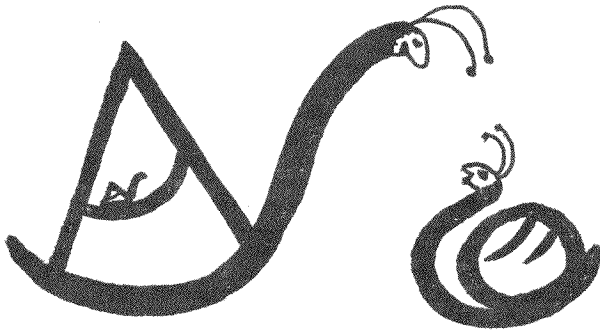


Auto- Sleeper Owners' Club.

and they're giving a
Magnum of Champagne
with each order!



(Joke!)

STAND NO 104. AS

11th - 19th NOVEMBER
EARLS COURT - LONDON

Newsletter No 14

Greetings!

Some items reported briefly last month after the Committee meeting at Hurley need amplification and one has to be changed. Let's have the change of date first; the ANNUAL GENERAL MEETING will take place on Saturday 21st APRIL, 1990, at some time in the afternoon yet to be decided. The SECOND NATIONAL RALLY will be held, at Billing Aquadrome as already said, but the dates will be Friday 20th April to Sunday 22nd April, that is, one week earlier than announced previously. This is in fact the weekend we originally wanted but were unable to have for various reasons and since it is at the end of Easter Week we are very happy about the change. We hope everyone will be able to join us. Well, nearly everyone!

Quite a programme is being planned. All activities will be "optional" and some, such as meals, buffet, etc., will involve a small charge in addition to the fee for pitch and electricity - if required. Lots more detail to follow. Not sure where Billing Aquadrome is? Very near to Northampton, just South of the A45 Northampton-Wellingborough Road. Lots of residential Mobile Homes and things for holiday makers but our Rally Fields are quite separate and peaceful. Twelve months ago Auto-Sleepers Limited offered to do a mailing shot for the Club by including the Newsletter with their latest literature, including the A-S 1989 Magazine, if we would provide a list of potential Members. We managed to muster 67 addresses and thought that was pretty good. Today this exercise is being repeated, with even greater benefit to Club funds because the number of Members is now approaching 500! The Club didn't come into existence officially until the Inaugural General Meeting on 1st April so we have come a long way in six months. The Newsletter is with you later than usual because, of course, Auto-Sleepers won't send out details of the new models and up-datings they are going to announce at the 1989 Caravan & Holiday Show, (Earls Court from 11th to 19th November, Stand Number 104) before the Show opens to the public. Even Club Members have to wait! The mailing date was set for Friday, 10th November. I am sure you agree it was worth waiting - just to get the latest information, in the comfort of your own home!

"FURTHER NEWS FROM THE FACTORY.

As you will now be aware from the enclosed brochures, we have introduced the Talbot Harmony at the "1989 Caravan and Holiday Show, with Camping", at Earls Court. We believe this to be the first van conversion which includes both the cassette toilet and acrylic double glazed windows as standard. As you will see, Harmony's specification is extremely comprehensive and I think you will agree it will be an undoubted success. Needless to say we are delighted with the way it has developed and we would strongly encourage you to visit our Stand to inspect Harmony at close hand.

You will note also that the Club has brought forward the date of the 1990 Rally by one week to the 20th - 22nd April inclusive. The reason for this is that we had previously believed there to be a clash of dates with another major rally over this weekend. Having recently learned that this was not the case we are pleased that we have been able to revert to our originally preferred date not least because this weekend is at the end of the Easter week closedown and thus we are able to offer all that we had hoped in the way of manpower and stores from our factory. In general terms we hope to be able to offer similar facilities, yet better organised, to those provided at the 1989 Rally. Rest assured that we all look forward very much indeed to meeting as many members as possible at Billing Aquadrome next April.

We trust you enjoy reading the 1990 Auto-Sleeper Company magazine and we are particularly pleased that the Auto-Sleeper Owners' Club stars so prominently.

Congratulations particularly to Mrs Carol Pardy for her article entitled "Our Fifth Auto-Sleeper", which won the £50 prize awarded by Auto-Sleepers Limited for the best illustrated article submitted by a long-time A-S Owner. Submissions for this competition, details of which were sent out with an earlier Newsletter, were fewer than we expected, so come on all you scribes, get scribbling and let's have some gems for the 1991 Magazine!

