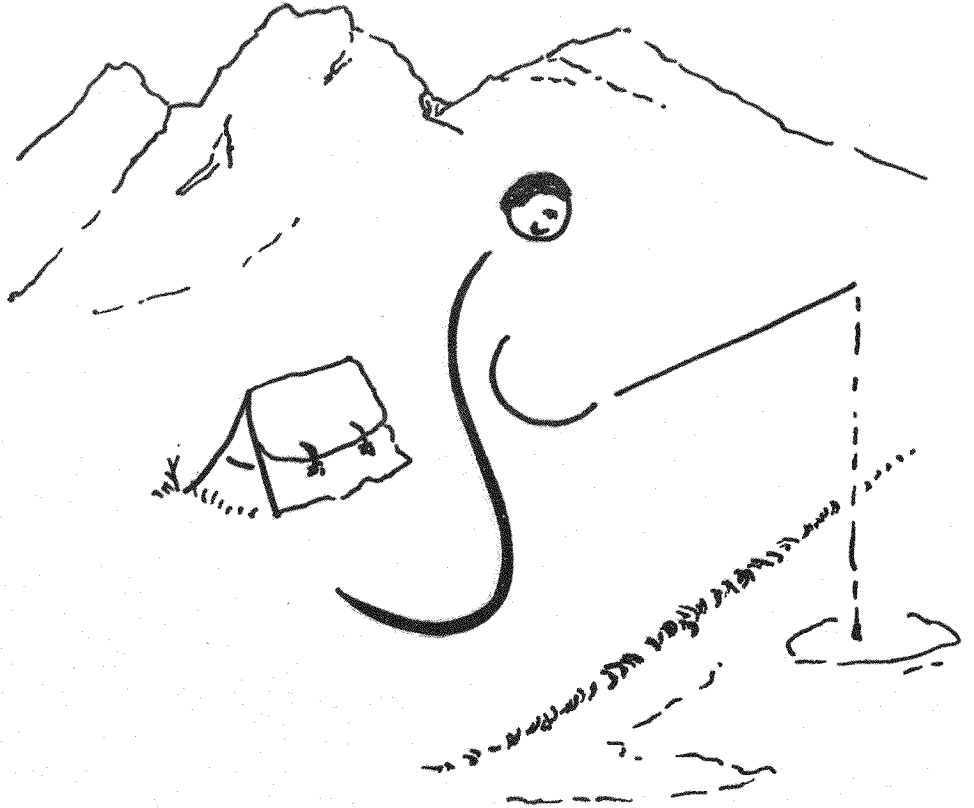


AUTO-SLEEPER  
OWNERS' CLUB



NEWSLETTER 23

AUGUST 1990

Oh Bother! There was I just getting going nicely with about eight pages of my first attempt at the Newsletter done when the July issue arrived on my doormat. Having a little time in hand I read through it and found, to my horror, that our beloved Editor had stolen all the good lines that I thought I would put in. So it was back to the drawing board (or word processor to be precise) and start again.

Hello!

As you can tell by the introduction the change (temporary) of Editor has taken place. For the last two months Phil has inserted an awful warning of this event so....! Phil passed on to me what we call 'The Spike' which is all those contributions which have been sent in by you, dear reader, to make our job that much easier. But I do notice that it is getting a bit thin so please write in and tell us about all sorts of things which others would enjoy reading. Or from which they can learn. Come along now, I've got 19 pages to fill for each of three months and that is quite a lot! I NEED YOUR HELP!!

I hope that you like the style of printing that I have adopted. I think it is fairly easy to read (although the English may not be) and I am assured that our Printers like it because it is easy to photo-typeset or whatever magic he and she do for us.

I have to start with an apology. I received a letter from Sweden which came from our Editor and Rita. Phil had popped a note he had received from Jeff Worley into a reference book which he had taken on the trip. And he had just found it! He realises that "such blatant carelessness warrants my dismissal from the post of Editor but I will face up to that with what courage I can muster!" There speaks an optimist!. So apologies to Jeff for not including his note in the July Newsletter. I have included it in this issue under 'Rally News'.

