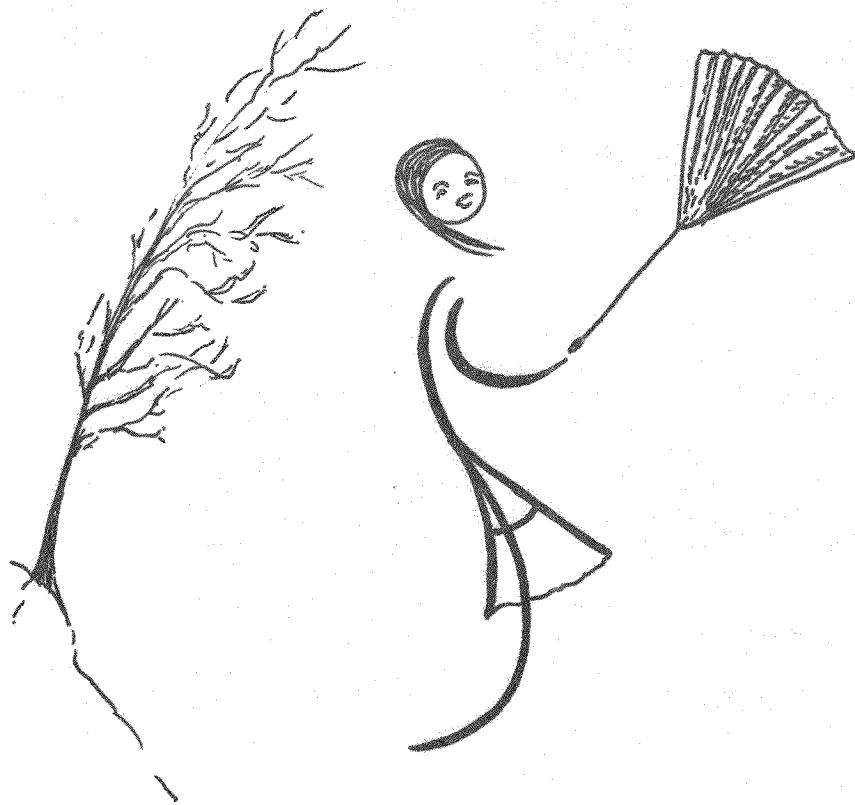


A.S.O.C.



Newsletter No. 18

March 1990

Greetings!

The flavour of the month has to be the National Rally and Annual General Meeting. A lot will be said about it one way and another in this Newsletter and the next but no apologies are going to be made for that! It is the one big occasion each year when all Members can get together and the event at South Cerney set the standard - two hundred and fifty-eight Auto-Sleepers in one place! So I think a word from our President should start us off:-

“News From the Factory.

As you will well understand there is little news from the factory other than that production continues as normal. However, behind the scenes much work is already going on in preparation for the National Rally at Billing so I feel it would be appropriate to say a few words about Auto-Sleepers' participation in this event.

Auto-Sleepers have hired a large, fully lined marquee inside which will be a comprehensive range of our new models. In fact the display will be very similar to that at the Caravan Show so all members will have the opportunity to see our very latest models at first hand and perhaps be tempted to change!

Also in the marquee will be our stores shop which will be run on improved lines to last year, with a comprehensive display of all items available through Auto-Sleepers. Supporting the Company side of the week-end are some of our Dealers, with a range of used Auto-Sleepers, who, together with Tony Johnson, will be able to advise you on the sale and part-exchange of Auto-Sleeper motor caravans. In addition we have accessory shops from Burdens, Bowers, David Dixon (Upholstery), J&M Designs (Silver Screens) and an interesting firm called D&F Promotions who make the double skillet saucepan.

There will also be technical assistance run on much the same lines as last year but we must stress that we are unable to offer extensive assistance and repairs. This service will be closely controlled by use of radio. Our mobile team will consist of three persons who will be available to carry out small emergency repairs - for example, problems in lighting your Vaillant water heater, etc., that will enable you to have a more comfortable week-end. Understandably, they will have neither the time nor the facilities to carry out the wider range of repairs and rectification that you would expect at your Auto-Sleeper dealership or indeed at our own factory.

So that, in effect, is what Auto-Sleepers are contributing to the week-end. All this is of course in support of the “Auto-Sleeper Owners' Club” and you

will read about their arrangements elsewhere in this Newsletter. Suffice it to say we strongly encourage all members to come to what, we are confident, will be a most enjoyable and worthwhile week-end, and furthermore will give us from the factory an opportunity to meet more A-S owners.

Even at this early stage Auto-Sleepers would like to acknowledge the assistance given by the following Dealers who have kindly agreed to be represented at our National Rally: Don Amott, Berkshire Motor Caravans, Bowers Motor Caravans, Bromley Motor Caravans, Cotswold Motor Caravans and Southern Cross Campers.

Charles Trevelyan."

Well, all that and food, too! To try to paint a fuller picture for you, there will be two marquees, the A-S one described by Charles in which will also be the Club Office and Regalia stall on Saturday and Sunday, and the bigger one for the AGM and the social events starting on Friday evening with the "Welcome Party". The A-S tent won't be open until Saturday morning so the Office and Regalia will be in the big one on Friday, which we think of as a day for arriving and settling in. On Saturday it's "All Systems Go", viewing the displays, lunch followed by the AGM followed by dinner, entertainment and the Raffle. Sunday morning for shopping, coffee and a short, non-denominational Church service. Then it's about time to pack up and go, having said goodbye to all your new friends of course - so you could be leaving before dark even. Much fuller details are in the programme which is being prepared for printing now.

An appeal from Clive, on behalf of the sub-committee:-

National Rally and Annual General Meeting.

Although the weather at present is hardly likely to encourage you to think of weekending in your vans, please keep the bookings for the "National" coming in to Ken Scotney. Unlike other rallies where last minute additions can usually be accommodated, the potential numbers involved in the "National" mean that bookings for food, marquees and other essentials have to be made well in advance. Hence the renewed plea to send in forms as soon as possible.

I can't guarantee the weather but I can promise you all a warm welcome and an interesting and enjoyable weekend.

*Clive Jenkins,
Rally Co-ordinator."*

Mods & Ends.

Lots of letters this month on all sorts of topics, some of general interest and some more specialised.

From Weston Mill, Plymouth, 12th December 1989, some thoughts on *Fuel Consumption* and *Tyre Pressures*:-

"Dear Phil,

I have been going to put pen to paper to the Club magazine for some months now and as I am at home with a touch of the 'flu decided it was as good a time as any. First of all let me say how much I enjoy reading the monthly magazine, it really is absorbing stuff and worth joining the club just to receive them. That's the grovel bit over (no, I do mean it).

