



Auto-Sleeper

Owners' Club

Newsletter No 8

Greetings,

The last Newsletter should be a warning to me not to try to meet self-imposed deadlines when it means rushing a report. I missed or muddled some important details of the IGM and some points about the Rally which I will try to cover now.

At the Inaugural General Meeting:

- a) Trevor Collier proposed and Malcolm Thomas seconded a vote of thanks to Auto-Sleepers for the excellent Buffet. Passed with acclamation!
- b) John Normandale proposed a vote of thanks to the Self-elected Committee. To which none of us had the grace to reply! (Sorry, Frank. I know it was my turn!) Actually, I think we were just about exhausted mentally and not thinking very clearly. So, our belated but none-the-less sincere thanks to John, to the seconder, whose name I did not record and, of course to all those who agreed.
- c) The matter of height barriers with particular reference to the difficulties caused to families where one of them was handicapped was raised by Owen Wootton. He was assured by the President that this was a matter which was being actively pursued by A-S Ltd, the SMMT, other Converters, and Dealers. Anthony Trevelyan was particularly active in this and he would pass on news on the subject to Members via the Newsletter.
- d) Michael Newell asked for clarification of the procedure for electing the Chairman. The President said the new Committee would elect one of its number as Chairman at the first Committee meeting. (The Rules are being revised. Write in if you have a point to raise.)
- e) Frank Stinchcombe, on behalf of the "Old" Committee and all Members, presented a small plaque to Auto-Sleepers Limited. It was accepted by Charles Trevelyan on behalf of the Company. The wording on the plaque, beneath the Club badge, is: "Presented at the Inaugural Rally, April 1989 at Cotswold Hoburne, South Cerney to Auto-Sleepers Ltd in appreciation of their most generous help and guidance during the formation of the Club."

Frank also mentioned the President's forthcoming marriage and offered the Best Wishes of all Members to both Charles and Angela.

While I am out of range of Dilys I am going to make a point about the number of members of the Management Committee. No matter how many you elect, odd number or even, the number attending meetings, especially ours, which are going to be spread around the country, will vary from meeting to meeting. Elect 13 - one catches cold and can't come - 12. All you need is "enough". Also, I think any chairman worth his salt would suggest to the committee, if they were evenly divided over an important decision, that the matter should be held over to the next meeting to give time for further thought, research or whatever. Use of a casting vote is fraught with problems, usually sooner rather than later!

This may or may not be the place to clear up a point about dogs and rallies.

Three or four dog owners have said that when they attend a club rally with other clubs they can take dogs to sites which normally prohibit them. I do not doubt that for a moment. We ran into difficulties through not having enough, in fact,

any, "clout" when we negotiated with Cotswold Hoburne. When we went there to make arrangements, in November last year, we were asked how many Members we had. We had to say, "None - but we have had letters from 37 people expressing interest in joining, if the Club is formed!" So any suggestion of taking our business elsewhere if dogs were not allowed would have been pretty useless. Things change and in this Club they change quickly!

Back on the Rally field, the mobile Hospitality Suite very kindly provided by Volkswagen provided good, hot coffee and the demonstration film about safety features in VW vans was fascinating. But then, you sampled both, didn't you...

Were you one of the lucky ones in the queue to inspect the re-converted CP250 of "Ven" and Nora Venables or the 1966 Commer Auto-Sleeper still used by its original owners, Aldo & Beryl Lanteri? I hope we will see Ven's baby at Club rallies but I understand Aldo has yielded to the call of the fleshpots and is going to buy a new one, after 23 years!

Inside the marquee there was a super Wine and Cheese Party on Saturday evening, very generously sponsored by VW. I suspect you sampled both of those, too. The Hole in the Wall Gang performed wonders, not least unto our eardrums. There speaks a Pensioner! (It wasn't so loud in our young days was it, Minnie?)

The five Dealers were present as per programme and our thanks go to:-

Berkshire Motor Caravan & Leisure Centre (Newbury),

Bromley Motor Caravans (Belvedere),

Cotswold Motor Caravans (Gloucester),

Hayes (Leisure) Ltd (Darlston),

Western Motor Caravans Ltd (Bath).

The "Spares Shop" provided by A-S was almost a sell-out, far exceeding expectations. A suggestion has been made, and referred to A-S for consideration, that a mobile "Spares Shop" should attend Club rallies. I imagine that will require a bit of thought.