The ways of our members are varied in the extreme. A chatty letter was received by Rita & Phil from Mary C. just as they were going on holiday. She reported that she had broken her leg - while totally sober too! To quote from her letter:-

"It was 10th May the first day we'd had rain for weeks - I was out dog walking and slipped down into a ditch as easy as that. Unfortunately being wet no other person was stupid enough to be out and about so I had to crawl home half a mile. I was a poor exhausted thing as it took me about two hours - Ruby the dog thought it

a poor do and wasn't very impressed with my efforts on all fours. At first she thought it a good game and pranced around me but then decided the joke had gone on too long so followed behind trying to look as though I didn't belong to her. The outcome of all this was an op - my ankle is plated, bionic Mary - and a spell in hospital. I am now plastered (sorry, my leg is) until early July."

We all hope that our "Bionic" and "Plated" (isn't that what they do to H.G.V's?) member is well on the road to recovery now and with her light-hearted approach to what could well have been a very severe problem I am sure she won't be kept down for too long.

Phil included my note on how I started motor-caravanning (see Newsletter 21, page 7 et seq.). In turn I have received a letter from Peter and Jenny Berry on their starting point.

#### "FINDING A TROOPER"

I thought your members might like to know the events that occurred along the way to our purchasing a new Auto-Sleeper VW Trooper.

Back in 1972, we bought our first VW camper, a Devon conversion, which suited us then as we had six in the family. On one occasion at St. Andrews, we slept all six in the VW after the site warden asked us to take down our side tent due to complaints from the other campers!

One of my retirement goals in 1987 was to return to my home in New Zealand and, if you are going that far, you might as well go all the way Round-the-World. (The air ticket is cheaper too!) We enjoyed eight weeks in the US and Canada, Fly-Drive, and one evening was spent in a Motel 6 Lodge in Pensacola, Florida. (Next to the US Navy Air Museum.) Across the road was the local VW dealer and parked on the grass were a number of new VW Westfalia Campers. We wandered across and the salesman (from Yorkshire, of course!) showed us the features of the 2.1 liter (sic!), automatic, air-conditioned, stereo radio-cassette equipped dream. At \$18,000 on-the-road this was a "snip", but how to purchase, store it, and then take it home?

On our return home we wrote to the Dept. of Transport UK and US, HM Customs, VW, AA, Insurers, shippers and all, in the hope of solving the purchase and import jungle. In the meantime we made several more trips to the US and Canada and last March, whilst in Washington

DC, got a new quote which was now up to \$22,000. At the current rate of exchange, plus import duties, tax and VAT, this finally put an end to these hopes.

One positive find was at the American AA (AAA) in Alexandria who were prepared to insure us (as AA members) for four months touring in the US. They also loaded us down with a number of camping site books, maps and the like to begin planning the tour.

In 1988 we sold the VW Devon after 16 years and 145,000 happy miles, including one three week Continental tour from Scotland - Portsmouth - Cherbourg - Cape Agde and return.

With our journeyings coming to an end we began looking in earnest for a VW conversion in the UK. Up to Gleneagles Caravans where they do a very nice custom-built job. Then down to Lympne and CMC who use German Remo components for their conversion. On to Berkshire Caravans at Chieveley. Then we saw the conversions on the "new" VW base vehicle in the July 1989 Motor Caravan Magazine.

Finally to the Caravan and Camping Show at Earl's Court last November where, after two days of deliberations, we finally settled on the Auto-Sleeper Trooper. We thought their conversion fitted our need, the workmanship was first class and the extras were all included in the Show price.

Barry Rogers 'phoned us in late April to arrange delivery, but I was off to Paris for five weeks (!) so on May 11 my wife, Jenny, journeyed down by train to take possession. I managed a quick weekend to meet her in Cambridge and try the Caravelle driving seats and the luxury of automatic drive.

On returning home together and as "novices" to the new technologies, we had an interesting time coming to terms with gas taps, cooker, fridge, water pump, Zig unit, RCCB, not to mention programming the radio-cassette!

What next? Well, join the Auto-Sleeper Owners' Club and find out what motor-caravanning is really all about!

Sincerely,

*Peter & Jenny Berry."*

These are two of our newer members and I should like to welcome them into the Club. Sheila sent them the details which go to all enquirers on Monday of the week

after we had got home from our holidays and before the Friday of the same week she had received their application form and I had got this letter. Nice, keen members, that's what we like to get! I found their letter very interesting and I hope you did too. Bill Clarke has also had a letter from them including details about insurance. You will remember that he had run into problems trying to find insurance for people who wanted to take their vehicle to the US. Peter and Jenny were in a slightly different category in that they wanted (originally) to buy a van over there and then ship it home.

