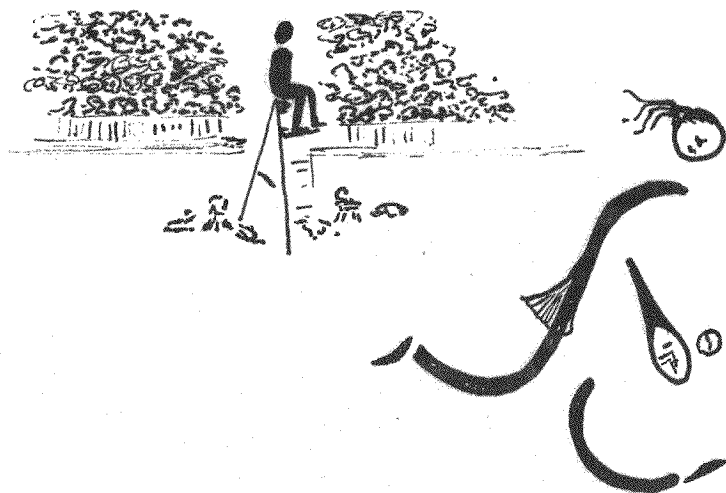


# AUTO-SLEEPER OWNERS' CLUB



Newsletter 22

JULY 1990

Greetings!

You would probably be surprised to know just how hard I'm finding it to write this Newsletter. I thought I had allowed myself plenty of time and I also badgered some of my regular contributors into sending in their bits nice and early so it should have been a piece of cake. That, of course, is what I had planned, to allow myself two or three days to do those things that have to be done at more or less at the last moment before departing for foreign places. Perhaps it is something like the "end of term" feeling we used to get - with three months holiday just around the corner who wants to bother with a silly old Newsletter! But that is not going to get us anywhere. I think I will try altering the batting order and let John have first strike:-

### **"CHAIRMAN'S CHAT.**

Well, you have got to put up with me for another year! At their first meeting since the A.G.M. at Billing the new Committee appointed the officers for 1990 and I am still your Chairmen. In fact all the committee members continuing from last year remain in their previous posts - that is Vice Chairman Clive Jenkins, Treasurer Frank Stinchcombe, Regalia Officer Dilys Stinchcombe, Newsletter Editor Phil Daley, assisted by Harry Henthorne, Membership Secretary Sheila Hammell and Minutes Secretary Harry Henthorne. Finally the two important posts of Secretary and Rally Co-ordinator left vacant by our two Honorary Vice-Presidents, have been filled by Peter Fisher (with the agreement and assistance of his wife Wendy!) and Jeff Worley respectively. We are particularly grateful to these two new members for taking on these important responsibilities and wish them well in their appointments. We are also glad to welcome John Tidbury to the Committee.

I am not going into detail about our discussions as I believe Phil is going to give you a summary elsewhere. But I must mention that we considered very seriously all twenty of the members suggestions which you put in the Suggestion Box at Billing. We gave particularly careful thought to the very last of these, from Nicola Tidbury - daughter of Heather and John. This was to the effect that "There should be more children and more slides at rallies." After careful deliberation the committee decided that they were, mostly, too old to do much about the first part of this request but would see what they could do about the second.

One other matter which we discussed at the meeting is of particular importance and one in which we would greatly appreciate the assistance of all members. You will know that we held the Inaugural Rally at South Cerney, near Cirencester and our first Annual Rally at Billing Aquadrome near Northampton. We are now actively looking for a site for our 1991 Annual

Rally which, if we follow our normal pattern and have it the weekend after Easter will be 5th - 7th April, even earlier than usual! We shall consider the two sites we have already used but neither was perfect and we urgently need ideas for alternatives. The requirements ideally are: Central location, hard standings, marked pitches, permanent building for A.G.M., etc, animals accepted, and able to accommodate at least 350 motor caravans. Please let me, Clive or any committee member know if you are able to suggest a possible site.

I bought my copy of the June issue of M.M.M. the other day hoping to see a write up of our Annual Rally but was disappointed to find that this issue had gone to press before the Rally so I shall have to wait until July. It was good to read, however, that John Hunt clearly finds our Newsletters interesting. Looking back over the whole series of these it is interesting to note how the Newsletter has developed. In the early days Phil had to write pretty well the whole thing himself - more recently it is good to see so many members submitting contributions. I am sure Harry Henthorne will be pleased to receive your continuing support during Phil's hard earned holiday.