The Club stall didn't sell out but did very well; details when available. The raffle raised a lot of money for Club funds and I hope to have details soon.

*FACTORY NEWS.

We were overwhelmed by so many thank you letters regarding our Inaugural Rally. The fact that we also greatly enjoyed the Rally so much ourselves was perhaps a significant point and without exception all members of staff found it a most memorable and enjoyable weekend. It was particularly heartening to see so many Auto-Sleepers in such very fine condition and also to hear of many owners who had driven a considerable distance to be with us. As doubtless many of you realise we were indeed lucky with the weather as two days after we returned to work the whole area was covered by two inches of snow. Had this been the case at South Cerney I dread to think what would have happened!

Before I end my comments on the Rally I really must say a very big thank you to the Committee and the helpers who made the weekend so very successful. I know I speak on behalf of all of you when I say a very big thank you to each and every one of them.

We are now back into the swing of things at Willersey and are concentrating on producing more motor caravans rather than providing the frivolities at South Cerney! We are shortly off to the Motor Caravan Jamboree at Brands Hatch where the lucky winner of the Today newspaper competition, Christine Corrigan, will be presented with a new Volkswagen Trident Auto-Sleeper. Did you also see in the Daily Telegraph, the picture of Anthony Trevelyan, speaking at length about the motor caravan market?

We are shortly to complete our series of Workshop Familiarisation Courses for dealer workshop staff. To date over sixty have attended this course and we have only two further courses to run. Both from our point of view and from the dealers' point of view these courses have proved of enormous value not least because the workshop staff who have attended are now fully conversant with all aspects of Auto-Sleeper production and so you should have no hesitation in contacting your local Auto-Sleeper dealer should you require any work to be done. We understand we are the first motor caravan manufacturer to run such specialist courses and although retrospectively it has been rather a long undertaking it has nevertheless proved enormously worthwhile.

In past columns I have let you know of Tony Johnsons' travels. Last time you may remember he was in Asia-Minor (Australia to those who are more up to date). Currently he is supporting Berkshire Motor Caravans in a display at JHQ Reindahlen, and no sooner does he return from this event than he is off to the Motor Caravan Jamboree where he much looks forward to meeting members of the Club.

I hope that Summer is just around the corner and when the sun at last breaks through the remains of the Ozone Layer, I trust you will have many happy holidays in your Auto-Sleeper. Make the most of them while our planet lasts! ACT."

The topic of Security has evoked quite a bit of response, in addition to Alan's contribution last month. I am glad to say that two people who have a special interest in the subject give broadly similar advice. I am quoting both in full so that you can see where they agree and make your own decisions. The first contribution is from the Uniformed Branch:-

"VEHICLE SECURITY.

Let's begin by having a look at ways would-be thieves gain entry to and/or steal motor vehicles.

1. Door locks. The most common way of opening a door is by using a screwdriver on the door lock.
2. Quarter lights. One smart tap with a small hammer will shatter the glass - entry gained.

3. General entry. Entry via any window by smashing it if your vehicle is left in a secluded location.

4. Interior locks. Stiff tape or a wire coathanger poked round the door to unhook the catch.

The dismal conclusion which can be drawn from these examples is that any vehicle can be stolen or broken into if enough effort and the opportunity are available. The object for us, the owners, is to make it more attractive to thieves to attack another vehicle.

TOTAL THEFT.

To deal with this type of theft is relatively simple; have the vehicle registration number etched onto every window and piece of glass (headlights, etc.) fitted to the vehicle. The thief who is stealing the vehicle to "Ring" (put false number plates on the stolen vehicle) generally will not bother with one so marked, there are plenty about that have no such protection. This will not, however, deter the casual thief. He is a more difficult creature to put off. To deal with this, try to imagine that you have just locked yourself out of your vehicle. How would you get in? Having got in, can you stop anyone else getting in the same way?

Let's look at further preventative measures.

ALARM SYSTEMS.

There are several on the market from a simple hidden switch to a sophisticated infra-red system. All are deterrents, all have drawbacks. In the hidden switch system, you have to hide it somewhere and people are so unimaginative! The infra-red system faults? What changes the channel on the remote control on the T.V., Video or hi-fi system in your home? I bet it is infra-red. I give no more advice to would-be thieves.

My own personal choice of alarm is the hidden switch (I consider I have imagination!). It is simple to fit and has not got temperamental balance weights that are set off by wind rocking the vehicle. For those of us with lift-up rear doors a mercury switch will protect that particular entrance. If you really want peace of mind for any form of entry then you must go for the sonic type alarm which will sound if a window is broken.

