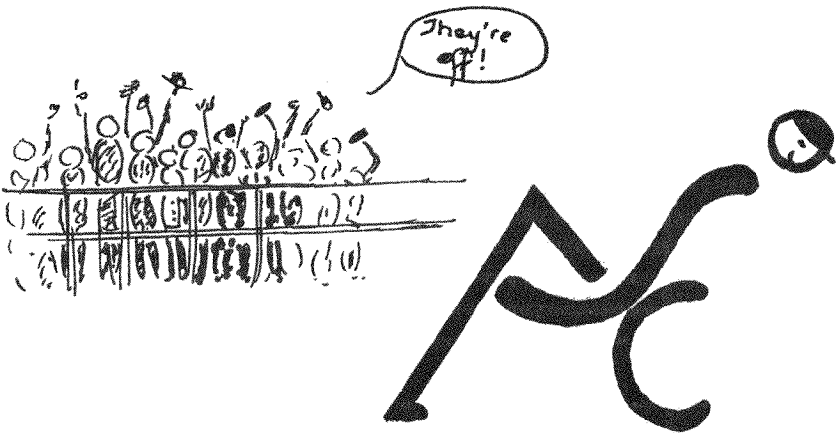


# Auto-Sleeper Owners' Club

## Newsletter No 7



Greetings,

In order to get a report of the First National rally and Inaugural Meeting out fairly quickly, I have written the Newsletter in two bits. As a result page 5 is continued on page 8, leaving the centre pages for the report.

After the First rally, just three weeks to the Second, at Glen Trothy Caravan Park, Mitchel Troy, Monmouth. 21st to 23rd April, on the banks of the Afon Troddi, a tributary of the Afon Gwy which becomes the River Wye by translation. Ordnance Survey Outdoor Leisure Map 14 is the one to get - Wye Valley and Forest of Dean, two & a half inches to the mile or 4cm to 1km, good for walkers or motorists. If you don't know the area you are in for a treat, lots of treats! Old Monmouth has the only remaining fortified Norman bridge in Britain, over the River Monnow (the fortified gateway is 13th. Century), the remains of the Castle - in which Henry V was born - the town itself is worth at least half a day; for those whose second car is a Rolls-Royce, see the statue to C S Rolls who was born in the town in 1877. Symonds Yat with its cliffs and falcons (nesting again this year, I hope). The Forest itself through which you should drive to get to Symonds Yat is well supplied by the Forestry Commission with parking places, picnic places and caravan sites. And walks; Lord love you, you could walk for ever! Forest trails, nature trails, Offa's Dyke Trail, complete with Offa's Dyke (well, a bit of it). also Tintern Abbey, The Naval Temple on Kymin Hill (NT), "a pantheon to a galaxy of Admirals and Naval Heroes", to quote the AA, and lots, lots more. There's even a maze to lose the kids in, at Whitchurch. (If they don't get lost, there's plenty for them to do there, including boating on the Wye.)

If you are in a hurry to get there, the Site is about 12 miles from the end of the Ross Spur (M50). Don't miss the left turn after the traffic lights on the A40 in Monmouth, just over the Monnow and before the tunnel. (It's a long way back if you miss it!). The first Committee Meeting will be held here.

Rally No 3 is two weeks later at Honeybourne, between Bidford-on-Avon and Willersey. (Sorry, no Works Visit this time!) Visit Broadway, one of THE Cotswold villages, Stratford-upon-Avon, a pleasant market town and the Vale of Evesham, a little late for the blossom, perhaps. I guess rita and I will have no wexcuse for missing this one - we've passed the Ranch every time we've gone to and come back from committee meetings for the last six months or so!

The sun is shining as I write so I thought I would give way to my urge to urge you to try touring abroad, if you have yet to try it. John has done some adding up and tells me about 130 members either already do or wish to travel in foreign parts. The Secretary refuses to tell me the actual number of Members, on the grounds that it is changing at the rate of about five per working day and

when am I going to get this printed, anyway? I suspect 315 as at 27th March is nearly right. So over 40% are interested. If you would like to go and are trembling on the brink, let me give you a push.