I have owned our Talisman II Diesel van from new, 1986 model, one of the first II models, without the cassette but with the disintegrating roof vents (since replaced with the current type). However, the reason for writing is my increasing frustration in trying to compare fuel consumption figures with vehicles of a similar size and engine type/capacity. Many answers given are, Oh yes I get 33 or 35 and even one who said 40 mpg but when questioned cannot prove their figures with written evidence. I have always kept accurate records of fuel and oil consumption of all my vehicles ever since passing my test in a Mark 1 Humber Hawk in 1960 and find the only true comparison is over a period of some time with tank to tank top-ups. Here then are my figures split into periods:-

<i>Period dates.</i>	<i>Miles</i>	<i>Litres</i>	<i>M.P.G.</i>
16/10/86 to 1/1/87	1146	218.14	23.82
1/1/87 to 10/6/87	3200	568.55	25.55
10/6/87 to 11/12/87	3944	693.96	25.80
11/12/87 to 29/6/88	2253	415.37	24.62
29/6/88 to 14/12/88	3805	665.85	25.94
15/12/88 to 29/6/89	3028	534.83	35.70
1/7/89 to 12/12/89	2387	423.57	25.58

I do realise that my vehicle is just coming up to it's run-in mileage and there may yet be some improvement. The best figure that has been achieved was in France with a tank to tank reading of 29.93 and the worst local running of 21.70. I am not a heavy-footed driver and whenever the opportunity arises will use the excellent Zemco cruise control fitted by myself (that's another

story) two years ago. Speed is usually around the 55 mark. Like you Phil, I did get the van weighed fully laden and my figures are:- Front 1300 kg, Rear 1440 kg. - Total 2740 kg. and after consulting my local tyre specialist have been running with pressures of 47psi Front and 55psi Rear, with Michelin XCM&S tyres on the front for extra grip. One further point to consider, if readers are going to compare my figures with theirs, is where most of our motoring is done - Devon and Cornwall, and being of course very hilly.

I do hope that this letter is not too long but feel that members would be interested in these figures. One last point which applies to all Talbots, is the problem of water getting into the engine compartment. I do consider myself to be a fairly competent D.I.Y. man as well as an Engineer but have yet to come up with a GOOD seal round the bonnet, the trouble being that there is not an even gap all the way around. The two problems I did find was water in the spare wheel, easily overcome with a fitted wheel cover, but the other, more serious, water getting on the battery and into it, diluting the acid! Some garages may not point this out to owners and think that the owners have been over-generous in topping up so regularly check this yourselves. The answer for me was to make a Perspex fitted cover over the battery with no more problems.

Keep up the good work, *Bob Measom (119)*"

No doubt the topic of fuel consumption/economy is of general interest and reliable figures will always be hard to come by. At the moment only a few comments come to mind - Bruce Cunningham said his Turbo-diesel Talisman returned about 29 mpg over a month's touring in France; our B200REA CX1000 Diesel gave 32.4 mpg over 65,858 miles, and the current Talisman GL (Diesel) is giving 29 point something with just over 4,000 miles on the clock. I remember Mrs. B. Lynne Lewis saying their Turbo Diesel VW gave them 36 mpg overall, up hill, down dale and along Autoroutes! The letter from Eric and Pat Muxlow later on refers to VW mpg. Much more information is needed before any worthwhile conclusions can be drawn.

Although two months separated the letters, I feel one from Barry (and Sue) Brown ties in here, especially since I have had a longish telephone discussion with Bob which included a lot of engineering detail on the fitting of Zemco cruise controls to Diesels. Bob, Barry and Bill Clarke must get together for the benefit of everyone! I have only just discovered that "our" Bob Measom is the one who wrote such a comprehensive article in the October, 1987 MMM entitled "Gilding the Lily", all about his mods to his Talisman II. I wonder what he

has done since then! One small point about his modification to the front seats -if you use them as part of single beds, don't cut the support bars off.

From:- 8 Heathdene, Brighton Road, Burgh Heath, Surrey. KT20 6AW, thoughts on *Cruise Controls, Security and Levelling Blocks*.

"Dear Phil,

In view of the (apparent) interest shown in cruise controls recently, I thought I might contact Zemco Limited (and perhaps other manufacturers) on behalf of Auto-Sleeper Owners' Club members with a view to obtaining an amount of their literature, and hopefully negotiating a discount for the membership. I will keep you informed of the position as it progresses. Meanwhile I would be happy to act as (temporary?) co-ordinator for cruise controls. I say "temporary" simply because I am not a mechanic, and someone more fitted to act as an "expert" may present themselves to you, in which case I would naturally bow to their greater experience. I leave the matter in your hands. If any interested member would care to contact me, I will eventually forward to them a "pack" of information on cruise controls, in particular how easy it is to fit one yourself, when all the information becomes available to me.

I would appreciate a stamped, self-addressed envelope! My address is as above. Similarly if anyone has any information, insight, contacts or experience regarding cruise controls, I would be happy to receive them. A list of garages/people willing to fit a cruise control would, I think, assist some, as I recognise that not everyone is able or prepared to fit one themselves. I have recently discovered a leaflet in the Brown family "filing system" (Sue is amazed that I think I have such a thing!) copies of which I hope may be of use.

By the way, I can confirm that cruise controls, Zemco at least, are quite suitable for diesels. My meagre knowledge of diesels leads me to believe that their greater lowdown pulling power, resulting in fewer gear changes when cruising, would make them *more* suitable for cruise controls than petrol versions, diesels being able to hold their top gear longer on slight gradients. But I stand correction if that is not the case. "Automatics" are the best vehicles for cruise control fitting.

Change of subject - the tremendous pressure build-up in the petrol tank of the Talisman was eliminated when I fitted a locking petrol cap. I appreciate that this is not necessarily a cure.

We loved Gordon Rollinson's comments on wheel discs in Newsletter 17.

So true. Perhaps his disc has eloped with ours (except that ours absconded in France)! I hope that they found each other and that they will both be very

happy together! Perhaps the patter of little milk bottle tops soon?!

Being handier with a soldering iron or spanner than I ever was with a saw, I forsook wood and bought Fiamma's plastic levelling wedges. They look expensive but are very light, lock together if necessary, wash clean under a tap, yet do not *look* strong enough. However, we have used them for several years, initially on a V.W., and latterly on the Talisman, and can testify to their strength and suitability. I back them up with short planks when necessary. We have just purchased a second pair for even greater lift or versatility.