DOOR LOCKS.

Chubb make door locks which do not take a standard key. They have cylinder-type keys that generally defeat the screwdriver merchant.

IGNITION SWITCH.

If you consider yourself adequately protected by a steering lock, think again. The vast majority of steering lock ignition switches are made of an aluminium alloy and take but a few moments to smash off. Krook-Loks may not be pretty but they can be seen and will deter.

The moral of this little article is: Make your security visible and your valuables invisible.

FOOTNOTE: IT IS ALL A WASTE OF TIME IF YOU LEAVE THE VEHICLE UNLOCKED, OR UNATTENDED WITH THE IGNITION KEY IN! L.O.*

Straight on to some comments made by John Tidbury who says, in his covering letter, "I have been motor caravanning for almost eleven years and have been lucky enough not to have had my 'van broken into." He is also involved with vehicle security as part of his job.

"VEHICLE SECURITY.

In response to Dr. Mackichan's request for security advice, may I offer some comments.

First of all it is essential that all vehicle users make full use of the security devices which are built into the vehicle - make sure all windows are fully closed and (on sliding motor caravan windows) latched, and all doors locked. It also helps to use common sense in choosing a place to park - somewhere where anyone tampering with the vehicle can be seen is best. A London policeman has told me that kerbside parking is better than large car parks - but then he can usually avoid parking tickets" (look out for flack! Ed.) " and is not trying to park a large motor caravan.

Keep any valuable items hidden from view to reduce temptation and, especially when touring abroad, don't put all your money, documents, cameras etc., in one place - spread them around the motor caravan and use unlikely places. For example, spare money, travellers cheques, credit cards etc., can be hidden inside food containers, behind false trim panels (it only takes a few moments to unscrew them to recover your emergency reserves), or taped to the back of drawers, etc. Any of these methods should defeat a thief who is doing a quick search of your motor caravan.

To increase the security of your motor caravan above the factory specification is difficult because the toughened glass is always vulnerable and there is no ready alternative especially on cab doors (stick-on plastic films have very little effect). However, it is worth checking that things do operate correctly. On coachbuilt 'vans with the round, black plastic insert door handle, the locking mechanism can wear and even a modest force on the handle will open the door. With care it is possible to repair these by screwing a steel pin into the plastic, otherwise a new handle is required. Also it is likely that door locks over about seven years old will be very worn and can be opened by any similar key, again replacement is the only cure.

Some simple, if crude, improvements can be made for use where you judge the motor caravan to be at particular risk. These include a padlocked chain across the inside of the cab linking the two door armrests together, a piece of wood jammed across the rear door aperture and passing through the door pull handle, etc. But, do remember that you must have access through at least one door and preferably two doors in case someone blocks your only access door.

A more sophisticated solution may be to add extra key locks to each door but they must be carefully fitted and may not be very effective on glass fibre doors of coachbuilt 'vans as they can easily be shattered.

Alarm systems are popular but in the view of the police they are largely ignored, though a thief is not likely to hang around with a noisy alarm going off. Further

problems with alarms are that whatever your alarm does it is almost certainly illegal in one country or another - of these the serious ones are the UK where you are not allowed to flash any lights and France where frequent false alarms or noise continuing for more than 30 seconds makes you liable to a fine.

If you are going to fit an alarm then you need to buy a reputable system to avoid too many false alarms and in particular the type of alarm which relies on movement of the 'van to trigger it should be avoided as they are very prone to false alarms. Voltage sensing or door open sensing systems are good but do not protect against the "smash & grab" type of theft. To provide this protection some sort of ultrasonic system is needed. In order to make ultrasonics work effectively without false alarms, all windows must be closed and of course, animals may not be left in the 'van.

Radio is often used to set alarm systems but here again there are no internationally agreed frequencies and many systems are on sale here which do not even meet our own laws. Although you probably won't be told, I think even approved systems need a radio licence (free!). Also there are radio paging alarms - the vehicle radios to you that it is being tampered with, but only one is approved for use in Britain. The usefulness of this type of alarm may be restricted as the thief will normally spend less than a minute on your vehicle and how quickly can you respond to the bleeper in your pocket?

As a final thought on vehicle security, perhaps we should use our mobility to choose to spend our money where our vehicles are secure. My list of places to avoid would include:- Merseyside, Central Birmingham, Central London, Italy, Spain and perhaps parts of France. Any other ideas for black spots?"