While we were enjoying the Scottish part of our holiday we stopped at Inverewe to see the famous gardens and stayed overnight at the National Trust Campsite at Poolewe. We drove in and tried to find a level pitch. At first we went onto what was probably the base of a nissen hut or similar but decided that it was a bit too open although very level of course. A Talisman was nearby with a level looking pitch beside it so we went across and parked, would you believe, right next to Barbara and Bill Clarke. A very pleasant evening was spent chatting with them about all manner of things including various mods. We were all heading for the Isle of Skye although at slightly different speeds because they intended to stop a further night on the mainland at a delightful site just outside the Kyle of Lochalsh while we were going straight over to the island. But at one stage on the island a Talisman and a Clubman passed each other with headlights flashing and lots of waving! A bit further on you will find a letter from Bill regarding his mods; as you may recall he is our mods man for the Talisman. I saw a couple of the things he had done and I was particularly impressed with the way in which he has fitted his Cruise Control. For further details of the Cruise Control you should re-read Newsletter No.18. Other references can also be found in the Index.

If you read Newsletter 22 carefully you will have noticed that I have been busy compiling indices (indexes?) for issues up to 18 (so far). I must be a glutton for punishment! There were a few false starts but I am happy to tell you that there is now an index in existence for issues 1 - 12 and another for issues 13 - 18. The reason for this is that the earlier issues only started at four pages and gradually worked up to the present 20. So the thickness of the two indices is somewhat similar. Copies may be obtained on receipt by your Assistant Editor of a self-addressed, A4 sized envelope suitably stamped with a first or second class stamp at your choice. All requests will be handled in

strict rotation. But please don't all write at once as photo-copying has to be done a little at a time. As Phil said we may have to get them printed if the demand is high enough but that will cost money so, for the moment anyway, photo-copies have been made. And if you find anything left out, wrongly indexed, or any other errors all I can say is hard luck! You can do the next (but one) index if you want to! I'm in process of preparing 19 - 24.

### "CHAIRMAN'S CHAT"

First of all I would like to wish Harry Henthorne well in his spell in the Editor's chair and to thank him for taking on this task while Phil Daley has a well earned break. We are indeed fortunate, I am sure, to have on the Committee not just one but two people who are prepared to undertake this demanding task!

Preparations for the Wagon Train outing to France in early September are progressing well thanks to the efforts of Reg Rogers. (Special notice on a later page - Ed.) The latest number I heard was fifteen - not bad for a new venture. I am not sure how many of those going are genuine 'First Timers' but I am sure that the idea is a good one and perhaps next year even more members will want to participate.

In my last Chairman's Chat I mentioned that we are already working on preparations for the 1991 Annual Rally and would welcome suggestions from members, particularly on suitable venues. It seems to me that there are very few sites capable of fulfilling our requirements for a rally in early Spring, but perhaps you know of one that we don't - if so please let us know.

Discussing the comparative merits of motor caravans and towed units with a friend the other day reminded me of the apprehension we had when we ordered our Talisman. Neither Daphne nor I had regularly driven such a large vehicle and I must admit that we both were somewhat anxious as to how we would find it. In fact we need not have had any worries as we both really enjoy driving 'Capuccino'. What surprised me initially was the lightness of the steering. With a total weight of well over 2 tons I had expected this to be much heavier, but I suppose having the greater part of the weight on the back wheels helps. Some people criticise the Talbot gearchange and I must admit that initially it was a bit stiff, but after two years it has eased considerably and we are quite happy with it. One of the major advantages of having an elevated driving position is the much

improved views that you get of the countryside as you drive along.

Apart from its use as a "Camping Car" (as the French call it) the motor caravan can fulfil many other useful functions. The following list is probably not by any means complete and I would be interested to hear of other uses to which members have put their Auto-Sleepers.

#### TAXI

I recently had to pick up four friends and their baggage from Heathrow Airport. This was quite beyond the capability of my Peugeot 309 so the Talisman was brought into service and proved ideal. The only difficulty was height - short term car parking is not possible with a motor-caravan but the long term car park with its regular bus shuttle to all terminals proved quite satisfactory.