In the same issue of M.M.M. there was an interesting letter from D. Moss of Aylesbury pointing out that if you bought an Elddis Autocirrus CK on a Mercedes 208D the payload is only 360 kilograms - probably less than the weight of four passengers and a full tank of fresh water, leaving nothing for food, clothes and other gear! I was particularly interested as only a few days previously I had taken Capuccino round to a nearby weighbridge to see how much she weighed. The figures were as follows:

Front Axle	1180 kg
Rear Axle	1520 kg
Total Weight	2680 kg

I seem to have gained or lost 20 kg somewhere but I suppose that can be accounted for by the fact that the approach to the weighbridge was not dead level. So, in round figures, I have a gross vehicle weight of 2700 kg as against a permitted 2900 kg. i.e. 200 kg to spare. Quite reassuring, really, as the Talisman was fairly well loaded with full water tank, electric generator, bicycles and a fair amount of food, clothing, etc. Put another way, as the unladen weight is 2200 kg the load currently aboard is only 480 kg out of a permitted 680 kg.

Two evenings ago Daphne and I were invited to the unveiling of the new Lexus LS 400 motorcar - Toyota's upmarket sports saloon. My personal prediction is that Toyota have picked the wrong time to launch such an enormous and thirsty car - how many of you remember the ill-fated Edsel introduced by Ford of America? It didn't last long. The price of the Lexus - £34,250 - seems to make an Auto-Sleeper look quite cheap, doesn't it?

*John Normandale. 6.6.90"*

John makes reference to the way this link between members has changed over the months. It certainly has come a long way from the two sides of an A4 sheet churned out on the photo-copier I had in mind when I started! Most of the changes have just developed, some have been suggested by readers.

Page numbering was an early suggestion I took up and this has proved to be of considerable help to Harry as he flogged away at the preparation of an index; or rather, two indexes (indices?) since at the time of writing he has decided to keep the size down by covering the first 12 issues in one and preparing the 13 to 24 index as we go along. They will be produced in the same size and format as the Newsletter with the thought that they can be included in the binder if you have one. Snag one - the binder holds 24 issues so where do the first two indexes go? Sail-makers twine and rubber bands have been suggested... It would help us considerably, if you are interested in having an index, if you could let us (Harry, Sheila, Rita or me) know so that we can decide whether to go for a proper print job or, if only a few are going to be needed, save money and just run some off on the photo-copier. (I must say I am very pleased with the quality we can get from the Club machine, if we do everything right and speak to it nicely!)

Of course, the one thing above all others which has changed the newsletter and probably made an index even more desirable, is the wonderful contribution made by members, in various forms. Without them I would probably have run out of platitudes months ago and packed the whole thing in!

Coming back to John's point about change, I feel we will probably go on changing things as far as the Newsletter is concerned because the Club itself is changing all the time as new members bring with them new ideas. You will see further changes in No 23, I think. I have put Harry's thoughts to the printing team and they see no problems. If it works it will save money in production costs without loss of quality/legibility, thanks to the rather nice new printer Harry has bought (and is still getting house-trained!).

One thing that will continue to change over the foreseeable future is Rita's Little Man. When that source dries up perhaps we will take up the President's suggestion and have a standard design for the cover - Club badge and motto on glossy paper - for example. This could lead to the development of a glossy cover with adverts to produce revenue for further development...

I rather hope that that sort of thing is at least a little way off since it would lead to a less informal newsletter, probably more of a magazine, of which there are several already. However, that is something which won't happen until after my stint as Editor is over. I feel quite strongly the need for Officers of the Club to change around at fairly frequent intervals. Not change for the sake of change, you understand, but as a guard against the blight that can do more harm to a club than ever Death Watch Beetle could, staleness. Once the enthusiasm for the job has gone the rest soon follows. Years ago I belonged to a club where, if an Officer was asked when he was planning to get something fairly essential done, would probably say, "Oh yes. I suppose I had better get something done about that next week, if I've got time." Or words to that effect. The rot had set in.

One other point in favour of changing offices, even between members of the Committee, is the provision of a backup. On a personal note, I would like to see three or four people have a go at editing the Newsletter (one at a time!) so that whatever happens, and it can, this essential thing will have continuity.

The Cotswold Gate Rally, 1st-3rd June at Wotton-under-Edge and organized as only they can by Frank and Dilys. More about the rally in a minute but first I want to extend sincere sympathy from all of us to Gwyneth Davies, rallying in a new Talisman for the first time, because husband John collapsed on Saturday evening and could not be revived. Words probably don't help much but, if there is anything the Club can do, I hope Gwyneth will let us know, through me or another member.