On two occasions, I have had to return the Talisman to the "Orchard" for some minor remedial treatment. Both times I made a prior appointment (with every effort being made by the repair department to accommodate my schedule and cause me as little inconvenience as possible), was very pleasantly received and had *all* problems put right with absolutely no fuss. I really cannot speak highly enough of Alan Major and his team who carried out this work, and I am pleased to have this opportunity to again state my total satisfaction with all aspects of after sales back-up. Take my word for it. To my mind this is when owning an Auto-Sleeper really counts.

Harking back to "security", I feel that this is a matter most people only give serious consideration to *after* any unfortunate incident, when to be *prepared* is the most desirable state to be in. The fitting of a cheap panic button (£1.49) ensures that you *could* go to the assistance of, perhaps, your spouse outside, leaving the alarm doing its job. Sitting behind the steering wheel, sounding a feeble horn, comes a poor second to rushing to the aid of a loved one outside! Pretty far-fetched, but be *prepared* (and for only 30 bob!) There is such a thing as the "professional victim" (and not the kind of person who throw themselves on the bonnet of a car for the potential compensation).

The "professional victim" unintentionally invites criminal action by adopting a submissive posture. I do feel that a more robust approach to crime prevention from all of us would make us much *less* likely to be victims of crime. I regret that "low profile" has become a much discredited term in recent years certainly on the crime front. John Normandale's comments on the security of campsites mirror our own thoughts. We personally would never consider "wild camping" unless really desperate and forced to by circumstances. It follows therefore that we enjoy the security of established camping areas or certificated locations. Security, however, extends to roadside stops, vast car parks, foreign back streets or midday stops in open country. I must say that we have *never* felt threatened in this country, or been the victims of crime here or abroad. In the *unlikely* event of something happening, I intend to have

done my utmost to prevent it or at the very least, contain it to the minimum. What a morbid subject! I would also like very much to hear how thieves entered poor Bruce Cunningham's Talisman. Maybe I'll hear at Billing?

I seem to have written more personal letters these last few months than for many a year (I exclude Sue, who is in regular correspondence with friends abroad, friends at home and friends I never even knew we had!) Editing a Newsletter is, in my minimal experience, an uphill struggle and a constant battle to obtain sufficient copy. You are a fortunate man, Phil, for this doesn't appear to be a problem in the Auto-Sleeper Owners' Club! Either that or you are extremely skillful in disguising it! Either way it can be a thankless task. Keep up the good work.

We also like the informal, chatty style of the Newsletter. Better than the structured approach a magazine has to adopt. An index (yearly?) would help to find specific items, though. (Sorry to suggest even more work!)

Look forward to meeting you all soon (hopefully at Billing, Scouting and other commitments permitting).

Yours Sincerely, *Barry and Sue Brown.*"

With correspondence like Barry there is not likely to be a shortage of copy! While I dearly like to receive long letters I have to work within a limited space, only nineteen pages of text or just over 8,000 words so, to give all comers a chance I would prefer two shorter letters rather than one long one. Yes, I agree that the difficult part about writing a letter is just getting down to it - the words often flow freely after the first paragraph or two - but I feel that, say, eight shortish, meaty letters make for more interesting (varied?) reading than four lengthy ones. Only a suggestion; please keep them coming, whatever the length. We can't do much without them!

Barry has been in contact with Bill Clarke, who has been in contact with Keith Leedham and with Tom Conway, not to mention Bob and Ruth Barlow -but here's Bill's letter:

"Dear Phil,

A few notes for you to insert in the next Newsletter if you have space. I have had some correspondence with Keith Leedham, who was particularly interested in the retractable step. In his letter Keith mentions among his mods:-

1) 1.25" Plastic U-shaped edging from B&Q Insulation Dept. which fits round the bonnet rim. This prevents the water which drips from the luton area,

spilling into the engine compartment.

2) To overcome the possible blocking of the catchment unit behind the tip-up sink in the loo, an overflow tube has been fitted. This seems a very simple and sensible solution to the problem.

3) Hella isolation switch at the main switchboard. This I notice is now standard on the latest vans.

Keith also asks the question, "Do you find the seats comfortable?" I shall be interested to hear members' comments. Like so many of us, I have periods of back-ache, and it certainly seems worse after a long drive. I have considered two remedies, (a) Cruise Control - to enable me to sit more relaxed and with less tension on the right leg, (b) Scientific seating as in commercial vehicles as supplied by "Bostrom" Viking 414. These are similar to Captain's seats, are anatomically shaped and ergonomically correct and are adjustable for weight, height, tilt, fore/aft and backrest angle. Of course, they are expensive.

Cruise Control.

Barry Brown very kindly sent me a complete dossier on the installation of the Zemco Cruise Control and then followed it up with some photographs. I've discussed it with him on the phone and I shall be fitting one when I get my van out of store in a few weeks. Will keep you informed. There are models suitable for petrol and Diesel engines.

America.

I was most interested to read about Bob and Ruth Barlow's trip with their Talisman to the U.S.A. so I contacted them and they kindly answered a lot of questions. I have since investigated the shipping and was amazed to find that there are roll-on/roll-off ferries going each week, taking 7-10 days, going to four ports on the American/Canadian Eastern seaboard. There are many things to consider, ie, Gas bottles and regulators, Electrics, Air conditioning, Insurance (self - vehicle) Customs, money supply, Sites, to name a few. I have the answers to some and am active on the others. I'll be making a list out later of the results of my queries and will keep anybody informed who may be interested. As a rough guide, an R V in the States costs about £400/week to hire. The *return* fare for the Talisman is £1,550 which includes documentation, steam cleaning and Customs clearance but not passengers.

Kind regards,

Bill & Barbara Clarke."

Roger Slim, our *V W mods* man, has some ideas on *Exhausts, Grab Handles, Fences and Second Batteries* for us this month:-

"Now that Christmas is at last behind us thoughts are turning to the coming months travels and getting the Admiral prepared for another season of trouble free camping. Exhaust systems seem to suffer the worst throughout the winter whether you use your van regularly or not. This results in a noisy exhaust just as you are getting into the swing of the new season. Last May the Admiral suffered this fate, and having experienced similar on previous vehicles I decided to fit a stainless steel system. When getting quotes for the numerous types available I was surprised to find a Stainless Steel exhaust with a lifetime guarantee was the same price as a genuine Mild Steel one from VAG (2 year guarantee). Appearing to be good value as an increase in power is also claimed, I ordered one at a cost of £137 and fitted it myself. The system is complete with tail pipe and took approximately 30 minutes to fit. Available from Autocavan (Tel.0252 27627) or one of their dealers, they fit 2 litre air cooled, early DG engines (78 BHP watercooled) and DF (60 BHP watercooled), I believe they also do one for the Diesel.