May I suggest you go to France, do NOT go from Dover to Calais unless you have some very good reason to do so, travel mid-week, not between 14th July and the end of August, allow plenty of time (France is a big country) and keep off the excellent Auto-Routes; the little 'D' roads were just meant for motor caravans. Only since thinking about giving a 'guide to beginners', have I realised what a powerful persuader we have, on tape. As we cruise along your Secretary frequently picks up the video camera to record views and, looking at some of this recently, I saw she had recorded miles & miles of typical French 'D' roads, usually well surfaced and straight, and there was hardly any traffic! We are so used to this it hadn't occurred to me to take note of it before. Once we have come through Immigration at the port of entry, we just breathe a sigh of relief and settle down to enjoy relaxed driving for a week or more. So, all right, Paris is great fun if you like competitive driving and big towns are much the same anywhere in the world, but choose the quiet routes and, after three days, I guarantee you will wonder why you ever hesitated!

I suggested missing Calais since you get rather suddenly into urban traffic even though the 'new' route from the ferry is better than the old which led right into the town. No problem to old hands but maybe worrying to novices. And the Pas de Calais is my least-favourite part of France, anyway. For a really quiet introduction to France I guess Roscoff in Brittany is hard to beat; the ferry terminal is a little harbour on its own, outside the town (rather like Pegwell Bay, the ex Hoverport outside Ramsgate) and you drive up onto an excellent main road leading South-West and by-passing towns for some distance. Or, as Maurice Tew suggests in the April issue of the Motor Caravan Magazine, drive to Camping Caravanning Les Mouettes, near Carantec, just down the D58, which could make a base for exploration of Brittany. (Brittany Ferries, Plymouth to Roscoff, 6 hours).

From 1982 until 1985 we were in Dubai during which period our nice new 'van, in which we had done only one trip, round the whole Italian coast, was laid up on blocks in the garage. (Details of the very interesting 'van later. Ed.) Hence the present low mileage, for it's age, of 29,000.

We spent a month in the Western USA in 1985, covering 5,000 miles in a hire car, staying in motels. We were intrigued by the many retired people, buzzing in all directions in their 'R Vs'.

In addition to the USA we have been to India, Sri Lanka, many Far Eastern countries including Japan, China and Russia as well as Australia and New Zealand. We were in Zimbabwe for six weeks at the end of last year. We expect to visit South Africa early next year but not by motor caravan. Of these countries we have only motor caravanned in New Zealand for 32 days in their beautiful Autumn, in a hired Hi-Ace, a poor replacement for our Auto-Sleeper! A superb trip, very much

to be recommended. Australia, South Africa and Zimbabwe all offer possibilities for the motor caravanner."

### Know your vehicle.

Under the bonnet of cars and light commercial vehicles, usually in a conspicuous place, you will find a thin metal plate, called a "Manufacturer's Plate". In the case of my Talbot diesel, it is on the left side of the flat piece into which the bonnet latches. Lift the bonnet and there it is, by your left hand. It's a little treasury of knowledge and important, too. Reading from the top or further edge, it gives the Type Approval number which I am not going to discuss now; the Vehicle identification number which should be the same as that on the vehicle registration documents if you are to avoid problems when you come to sell it, and then, the nitty-gritty: Gross vehicle weight, Gross train weight (which I will ignore now because we aren't towing trailers today), and two pertinent to this article: Maximum permissible load on front axle and, Maximum permissible load on rear axle. (All weights are given in kilogrammes.)

The G V W means the maximum permitted weight of the fully-loaded vehicle including you, your family, pets, bedding and belongings as you set out on your travels. If you exceed this weight, whether you know it or not, if you are stopped by the police and weighed, your journey is at an end. This sad conclusion can be avoided quite easily; your local authority will be able to tell you where there is a public weighbridge and if you do a dummy run with the vehicle loaded as nearly as possible as for your journey, for a charge of about £1 your mind will be set at rest. (Or not, which is, after all more important.) The G V W applies to the chassis and is the Maximum allowed regardless of what is mounted on the chassis, hightop, coachbuilt, breakdown crane or whatever. Because my CX1000GTL has a diesel engine it is officially a CX1300. The Gross Vehicle Weight is 2,900 Kg. The last time I took it over a weighbridge I was given a printed slip recording 2,440 Kg. Neither Rita nor I was in the van at the time but I reckon we weigh marginally less than 460 Kg in total. One day I will get it weighed with both of us in it and will get front & rear weighed separately. Why? Because that is the only way to work out the correct tyre pressures!