At the Cotswold Gate the first full committee meeting of the new Club year took place. This is not intended to be more than a brief comment on proceedings with particular reference to matters of general interest (yes, there were a few!).

An item of some interest to us all was Clive's report on the National. The event did not balance its own books, as it should have, but resulted in a deficit of £800. This despite most generous support from the Peugeot Talbot Motor Company Limited and V.A.G. (United Kingdom) Limited but the prizes very kindly given by several Auto-Sleeper Dealers and many other people were so attractive that the raffle produced £748. Extraordinary sales from the Regalia or Club Shop amounted to something like £1,500 and a certain amount of that was profit returned to Club funds so we came out on the right side in the end. Our sincere thanks go to Frank and Dilys and their volunteer helpers who worked so hard and so effectively.

The reason for the unexpected deficit was clearly identified as being due to some fairly hefty expenses which the sub-committee had not anticipated but could not avoid when they arose. It is unlikely to happen again!

Points raised at the Open Forum after the AGM were looked at. It was decided to keep the question of rally fees under review but to stick to the present system for the rest of this year. Rally plaques are expensive and it was agreed to work out how the correct number could be ordered (for those who wanted them) and distributed without even greater expense. Ideas were not wanting... The cost of Club Rallies is already on the way down, on Green Field sites. We have a problem with embroidered head scarves for the ladies. They cost about £6 - £7 each and we have to order at least 60. Would we sell them? Initial cost also inhibits the production of "Woolies" embroidered with the Club Badge, so we have cloth badges which can be applied wherever you like. Our first mid-week rally at Trentham Gardens, just south of the Potteries, was very poorly attended. What was wrong - date? area? or what? Comments to Jeff Worley please, we want to get these up and running if we can and need to learn quickly just what you want.

Which brings me to some comments on our new Office - Rally Co-ordinator. That term seems to be in vogue at the moment but the Committee agreed it described what Jeff is going to try to do, to co-ordinate YOUR efforts in finding a site, vetting it, getting a suitable date slotted into the Club programme and then providing whatever help you need to run a rally there. We have learned the hard way that first impressions of sites obtained during an over-night visit are not sufficient. You may have stayed on a nice level pitch, near all the facilities and with services such as electricity laid on but, when the owner said he would be happy to have a Club rally there, just what did he have in mind? All too often the "rally field" turns out to be a bit of seldom-used field, a fair walk from the toilet block, possibly not level enough to suit us fussy motor caravanners, certainly without any prospect of electric hook-ups and generally very different from the excellent site provided for tourers.

And we MUST bear in mind the requirements of our disabled members whose company we could enjoy more often if we provided the modest extras they require, usually only ease of access to what we all need. This could well be the right point for the insertion of a letter from Gloucester, dated 7th June:-

"Dear Phil,

Its perhaps a little late to make this comment re. the National Rally, but I would like to thank Members of the Club for their kindness to my mentally handicapped son Andrew. I expect most Members will remember him. He is a sociable soul and loves to talk! He is also deaf so communication requires patience. Everyone was so friendly to him and he had such a happy weekend. Thanks everybody!

Sincerely, *Eileen Langman. (561)*"

I can assure you, Eileen, compliments don't have a "Best Before" date, they're always welcome so thank you for writing. Were you really surprised to find how friendly we all are? I think I was too, at first, but the three days we spent at South Cerney talking our socks off to hundreds of people we had never met before cured me of that! Rather along those lines, someone said to me at Cotswold Gate, "I think we have more friends here, on this field, than we have at home. Perhaps the people who live near us think we are a bit reserved, but here we all have an interest in common, whatever we do at other times." Or words to that effect. Its true, too, isn't it?

One of the first things Jeff has done is produce a checklist which anyone can use to assess the potential of a site for an Auto-Sleeper Owners' Club rally. If you think some of the questions hardly need asking, good, you already have the right idea! But ask them, anyway, because we don't want to find, when we have 30 or 40 vans arriving, that there was a misunderstanding. Ask it, note it and, I very much hope, we will get it confirmed in writing with the Site Management before we commit the Club to running a rally there.

#### **"FROM THE FACTORY.**

I think many of you will agree that monthly contributions from the factory could become rather repetitive and thus the already full pages of our Club Magazine are perhaps better filled with more relevant and useful detail. However, the fact that factory news has been missing from the last two issues does not by any means mean that life here at Willersey is particularly quiet! Indeed, on the contrary, because at the moment we are in the throes of working towards obtaining BS 5750. What, you might ask, is this? Quite simply it is a British Standard that, when attained, ensures that all procedures, be they the manufacture of motor caravans, new vehicle sales or even dispatch of sundry items, all conform to set standards. To this end, we are currently re-writing our own company procedures which, when complete, are contained in what is called the Quality Manual. This is a document that has first to be approved by the British Standards Insti

-tute and once this has been signed off, it becomes our Bible. The benefit of this to the company and indeed to you, our customers, will be enormous since not only will our product further improve but it will ensure that all items fitted meet stringent standards laid down by ourselves which will be of benefit to everybody.