Have you ever had difficulty climbing into the driver's side of the cab and found yourself using the steering wheel as a handle? A simple remedy is to fit a grab handle on the windscreen pillar.

Obtain a grab handle with screws (passenger side) off any new shape VW van (including L7 models) from a breakers' yard, making sure you get the two seats for the handle as well. Door handles are the same but do not have the correct seats, these would have to be obtained from VAG. To fit simply remove the two black plastic grommets from the windscreen pillar and fit the handle (the holes are threaded) see the passenger side as a pattern. This is one of those modifications you wonder how you managed without.

Do you use the upstairs bedroom in your VHT/Trident? Where do you place the ladder when occupied? Finally, hands up who has been woken up in the night by a child wanting their pillow returning from below? Here's an easy answer to the problem. Open the bed to normal night-time position, place the ladder across the remaining space, butted against the bed. Obtain four plastic shelf supports and nail two either side of the ladder into the carpeted wooden shelf to prevent the ladder from sliding forwards or sideways. Bingo, more space and sleep for downstairs occupants.

On a more serious note it is not very nice finding you have a flat battery the morning after you had a wild party in your van the night before. Not being fortunate enough to have a ZIG unit or second battery I decided wild parties are OK but not a flat battery, so something had to be done. It is important when fitting a second battery it is the same size/capacity as the

AUTO-SLEEPER OWNERS' CLUB

RALLY SUPPLEMENT

April and May 1990

This year we are trying to simplify the organisation and make things easier for the Marshals. Will you please therefore send the completed slip and payment to the Rally Marshal named as early as possible, and preferably at least 10 days beforehand, so that the site can be informed and any leaflets or photocopies prepared in good time. Last minute arrivals are still acceptable but, as you will realise, it does confuse well-planned arrangements. EARLY BOOKING PLEASE, IF POSSIBLE.

6th to 8th of April. RANCH CARAVAN PARK, HONEYBOURNE, WORCS. £3.50 a unit per night, plus £1.50 rally fee, per rally. Rally Marshals:- Barbara and Tony Jones, 49 Wessex Way, Highworth, Swindon, SN6 7NT.

THE RANCH CARAVAN PARK is on the Bidford-on-Avon/Broadway road and was visited by us last year. Within easy distance of Evesham, Bidford-on-Avon, has a large grass parking ground at the southern approach to the village which is alongside the Avon. Broadway, very popular tourist village with many shops and tea rooms. Bourton-on-the-Water. The river Windrush runs through the centre of the village and "Birdland" and a miniature village are well worth stopping for. (A bit bothered with height barriers I believe). SUDELEY CASTLE near Winchcombe is reputed to be excellent. It is steeped in history, and has a collection of paintings, tapestries and furniture, and the stained glass is particularly fine. SNOWSHILL MANOR, just south of Broadway, is said to house a collection of clocks, musical instruments, armour, scientific instruments, toys, etc. MALVERN offers walks, and there are walks along the Avon at Stratford, the Shakespeare buildings and fine shops. In fact, almost anywhere in the Cotswold offers places of interest, and villages off the main route are highly recommended if you just want a drive. And most village pubs do good bar snacks.

20th to 22nd April. BILLING AQUADROME, NORTHANTS. (See booking form for details). Booking officers Sybil and Ken Scotney, 1, Church Road, Great Stukeley, Huntingdon, Cambs. (0480 51270)

27th to 29th April. The BRANDS HATCH JAMBOREE, KENT. This will cost £8.00 per week-end. Rally bookings to "Motor Caravan Jamboree, 119, Mill Road, Hawley, Dartford, Kent. DA2 7RT". Rally Fee -if applicable- collected on site by Auto-Sleeper Field Marshals, Daphne and John Normandale, 87 Lower Camden, Chislehurst, Kent. BR7 5JD. Let John know if you have booked so that

he can make sure everything is in order. Once again, the week-end will be so full of interest that you will probably stay on site.

BANK HOLIDAY RALLIES.

3rd to 7th May, KENNFORD INTERNATIONAL CARAVAN PARK, EXETER. £6.00 per night plus Rally Fee. Electricity to be paid for on arrival. Rally Marshals, Audrey and Les Johnson, "Winnats", North End, Creech St Michael, Taunton, Somerset. TA3 5DT.

From the end of the M5, continue on to the A38 which is a dual carriageway signed Plymouth. Site is about 1 mile, opposite Kennford Service Area. THERE ARE so many coastal places of interest, that it is hardly necessary to do a write-up, but in Exeter itself there is a Maritime Museum at the docks which houses around 100 craft from all round the world. Exeter Cathedral, The Royal Albert Museum and Art Gallery between Queen Street (where Central Station is) and New North Road. An RSPB bird sanctuary at Aylesbeare Common close to the village of Newton Poppleford, near Sidmouth. It is a dry and wet heathland area. There's a nature trail which leads round the edge of the sanctuary. And south west of Exeter there's Hound Tor, a deserted Medieval Village 1.5 miles south of Manaton, immediately south of Moretonhampstead.

3rd to 7th May, WOMBLETON CARAVAN PARK, KIRKBYMOORSIDE, NORTH YORKSHIRE. £4.50 per night plus £1.50 Rally Fee. Electricity to be paid for on arrival. Slips to be sent to Marion and Jim Henwood, 1, Fairfield Avenue, Linthorpe, Middlesborough, Cleveland. TS5 5HB. Marshals for this rally are Marion and Jim and Vera & Brian McLean. (They all marshalled the Scarborough Rally). Directions in next newsletter.

The ruined Abbey of RIEVAULX is well worth visiting. The approach is confusing as there is a driveway entrance to another part of the site. You need to take the ROAD down to the village and the Abbey. This is a Heritage Trust property and quite a lot of the building still stands. Enough to give some idea of the original Abbey life. (Take a sketchbook and camera).

FOUNTAINS ABBEY is just S.W. of Ripon, and there's York itself to the south.

18th to 20th May. RIVERSIDE CARAVAN PARK, SWANSEA. £2.00 per night (if more than 20 units, £2.50 if less) plus £1.50 Rally Fee. Electricity to be paid for on arrival. Marshals Dilys and Frank Stinchcombe, 40, Hillesley Road, Wotton-under-Edge, Glos. GL12 8RU. Leave M4 at exit 45. Turn off roundabout under motorway into road to site by River Tawe.