Lastly, enjoy reading the enclosed brochures and magazine and we very much look forward to meeting you at the Caravan Show.

Charles Trevelyan, October, 1989."

The later publication date gave me a little extra time this month but I used up most of it by going to Scarborough for what was to have been the last Rally of the year, before our Chairman offered to organise the Shopping Spree Meeting at Abbey Wood. We are both very glad we went to St. Helen's in the Valley - excellent site, good facilities, very helpful staff, a good meal at The Old Forge Valley Inn on Saturday evening, the North Yorks Moors looking pretty good between the showers and, of course, excellent marshalling by Jim and Brian!

We were rather surprised to receive a letter the other day from one of our favourite resting places on the Rhine, Bacharach. Who could be writing to us from there? Answer, Arthur and Winifred Irving who, instead of coming to Scarborough in October, decided to stay in the Wine Country and move on to the Mosel. Lest we thought their loyalty to the Club was somewhat lacking they sent a report on their visit to the International Caravan Salon '89 in Essen, which I will reproduce in full so that you will know what they found:-

"We are in Germany for the month of October and have spent a day at the International Caravan Salon 89 in Essen, which is advertised as Europe's biggest Exhibition for Caravans, Motor-Caravans and Accessories and it is open from 30th September to 6th October, 1989.

We stayed with friends in Bochum and were able to travel by "S-Bahn" right to the Exhibition Hall (It is only 5 minutes by "S-Bahn" from the centre of Essen.) where there were 15 inside Halls, of varying sizes and three outside Exhibition places - the outside places were mainly for "pre-owned" motorcaravans. What did we see in the 7 hours we spent at the Exhibition - well over 250 different Motorcaravans, some 75 Caravans and innumerable accessories.

The Motorcaravans were in various Halls and it was not so easy to compare similar conversions with one another, but it was noticeable that only two Exhibitors had ovens (both British) and many cold water only. The woodwork was generally dark (suitable for Teutonic users!) the finish of some was very poor, the doors to toilet compartments and wardrobes whilst looking very good, with mouldings at top and bottom, were very flimsy and we felt they would soon twist and buckle. Many door and cupboard fastenings were badly fitted and would soon need replacement. Televisions and stereophonic radio equipment was almost a must with much space being used for the storage of cassettes.

The beds were often difficult to make up and would need the rest of the family to either huddle up in a corner or get outside the motorcaravan.

The windows were very good generally, most being double glazed and the standard of insulation was high, and the curtains were good, too.

The usual base vehicles or chassis were used, Talbot (Peugeot in Germany), Fiat, V.W., Mercedes, Ford, Renault and all were finished in a very light exterior colour. The prices were generally lower for a comparable motorcaravan than in England - the taxes are lower and there is no Car Tax - and more use was made of diesel engines.

There were few pop-up roof models and virtually no fixed roofs, but plenty of high-tops and of course the length and width varied considerably and for coachbuilts little use was made of supporting struts at the rear of the van.

Some vehicles were just too much - a Mercedes bus chassis with space to drive in a V.W. Polo, two toilet compartments, two full sized beds - permanently made up - large kitchen with fridge and freezer but only three burners on the stove - cost about DMks 310,000 (about £103,000).

Our overall impression was that our Rambler will suit us very well and we didn't see anything, of comparable size, we would prefer, and our fitments were much better.

Winifred and Arthur Irving - (079)"

For that I happily forgive them their absence from Scarborough, especially since they expect to be at Abbey Wood in December!

Extracts from a letter, written late September:-

"I read Newsletter No 12 with interest and I comment as follows:

Tyre Pressures. Michelin recommended me to run my Talisman II tyres (185/75 R 14) at 50lb/sq.in at the front and 55 at the back.

12v Isolating Switch. Tell Mr K Leedham that I have fitted one to my Talisman II. Simply disconnect the red wire leading from the "Load" terminal on the battery charger (after having disconnected the battery!), connect it to a 10 amp on/off switch obtainable from any good car accessory shop, and run a piece of suitable wire from the other terminal of the switch to the "Load" terminal.