We are therefore in the throes of turning ourselves inside out. Both factories, paint shop, stores and associated buildings are in the process of being thoroughly spring-cleaned and re-organised with additional shelving and labelling wherever you look. I would add that we have only just begun this mammoth task and already the improvement is there for all to see.

As part of this exercise we have recently appointed Alan Curry as our Quality Control Manager and he is one of the stalwart members of the team working towards attaining BS 5750. Interestingly, the writing of these many procedure is proving to be a most busy occupation and rest assured we shall all be greatly relieved when our work is complete. If, therefore, you see either Neville Jelfs, Alan Major or indeed any other member of staff looking particularly harassed with sagging shoulders, you will indeed know why!

Another matter in which you might be interested is that we are already planning our 1991 Company Magazine. As with last year, we are intending to have a large page devoted to Owners' Club activities and I am sure that there are many of you who have got some particularly relevant and interesting photographs which you feel may be suitable for inclusion in our 1991 issue. Might I ask that these are first submitted to Rita Daley who will then forward her short list here to us at Willersey for final selection. We are particularly keen to receive photographs which are perhaps a little unusual or have an interesting aspect to them. Submissions to Rita please, in the form of colour prints since this is most suited for reproduction.

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Lastly, many of you will remember last year that we also included an article entitled "Our Fifth Auto-Sleeper" by Mrs Carol Pardy. Once again we are most keen to include a similar article "Extolling the virtues of the model currently owned, preferably a recent model, and the owner should have had at least one previous Auto-Sleeper" so please put pen to paper and send the result, together with colour prints to Rita for onward transmission to us. We, Auto-Sleepers, are offering a prize of £75 for the article that is selected.

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A U T O - S L E E P E R O W N E R S ' C L U B  
R A L L Y S U P P L E M E N T  
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WILL YOU PLEASE SEND THE COMPLETED SLIP AND CHEQUE MADE OUT TO THE RALLY MARSHAL NAMED AS EARLY AS POSSIBLE, and preferably at least 10 days before the rally, so that the site can be informed and everything prepared in good time. Last minute arrivals are still accepted but it does help the Marshal if he knows how many to expect. EARLY BOOKING PLEASE, IF POSSIBLE.

13th - 15th July, WALDERGRAVES CARAVAN PARK, MERSEA ISLAND, NR. COLCHESTER, ESSEX. £4.00 per night plus £1.50 Rally Fee. Marshals Sheila Hammell and Harry Henthorne, at 69 Bingham Road, Addiscombe, Surrey. CRO 7EG. Head for Colchester, Essex. Follow signs for B 1025 s.p. East Mersea, or Mersea Island. About 2.1/2 miles after Abberton, take L fork, then after about 3/4 mile take 2nd turning on R. Follow site signs from L.Fork. CAUTION: THE ROAD CROSSES A CAUSEWAY WHICH CAN BE COVERED WITH WATER AT HIGH TIDE. Also the road after the fork is narrow, twisty and badly maintained.

Children may be playing on or near the road.

This site is on the Blackwater River nr. Brightlingsea and Clacton, and to the north is Colchester. I understand the site is right by the estuary and will encourage you to stay put. However, Colchester has an ancient history and the museum is housed in the castle keep, which is itself of interest. Stour Wood is an R.S.P.B.reserve, approx 15 miles east of Colchester on the south shore of the Stour Estuary close to Wrabness. And of course, at East Bergholt and Dedham on the Stour, you have the country John Constable enjoyed sketching and painting.

20th - 22nd July, CHESTER SOUTHERLY CARAVAN PARK, BALDERTON LANE, MARLSTON-CUM-LACHE, NR. CHESTER. £4.85 per night plus £1.50 Rally Fee. Turn off A55 Chester By-pass at roundabout onto A 483 (Wrexham); in about 300 yds turn R into Balderton Lane. Site on R in 1/4 mile.

Some street plans of Chester have been photocopied for you, and you will not need reminding that you will be able to walk round the walls and through a town with an incredible history. If Chester is not to your liking, the seaside resorts of north Wales are worth looking at. Why not use this rally to start a tour of north Wales. It has some lovely countryside, and will tempt you back many times.