The site is handy for the Gower Peninsular, but further afield a journey to Pembrokeshire - Tenby, Pembroke, St. Davids - gives a variety of scenery. There are Gold Mines at Pumpsaint to the north, and a circular tour via Brecon, Llandrindod Wells and back via Llandovery (or a shorter version via Sennybridge and Llandovery) takes you through some very pleasant scenery and across the Black Mountains.

AUTO-SLEEPER OWNER'S CLUB
CONSTITUTION

NAME AND OBJECTS.

1. The name of the Club shall be "AUTO-SLEEPER OWNER'S CLUB".
2. The objects of the club shall be:-
 - a) to arrange meetings, rallies and social functions for Members.
 - b) to facilitate exchange of information among Members on all matters of mutual interest.
 - c) to provide any additional services which may be of benefit to members.

MEMBERSHIP.

3. Membership shall be open to all current owners of Auto-Sleeper motor caravans, and a spouse or companion may be included in the Membership.
4. The Committee shall have the right to refuse any application for membership or terminate membership if, in the opinion of the Committee, such action is justified to maintain the reputation of the Club.
5. The annual subscription shall be payable with application for membership and on 1st January each year except that the first subscription paid by any member joining on or after 1st September shall cover membership up to the end of the following calendar year. The amount of the annual subscription shall be agreed by the Members at the Annual General Meeting and any change in its amount shall operate from the following 1st September. The initial annual subscription shall be £10.00.
6. The financial year of the Club shall be the calendar year.
7. Membership shall lapse if the annual subscription is not paid by 28th February.
8. In the event of the Club being wound up, Members' liability shall not exceed one years subscription.

PRESIDENT and HONORARY VICE-PRESIDENTS.

9. The President of the Club shall be appointed by Auto-Sleepers Limited, and shall not be subject to election by the Members. At their discretion Members may, at a General Meeting, appoint Members to be Honorary Vice-Presidents. Such appointments shall continue whilst the persons so appointed remain Members of the Club. Honorary Vice-Presidents shall not be Members of the Committee but may attend meetings of the Committee in an "ex officio" capacity.

COMMITTEE

10. The business of the Club between General Meetings shall be conducted by an elected Committee together with the President of the Club for the time being. There shall be twelve Members elected to the Committee. Six Members of the Committee shall retire at the Annual General Meeting following the adoption of this Constitution and the remaining six shall retire at the Annual General Meeting next following. Thereafter six Members shall retire from the Committee at each Annual General Meeting in rotation. Retiring Members of the Committee shall be eligible for re-election. If a Committee Member should resign from the Committee it shall be open to the Committee to co-opt a Club Member to fill the vacancy until the normal retirement date of the committee Member so replaced.

11. The Committee shall appoint such officers as it may think fit, including a Chairman, Secretary and Treasurer. It may also appoint Sub-committees for specific purposes but any such Sub-committee, which shall comprise Club Members only including at least one Member of the Committee, shall be responsible to and report to the Committee.

12. The Committee shall open an account in the name of the Club with a recognised clearing bank. Cheques and similar payment orders shall be signed by any two of President, Chairman, Secretary or Treasurer.

MEETINGS OF MEMBERS

13. An Annual General Meeting of all Members shall be held before the end of April in each calendar year. The business to be conducted at such meeting shall include a Report by the Committee on the preceding year's activities, the audited accounts of the Club, the election of the Members to fill the vacancies on the Committee and election of an Honorary Auditor. The Auditor, who shall be a Club Member, shall NOT be a member of the Committee.

At least 28 days written notice must be given to all Club Members of any General Meeting.

14. Nominations for Committee Members, with the names of proposer and seconder, and specific items for consideration at the Annual General Meeting should be submitted to the Secretary not less than 14 days before the meeting. The Chairman shall, however, have discretion to accept nominations and items of business for discussion which have not been so notified.

15. A Special General Meeting shall be convened by the Secretary on the direction of the Committee or on written request from at least 10 Club Members, such request to specify the business to be discussed.

16. All Club Members who have paid their subscriptions for the current year may attend and vote at General Meetings. No proxy votes are permitted. Resolutions shall be carried by a majority of the votes cast.

17. The quorum for a General Meeting shall be at least 25 members present in person at the time and place announced for that meeting, except in the case of a meeting called to wind up the Club.

RALLIES

18. Attendance at Club Rallies shall be restricted to Auto-Sleeper motor caravans belonging to Club Members. Club Rallies shall only be organised by or with the approval of the Rally Officer. Sites used for Club events shall be left clean and tidy. Club equipment may only be used with the permission of the Rally Officer, a Rally Marshal appointed by him, or a Committee Member.

19. All animals accompanying Members at Club events shall be kept on a leash and under proper control at all times.

20. All Club Members attending Club Rallies or other events shall comply with instructions given to them by the Rally Officer or Rally Marshal appointed by him.

21. All Club Members attending Club Rallies or other events shall observe the Caravan Code, the Country Code, the Coastal Code and any local site regulations as appropriate.

GENERAL

22. The Club's Constitution shall be agreed by Club Members at an Annual or Special General Meeting and may only be altered by a resolution of Club Members at an Annual or Special General Meeting.

23. All correspondence on Club matters shall be addressed to the Secretary unless the organisation of specific events requires otherwise.

24. Any difference of opinion or ambiguity relating to this Constitution or matters arising shall be addressed in writing to the Secretary for decision by the Committee.

25. Membership cards should be carried at all Club events.

1st February 1990.

AUTO-SLEEPER OWNERS' CLUB.

Because there are more rallies this year, I have put "general use" slips below. Just snip one off and send it to the Marshal not later than 10 days before the event, and earlier if you can manage it. If you arrive at the site without booking, you will be welcomed, but please, only do this if absolutely unavoidable. It makes the Marshal's job more difficult, and if the rally field only holds a limited number you might be disappointed.

RALLY SLIP

Rally Site.....

Name.....Membership No.....Van No.....

Time of arrival, Fri. pm.....Sat am.....other.....

Please send this slip to the Marshal named with your fee for the night(s) you are staying, plus £1.50 Rally fee.

RALLY SLIP

Rally Site.....

Name.....Membership No.....Van No.....

Time of arrival, Fri. pm.....Sat am.....other.....