I feel the Blackspots are a bit on the sweeping side - the whole of Italy, the whole of Spain? But, thank you very much, John. We await comments with interest. If you want to go further into the matter and are seriously interested you could contact Simba Security Systems Ltd., Security House, Occupation Road, London SE17 3BE (01-703 0485). Branches in Leicester, Leeds/Bradford, Bristol, Birmingham, Manchester, Newcastle & Glasgow.

You will recall Alan Anderton mentioning replacement door lock cylinders sold by Keying Systems Ltd. He now knows the price:- Replacement cylinder + four keys £14.51 including VAT; the Deadlock he mentioned costs £29.80 including VAT.

A brief extract from a letter from Mr G G Chauvel of St Peter Port, Guernsey in the hope that there is someone out there with the information needed:- "My Wife and I are members of the Guernsey Camping and Caravanning Club and were pleased to read in our Newsletter of your "Auto-Sleeper Owners' Club" and would very much like to know more about it. Almost nine years ago we went to Earls Court and bought a Dodge PB 2000 Auto-Sleeper. This vehicle, which we use mainly for holidays, has taken us all over the Continent and is in immaculate condition. Unfortunately they do not make this model any more, I am retiring this year and cannot see my way to buying a new one. Your association therefore may give us the

chance we have been waiting for to hear from other people with the same model and where to obtain spares if needed one day." Any information will be forwarded.

One of the slightly unexpected results of the Inaugural Rally was a small flood of letters of thanks to the "old" Committee and some of the letters contained queries and suggestions as well. Our sincere thanks for both. The letters are being put in a suitable folder and will be circulated at the first "proper" Committee meeting at Glen Trothy and kept safely thereafter. A query from Joan Tubbs may well arise again so here is Question and Answer. Q: "I have read this morning (3/4/89) in the Camping Club of Great Britain Magazine that all new Caravans and used ones sold after 1st May this year must be fitted with a smoke detector. Does this also apply to Motor Caravans please?" A: "No, Motor Caravans are covered by different legislation, there is no legal requirement to fit smoke detectors. Similarly, there is no legal requirement for the foam filling of furniture in Motor Caravans to be flame-retardant but the foam in all new Auto-Sleepers is." Source, Anthony Trevelyan, 7/4/89.

Another question, and this one has cropped up in several places in similar terms:- "Would it be possible to have meetings during the week for the people who are retired?" Working from the precept that anything is possible, the answer could be, "Yes, but how would they be arranged?" I remember a Member saying "I'm off to Portugal, will be on such-and-such a site in the Algarve for the whole of March, delighted to see other Members there." I suppose a note of intention in the Newsletter such as, "We are spending week commencing 8th May at Sunnisisite near Sometown and would like to meet other Members there on Wednesday, if possible" might work. It seems a bit cumbersome and a touch impersonal done that way but, at present the only channel of communication would be the Newsletter and the length of time between idea and publication might wreck the plan. The President is against the organisation of regional groups until the Club has grown up a bit more and I think I go along with that. One or two Members are doubtful about the circulation of a list of Members' names and full addresses in case it should fall into the hands of someone prepared to make improper use of it. I have started to prepare lists, on a suggested Regional basis, giving Name, Town, Post Code and Membership Number with the idea that you would have a copy of the list for your Region, roughly South-East, South, South-West, West, North-West, North-East, East and Central. The next step could be to get a volunteer in each Region to act as co-ordinator, having the Club membership list with full addresses and 'phone numbers, these details being made available to other Members quoting correct membership numbers for identification purposes. Or is this all too reminiscent of Top Secret Government Departments? Why not let every Member have the full list of Names and Addresses, excluding those who have asked to be excluded? I am sure your ideas will help the Committee come to a conclusion, please write with suggestions, wishes, etc.

Events, May/June, supported by Auto-Sleepers Limited.

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, G Wells & Sons Ltd.

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

9th/11th June. Motor Caravan Fair, Stratford-on-Avon. Dealer: Bowers Motor Caravans.

13th/15th June. Three Counties Show, Malvern. Dealer: Cotswold Motor Caravans.

16th/18th. Open Weekend & Summer Fair, Bowers Motor Caravans.

20th/21st. Cheshire County Show, Tatton Park. Dealer: Sexton Motor Caravans.