17th - 19th August, MORETON GLADE TOURING PARK, STATION ROAD, MORETON,  
DORSET. £4.50 per night plus £1.50 Rally Fee. Marshals: Barbara and Jeff  
Worley, 26, Houndstone Park, Gunners Lane, Brympton, Yeovil, Somerset,BA22  
85Q.

The site is off the B 3390 North East of Weymouth by the Frampton Arms Hotel  
approximately 3.5 miles north of the roundabout on the Dorchester/Wool Road.  
This site is quite near to the coast (Weymouth is approximately ten miles)  
Hardy's Cottage to the north and the Bovington Tank Museum to the east. More  
details of these can be obtained from the site.

31st Aug - 2nd Sept HIGHFIELD FARM CAMPING SITE, LONG ROAD, COMBERTON,  
CAMBS. £3.00 per night plus £1.50 Rally Fee. Marshals: Jean & Matthew Boyd,  
"Benelg", 9 Finch Road, Little Eversden, Cambridge, Cambs. CB3 7HG  
From Cambridge leave by the A45/A1303 (Bedford) and after three miles (just  
past the American Cemetery) turn left at the roundabout and follow  
international Caravan and Camping signs to Comberton. From the M11 leave at  
junction 12 and take the A 603 (Sandy) for half a mile, then right on B 1046  
to Comberton. From A 45 leave at Hardwick roundabout and follow Caravan and  
Camping signs to Comberton. Comberton is situated on the B 1046 about five  
miles south west of Cambridge.

Local places of interest include the Cambridge Colleges, Ely Cathedral,  
Welney Wildfowl Refuge, Newmarket National Horseracing Museum, Duxford  
Imperial War Museum (lots of aircraft) and, of course, the lovely  
Cambridgeshire countryside.

PLEASE MAKE OUT YOUR CHEQUE TO THE

MARSHAL NAME)....

AUTO-SLEEPER OWNERS' CLUB

Send one of these slips to the Marshal named 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. If the rally field only holds a limited number you might be disappointed.

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RALLY SLIP

Rally Site.....

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

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

We are/are not interested in a meal on Saturday night if a suitable one can be arranged.

Please send this slip to the Marshal named with your fee.  
-----

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Rally Site.....

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

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We are/are not interested in a meal on Saturday night if a suitable one can be arranged.

Please send this slip to the Marshal named with your fee.  
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Perhaps we have rambled enough on news from the factory, so might I end by wishing you all many happy rallies and I trust I will meet several of you at those which I am able to attend.

With kind regards, *Charles Trevelyan.*"

The rules are simple. About 600 words (for guidance the item "From the Factory", right down to "Charles Trevelyan" at the end is 644 words so something just a bit shorter than that would do nicely, thank you). There is only one prize and the winner will be chosen by Auto-Sleepers Limited - entries should be sent to Rita for ease of administration, not judging. Entries must be received by the end of August at the latest. Photographs will be returned if you send a suitable SAE. We suggest you put your name and post code softly in pencil on the back of each photograph or use a sticky label because they will be passing through many hands before they get returned to you!

By sheer co-incidence, the day after I had put Charles' note into the machine I received my copy of the May issue of SUKO NEWS - the Newspaper of Shell U.K. Oil - and on page 3 it said:-

"SUKO SET TO FLY THE KITE. SUKO's road tankers and product tanks will soon be displaying the British Standards Institute "Kite Mark" of quality following an official award from the Institute this month.

"BSI director-general Ivan Dunston presented SUKO managing director Roy Reynolds with a BSI Certificate officially registering the company under BS5750 Part 2 (ISO 9002) - the internationally recognised quality standard.

"The registration covers the company's manufacturing, supply and distribution of fuels, lubricants and bitumens.

"The company had to undergo a rigorous assessment period to earn the award during which time independent inspectors from BSI examined the whole of the company's quality management system to see if it complied with BS 5750. The inspectors found Shell reached the required standard and has now placed the company on the special register of assessed firms.

"To ensure the high standards are maintained, BSI inspectors will make un-announced site visits to check that operations and procedures are kept up to the agreed levels of quality."