Please send this slip to the Marshal named with your fee for the night(s) you are staying, plus £1.50 Rally fee.

original. Such a battery was obtained and placed in the space behind the passenger seat. A caravan split-charge relay was then fitted to enable the auxiliary battery to be charged from the alternator. It is then necessary to remove Auto-Sleepers' wires from the original battery and extend and connect them to the new battery (please use correct connectors and leave *no* bare wires, the wire used should be 56/0.3 and 30 amp fuses should be fitted between the vehicle battery and the relay and between the relay and the auxiliary battery). A further measure was to join the two batteries together to provide an emergency "jump start" if ever needed. Using battery/starter cable, three battery clamps and a battery isolator switch the wiring was as follows-

Wire the negative terminal of the new battery to the van body (inside the battery compartment is OK). A good connection here is important to enable a good earth. Now fix the isolator switch to the right hand rear facing part of the new compartment. Take the wire from the (auxiliary) battery positive terminal to the switch, then another from the switch to the original battery positive terminal. Remove the original clamp here and use a new one for both wires. It is necessary to pass this last wire through the bottom of each compartment and underneath the cab walk-through. If either battery fails it is a simple matter to insert the key in the switch and both batteries are connected.

If anyone requires clarification on any matters I will do my best to help. We are hoping to be at the AGM in April or 'phone me on 0509 236268.

Happy travels, *Roger & Carol Slim (17).*"

Because my respect for the potentially destructive power lurking unseen in lead-acid batteries is only exceeded by my respect for Roger, I asked someone at the Orchard to cast an eye over (lamp?) the wiring scheme. The points made were,

1)DO use the correct wires.

2)DO use 30 amp fuses (possible surge from fully charged battery to flat battery)

3)DO NOT cut into the original VW wiring as this will invalidate the warranty. This is a general point to be borne in mind when doing any electrical mods on any base vehicle. If in doubt, don't, or else wait until the warranty expires!

Gordon Rollinson writes from Burghclere, Newbury:-
"Dear Phil,

The Caravan Club.

I assume that a large percentage of ASOC members, if not the majority,

already belong to the Caravan Club, many perhaps having previously been "tuggers". However, judging by some of the comments made by members in the Newsletter, it would appear that quite a number may not be completely familiar with the total assistance which the Caravan Club provides for overseas travellers. (Those ASOC members who use the CC Overseas Travel Service can skip the rest of this letter!)

In fact, of the 275,000 members, around 35,000 (less than 13%) holiday abroad each year with the Caravan Club, although I suspect that of the 20,000 motor caravan members, more than 13% use the CC's overseas travel service since we are a more adventurous bunch! In this country the Caravan Club operates 180 sites on which it spends about £3 million/year. Overseas it books accommodation on 113 different, somewhat "upmarket" sites in Europe as well as booking ferries - it has computer links to all of the major ferry companies. The attraction of using this booking service is convenience rather than cost-saving since nowadays it is common for regular travellers to obtain discounts on ferries via share ownership or through schemes such as P&O's Motorpoints or Sealink's Auto Club. (Having said that, I calculate that we shall be saving about £75 this year on our Caravan Club cross-channel + M.V. Orient Express ferry booking to and from Turkey.) CC members requesting the CC Travel Service Brochure automatically receive ferry companies' brochures and timetables. An innovation this year is the organisation of one-week First Time Taster holidays abroad in France or Holland accompanied by Caravan Club representatives. In addition there are a variety of Inclusive Package Holidays consisting of site bookings plus ferries to France, Belgium, Holland, Switzerland, Corsica, Sweden, Norway and Denmark with even a trip to Greenland if you wish!

Membership of the Caravan Club brings eight copies of their En Route magazine each year with regular motorcaravan articles, including many by John Hunt, and illustrated articles on overseas touring. But by far the most useful publication for European touring is the Caravan Club's Foreign Touring Handbook, published biennially in two volumes. It commences with 7 pages of international road signs followed by over 100 pages on topics such as Documents, Insurance, Equipment (including gas availability abroad and ferry restrictions on gas bottles), Driving information, Medical advice, Emergency messages, Customs Regulations, Climate Statistics, Money and Credit card Information, Car Ferry List with adjacent overnight stops, Alpine Passes and Tunnels information and useful words and phrases in four languages. The subsequent main part of each book is divided into sections

on each country commencing with Tourist Areas Information, Casual Camping, Petrol and Oil prices, Public Holidays, Traffic Regulations, Motorway Tolls, Mileage Chart etc., and goes on to give Camp Sites information supplied by members. In our experience, more than 95% of sites in Western Europe are probably included. The French Section, for example, contains details of over 3,500 sites. It is very useful to know whether there is a site in the next town which has a restaurant or whether the loo block is clean with hot showers! The CC's Red Pennant Service Insurance Scheme seems more comprehensive than any other but its major appeal must be the 24-hour help line. We had been told by friends how it had solved their difficulties and we ourselves proved its worth when, in spite of ordering Green Cards six weeks in advance, we only received them by motor cycle messenger on the Friday evening before our Sunday morning departure. The dates were incorrect; we had been given two weeks to cover our six-week tour of Spain and Portugal. The offices of the broker and insurer were closed for the weekend. We needed help even before departure. It was very reassuring to hear a friendly voice on the Caravan Club's help line saying "Leave it to us. We will arrange to send on your extra green cards by air mail express on Monday morning. Go and enjoy your holiday."

I'm sorry if all this sounds like a commercial for the Caravan Club but for us it would be unthinkable to travel in Europe without using the CC's services and, in spite of one or two niggles, (engaged telephone lines, incorrect invoices) we can highly recommend the Caravan Club's Travel and Red Pennant Insurance Services to ASOC members.

Happy Wanderings
Gordon."

You see, it's all working out! We suspected there was a whole lot of information, experience and initiative out there among the Owners of Auto-Sleepers. It really is very rewarding to see how the DIY people, the long-haul travellers, the "local rallies only" people, etc., etc., are all finding they have something to contribute to the Club and enjoy doing it! Makes it fun for all.

I have a number of short items including one from the Secretary:-
"500 and counting!"

On 26th January 1990 we were delighted to meet our 500th members at Willersey. Shirley and Michael Cross, who live in East Anglia, actually

joined just before Christmas, but it was not a good time to travel. They are comparatively new to motor caravanning. With their two children they tried camping in a small motor caravan to "see if they liked it", and when they found that they did, they started searching for the ideal vehicle. They took delivery of their Talisman last October! The family are now looking forward to the warmer weather when they can start using the van to meet other members and talk over the joys and trials in store for them. Meanwhile, their photographs (and ours) may appear shortly in some of the Magazines.