#### VAN

Frank and Dilys Stinchcombe can probably claim better experience than I in this particular area. Long serving members will recall that Frank helped reduce the E.C. Beef Mountain by using his Legend to distribute tins of meat to deserving cases in the Wotton-under-Edge area. We too have used Capuccino as a removal van and also, I must shamefacedly admit, for carrying large items of refuse to the council tip.

#### GRANDSTAND & BAR

Daphne and I quite often attend Three Day events, Point to Points, Show Jumping and other equestrian events. If strategically parked Capuccino can provide good grandstand viewing accommodation and also a very serviceable bar and buffet! Once the event is over most spectators return to their cars and join the slow moving queues to leave the car park. With Capuccino it is much more comfortable to sit either inside or outside, depending on the weather, sipping iced "G-&-T" or hot coffee until the crowds have dispersed.

#### MOBILE RESTAURANT

We have had much pleasure taking friends out for a meal in the motor caravan. What could be nicer than driving to a convenient level spot with lovely views and then preparing a good meal using the Talisman's kitchen? It certainly makes a change and many of our friends have really enjoyed their outing.

## SPARE ROOM

Whether visiting friends at their home or receiving friends in our own the sleeping accommodation provided by Capuccino has proved a really useful feature. Particularly when visiting friends it is so convenient to know that they will not have to make up beds.

## BOOT SALE

We have been to several boot sales to dispose of unwanted items from the attic. Great fun and quite profitable they have turned out to be. The Talisman, particularly with the Fiamma side awning, makes an ideal vehicle for this purpose. It is amazing how much junk you can load into the van and, again, the catering facilities are much appreciated.

What other uses have members found for their Auto-Sleepers?

*John Normandale 27.6.90"*

I can subscribe to what John says about Airport Collection service although my experience has been at Gatwick, still with the height problem. Also the trips to the local refuse tip - it is amazing how much and what size rubbish you can load. For ordinary van carrying I have had 8 (I think it was) 8' x 5' fence panels safely inside carried, I might add, amidst lots of laughter as one of my passengers tried hard to hold them steady when rounding corners! And the Clubman has often been used as the spare room when we visit friends.

One advantage that John didn't mention was the driver's view of traffic. On many occasions I have found that I could see a gap in a queue of traffic waiting at traffic lights and have taken advantage of it by going up the outside (when safe to do so!). Car drivers, hugging the ground so closely, have not been able to see so far ahead.

And, of course, the ledge on each side of the cab (in the Clubman) where the overcab bed rests when extended is just purr-fect for the two most important people in our van! From here they can see without being seen and stay out of the way and out of any draughts when travelling.

I received a very nice letter from Emily & Frank George who began by thanking me for taking over the editorship for the time being! (Wait till they see what a mess I make!) They have just bought a 'new' (to them

anyway) 1980 Dodge A/S. This is to replace their even older 'J' registered Commer which has gone to the great caravan park in the sky, or more correctly to the breaker. (Phil mentioned their search for a replacement A/S in the June N.L.) The Dodge has covered less than 24,000 miles and they have the full record for it. They are quite delighted with it but they write:-

"As one might expect with a 'used' motor caravan certain items were found wanting. One concerns the fabricated plastic fresh water tank. The outlet adapter has a knurled or knobbly flange with no flats of any description. It has a male 3/4" B.S.P. thread to fit the tank and has a female internal thread to take the hosepipe adapter. This latter has a hexagonal section inviting the use of a spanner. Thus the scene is set for disaster! There is a leak from this fitting so the unthinking D.I.Y. man uses a spanner and this forces the male adapter to be overtightened, thus stripping the rather delicate threads in the tank.

How does one overcome this problem? Any other member had it? A letter to C.A.K.Ltd.(who I presume are the makers of the black polythene as it appears to be their Commer 15G/68L tank) a couple of weeks ago has elicited no reply. It is necessary to disconnect the hose to drain the tank - a retrograde step as the metal tank on the 1970 Commer A/S had a respectable drain plug fitted!

One final point re our Dodge. One wheel trim is missing and I would like to replace it as I just don't like the look of this van with the fancy aluminium trim missing from a front wheel. Any member with one (or two) spares please make contact." Their letter ends with a P.S. "What mastic sealant will really adhere to polythene?"