It goes on to talk about other aspects of the award and Shell's business which is irrelevant to this item but I thought you would be interested to know how highly a major oil company regards the award which Auto-

Sleepers Limited is seeking. Good luck to them! As you know, we are now on the receiving end of News Releases from the Volkswagen Audi Press Office and, with a declaration of my complete impartiality as far as base vehicles is concerned, I intend to pass some of the information on to you, if I think it is of interest to non-VW owners as well. The quote from their rescue and recovery service item produced enquiries, some of which I couldn't answer. Someone asked for more information on the AA/BRS scheme. I confess I hadn't given it much thought, supposing it to be tied in with the Automobile Association and similar to the service offered to AA members. But, never liking to admit I didn't know what I was talking about, I inquired. What a lot of information resulted! Within a few days Mrs Barbara Briggs, Key Account Manager of the AA Midland region, had come along to explain just what the AA/BRS service was. In a few words, it's a "pay for use" service offered to large companies, such as V.A.G or Peugeot Talbot and, I suspect, several other motor manufacturers. Instead of paying an annual premium or fee, whether they use the service or not, companies of good credit worthiness can chose to pay for what they use; if none of the vehicles covered by their scheme breaks down they pay nothing (well, perhaps a nominal charge!) but if any do break down then the cost of recovery or repair is invoiced to the company (not the driver or owner of the vehicle concerned).

The scheme is not offered to individual owners because the administrative costs would be too great and the AA naturally want to be sure they will get paid for attending a breakdown. We all know that there is some law that says if you ever DO break down it will be in the middle of winter, the middle of the night and at least raining - probably snowing - and the cost of getting the recovery team to you will be high. So most motorists, says Mrs Briggs, prefer to join some form of insurance scheme, join the AA etc., and pay a relatively small amount each year just in case, rather than risk suddenly having to find £200/£300. I must say that, having tried to count the number of times my vehicle had packed up over the last umpteen years, and finding I still hadn't used all the fingers on one hand, I favour the "pay for use" scheme because the corollary, "no charge for not using" appeals very strongly to my meaner instincts! Unfortunately for those who agree with me, the Club feels it cannot take on the considerable responsibilities involved in operating such a scheme for members. I agree. We, a bunch of amateurs and volunteers at that, just are not equipped to do it. If you all write in saying how disappointed you are and how interested you would be to find out more, who knows?

The idea that the Club might become an agent for the AA and thus

earn commission on new enrollments did not win many Brownie Points since it was thought most members would have decided long ago whether or not to join the AA and acted accordingly. We could be wrong. Only you can say - so please do.

The thing that worries (bugs?) me about all these breakdown services, in whatever guise they are presented, is the need to get to a telephone before even the smallest wheel is set in motion. In my experience telephones are just like policemen, you can never find one when you want one. How very useful car phones can be. We were very glad Gerry Woolley had one when things went suddenly wrong at Cotswold Gate - the ambulance was on the site probably before any of us could have got to the nearest telephone box. Even when the first emergency was over it was of immense use in contacting relatives quickly. Thanks, Gerry for letting us use it so promptly.

The most recent News Release from V.A.G concerns the radios available for fitting to their vehicles and since quite a bit of it deals just with modern radios I feel it will be of some interest to most vehicle-radio users, so here goes:-

"The range of in-car audio equipment offered by Volkswagen Audi dealers and Volkswagen Van Centres" (I must ask Mr Rowe for a list of names and addresses of those centres) "has been quadrupled with the addition of two new brands, plus a newly extended range of the latest in-car entertainment units and accessories - and it has already increased audio equipment sales by more than 300 per cent since it was launched two months ago. Volkswagen and Audi allow customers to up-grade their car's standard equipment by having the original unit's value offset against the cost of their up-grade, saving money.

**Customers want choice.**

"What our customers have told us is that they want even more choice," says David Abbott, parts and accessories marketing manager for the UK importer. "They want a greater choice of models in the middle sector of the market and they want to be able to choose from the absolute top line models, as well as being able to upgrade speakers and aerials. That's why we are pleased to add the full range of products from Pioneer and Grundig to the models offered by Blaupunkt and Panasonic, giving our dealers an unrivalled range of units to offer customers."

**CD Multi-play and CD Front loader units.**

Volkswagen and Audi customers now have the choice of four different Compact Disc units, two offering front loading of single CDs in the car and two standard-setting Multi-play units. The Multi-play units are stored in the boot - out of sight of thieves - and take cartridges loaded with either six in the case of the Pioneer unit, or 12 in the case of the Panasonic player, compact discs.

The Multi-play CD unit is then matched to the dashboard mounted stereo unit from which any selection of discs, tracks or even parts of tracks can be selected, allowing for up to 12 hours of music to be programmed into the Multi-play unit - sufficient for even the longest drive.

**RDS - automatic radio station identification & selection.**

RDS - Radio Data System - has been described as the most significant advance in car radios since the advent of FM Stereo and Volkswagen and Audi customers have the choice of five different units.