There he goes, talks about weights then shoots off onto pressures. The man's mad. Well, yes but, no. The two tie in, as I will try to illustrate: The over-simplified calculation goes like this;  $G V W = 2,900 \text{ Kg}$ . Four wheels on my wagon.  $2900 \text{ divided by four} = 725$ . Weight on each wheel  $725 \text{ Kg}$  or approx.  $1600 \text{ lbs}$ . The "footprint" or area of tyre tread in contact with the ground for a Michelin X 185/75 R 14 inflated to 54 psi is, roughly  $5.5''$  long by  $5.5''$  wide or  $30.25 \text{ square inches}$ . Multiply  $54 \text{ (psi)}$  by  $30.25 \text{ (sq in)}$  and you get  $1633.5$  which isn't far from  $1600$ , is it? But do NOT, under any circumstances, do it that way. The GVW is not the sum of front and rear maxima; in my case the front max is  $1550 \text{ kg}$ , rear max  $1680 \text{ kg}$  ( $=3230 \text{ kg}$ ) but the GVW is  $2900 \text{ kg}$ ! Take your maximum axle

loads, halve them (two wheels) and divide by my very rough "footprint" of 30.25 square inches & see what you get. (In my case 56.5 psi front and 61.22 psi rear. Recommended maximum pressures 54 & 65 psi.).

The recommended pressures apply when the load on each axle is the maximum permitted. At lower loadings you need lower pressures to avoid bouncing like a pea on a drum. (Road holding suffers, too). Front & rear pressures are different for lots of reasons - the front tyres on a front wheel drive vehicle bear the brunt of the work, flex more, deform more under drive and under braking and cornering. Put another way, the "footprint" of the front tyres is bigger than that of the rear by design and for very good reasons. I would not be surprised if Michelin calculated the front footprint at 31.65 sq in and the rear at 28.5 sq in. Only, being French, they would have it in sq mm and pressures in bars. Which makes me feel thirsty after all this unaccustomed thinking!

Sitting here with a small fruit juice in my hand (it only LOOKS like a pint of bitter) I came up with the thought that the radius of a wheel and tyre (from the centre of the wheel to the ground, tyre flexed) is about 12 inches which, according to old Pythagoras or someone means the wheel rotates about once every two yards or 838 times per mile. Therefore, at 60 mph it is rotating at 838 times per minute which is about the speed of your old-fashioned spin drier. And that seems pretty fast. Your tyre is also carrying a load of up to three-quarters of a tonne (including you and your nearest and dearest). Please take an interest in and care of your tyres! You need them.

A passing comment on tyre tread. I have noticed the occasional remark directed towards Talbots with their front wheel drive, about lack of grip on wet grass. I am totally biased in favour of fwd and Talbot diesels in particular so will hear nothing bad about them! (Except the way they go rusty in the most inconvenient and expensive places, but that leads to another article.) However, while Michelin seem to have a pretty firm grip on the original equipment market, the tyres fitted are intended for normal road use. If you do a fair amount of overnighiting on grassy sites the year round you might consider fitting tyres of a different tread pattern on the driven wheels. Following a letter in M M M, I tried Sislaved M & S on the front and am now coming to the end of the second pair. They are made in Sweden, are really chunkie and give a bit of extra grip on soft ground. Since fitting them we haven't needed a tug out, yet. Mind you, I accept the problem of having two and a half tonnes of vehicle and don't go looking for boggy places! I know - you only do 5,000 miles a year and the original tyres are only slightly worn so there's no way you are going to junk them... Seriously, I would still recommend consideration of something like "Town & Country" tyres on the driven wheels. Why don't I suggest to A-S that they stipulate such tyres as original equipment? Because, no doubt, most new owners would prefer normal road tyres. Or am I wrong? Comments, please.

## Report on the First National Rally and Inaugural Meeting.

This is an account of what I saw and heard, as far as I can remember. This is an informal report to remind those who were there and inform the few who were not, for a variety of reasons, able to come. I arrived at lunchtime on Thursday and met Frank & Dilys hovering at the entrance. They had been there for hours, having come loaded down with hundreds of coffee mugs, note pads, badges, etc., etc., which they had transferred to safe storage so that they could move about inside their Legend once again. The transfer had been carried out by the ever-present, ever-willing team from Willersey who were going to be active from then until some time on Sunday afternoon with breaks for meals and sleep, sorting out problems, doing repairs and rectifications for Members, preparing the Wine & Cheese Party, (and clearing up afterwards!). Perhaps this is the point, albeit out of chronological sequence, to tell them how very proud Anthony Trevelyan was of the effort they had put in and a particular "Thank You" to the wives and families who joined in with so much enthusiasm, too!