This was an especially pleasant occasion because, after a delightful lunch, hosted by Charles and Angela Trevelyan, at which our Chairman was able to be present, Michael and Shirley were given a conducted tour of the Coachbuilt Factory by Alan Major. I took the opportunity to have my first look at the Coachbuilt Works, which is being extended. During all the visits on Club business I had not set foot inside this factory.

I was quite surprised by the small area in which Legends and Talismans (men?) are made; not much larger than the average garage workshop at present. A vehicle is driven just inside the workshop door and there it receives its first attention. Part of the bulkhead between the cab and body is removed and, in order to ensure that the structural rigidity does not suffer and furthermore, to conform with Peugeot Talbot's and Ford's bodybuilding requirements, a strengthening frame is bonded in. After this the vehicle is moved along to each collection of fittings as work progresses. Gradually it receives plumbing, cupboards, soft furnishing and a final check, and by this time it has reached the exit door. There were no robots and there was no furious activity, but the noise of drills and power tools was sufficient to let us know that work was going on inside the shells, and another happy owner would soon take possession of another Auto-Sleeper. R."

George Mitchell of Gt Bookham, Leatherhead asks us to include the following note regarding the new *Ford gearbox*:-

"I wonder if any other owners of Transit-based Auto-Sleepers have experienced problems with the new all-synchromesh gearbox introduced by Ford in the autumn of 1988 and therefore fitted as standard on all Ford Auto-Sleepers from around Spring 1989. Our Flair - first registered March '89 - was the first one supplied by the dealer with this new gearbox. The symptom is an unpleasant chatter most noticeable in fourth gear at around 40mph when pulling gently and on the over-run. The problem really only

becomes apparent when the gearbox is hot and is possibly exacerbated by the very thin oil used.

I am still in contact with Ford concerning the problem but I would be grateful for any exchange of information with other Ford Auto-Sleeper owners experiencing similar troubles.

I must say, in conclusion, that in all other respects we are very pleased with the vehicle and the - as always - high standard of the Auto-Sleeper conversion.

George Mitchell, (542)"

Contact George on 0372 56310 if you can help. I haven't heard of this one before.

Now for something very different, from Bullbrook, Bracknell:-
"Dear Phil,

In order to give people a chance to reply I send the following information. In 1986 I drove my CX1000 Talbot Express to Moscow and Lenin-grad. Realising Camping Gaz would be unavailable and not knowing the situation re electric hook-ups I constructed a carrier from mainly Dexion speed frame which I fitted amidships below the nearside sliding door. When fitted it could not be seen without lying down. It housed three 904 cylinders, and in hindsight was extremely useful because not only did we come home with gas still in the cylinder but I was able to let another traveller have one to see him through.

Since then, because of shoulder trouble I have had to change to a left hand drive Peugeot J5 and now have the Talisman GL conversion.

As I no longer have any need for this carrier, if there is someone out there who would like it and they will let me know I could bring it to Billing Aquadrome for them. There is no cost involved!

For any other Talbot Express owners I have a clutch cable, windscreen wiper arm (the Poles collect these I think), set of contact points (for older models), locking petrol cap, gear lever bracket (this is the one which converts from column change to a floor mounted gear lever). All of these I would sell at the 1986 prices.

Naturally I took other spares but these all fit the Peugeot J5 so I will hang on to them.

Thanks for an interesting Newsletter system. I have highlighted a few of the articles and intend to talk to the authors at Billing. I hope they will

be there!

Yours sincerely, *Cyril Coombs. (444)*

P.S. In order to fit this carrier the main bolts are intact but one has to drill 4 x 3/16" diameter holes. CC"

Cyril can be contacted on 0344 421456.

Now Cyril has me worried on two counts, 1) surely it is dangerous to transport LPG bottles in a horizontal position? (unless they are fitted with a special draw-off system) And, 2) when is he going to write a little story about his journey for us all to enjoy? Even if the rules have been changed, the scenery will be much the same. What say, Cyril?

A letter from Cranleigh has some points for consideration:-

"Dear Phil,

Thank you for yet another Newsletter, we really look forward to our supply each month. This month there is even more to interest us. I drew the short straw to do the writing.

Firstly the offer by Joan Tubbs to guide groups on nature walks. I would very much like to join such a walk. Is it possible that Joan would be at the rally at Don Amotts in September? Derbyshire is super for walking and we hope to spend one or two weeks in that area before the rally. The "Other Half" isn't able to walk very far now, walking was a favourite hobby for many years. However Peter is very happy for me to go walking providing I have some company. If Don Madge does organise walks (I'm not a mountain walker or even a potential but enjoy 6-8 miles, preferably with a pub stop half-way!) I should be interested.

We both enjoy the rallies and holidays in our Flair, which brings me to the other item in the Newsletter. We are planning our usual trip to France in mid-June. We always always go Portsmouth-Cherbourg P&O as we are shareholders. This time we plan to spend our first night at St. Mere Eglise. Peter is very interested in the 1st and 2nd World Wars and we haven't as yet seen the museum at St. Mere.

If any "First Timers" would like company across to "the other side" we would be very happy for them to come with us and we would give any help we could.

A book we have found invaluable is "French Leave" by Richard Binns. We have many times used the Municipal site at Fougères for a first night

stop, about 110 miles (I think) from Cherbourg or as a last night on the way home. If we get an early boat from Cherbourg we stay on the dock, plenty of room and company and it's FREE.

Once again many thanks for the Newsletter, we think the Club is really super and appreciate all the hard work that you all put into making it such a success. Looking forward to Billing.

Sincerely, Pam Stroud."

Pam & Peter can be contacted on 0483 276355.

"Chairman's Chat.

My comments last month about the new, easier to read Newsletter were a bit premature. I hope you are as delighted as I am with the February issue in its type-set form; it really looks most professional I think - and even easier to read! It continues to amaze me, and others too, how Rita manages to find a new design for the front cover each month. I am led to believe she still has quite a stock so there is little fear of repetition. One of the items which will be on sale at Dilys' regalia stand at Billing will be the new A-SOC key tag; the fob will have the Club badge on one side and one of "Rita's Little Men" on the other. It should be most attractive. Another new item which will be available at Dilys' shop will be a Club tie. There was quite a lot of discussion over this at committee meetings, it being stated that motor caravanners don't usually wear ties. True enough at rallies and so on but it was felt that members might like a Club tie to wear on other occasions. Look out, too, for the attractive new binders to keep your Newsletters tidy. A last final "plug" for Dilys and her range of goodies - I think that the range of club casualwear is remarkably good value. We had mannequin parades at some of our summer rallies but for those of you who have not yet bought any I do recommend that you have a look at them.