Reversed Polarity. John Normandale mentioned needing a French style two-pin-plus-earth-socket type plug on French sites and that he used a home-made short connector swapping live and earth to overcome reversed polarity. A cheaper way to overcome this is to buy in a French supermarket a low-cost adaptor which has a two-spring-plus-earth-socket plug at one end and a two-hole-plus-two-spring-earth-clips socket at the other. This adaptor will fit only one way round into the site socket, because of the earth pin, but the usual French style rubber lead plug, which has both an earth socket and an earthing strip on each side will fit either way round. A useful tip is to tape the adaptor to your plug - it's so easy to pull out the plug and leave the adaptor behind!

I will be selling my Talisman II from 2nd April 1990, when I return from Spain: D reg, diesel, about 25,000 miles by then, many extras including Fiamma blind, security locks, alarm, radio, blown air heater, overcab lockers, 2nd battery etc. One careful owner. If you can direct a purchaser in my direction I would be most grateful - I am getting a Talisman GL for export.

Yours sincerely,

Alan Wheeler."

Alan lives in Tunbridge Wells, (some of the time!) and his 'phone number is 0692 25807, if you're quick. Otherwise, letters sent to me will be forwarded.

Alan had some problems, before he joined the Club of course - "May I suggest an item for the Newsletter - "Look at your Rooflights." I have today found the outer covers on my three rooflights have degraded in sunlight - the material is brittle and fractured. There are cracks or holes around each of the four fixing screws so that all of the covers are liable to be removed by a good gust of wind. They are only two and a half years old."

He took this matter up with A-S and, since he is buying a new Talisman GL, I guess he was satisfied with their response. It is an unfortunate fact of life that the ultra-violet portion of sunlight does degrade thermoplastic material, despite the use of UV filters in the compound. The use of a black pigment reduces the penetration of UV rays but is hardly practical in rooflights!

Tom Everitt has recently returned from an extensive continental tour only to find he had overdone things physically and on medical advice is giving up motor caravanning until his health improves. This means selling his Diesel Talisman, first registered in June 1986. He tells me it is in immaculate condition, with several extras such as Stainless steel rear bumper, a small (occasional) table, fan-assisted ducted warm air from the Carver heater (fitted at Willersey) to the toilet compartment and the dining area and extra insulation, also fitted by the "Works". During its 28,000 miles it has been regularly serviced by Tom in line with Peugeot-Talbot's recommendations. The asking price is £15,500 and the telephone number is Belfast (0232) 794287. Just think, for this you get a Northern Ireland registration, too!

Want a Rambler? "F" reg, one owner, 6000 miles, radio, TV aerial, second battery. Asking price £12,750. John and Jacqueline Slater, who live near Reading, have found they like motor caravanning (and the Club!) so much they are selling their almost new Rambler and buying a Talisman or Legend. 0734 697734 for more info. Keith and Maureen Clifford of Bognor Regis want to sell their 1986 (Petrol) Talisman, 25,000 miles, many extras, truly excellent condition inside and out for £15,000. How can they bear to part with it? They've fallen for a newer Talisman II and feel they can't manage a His & Hers, yet. A call to 0243 267504 will get you more information.

Keith also says he is in agreement with Gordon Rollinson concerning more specific A-S news, including tips and modifications "to our special vehicles". He is not alone, the information is accumulating! Here's some:-

"Dear Phil,

Having just read issue 13 with great interest, particularly the article by Barry and Sue Brown (370), I decided to try and attempt their conversion of the horn and glove box operational functions.

May I say that it worked out exactly according to their method employed but others, like myself could find that their radio now only operates with the ignition switched on.

THE CURE:

1) The green/red wire now on terminal 9 needs to be separated, that is, cut off, and a fresh female spade and protective cover placed over the wire and soldered. You should now be able to return the green/red wire to the original terminal 2.

2)Voila!! You can now once again use the radio when the ignition is not switched on. Sorry, Barry and Sue, I'm not nit-picking, in fact I'm very grateful for your tip. Furthermore, I'm very interested in your Cruise Control article. I have just been down to one of my local Auto Traders to make tentative enquiries of cost, etc. and all they could offer was a Zemco that cost over £150. Can you give further details of your model?

Having just attended the A-SOC Rally at Hurley, may I say thanks to all those there and for their helpful hints and tips. The Hunt was, to say the least, infuriating to those like myself who were too blind to see the obvious but a very enjoyable piece of entertainment. Sadly, Scarborough is just that little bit too far away for us to go, so roll on Abbey Wood.