As we had anticipated, Friday was a "getting to know you" day with no programme of events but quite a lot went on in one way or another. For instance, Dilys set out her stall in the Club Tent and did good business, aided by Frank, with mugs, woollies, note pads, badges, etc. Frank reckons he sold some raffle tickets, too but more of that later. I think it was about mid-day on Friday that some of us discovered just how long it took to walk a hundred yards. (Well, that was about the most convenient distance.) We were buttonholed, grabbed, accosted, cornered and smiled on by all and sundry. Questions ranged, roughly, from, "When does the Bar open" to "I was allocated pitch E101 and there's a (horrible) caravan on it. With an awning, too. The people at the entrance told us to "See the Secretary". That particular problem, and some like it, was caused by the Sita putting people onto the field they had given us for our exclusive use, due to pressure of business over Easter. It, or one like it, was solved by A-S and the Dealers giving up E10.

I am told the marquee opened, quietly, at about 09.00 on Saturday. Certainly by the time we arrived from thirty yards away, there was a lot of activity; people buying bits and pieces from the "Spares" stall and regalia from Dilys and Raffle Tickets from Frank and drinking coffee at the Coffee Bar and watching / trying to listen to the video, "The Making of an Auto-Sleeper" and the Group playing at the amplifiers. It was all "GO". The flowers were beautiful.

At about 12.00 hours military time your highly organised and hungry Secretary, realising a trend had been established so that, while Frank, Dilys, she & I were visible there was no prospect of food passing our lips, disappeared kitchenward in her car and returned with four buffet lunches, which we consumed in our 'vans. As 15.00 hours approached, hands became clammy and throats dry but there was still an outside chance we would be voted out of office and back into retirement...

The Lakeside Lounge was ready for us just before 15.00 and was soon packed with Members, numbers estimated at 470 give or take twenty! The Site Director welcomed us, forgave us the odd dog and praised our behaviour. Charles Trevelyan took the microphone and the Inaugural Meeting was on. The "self-elected" committee was introduced to members and Frank gave an interim Treasurer's Report, up 17th March. This showed a healthy balance in the Bank and some outstanding debts for items purchased for re-sale. I would like to pick out the item of £500 with which Auto-Sleepers Limited opened our Bank account at Winchcombe. I have it on the best authority that the total contribution made by A-S Ltd to date is rather more than ten times that amount. I feel sure the Committee and all Members will agree that the Club, having come of age, must now stand on its own feet. The Chairman suggested a Management Committee should be elected and should consist of 12 Members and the President. Discussed and agreed. To facilitate the election, he suggested the five Members (the self-elected acting committee) could be proposed en bloc. Proposed by Malcolm Thomas, seconded by Frank Cotton and agreed by show of hands. Chairman asked for seven volunteers to serve on the Committee, since nominations were not possible. Before long we had:- John Normandale of Chislehurst, Ralph Dulson of Stockbridge, Clive Jenkins of Somerton, Harry Henthorne and Sheila Hammel both of Addiscombe and Ken and Sybil Scotney of Huntingdon. Geoffrey Mabey proposed acceptance of the nomination of Charles Trevelyan as President; seconded by Margaret Harden and agreed. Betty Lamont proposed, Joy Andrews seconded the election of volunteers en bloc. Agreed by (overwhelming) show of hands! We now have a President and Management Committee, the latter to elect Officers at the first meeting. The draft rules were discussed at some length - Mr Eric White, Mary Colling, Dennis Clarke and others, eventually Dennis Clarke proposed, Mr White seconded that the draft rules be accepted but the Committee is to submit a new Constitution to Members before the next Annual general Meeting. Agreed.

#### Any other business.

Doris Little wished to be assured that dogs would not be excluded from future rallies. The Chairman told her the business of dogs on sites was a matter very close to the hearts of the old committee and would not be forgotten.