RDS offers four main advantages over conventional radios:

\* **Station Display.** RDS units actually display the station the radio is tuned to. Instead of, for example, "93.7 Mhz", an RDS unit shows that the radio is tuned to "BBC R4".

\* **Auto Tuning.** Once a national radio network, such as BBC Radio 4 or BBC Radio 1, has been selected an RDS unit never needs retuning. It always hunts for the strongest signal for that radio station and retunes automatically to stay with it.

\* **Travel Service.** This allows RDS owners to listen to tapes or even drive in silence without missing important traffic news. When a traffic bulletin is broadcast the RDS unit switches to the traffic news automatically and then, when it is finished, retunes to the tape or puts itself back on standby.

In the future, RDS units will also allow the owner to select the type of radio station they want to listen to - pop, classical or rock music, news, sport, drama etc - and then the unit will automatically retune to that type of radio station.

BRS units will be able to be programmed to switch themselves on at a certain time for a certain programme and even display descriptions of the programme, music or telephone numbers.

I hope it is of interest and use, even if you don't own a VW!

While copying out bits from other people's papers I may as well include an item that has yet to be published:-

"Below is an extract from the Archaeological Survey Faxsheet of April 1st, 2490.

## ARCHAEOLOGICAL DISCOVERIES IN WORCESTER.

Excavations in the Evesham Vale area have brought to light some insights to our forbears' way of life, possibly around 1970 - 2000.

For some years it has been thought that there was a centre of activity, possibly religious, somewhere south of Evesham. A dig on the site of an old village named "Willers" or "Willsey" has found an early form of plastic container. Inside, in a poor condition, were found torn pieces of paper.

1. One bore the words "UTO-SLEEPE". This is believed to be some pseudo-religious sect of which there were many prevalent at the time. (It is known that there was an even earlier American (USA) tribe called "Ute")
2. Another sheet refers to "A.L.C. TREVELY" and to "A.C. TREVEL". In this case "L.C" or "C" appears to be a title (cf: REV; FR; SIR) and it would seem that there are two ranks. The "Trevely" (or "Trevel") appears to come from "travail" (French language of the time meaning "to work"). So the reference appears to be to "Workers". The "L" is possibly "Leading" but we cannot deduce the meaning of the "C".
3. "Legend" and "Talisman" appear on other scraps. Study of other documents of the time reveal that the former was a half-believed story and the latter some form of "lucky" charm.
4. A strange wording "Neville Jelfs" appears. "Ne" was often used to represent "born" (again taken from the French). "Ville" also came from that language, meaning "town". Thus "Born in the town of Jelfs". We cannot trace this town but believe that the reference is to one of the "Trevels".
5. Some papers appear to give instructions to "Ford" (a river tribe?), "Talbot" (a long legged tribe) and "Volkswagen" (stealers of eggs, from a corruption of "yolk" and "swag", plural "swagen"). Money appears to have been passed over by this sect to buy "chassiscabs" (religious ikons?). Money is also received from "Dealers", thought to be an anagram of "Leaders" and presumed to mean ranks lower than "C".
6. Another document has a two-dimensional "picture" of a fossil-fuelled vehicle called a "Trident" (see legend of Neptune, god of the sea). It is believed that this was a chariot, probably to carry "L.C." or "C" at functions but no other reference to the three-pronged ceremonial wand (trident) can be found.

At the foot of this "picture" appears the words "A COMPANY COMMITTED". Unfortunately the rest of the document was missing so we are unable to say to where they were committed! H.H."

## RALLY NEWS.

"Swansea Rally, 18th - 20th May. This report is rather late owing to having quite a lot of other things to do." (Can't think what Frank means by that -

surely running two rallies in two weeks doesn't keep him busy?)

"27 vans were there. The weather was very kind to us and the site was in very good order, nice and clean and plenty of hook-ups. A meal on Saturday evening was enjoyed by everybody attending. The "Red Lion" at Morriston was a good venue and "value for money". A number of members enquired if it would be possible to go back next year, we shall have to see."

"Cotswold Gate Caravan Site, 1st - 3rd June.

39 vans attended. The weather was cool but the rain held off, apart from a couple of showers. Quite a lot of people enjoyed walks around Wotton-under-Edge and across the hills which surround the site. The Cheese and Wine evening was a great success. I thought the price was on the high side and would carefully consider going back there again until there is some improvement."

**Kingswood Green Field Rally, no 17, 28th - 30th September.**

Frank has set his heart on making this a rally to remember. It is almost next door to his home in Kingswood, is cheap and has easy access. It can be linked to the rally at the Bath & West Showground, Shepton Mallet, the preceding weekend.