Yours,

John & Hilary Williams. (424)"

I don't quite follow part of that, about separating the green/red wire so I will say again - We have not tried the hints and tips so the Club cannot accept responsibility if you try them out and get unforeseen results.

A (very) long time ago, when I was even newer to this job and even less assured than I am now, I had a letter from Mr Marsden. You can tell how long ago it was by the salutation:-

"Dear Mr Daley,

Like many others in your club we are the fortunate owners of an Auto-Sleeper Talisman motor caravan.

Being a "C" registered model our vehicle was not fitted with a cassette Porta-Potti - this being one major improvement which we wanted. We were informed, however, that this modification could not be done.

We are sure that many Auto-Sleeper Talisman owners will be pleased to learn that a cassette Porta-Potti can be fitted and we have had this done by Messrs Crossley Caravan Repairs. We can vouch for the quality of their workmanship.

The address of Crossley Caravan Repairs is: Unit 3, Chapel Lane, Coppul, Near Chorley, Lancs. PR7 4NB. (Tel. 0257 793421). Enquirers should ask for either Mr Yates or Mr Collinson.

Yours sincerely,

R W Marsden."

The delay in putting this in the Newsletter was due to a difficulty I had in explaining why Auto-Sleepers, who obviously could, did not want to do this conversion. Actually it is very simple - to take a Talisman into the body shop and do the work would involve many man/hours which should be spent on producing a new vehicle. A-S felt, and still feel, the cost to them i.e. cost of the work plus cost of lost production, would be higher than an owner would wish to pay. So they prefer not to do it.

FOR SALE. George Johnston of Street, Somerset has sold his van and now has a Silver Screen, unused, top of the range, to suit new type Ford Transit, (Legend or Flair) Cost £99, will sell for £65 ono. Also a Thetford Porta-Potti 265 in excellent condition, for £30 ono. (Tel. 0458 42501)

WANTED. A petrol-engined, Elevating Roof VW, a Trooper or older, by Bill Simms, 7 Ringswood Road, Solihull, West Midlands. B92 7NH (Tel. 021-706 5987)

"Dear Phil,

Thank you for Newsletter No 13 - best yet.

- 1) I agree with Gordon Rollinson and would offer my services as co-ordinator for improvements to the Renault RCX model.
- 2) Thank you for the information on unleaded petrol for the Renault - this will save us money.
- 3) We also enjoyed the separate area set aside for us at Shepton Mallet - our thanks to your organisers. (Herewith passed to Ivan Newton! Ed.).
- 4) Is a separate area planned for the 1990 Brands Hatch Jamboree for the Auto-Sleeper Owners' Club?(Planned, yes. We need someone or two to act as Marshalls, please.)
- 5) We will give you our contributions for your folder covering France and Spain.
- 6) Help please:
 - a) Has any Member fitted a waste tank to the RCX? Details would be welcome.
 - b) Can a sliding window be fitted to the roof to replace the static model - this is available from 1987 models? (Any ideas, Neville? Ed.).
 - c) How can the driver's seat swivel if the handbrake is on!!

Yours sincerely,

Pam & Geoff Franks."

I am not sure yet how having "co-ordinators" for different models or base vehicles would work in practice. Would a central "register" of ideas and queries plus comments from the Orchard be easier to run? We already have a complete set of Owner's Handbooks for reference purposes and are collecting Members' suggestions. Comments, please.

"Dear Phil,

At the recent rally at Hurley you may recall that on the Saturday evening the Talisman II next to you created a great deal of concern on the site by emitting gas fumes in its local vicinity, at a time when my wife and I were off the site, and this caused a number of people to move, leaving us in isolation. I write to you for two reasons, first that through you I may be able to thank on behalf of us both, the members who showed such concern and gave us assistance in our hour of need.