Bob Meason asked for a progress report on establishing correct tyre pressures. Work is progressing with the weighing of one of each model, front and rear and the operating handbooks being re-written.

Trevor Collier proposed a vote of thanks to the "old" committee for the excellent work done to date. Seconded by Malcolm Thomas and passed.

That concluded the business of the Meeting.

The Wine & Cheese Party was a great success and the "Hole in the Wall" Gang only stopped playing for the Raffle Draw, over fifty prizes and a real contribution to Club funds. Sunday morning saw the Regalia stand and the Spares stall almost sold out. A good time was had by one and all. PCD

One last bit on pressures then I will give it a rest! Aubrey Wagstaffe wrote from Thurlaston some time ago as follows:-

"There does seem much concern and interest over tyre pressures on motor caravans, probably because there is rarely a definitive figure for these special vehicles. As one new to the game, when I first got my Talbot CX 1000 GTL I made discrete use of my contacts inside the Motor Industry who, in their turn, initiated a computer program to tell me what I wanted to know - just what tyre pressures should I use?

I've lost track of all the facts which were fed into the thing. It digested such things as tyre specification (Michelin 185 R14 XCA), tyre condition (half worn but sound), maximum normal speed (60 mph), weighbridge readings, front & rear, in normal trim & touring trim (we use our Talbot as a family car) and passenger content (only the wife & I normally).

It also wanted to know my needs for off-road performance, how often I check tyre pressures and balance and my requirements. On this last one I told the magic box that I wanted the safest set of pressures which would best give me a good mpg and comfort whilst maintaining a degree of low-speed steering lightness so typical of the Talbots. Eventually the answer was displayed... 51 psi all round!" Thank you, Aubrey.

Norman Teasedale telephoned from Taunton the other day and mentioned the interest taken by the staff at his local weighbridge when he had taken his Talisman along to get front and rear weights. The results, 'half-loaded', were:- 1000 kg front and 1250 kg rear.

#### "The Legal Side. THE OLD CHESTNUT...TYRES.

The legal requirement is for each tyre to have at least 1mm of tread across the whole of its width and round the circumference. With motor homes, the majority started life as a light commercial van and as such, were fitted with commercial tyres. One of the features of these tyres is 'tie bars' which are designed to keep the tread of the tyre apart as it wears down. They are small pieces of rubber moulded into the tread pattern of the tyre and are exempted from the Construction and Use Regulations but will become clearly visible as the tyre wears down. Although the legal requirement is only 1mm, when you consider that, at 60 mph, each tyre is throwing up two gallons of water in the air every second, you know why you cannot see past an artic with 18 wheels, each throwing up its two gallons of water as spray! The moral of this little story is that although your tyres may be legal at 1mm tread depth they still have to shift the same volume of water but with less space to do it in. Result - aquaplaning.

When the law for tyre depth was drafted the tyre manufacturers advocated a minimum tread depth of 2mm to avoid this very problem. Most workers at tyre factories even now change their tyres when the tread depth has reached 2mm. In

case you are motor-homing on a budget, have a look at your tyres; you might just find that they are re-groovable, particularly if you own one of the larger models. BUT ONLY BY QUALIFIED TYRE FITTERS AND ONLY ON RE-GROOVABLE TYRES.

P.S.

If there is any particular aspect of the Law and motor vehicles you would like covered please let Phil know and I will try to cover it as soon as possible.

L. O."

(Since then I have suggested "Security" and await results. Ed.).

This is too good to last but results were, once again, quicker than I had expected! Hardly had we recovered from the rush of getting some 400 Newsletters into the sorting office at Solihull than Alan Anderton was back with this:

"I write regarding the enquiry from Dr Mackichan on security although I am sure other members must have greater experience than I. I can only give an interim reply as I am still trying to make progress on one issue. Our Legend has been fitted with a Cobra radio key ultrasonic alarm coupled also to the door switches and indicator lamps. An additional switch is fitted to the caravan door and a mercury type switch on the the engine bonnet. It is easy to operate with the remote control and a red diode indicates for all to see that it is alarmed." The only drawback is that it has a fairly heavy current consumption and will drain the battery if left on day and night for a week. I have found this problem with other vehicles. If the vehicle is subject to buffeting by gale force winds the alarm will activate.

The issue I have yet to resolve is improving the quality of security on the caravan door; a subject of much criticism of many caravans by the Police. At present we use a length of 'Velcro' material to secure the lock handle to the door handle - actually it is quite effective.