FOR SALE:

ANNEX TENT for rear entry elevating roof motor caravan. Free-standing model used on Bedford CF but suitable for other models of Auto-Sleeper. Offers?

ALSO 2 wheel trims for 14" wheels, silver Rondo style. £5 the pair or will split.

Tel: 0235 25730.

Letter to the Editor:

"Dear Phil,

Came across a useful tip the other day from the Stratford on Avon Canal Society Magazine. It seems that they, in turn, had got this tip from a Motor Caravan user so things have come full circle.

It is possible, it seems, to solve your holiday laundry problems en route. Just drop your dirty washing in a sealed bucket which must have a fitting lid. Add water and soap powder and leave the thing in your motor caravan as you travel. Apparently the vibrations of a day's journey turn everything whiter than white just like a washing machine. My boating friends tell me it works a treat on a boat as well due to engine movements.

On a second point... One or two folk are wondering if we are going too much up-market with the choice of rally sites. I have to agree that our charges are just about double the cost of rally sites of the Motor Caravanners Club. It would be a pity if we lost out because of this. I am inclined to "wild camping" for preference, I avoid over-organised camp sites like the plague. Should we not seek out some simple farm sites? With our self-contained A-S homes on wheels we can easily do without mains hook-up and camp toilets for a two-day rally.

Regards, Aubrey Wagstaffe."

Comment. Going one stage up-market from the bucket with a fitting lid (which leaks when it falls over), Rita uses a pressure washer called "Easy Wash", which is a sphere mounted on a simple frame and has a sealed lid. Takes a four pound load and has a handle for manual rotation when everything else is still. Costs a bit more than a bucket but over five years pays for itself by keeping the wife busy... Distaff comment: "If you prefer the bucket method, a potato masher makes a good "dolly" or "posher", as long as the moulding nibs are smoothed first." Being an independent sort of cuss myself I wonder if Aubrey has a point. Also, having some good Scottish blood in my veins I hate paying out lots of money

just to park on a bit of grass overnight. Almost everything in our 'van works off 12VDC or gas; fridge, cooker, lights, shaver, TV, radio, video, space heater, etc., and with tanks for water, waste water and propane, plus PortaPotti, we don't need a life support system. However and none-the-less, the only other direct comment I have had regarding rally sites was from someone who has converted his 'van to 240VAC and wanted to be assured that all our rally sites would have mains hook-ups...By the way, did you know both coachbuilt Auto-Sleepers, Talisman GL and Legend, now have a second battery fitted as standard? As I suspected all along, Club Members are different, not only from sedentary types who take the easy way out, but from each other, too. Some want one thing, some want another. As long as You let Us know what You want there is a chance we may be able to organise it. Letters, postcards and telephone calls all help! On Aubrey's point regarding a friendly farmers' field, we have to obtain, from the Department of the Environment, a "Certificate of Exemption" before we can do this. It is all tied in with Planning Permission and numbers of caravans and numbers of days (or nights) but, over-simplified, means that once we have obtained said certificate we can assure the friendly farmer he will not be prosecuted for allowing twenty or thirty of us to park for two, three or four nights on his land without Planning Permission from the Local Authority. And why have we not got this thing? Because we have not yet thrashed out a full and proper Constitution & Rules, nor have we a track record of rallies satisfactorily organised to present to the Minister. It takes time so bear with your Committee who have the forms and the good intentions! And after that we can apply, eighteen months in advance, for permission to have a rally or two in National Parks...

"FROM INSIDE THE FACTORY."

Despite the hard work and the time given up, I think I can speak for all the A/S employees who attended the Inaugural Rally and say that we thoroughly enjoyed it. I have been asked by our overworked odd-job team to apologise to those people they failed to get to but, I'm sure we will be better prepared if we repeat the exercise.

Meanwhile, back at the factory we are greeted daily with a steady stream of Auto-Sleepers customers returning for many different reasons, some by appointment to have work done, others to look over the latest models and some just to say "Hello". We would request all customers who want work carried out on their vehicles and those who wish to look over new 'vans, please, please make an appointment. It avoids everyone being disappointed.

Finally; amongst the many letters which we received after the Inaugural Rally was a request for us to run further "Stores Shops" at future rallies. This we are looking into - more news on this next month. N J "

CLUB RALLIES.