My second reason for writing is to let everyone know the reason for the gas leakage so that they may have their fridges checked to avoid suffering the same problem, which could be quite dangerous. We had the Electrolux engineer in to check the flame failure device. The fault was found to be that the screw holding the flame unit in line with the vent pipe had rusted right through causing mis-alignment which prevented the flame re-lighting correctly. For those with the Model RM212F units, they should look at fig. 4 of the instruction sheet which shows this screw as a little bump at the far right hand of the bracket marked No. 11. My Talisman II is about two and a half years old and I was surprised at the amount of rust in this area. I would respectfully suggest that other owners with vehicles with the same fridge of about the same age should have a quick check to see that all is in order. Whilst writing I would like also to say that I agree with the comment of Gordon Rollinson in Newsletter No 13 when he says that one of the main purposes of the club should be matters relating to A-S motorcaravans. I would consider that more information should be available, bearing in mind the poor instruction manual supplied, on the equipment fitted, the equipment available and modifications which we know should be made, especially if we want to continue caravanning through the winter months. There should be more contact with the company for the members with factory visits and discussion sessions with A-S technical people.

To Gordon Rollinson I would also say, try just one of the rallies, you may be surprised how much you will enjoy it. My wife and I never considered ourselves to be rally people but we decided to try just one. Now we are addicted, you meet such nice people and are able to discuss your likes and dislikes of our particular vehicles, compare the modifications we have done to improve our personal comfort and many other aspects of motor caravanning. Come on, dip your feet in, give it a try.

In closing we would again thank all concerned at Hurley and would express our appreciation of the efforts of the editor of the newsletters and the whole committee for starting the club in the first place and progressing so far. You must all give a great deal of your time and we do recognise this.

Yours sincerely,

Gerry Woolley."

I was indeed next to Gerry at Hurley but had left before the "fun" began! I endorse his remark about examining the underside of your fridge, regardless of age, and what better time than now, when you may well be "Winterising" your pride and joy before we get salty roads and the other problems of the cold, dark days. At Hurley, Gerry asked me if the combined spoiler/bumper as fitted to Talisman GLs could be obtained by owners of earlier models; Yes, apply direct to Auto-Sleepers for price and other details, please.

New information packs, much revised and expanded, covering all current models (and largely applicable to earlier ones) are available direct from the factory at a price of £6.32, including VAT., postage and packing. (Buy a NEW Auto-Sleeper and GET ONE FREE!) This could answer one of Gerry's complaints!

Factory visits, as a Club, are not possible at the moment but the desire is well known and visits will be arranged. Discussions with technical staff are catered for,

in a small way, at the National Rally. This need was foreseen from the beginning and we now have to work out with Auto-Sleepers, who earn their living by making new motor caravans, how we might be able to have this sort of back-up available to us more frequently than once a year. We must remember that Alan Major, Neville Jelfs, Phil Bennett and Alan Curry, to name but a few, like to get away from their work at weekends. Don't we all? I try to get answers to Members' questions direct from the Orchard. This works quite well at present but if the number of queries grows at the same rate as the number of Members we may well have to work out a better way. Urgent queries will, as you know, receive prompt attention if you contact the Works direct but non-urgent ones can be addressed to me in the hope that I will be able to print Question and Answer for the benefit of all. I am conscious that most of us are quite sure we have bought the best possible conversion - would we buy anything less? - but having done that we become just a little bit upset when we find it isn't perfect. Excellence costs a lot but perfection is almost beyond the reach of mortals - beyond the reach of your Editor anyway!

"CHAIRMAN'S CHAT (5).

How lucky we have been with the weather for our first season of rallies! The warm and sunny conditions have certainly helped greatly to make our first season such a success. Just imagine what it would have been like if we had had to cope with mackintoshes and wellies instead of sundresses and shorts and how much harder it would have been to socialise and make friends, which, to my mind, have been the great feature of our rallies.

On the question of rallies some members have asked whether there was some danger, from the insurance aspect, of calling them just that. Most insurance policies exclude from their cover use of the vehicle in connection with racing competitions rallies or trials. It is fairly obvious from the context of this exclusion that "rallies" means competitive events getting from one point to another as quickly as possible. I have spoken to an insurance broker and he assures me that this is so and no insurance company would seek to apply this exclusion in connection with a rally of caravan owners proceeding to or from a camp site. The Caravan Club and the International Caravanning Association refer to their functions as "rallies" - so I don't think we need worry about that.