As a result of regular contact with the Gwent Constabulary Senior Crime Prevention Officer I learnt that Keying Systems Ltd., 175 High Street, Boston Spa, Wetherby, West Yorkshire, LS23 6BH, market replacement door lock cylinders (for the familiar black plastic external handles) as well as a separate security deadlock. In addition, an article by the Editor in MMM for February gave information of a similar service by Safeway Security Products, Ltd., 10 Grange Mount, Birkenhead L43 4XW. Within the New Town of Cwmbran there is operating a mobile locksmith of a national company, who appears to have built up a good name. I approached him last January to ascertain if he had any information on caravan door security. He wrote to the two firms and whilst he and his Head Office have received literature no prices seem to be available at the moment."

Thank you, Alan. Very sorry you had to miss the National Rally - do hope Mary is well again and we'll see you at Glen Trothy. As I write this I realise I have failed in my duty to pass this sort of information direct to those concerned at the Orchard but their comments will be obtained, as soon as possible.

Thanks are due to those people and firms who have been of help to us in getting the show on the road. The members of the Acting Committee, as a last fling before being dissolved, offer their thanks to:-

Duncan Taylor of Detail Promotions, 12 Sycamore Close, Littleborough, Lancs., who have supplied various fund-raising items.

Colborne Trophies Ltd., Park Road, Silver Street, Trowbridge, Wilts.

Mike Bowen of E M Signs, Arnolds Fields Estate, Wickwar, Wotton-under-Edge who supplied the Club banner.

Kit Owen of Initially Yours, 104 North Road, Stoke Gifford, Bristol who supplies the embroidered leisure-wear or "woollies".

E P Lowe Ltd., The Roman Press, Childswickham, Broadway who supply stationery (letterheads, etc.)

Gloucester Packaging Co Ltd., Unit 2, Gladiator Business Centre, Ashville Road, Gloucester who supplied raffle tickets and general stationery.

Russell & James Plaques (1980) Ltd., Factory 4, Wallows Industrial Estate, Wallows Road, Brierley Hill, who supplied badges, plaques and the trophy presented to Auto-Sleepers Limited.

Honiton Pottery, 30-34 High Street, Honiton, Devon, who supplied the Club coffee mugs.

John Carter of Supaprint, Unit 5 Markon Buildings, Hatters Lane, Chipping Sodbury who supplied note pads.

Jayne Ellis of Chameleon Studios, 15 Burford Close, Solihull, who prints our Newsletter, rally programme, etc.,

Mr Beck and Staff of Cotswold Hoburne, Ltd., Cotswold Caravan Park, South Cerney, Cirencester who put up with our frequent changes in plans and helped.

Auto-Sleepers Limited, their Staff and wives who just about made it all possible.

Since I don't know all the names I will mention none, just a great big block

"Thank you".

#### FOR SALE.

Fiat/Talbot workshop Manual, £10.00

Fiat rear brake shoes (New), £10.00

Contact Mr & Mrs Birkinshaw, "Cartref", Station Road, Norton, Nr. Askern, DONCASTER, Yorks. (Tel 702 544)

A rare item:-

1973 Commer Auto-Sleeper being sold because the owner is going to live in Spain.

I have permission to quote from her letter to Mr Anthony Trevelyan:-

"It is in marvellous condition, all original fittings, curtains, crockery etc. It has only done 53,000 miles and there is no rust as it has only been used in the Summer... I propose to advertise it for £3,500 but am prepared to accept a reasonable offer. As you will be aware, I am the original owner."

Mrs V. Horsfall-Turner, Beestone Cotage, Aislaby, Nr Pickering, Yorks. (Tel Pickering 2533).

#### Events, April/May, supported by Auto-Sleepers Limited.

22nd/23rd April. Motor Caravan Jamboree; Dealer - Bromley Motor Caravans.

30th/1st/2nd May. Badgworth; Dealer - West Country Motor Homes.

12th/14th May. Northern Motor Caravan Show, Whalley, Blackburn; Dealers - Hill'N'Vale Motor Caravans; Sexton Motor Caravans; Roberts Motorhomes.

13th/14th May. Open Weekend; Dealer - G Wells & Sons Ltd.