From M5. Leave at Junction 14, take B4509 (Signposted Wotton-under-Edge). Through the village of Charfield continue for half a mile then turn Right (signpost Kingswood). At next junction turn Right and follow ASOC signs.

From M4. Leave at Junction 18. Follow A46 (Signposted Stroud) to Petty France. Turn Left (Signposted Hawkesbury Upton). Straight through to Hillesley - follow signs to Kingswood. Site on Left on entering village (ASOC signs).

**TAILPIECE or JUST A THOUGHT.**

"Dear Editor,

I strongly suspect that Aubrey Wagstaffe was indulging in a touch of what is colloquially called "winding up" in the May Newsletter, and what a magnificent catch he made!

Whether or not I'm right I enjoyed his letter far more than some of the published replies attacking his heretical views with an almost ridiculous fervour.

This is not to say I agree with all his criticisms - I don't, but I strongly support his right to make them if we are not to become a club of self-congratulatory sycophants. There surely must be many like me in whom Aubrey touched a sympathetic chord (or perhaps I should have said a raw nerve) with his reference to the multi-speakered pop-group. - OK, one lady thought they were "a very good group" (sic) but I found force feeding in mega decibels completely annihilated civilised conversation. This I would put in the same anti-social category as smoking where one is unable to avoid its effect without (in this

case) serious danger of giving the vocal chords a hernia. I too beat an early retreat - but not to avoid the clearing up.

My own Billing bete-noir must be the loos - dismal breeze block reminders of early camping days in the fifties, which I thought were long past. What must Continental campers/caravanners reared on the luxury of expensive ceramic tiles think of these facilities in what is promoted as a leading leisure centre?

But enough of criticism. To show my heart is in the right place, praise is due and given unreservedly to those who put so much time and effort to make an enjoyable National. If enough members are prepared to qualify their eulogies with a little constructive criticism of the things that irked them, next year's should be even better.

Regards, *Hugh Williams.* (526)"

### NOTICE BOARD.

"A Rally Co-ordinator, with a small sub-committee has been appointed to draw up next year's Rally Programme which we hope to make as varied and interesting as possible.

To do this we need your help. If you know a site that is suitable, please visit it, complete the enclosed pro-forma and let me have it back as soon as possible.

*Jeff Worley, Rally Co-ordinator."*

Jeff's address is:- 26 Houndstone Park, Gunners Lane, Brympton, Yeovil, Somerset. BA22 8SO. (It's on the form, too.)

### "WAGON TRAIN"

"There are 4 Motor caravan places left for our 14 day holiday in Normandy and the West Coast of France. If these remaining places are taken up 18 Motor caravans will be sailing at 1 pm on 3rd September from Portsmouth to Cherbourg and returning via Le Havre on the 8th or 16th September.

A 20% discount has been negotiated with P&O European Ferries. If you wish to join us **PHONE** me immediately on 0249 659742. These reservations cannot be held later than the 8th July.

*Reg. Rogers."*

### Rear Seat Belts in Flair.

Colin R Gibbs of East Grinstead asks where he can get lap and diagonal seat belts fitted to a Flair. The unfortunate answer is, he can't. The base van is not built with the requisite anchorage points and to fit them on conversions would be prohibitively expensive. Only lap belts can be fitted to the rear seats.

Colin says "I understand that the rear lap belts are only a recent factory fitment so how have children been carried safely in the past?" A good question - any answers please? The children in this case are 4 years and 4 months respec-

-tively.

### FOR SALE.

Harrison Drive Away awning, high top, rear or side. Used twice. Purchased 9.11.89. I paid £236.15 at a discounted price, real price £307. For sale at £180, no offers. Contact Ron Baker on 081 777 6446.

### Award-winning Harmony.

At the Motorcaravan Fair on the Racecourse, Stratford-upon-Avon (8th-10th June) Auto-Sleepers won an award:-

1990 Motor Caravan of the Year  
Best Conversion  
**HARMONY**  
on  
Talbot Express  
by  
**AUTO-SLEEPERS LIMITED**

Well done, the Willersey Team.

A note from Rita, only just in time: "Don't forget to let us have your holiday articles, short and punchy if possible, but more detailed if you visit a remote or lesser known area such as the Eastern Block countries, Africa, Turkey, America! We would also like "Holiday in Ireland" stories as it is so close and so few of us have thought about visiting there."

That has to be all for this month, and next month and...  
Good Luck, Harry - see you in November!

Your Editor,

*Phil Daley.*

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### DISCLAIMER.

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