As you will have read by now we are organising a Christmas Shopping Rally at the Caravan Club Site at Abbey Wood, South East London, from Friday 1st to Sunday 3rd December. As I live nearby I have volunteered to organise this one and look forward to seeing many of you there. A few details may help. As the site is not the easiest to find I plan to send a map and instructions to all those attending - so please let me have your booking slip as soon as possible - by first post on Saturday 19th November at the latest, please. The organisation will have to be a bit different from a summer rally because of the longer periods of darkness. Instead of an open air get together on the Friday evening a room has been booked at the Abbey Wood Community Group hall only about 300 yards from the camp site, where we can meet, chat and even have a meal together. If you bring with you the necessary crockery, cutlery, glasses and even, perhaps, something to put in those glasses, there is a fish and chip shop opposite and a Chinese Take Away next door so we can arrange an impromptu nosh, noggin and natter. There are tables and chairs in the room, an electric point and even washing up facilities. The room is available to us from 7.30 to 9.30 pm. I will let all those attending have a train timetable (hardly necessary, they go every 15 minutes) and other details. A One Day Travel Card, covering all trains, buses and underground trains in the London area, costs only £2.30, unless,

like me, you have a British Rail Senior Citizen Railcard when it is only £1.15! You can travel at any time on Saturdays and Sundays. Unfortunately we cannot have the room on Saturday evening and anyway some of you may wish to stay up in London for the evening - the last train leaves Charing Cross at 00.13! For those of you who will have had enough of London by early evening perhaps we could link up at "The Harrow" - opposite the Abbey Wood Community Group hall. Neither of the two pubs in Abbey Wood is particularly attractive, but this seems to be the more friendly and slightly more spacious.

The Committee, and in particular its Rally Sub Committee, have been working hard on next year's Rally Programme and it is hoped to have it finished soon. We would welcome more Rally Marshal volunteers; it really isn't too daunting a task and we have decided that as from next year Rally Marshals will not have to pay for their pitch! Also all booking forms and cheques will in future go direct to the Rally Marshal for that particular event, cheques being made payable to him or her. In other words we are leaving the Rally Marshalls to run the events themselves. Help and advice will, of course, be available but we do need more volunteers. Please contact any Committee Member; their addresses and phone numbers are in Newsletter No 11, and let them know when you will be available.

A couple more points decided at the Committee Meeting at Hurley will be of interest to you. You will remember that South Cerney would not allow our Members to bring pets and we gave an undertaking that for 1990 we would find somewhere that did. It has not been easy - we now have nearly 500 members, i.e. caravans, and that means almost 1,000 people. The Annual Rally Sub-committee have, after a great deal of work, found a suitable place and we are optimistic that Billing will be just that. An excellent programme is being planned for the weekend - more details later. Please note the date in your 1990 diary.

On the question of Membership Subscriptions you will know that all members are currently paid up to the end of 1989. We have decided to stick to the calendar year subscription basis, making the exception that the subscription for anyone joining after 1st September in any year will see them through to the end of the following year. There will obviously be a lot of work to be done at the end of this year and early next collecting subscriptions from all existing members and, in order to ease the burden and save costs we are asking all members to complete a Banker's Order form which will automatically pay their £10 subscription each year. Of course there can be nothing compulsory about paying by Banker's Order but it would be a tremendous help if all Members would do this. We don't like wasting your subscriptions on unnecessary administrative costs! You can, of course, cancel a Banker's Order at any time so you are not committing yourself indefinitely. The Banker's Order form will be enclosed with the December Newsletter.

Finally on the question of the Committee. We do hope that more Members will consider offering their names for committee membership. As you may know we normally have committee meetings about once every three months, at Club rallies when possible, and a lot of the detailed work is delegated to sub-committees. We would very much welcome volunteers for the future, particularly those with the ability to provide typing, word processing and personal computer facilities. Do give me or any other committee member a ring and have a chat about it if you feel you can be of help.

John Normandale. October, 1989."

Things change so rapidly in this dynamic Club of ours! John had to write his "Chat" some time ago, before he went off to Portugal on a family visit and it was just as well that he 'phoned me on his return because we had to agree up-dates to figures (and dates!) due to happenings while he was away. We, her indoors and me, had expected a lull in recruitment during October, picking up in the second half of

November due to the publicity at THE SHOW. It seems we were wrong - we have enrolled over thirty new Members so far in October! This is very encouraging to the Committee but it does raise some problems, of the type we are happy to have and to solve. You will have seen the views of some Members on what should and should not appear in the Newsletter, for instance. Having had several letters praising the last one (13), I was not really surprised to be told at Scarborough that the last one was a disappointment, being too full of technical stuff! As far as that is concerned, I will repeat something I have said several times, what appears in the Newsletter depends on you. I am here to reflect the wishes of Members, not to direct them. It is as easy for me to transcribe a page of technical data as a page full of Greek and Turkish names. If I think it will be of interest to a reasonable number of Members, in it goes! Due to the number of letters coming in, the present format of the NL may have to be changed to allow greater space, (larger type?) which is fine, when we can work out how to do it without involving too much extra time and expense. In the meantime, brevity has a lot going for it!