Any member with suitable suggestions or trims please contact them direct at 1, Woodcock Gardens, Woodcock Road, Warminster, Wilts., BA12 9JH or telephone 0985 216084. (The Editorial suggestion for sticking power is Chewing Gum - it seems to stick to everything else! I'm not sure how good it is at sealing!)

Our new Secretary has asked me to remind you of his name and address so that members can get in touch if they have any problems or queries with which he can help. Remember, please, that only questions pertaining to the Club should be directed to him.

Anyway here is the address - on the next page now!

Peter (and Wendy) Fisher  
27, Sunnyside  
Walsall Wood  
Walsall  
West Midlands  
WS9 9LD

That will find him (them) or you can telephone on  
0543 - 377777 (that's one 3 and five 7's!).

Reg Rogers has written with this message:

## WAGON TRAIN

### SPECIAL NOTICE.

I will be allocating each member to a Sub Group (see Wagon Train Code No.3) within three days of receipt of this Newsletter. If you wish to be joined with anyone in particular please contact me immediately. You will soon receive notification of the location of the campsite near Portsmouth and further relevant information.

If you need to contact Reg his address is Flat 1, Clift House, Langley Road, Chippenham, Wilts., SN15 1DS. As time is short perhaps you had better telephone him on 0249 - 659742.

As I said earlier Bill Clarke had sent in some details so here is the main part of his letter:-

### "D.I.Y.

- 1) I mentioned in Newsletter No.18 that I was going to fit a Zemco Cruise Control. This I did just in time to use extensively on my recent trip around the Highlands of Scotland. Going up & back on the A1 meant I could use it most of the time and what a great success it was. The old trouble of an aching right ankle was eliminated and it was so easy just to sit there and steer, with both feet unoccupied. I fitted the control unit on the R.H.side of the steering column as recommended by Barry Brown and it was thus possible to operate it without taking one's hands off the steering wheel. The actual setting of the speed, the alteration of speed when required, the tap-up and tap-down of speed is very easy to operate, and the slightest touch of the footbrake, clutch or accelerator immediately disengages the unit. The 'Resume' button brings you back to your original setting if required.

**AUTO-SLEEPER OWNERS' CLUB  
RALLY SUPPLEMENT**  
=====

August & September 1990

PLEASE MAKE YOUR CHEQUE PAYABLE TO THE RALLY MARSHAL NAMED AND SEND IT WITH THE COMPLETED BOOKING SLIP AS EARLY AS POSSIBLE, and preferably at least 10 days before the rally. YOUR NAME, ADDRESS AND TELEPHONE NUMBER printed on the back of the slip will help the marshal. Last minute arrivals are still accepted but it does help the Marshal to advise the site of about how many will be coming and to have everything prepared. So the motto is EARLY BOOKING PLEASE, IF POSSIBLE!

---

17th-19th August, MORETON GLADE TOURING PARK, STATION ROAD, MORETON, DORSET. £4.50 per night, Electric £1.25 per night, Rally fee £1.50.

Marshals: Barbara and Jeff Worley, 26, Houndstone Park, Gunners Lane, Brympton, Yeovil, Somerset, BA22 8SQ.

From Dorchester on A352 turn left onto B3590. Site on right just after level crossing. From Wimborne/Poole on A35 turn onto B3590 site on left just before L.C. Frampton Arms pub nearby.

---

31st Aug-2nd Sept. HIGHFIELD FARM C.P., LONG ROAD, COMBERTON, CAMBS. £3.50 per night, Electric £1.00 per night, Rally Fee £1.50.

Marshals: Matthew & Jean Boyd, "Benelg", 9, Finch Road, Little Everaden, Cambridge, CB3 7HG

SPECIAL NOTE: As there is another rally taking place this weekend on the same field we are limited to a maximum of 30 vans. Early Booking is absolutely necessary for this rally.

From Cambridge leave by the A45/A1303 (Bedford) and after three miles (just after the American Cemetery) turn left at the roundabout and follow International Caravan & Camping signs to Comberton. Leave M11 at junction 12 and take A603 (Sandy) for ½ mile then right onto B1046 to Comberton. Leave A45 at the Hardwick roundabout and follow International signs to Comberton which is on B1046 about 5 miles S.W. of Cambridge

Places of interest include Cambridge, Ely, Newmarket, Duxford and Welney for colleges, cathedral, horse-racing museum, aeroplanes and wildlife respectively.