The Annual Rally gets closer day by day and I do hope that you have by now sent your yellow booking form off to Ken Scotney. The closing date for applications is rapidly approaching and the sooner you can get your form in to him the better. We are hoping for a really splendid turnout this year and if it is anything like as good as last year's at South Cerney we are in for a great time. The sub-committee formed to deal with the arrangements for the 1990 National Rally has been working very hard and I am sure that we are all grateful to them.

With this Newsletter you will find the official Notice and Agenda for the AGM together with the proposed new Constitution of the Club. During

March you will also receive a copy of the Committee's Report and the Audited Accounts for 1989. Please remember to bring all these documents with you when you come to Billing - there is quite a lot of paperwork involved and it would obviously be wasteful to provide two sets for each member.

The majority of the Committee is willing to stand for re-election but there are some members who wish to stand down if replacements can be found. We very much hope, therefore, that we shall have some volunteers from among the membership to serve on the Committee. Please consider this and if you would like to stand for election let Rita Daley know - as you will see from the note at the bottom of the Notice and Agenda such names should be submitted at least two weeks before the A.G.M.. We really would appreciate some new members on the Committee, so think about it!

I wonder if we are going to be as fortunate this year as we were last as regards the weather for our rallies. I have the distinct feeling that one or two of last year's successful rallies would have been far from that had the weather been unkind - no names, no pack drill! For 1990 as you probably know we are altering the rally booking arrangements somewhat. Instead of sending your booking slip and cheque to the Rally Officer you will be asked to send these direct to the Marshal organising the particular rally concerned. The cheque should be made payable to the Marshal by name and these marshals will have more responsibility than formerly. As a reward the rally marshal in charge of a rally will not have to pay his/her own pitch and rally fee.

Finally, as you probably know Daphne and I are going to be marshals at the Brands Hatch Jamboree the weekend after the National Rally. This is not really a Club Rally as the organisation is in the hands of the Kent Group of the Motorcaravanners Club. Bookings (£8 per weekend) should be sent to "Motor Caravan Jamboree, 119 Mill Road, Hawley, Dartford, Kent. DA2 7RT". DO please mark your application "Auto-Sleeper Owners' Club" so that you may be allotted a pitch in the area reserved for us. It would be helpful too, if as soon as possible all those attending could let me know so that I can make sure we get a big enough area!

John Normandale. March 1990"

Notice Board

There will be a real notice board in the marquee at the National Rally on which members can advertise items for sale or wanted. Notices, postcard size only please, giving details of the item(s), price(s), asked and pitch number of your Auto-Sleeper, can be stuck on the board, free of charge. Perhaps it would be a

good idea to say when and where you will be available to deal with enquiries. Dilys Stinchcombe still wants a helper or two to give her an hour or so selling Regalia from the Club Shop in the Auto-Sleepers' marquee on Saturday and Sunday. Frank is looking for Raffle ticket sellers and we'll discuss terms. Contact them at Wootton-under-Edge.

FOR SALE.

30-Piece Stainless Steel cutlery set with patterned handles, almost new, £10.00 Contact Pauline Lepper on 04867 80413, evenings or weekends. (Pirbright, Surrey).

Raleigh Annex, side entrance, to fit Rambler. Cost £285 - used once. Price £200.00. Contact Lewis McQuillin on 0386 830329 (Bretforton, Evesham).

Talisman, "C" Reg., 40,000 miles, good condition, wired for mains, offered for private sale due to bereavement. Contact Mrs. D.M. Lake on 0403 782953. (Billingshurst, West Sussex).

April 1989 Talbot Talisman GL. Petrol. Single glazed, 4,000 miles only. Immaculate with many extras. £17,995. Frank Oldham (167) on 0564 823083. (Solihull).

F Reg Rambler, 2 litre Petrol, Immaculate, light use. £12,300 ono. Phone 0494 670107 Mr. I Wood. (Beaconsfield).

Silver Screen for Talbot Rambler. £50.00 Contact John Slater on 0734 697734 (Reading). (They've got a Talisman now!)

New Zealand Member, Pat McCook (570) says they are planning another holiday in the U.K. this summer and she and her husband would like to hire or lease an Auto-Sleeper - they own a Legend - for 6 to 8 weeks in the May/August period. Any member who might be able to help please contact Rita or me for further info.

Timber. Any member hoping to buy pieces of Auto-Sleepers' timber, other than off-cuts which will be brought anyway, please let the Factory know the size(s) you want well before their Easter shutdown so that it can be cut on proper machinery.

Emily & Frank George (554) are seeking a replacement for their Commer Auto-Sleeper. Must be an elevating roof model, less than 7' 6" high to fit car port, not a VW as rear door essential. Cash up to £4,000. Contact Frank or Emily on 0985 216084 (Warminster).

Mr. G.A. Webster, 10 Ogilvie Park, Cullen, Buckie, Banffshire, is borrowing a 1978 low mileage Sherpa-based Auto-Sleeper which he intends to buy if he likes the life. He wrote to us for advice on possibilities of adapting the fridge

to mains, and replacement of transmission with overdrive unit, etc., and would like to contact owners of Sherpa-based vehicles for general discussion. If he does buy, he promises to join the Club!

"Wagon Train"

A meeting of all interested members will take place at 9 am on Sunday 22nd April in the Auto-Sleeper marquee at the National Rally. Members will have noticed in Issue 15 that John Normandale, our Chairman, was thinking of a trip abroad on similar lines. John's idea is for a 5-day trip which would cut the ferry cost by 25%. For those testing the water for the first time this would be a cheap introduction to touring abroad. John is researching suitable sites in France.

In my previous letter I suggested the month of September but this was only a suggestion, the dates and length of holiday can be decided at our meeting to suit the majority.

John and I look forward to meeting all members who contacted either of us by phone or letter, and any other member who may be interested in a "WAGON TRAIN PARTY TOUR ABROAD."

Reg Rogers. (Phone 0249 659742)"

Tailpiece.

While I wish Reg the best of luck in his enterprise I hope he will not think me less than loyal if I say the prospect, perhaps a little less immediate, of an A-SOC Wagon Train to California excites me quite a lot. I wonder if Tom Conway would make a good Wagon Master? Wagons West and all that sort of thing...

Your Editor,
Phil Daley.

March, 1990.

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