This is the time to print an extract from a letter Rita had from Bill Hayes some time ago:-

"We have an annual "open week-end" over the last week-end in November. This gives owners and potential buyers a chance to view the following year's models without the cost and aggravation of Earls Court. Either Tony Johnson, Stuart Clements or Anthony Trevelyan are here on both days. An overnight stop is normally available on the old Walsall Airport grounds for those who wish to stay overnight in their 'vans. We see no point in having "special Open week-ends" during the remainder of the year. We normally have a good selection of Auto-Sleepers on view throughout the year." Further information from Bill Senior (Sometimes known as "Old Bill"), Bill Junior or Steve Hayes - 021-525 2663. Where are they? Hayes (Leisure) Limited, Walsall Road, Darlaston, West Midlands. WS10 9SS. (Junction 9, M6).

"Secretary's Corner."

I have a request from new Member, (No.469) Bob Udy. He wants advice on Elevating Roof models. He has a CF which is 17 years old and is thinking of getting a younger model. Comments from present owners of ER models will be passed on.

Another new Member requests information: Good, "Open All Year" campsites in Spain. George Walker (No 461) intends to enter Spain through the Catalan region to the Costa Brava, Costa Blanca etc. in search of good weather.

Letters addressed to Members and sent to me will be forwarded.

ARE YOU GOING ABROAD? Don't forget we are now an Agency for Europ-Assist and offer Members 15% off their insurance. John Normandale, (Chairman) 87 Lower Camden, Chislehurst, Kent, ER7 5JD (tel.01-467 0798) will deal with your enquiries.

At the Scarborough Rally I noticed one or two Club stickers put centrally on the windscreen behind (in front of?) the rear view mirror, and with their backing still on. We suggested this arrangement in the early days, I think the idea came from Barbara Cox. They certainly seem more noticeable that way.

Some people who bought the Pridge clips at previous rallies have had trouble fitting them. You need to remove the sleeve from the hole in the top of the door and replace it with the sleeve on the clip. The arm of the clip is then snapped over the door and the peg put into whichever hole is relevant. These clips don't have to be removed (and probably lost) so they have an advantage over the home-made ones. I believe they will be on sale at the Earls Court Show on the Electrolux stand, but we will try to get more for sale with the regalia.

John Cox would like to know if any VW owners would be interested in a visit to the VW factory in Germany next year. Probably a 7 to 10 day trip in the Spring. Answers to John at 73, Westhead Road, Barton under Needwood, Staffs. DE13 8JR. (0283 712394)

DOUBLE GAZING? Jim Henwood, who was the Rally Marshal at Scarborough, was displaying some home-made screen pads. He had been given a small quantity of bubble plastic with a silver surface on one side and he and Marion had contrived some internal windscreen and cab door insulation, covering the plastic with pink material match the décor. Apparently this plastic can be stitched on an ordinary domestic sewing machine. The screens were very attractive, but Jim wants to do the rest of his Talbot Rambler (with the snazzy grey finish), but doesn't know where to buy the bubble plastic/silver material. We would welcome information. The bubble plastic seems worth looking into for winter insulation and if anyone else has used it, please let me have comments.

As you will have read, our A G M Rally is on the weekend following Easter weekend. Some of our more attractive Members were worried about the Billing "no single sex groups" embargo. This does not apply to our Rally as we are responsible for the behaviour of our Members - so watchit! I thought for one terrible moment we were going to have the same problem as we had had with pets!(Old Joke).

There were two Members wearing Auto-Sleeper Woollies at the I.G.M. If either of them has a photograph they are willing to spare for the Club Album we would be most grateful.