---

7th-9th September, Wild Rose C.P., Appleby-in-Westmoreland, Cumbria. £5.00 per night, Electric £1.25 per night, Rally Fee £1.50.

Marshals: Not quite sure - believed to be Rita and Phil Daley. Please telephona them or me for latest information

---

14th-16th September, Don Amott Showground, Hilton, Derbyshire. FREE!  
Rally Fee £1.50.

Marshals: Barbara & John Cox, 73, Westhead Road, Barton-under-Needwood,  
Staffs. DE13 8JR.

---

(21st-23rd September.) W E M R A L L Y C A N C E L L E D

---

28th-30th September, Jack Terretts Field, Kingswood, Wotton-under-Edge,  
Glos. £1.50 per night, Rally Fee £1.50.

Marshals: Dilys & Frank Stinchcombe, 40, Hillersey Road, Kingswood,  
Wotton-under-Edge, Glos., GL12 8RU.

This is a farm site on a level field and D & F have booked the village  
hall for a get together on Saturday evening. They hope to provide a  
supper and a game of skittles with some very light music. The field  
will hold up to about 300 vans so come along and enjoy it!

Leave M5 at junction 14, take B4509 signpost Wotton-under-Edge. At  
second crossroads turn left onto B4058 s.p. Wotton-u-Edge. Through  
Charfield and about ½ mile further turn right s.p. Kingswood. Next  
junction turn right follow A.S.O.C. signs. From M4 leave at junction  
18 onto A46 Stroud road to Petty France. Turn left s.p. Hawkesbury  
Upton, straight on to Hillesley follow signs to Kingswood. Site on  
left on entering village. Look for A.S.O.C. signs.

A U T O - S L E E P E R O W N E R S ' C L U B

Send one of these slips to the Marshal named at least 10 days before the event. You can arrive at the site without booking and you will be welcomed but if the rally is limited you may be disappointed.

A L L C H E Q U E S P A Y A B L E T O T H E M A R S H A L B Y N A M E . P L E A S E

\*\*\*\*\*

R A L L Y S L I P

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 with the fee, Your name, address and phone no. on back please!

\*\*\*\*\*

R A L L Y S L I P

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 with the fee, Your name, address and phone no. on back please!

\*\*\*\*\*

R A L L Y S L I P

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 with the fee, Your name, address and phone no. on back please!



The fitting was fairly simple. I treated myself to the electronic unit which is the dearer control simply because it can be fitted to any vehicle and I shall remove the unit and refit it when and if I change my Van. The 20% discount also helped a lot!

2)

At the Billing Rally Barry Brown suggested it might be possible to fit a Waste Bin in the side door of a Talisman. I liked that idea as normally a bin on the floor is always in the way.

There is a very nice bin called a "PANCO" made in all-white, all-beige or brown with a beige lid. It is available from caravan accessory shops priced around £6. Approximate size 10" x 10" x 4". I made an open-fronted ply box 15" x 11 1/4" x 4 1/4", this being large enough to fit the bin inside and allow the lid to open. I lined mine with the brown A/S lining material; cut a large enough aperture in the inside door panel and, with a wood stiffener top and bottom of the glass-fibre inner door lining, fastened the box to the door. The wife is delighted, so that's something! I used the brown with the beige lid as it matches perfectly but G.L's would probably be better with the all-beige. (The final result looks very good too - Ed.)

#### AMERICAN TRIP

As a result of the notice in the Newsletter I have had a very kind letter from Peter & Jenny Berry, two new members, giving me some new leads on both the Insurance problem and another shipping agent. I am writing to obtain further information on both these sources. Rita had asked "Our Man from the Prudential" if he could help but to date he hasn't been successful.