26th/27th/28th May. Herts County Show; Dealer - Bowers Motor Caravans.-

If you can't get to Glen Trothy or the Jamboree, the Thames Valley Caravan-Camping and Leisure Show is on at Upton Court Park, Slough on 22nd/23rd April.

#### SECRETARY'S CORNER.

From the Questioner, what many of you want is information. Now that the Inaugural Rally is over, we must start collecting this and will need anything you have discovered which you think will interest other people. What we have in mind is half to one A4 sheet with "A site I found interesting/horrific/convenient-for-sightseeing", "Things I did wrong during my first continental Motor Caravanning holiday", "Experiences in out-of-the-way places", even "What I did when the whatnot dropped off the whatsername in the middle of the night!" and any heading you can add. Some of this can be used for odd corners of the Newsletter, but if we have a good response, it will be worthwhile producing a booklet later in the year. So, please help, and put "Article" in the top lefthand corner of the envelope, to help my letter-sorter whilst I am away. One more thing; if you do not receive an acknowledgment, your offering will not have sunk without trace but I plead pressure of work! (Assuming I have not been thrown off the Committee).  
Rita.

#### Editor's Tailpiece.

Rally problems! About three weeks before the Event, Rita & I had called in at the Site on our way back from Portsmouth to see if it was still there and, during a conversation with the receptionist had been asked if we were aware that the Site had sold half the "Late Arrivals" area. No, we were not. So we went and

looked and came to the conclusion that the fence built across the plot probably precluded the use of that area for the marquee and the trade exhibits plus A-S demonstrators. Report to Base. Charles Trevelyan & Neville Jelfs go to investigate as soon as work permits, (D Day minus 10). Phil arrives next morning at the Orchard to collect items for the Newsletter and is asked if he can "spare a minute." Charles and Neville agree - only possible place for the marquee is the West end of E Field and the pitches E1 to E10 will have to be used for the Dealers and A-S demonstrators. Site agree marquee can go there.

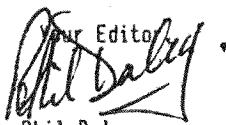
First reaction from your Editor was, "You can't do that!" The marquee was going to take up the space we had allocated to those coming for the day on Saturday, including dog-owners because there was a "dog-walking" area behind it and ten pitches taken out of E Field meant ten Pitches more required in A Field, where we were already getting short of space. Of the 10 pitches A-S had requested in A Field, 5 could be returned to the Club. So, take 10 from E Field and put them in A Field, where we now had 5 more pitches and put day visitors on the site we had reserved for the marquee...where we had decided they should go back in November before the marquee was thought of. So, I must re-write the Programme but John and Barbara Cox, who had already burnt a lot of midnight oil allocating pitches to people, would have to re-arrange things. And produce new lists for the Marshalls. And there wasn't a lot of time left.

If you were one of those who felt "messed about", please forgive us, we felt it first!

The decision made in November to confirm our booking with this site because of the hard standing and despite the "No dogs" rule, was vindicated on Sunday when some vans had to be pulled off the grassy pitches at the Cotswold Park Site in Cirencester. The over-night rain had softened the ground which had just started to dry out. On our site no one had any problems. If we HAD gone to a grassy site we could very easily have had two hundred and fifty 'vans stuck in the mud. So, dog owners, despite your disappointment, please forgive us for the decision which proved to be right for the majority. Next year, hard standing plus dogs!

The news of difficulties at the CC site reached me through a sad event; Mr & Mrs LePage had come from Guernsey. On Saturday Mr LePage was taken ill and the Doctor sent him to hospital by ambulance. Mrs LePage does not drive the 'van but needed to be nearer the hospital so two brand new Committee members got together, John Normandale drove the 'van to the Cotswold Park site, Harry Henthorne made the arrangements and brought John back. On Tuesday the news was that Mr LePage was comfortable and undergoing further tests. We all hope there is a rapid recovery.

APRIL, 1989

Your Editor  
  
Phil Daley.

AUTO-SLEEPER OWNERS' CLUB.

Rally No 2 - 21st to 23rd April 1989.

Glen Trothy Caravan Park, Mitchel Troy, Monmouth, Gwent. 4.75 night.

Extra for electric. Plus 1.50 per unit Rally Fee.

Rally No 3 - 5th to 7th May 1989.