The full list of Rallies for 1989 is on the last page of this epistle, but may I refer here to the Honeybourne Rally. This is so near to Willersey it must be tempting to think, "I could call in and get so-and-so done". Please don't do that. Auto-Sleepers are more than a little bit unusual in that they are polite until it hurts. If you need/want something done to your 'van and call in unexpectedly, they get embarrassed - lack of parking space, the man you need is already helping someone else, etc. and after all, they earn their living by making Auto-Sleepers, not by talking to you and me. A comment from the passenger seat, "how would you feel if you were waiting for delivery of a new ... and found the production line was held up while someone had a "little something" added to his 'van?" To be fair to all, an appointment is the answer.

Report from Rally No 2, Glen Trothy, and the Committee Meeting.

To take first things first; you are lumbered with the same old lot, Secretary, Treasurer, Rally Officer, Regalia Officer and Newsletter Editor in the interests of continuity, it says here. Rita gave notice that, at the next AGM, having served 18 months as Secretary, she would give up before she gave out... Although I did not say so, this means the Club will also need a new Newsletter Editor at the 1990 AGM. Anyone interested in either job can be assured of all possible help from the present incumbents between the end of June this year and the end of March next. The "old" Chairman, Charles, having been promoted to President, a "new" Chairman was needed and in short order John Normandale found himself in that position. Clive Jenkins became vice-Chairman, Harry Henthorne was Minutes Secretary, backed up by Sheila Hammel who can manipulate a word-processor and then Sybil Scotney kindly/rashly volunteered to take over the Membership Secretary's tasks while Rita had a break having a holiday. It was thought a split could be made between Membership Secretary and Minutes Secretary to reduce pressure on the volunteers doing the jobs and this will be given a trial run. Until further notice, all matters relating to Rallies should be addressed to the Rally Officer, John Cox, 73 Westhead Road, Barton-under-Needwood, Staffs DE13 8JR. It is requested that all Rally fees be sent in with the reservation slips and that these be posted so that the Rally Officer will receive them not less than seven days before the date of the Rally.

A sub-committee has been formed to get to work on the National Rally and 1990 AGM.

After the meeting there was just time for a quick wash and brush up before we were all back in the Lounge of the pub for a meal and natter. Very enjoyable, too. I counted 25 Auto-Sleepers on the rally field at one time, the weather was kind, Dilys sold some mugs and badges, Frank sold some more raffle tickets so what more could you want!

May 1989.

Phil Daley, Editor.

46, ULVERLEY GREEN ROAD, SOLIHULL, WEST MIDLANDS. B92 8BQ.

"AUTO-SLEEPER OWNERS' CLUB".

Rally Programme for 1989.

- No. 3 MAY 5th to 7th 3.00 per night plus electric plus *
Ranch Caravan Park, Honeybourne, Evesham. (Heref. & Worcs).
About 6 miles north of Willersey.
- No. 4 MAY 19th to 21st. 4.70 per night plus 1.25 per night electric plus *
Wild Rose Caravan Park, Ormside, Appleby-in-Westmorland, (Cumbria).
- No. 5 JUNE 2nd to 4th. 4.50 per night plus electric plus *
Rudding Caravan Park, Follifoot, Harrogate, (North Yorkshire).
- No. 6 JUNE 23rd to 25th. 2.50 per night plus electric plus *
Pentney Caravan Park, Pentney, King's Lynn, (Norfolk).
- No. 7 JULY 7th to 9th. 3.00 per night plus electric plus *
Broadway House Caravan Park, Cheddar, (Somerset).
- No. 8 JULY 21st to 23rd. 4.50 per night plus 1.00 per night electric plus *
Cotswold View Caravan Park, Charlbury, (Oxfordshire).
- No. 9 AUGUST 18th to 20th. 3.50 per night plus 75p p.n. elec. plus *
Blacklands Lake Caravan Park, Calne, (Wiltshire).
10. SEPTEMBER 22nd to 24th 6.00 (over 20 vans) or 6.50 per week-end plus *
Hurley Caravan Park, (Berkshire).
11. OCTOBER 20th to 22nd. 2.95 (over 20 vans) a night plus electric, plus *
St. Helen's Caravan Park, Wykeham, Nr. Scarborough (N. Yorkshire)
12. MEMBERS' CHOICE.
Possibly a Bonfire Rally early November OR a Christmas Rally early
in December.

* Plus Rally Fee of £1.50

~~Will you please pay your rally fee on arrival at the site to the Marshal in charge.~~

The prices quoted above may be subject to alteration.

April 1989.