The chain attached to the plug in the sink is easy to tweak and out goes the water. Rubber plugs which have a daisylike motif (and are called "Quick Release Sink Plugs") are advertised in gift brochures at £3.99 a pair and seem to answer the problem. Dilys is trying to find a source of supply. Or, you could buy a small, square plastic bowl and cut out a groove for the water pipe as we have done. And finally, Yoochoo! Is anybody there? I have been asking for articles for the booklet but have not received any more and am desperate. Handwritten with nouns in capitals will do. I have to type it again for the printer anyway. If you have only the time to scribble some details, I will sort them out and let you have a copy for approval before printing, but send something, please!

Favourite Sites. In France, north east from Avignon, Moulin de Cesar at Vaison-la-Romaine. This site is within a short walk of an ancient bridge and the town of Vaison has two excavated areas of Roman ruins plus the lower walls of the old town. The centre of Vaison has an open square, now mainly used as a car park (usually full) and some open air cafes with short-cropped trees providing some shade. Quite a pleasant town for those interested in Roman remains especially. (A good Peugeot Talbot garage on the northern outskirts. Ed)

Rita."

I had two telephone calls in response to the query from Barry Crawshaw last month regarding radio reception. Mr Jackson of Coventry suggests connecting the base of the roof-mounted aerial (not the aerial lead) to the van chassis, using a low-resistance lead. Earthing braid as sold by accessory shops is ideal. An alternative, for an interior aerial, is a length of co-ax (TV aerial downlead) lead up into the luton, about 2ft 6in of the outer cover stripped off, the braid teased open and the inner conductor pulled through. If the braid is taken to, say, the right of centre and the inner wire to the left and taped horizontal, you have a dipole. I hope I got that right!

Sad news by telephone from Eddie Jones, who is looking after the estate of Bernard Hargreaves who died suddenly a little while ago. A shock to all who knew him. We offer our sympathy to Muriel. Their Frisky has to be sold. 4,000 miles, "F" Reg., extra battery, mains charging, cow-catcher bar over headlamps, radio/cassette

player, alarm. A 'phone call to Eddie on 0302 866443 or a letter to him at 19, Queen Mary's Road, Rossington, Nr. Doncaster, with a reasonable offer would be appreciated.

"FROM INSIDE THE FACTORY.

Despite the quietening down after a busy summer, October always appears to be our busiest month with the preparation of over 24 vans for the Earls Court Caravan Show. Whilst you will not see 24 vehicles on the show stands, there will be only twelve, the remaining vans are built as reserves and parked up in a corner of the factory compound only to be used if one of the show vehicles is damaged during transit. You may think this is a bit elaborate, but, back in 1970 we were exhibiting three Commer vans, which in those days were driven to Earls Court by road, and upon approaching the busy area around Earls court, one van ran into the back of another causing much damage! With the factory only producing five or six vehicles a week, and much in demand, spare vans were not available, so one van was driven up close to a wall and the damage to the other was cleverly covered up by the use of potted trees and shrubs! Those were the days!

All show vans are built on the normal production lines, only the special "mains". show lighting sets them apart from other vans. Upon completion the show vans are taken into our Development Workshop where the mains lights, 12 volt transformers and anti-theft devices are fitted. The vans are then cleaned, polished, cleaned and then cleaned again upon arrival at Earls Court.

While the Salesmen on the Stand are from various dealerships, it is Auto-Sleepers Limited who are responsible for the financing and managing of the stand. Each morning before the show opens the vans are cleaned and checked prior to the invasion of the public. As our vans are usually open for people to browse around a close watch is needed to spot the family who think the Talisman is an ideal spot to set up a picnic, and for the children who think the toilets are for their use!

Come November 19th at 6 pm. when the National Anthem is played to close the Show, the cheers will then ring out mainly for two reasons. Firstly to signal to Salesmen to head for home after nine days of feet-aching and hard work, and secondly for the record amount of business achieved by the Exhibitors. Lets hope there are plenty of cheers from the Auto-Sleeper stand on both counts.

But spare a thought for some of us who have to stay and dismantle the stand! It's murder!

Let's hope it has all been worth the hassle!

Neville Jelfs. October, 1989."

I think that is a fitting last word, don't you? Last possible date for items for the next Newsletter, 19th November. As always, the sooner the better! Keep in touch.

Your Editor

Phil Daley.

November, 1989. 46, Ulverley Green Road, SOLIHULL, West Midlands, B92 8BQ
(021-706 1816).