Ranch Caravan Park, Honeybourne, Evesham, Worcs. 3.00 night.

Extra for electric. Plus 1.50 per unit Rally Fee.

Rally No 4 - 19th to 21st May.

Wild Rose Caravan Park, Ormside, Appleby-in-Westmoreland, Cumbria. 4.70 night

Extra for electric. Plus 1.50 per unit Rally Fee.

Rally No 4. Name..... Membership No.....

Address..... 'Van No.....

Time of Arrival..Fri.p.m.....Saturday a.m. WILL YOU HELP AS MARSHAL?....

To: Mr. J. Cox, 73, Westhead Road, Barton-under-Needwood, Staffs. DE13 8JR.

Rally No 3. Name..... Membership No.....

Address..... 'Van No.....

Time of Arrival..Fri.p.m.....Saturday.a.m.....WILL YOU HELP AS MARSHAL?....

To: Mr. J. Cox, 73, Westhead Road, Barton-under-Needwood, Staffs. DE13 8JR.

Rally No 2. Name.....Membership No.....

Address..... 'Van No.....

Time of Arrival..Fri.p.m.....Saturday.a.m. WILL YOU HELP AS MARSHAL?.....

To: Mr. J. Cox, 73, Westhead Road, Barton-under-Needwood, Staffs. DE13 8JR.

**GLEN TROTHY, MONMOUTH.**

From the North, M5, M50 then A40 taking LEFT TURN AFTER TRAFFIC LIGHTS AND BEFORE REACHING ROAD TUNNEL. From East, Gloucester, A40 Ross on Wye, A40 Monmouth. From South and East, M4 Severn Bridge, A 466 Chepstow, Tintern and Monmouth turning left at traffic lights on to A40.

The site is in the small village of Mitchel Troy, two miles SW of Monmouth.

**RANCH CARAVAN PARK, HONEYBOURNE, EVESHAM.**

On the Bidford-on-Avon/Broadway road, approx. 5 miles from either.

**WILD ROSE PARK, ORMSIDE, APPLEBY-IN-WESTMORLAND, CUMBERIA.**

FROM M6 FROM THE SOUTH, turn off at exit 38 (S.P. Tebay). Follow the B6260 towards Appleby, passing through Orton and Hoff. In Burrells, turn very sharp R. at S.P. Ormside and Soulby. FROM THE NORTH, on the M6, leave motorway at exit 40, S.P. Penrith. Follow A66 then take B 6542 to Appleby. From there, directions as A1 route below.

FROM A1. At Scotch Corner take the A66 and then turn off on B6542 to Appleby town centre. Take B 6260 S.P. Orton and Kendal. After 1.5 miles, fork L. on road S.P. Ormside and Soulby. THEN, WHICHEVER ROUTE YOU APPROACH BY - travel 1.5 miles along this road and turn L. towards Ormside at the 1st crossroads. Take the 1st R.turn, and in 50 yards turn R. again into the Park's private drive. Reception straight ahead with a car park to use whilst checking in.

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MONMOUTH itself is an interesting town to visit, there are Castles and Abbeys in the area, and fine walking country in the Forest of Dean and Wye Valley. There is a Steam Railway in the Forest of Dean, a Roman amphitheatre and baths, Model Farm, and many other things to do and places to visit. Enquire at the site itself. It is a wonderful area.

HONEYBOURNE For touring the Cotswold villages, and Broadway is just a few miles down the road (past Willersey). Bourton-on-the-Water is a village worth visiting. It has "Birdland", an excellent garden with a large selection of birds, some free-flying parrots which will land on your wrist - and grab a finger when you try to dislodge them. At Bourton there is also a miniature village, and nearby, a Farm Park which has a collection of old-breed cattle, sheep and horses. Evesham, Chipping Campden and Bidford-on-Avon are approx. five miles away, and Stratford-upon-Avon only eleven.

APPLEBY, is at the foot of the Pennines, and is an area of walking and interesting drives. Bring good maps, and explore. It may be a bit early for the roses but not for the herb garden at Acorn Bank Garden, N.T., on the A66 6m E. Penrith, N.of Temple Sowerby. Open until 5th November 10.a.m. to 6.0p.m. (last admission 5.30pm). HAWKSHEAD, Windermere, - Beatrix Potter and Hawkshead shops - walking shoes, boots, and equipment at reasonable prices.