I have put together some notes on the various aspects of taking a Van to the Americas. The shipping costs apply only to a coachbuilt, e.g. Talisman/Legend as it is by cubic capacity and weight, but there are many common items which may interest members. I will send a copy to anybody who is interested (S.A.E. please)

*Bill & Barbara Clarke"*

If you want a copy please write to Bill at 21, Highfield, Letchworth, Herts., SG6 3QD

A very pleasant letter has been received from Mr. Paul Goulding, the Chairman of the Pilote Owners' Association. This gentleman had seen our Newsletter for May and made several pertinent comments about a certain

letter therein. Mr Goulding goes on to say "I know only too well what is involved in getting a 200 strong group off the ground, goodness knows what is involved with 1000 plus!!" He also added comments, based on his own experience, (a) that use of green-field sites has not proved very popular in his club and (b) that the normal rate for a fully equipped site will soon be £6 per night. He ends by saying that his letter is a personal observation and wishes "everyone in your Club many safe miles and enjoyment in their vans whether it be as a group or as individuals." Our Newsletter certainly gets around. doesn't it? I have written to thank him for his letter and to reciprocate his wishes on your behalf.

Harking back to the proverbial "spike" which I mentioned at the start I've found a letter from Barry Crawshaw of Carnoustie. He recalled the earlier correspondence about those wheel trims which insist on running away from the van. In his case Barry discarded the ones from his Talisman almost as soon as he got the van because they always looked dirty, which they were (his words!) and, more importantly, scratched the paint off the wheels. He sprayed the wheels in the same dark colour as the skirt of the body and now the inevitable dirt is not conspicuous at all. He said he had thus got a set of trims for a November '85 Talisman available and could arrange despatch, delivery or collection with anyone who cared to telephone. As the letter is somewhat 'out of time' I don't know whether he still has them or not but if you are interested a call to 0241 52396 might help you. I know the feeling of the lost trims. On our first visit to Scotland in the Clubman we lost two and this time round we lost another one. Perhaps I should paint my wagon too!

### RALLY NEWS

On page 6 of issue no.22 Phil mentioned the new title of Rally Co-ordinator and the incumbent. Jeff (Worley) has sent in a plea to all members. When you want to attend a rally will you please, PLEASE, PRINT your name, address and telephone number on the back of the booking form. This is because there is a need, from time to time, for the Marshal to contact a member who has booked. If the Marshal cannot get hold of our Membership Secretary to find out the address it leads to delay. If both Sheila and Rita are missing at the same time it tends to mean that nobody has an easy way of tracing members. So it will be a great help if you can do this. I'll try to remember to put suitable lines etc. on the back of the slips.

As Co-ordinator Jeff needs all the help he can get in finding different sites on which we could hold a rally. On that score while Sheila and I were on holiday, touring Scotland and a bit of England that we don't often get to, we called in at the Aerospace Museum at Cosford and were interested to notice that the Camping and Caravanning Club were holding a rally there for the weekend. This sort of site could be of interest to a great number of members so if you have any similar places in your area why not find out whether a rally could be held there including costs, facilities etc. and let Jeff know?

Here is the item which Phil took with him:

"Notes on the Morton Glade Rally - Aug.17-19

We have been allocated an area close to the toilet and shower blocks with some electric points. The ground slants slightly so please bring levelling blocks.

The site owner is very helpful but this is a holiday area at the peak of the season and he does need to know the numbers of pitches required as soon as possible. He has agreed to extend the reduced rate to the Sunday night if you want to stay on. PLEASE BOOK THIS THROUGH ME AT THE RALLY.

The Frampton Arms next to the site are willing to provide a ploughman's or a platter meal (priced at £2-£3 depending on your choice) in a reserved area on Saturday night at 7 pm. Again numbers are required early.

There is a great deal to see in this area and all we pray for is good weather. Looking forward to meeting you all.

*Barbara & Jeff Worley"*

Another apology - this time for the omission of the Rally Marshal's name and address for the Chester Rally 20th - 22nd July. Marshals were, of course, Jean and Duncan Ellis. I hope that you were not too inconvenienced by this. We can only plead mental aberration on the part of our hard-working duo who were also preparing for hols. Sorry about that!

This next letter was received as Rita and Phil were in the last (panic) stages of packing for their holiday and was passed over to me.

"Dear Phil,

We have just returned home after having spent a most enjoyable mid-week rally at Trentham Gardens. Although it was a small rally it was very friendly.

The rally marshals, Barbara and Jeff Worley, had organised a coffee get-together on the Monday evening and on Wednesday morning we had a most interesting visit to the Wedgwood Factory. After a quiet afternoon we all enjoyed some of Jeff's home made wine in the evening.

After living in Newcastle-upon-Tyne for 29 years it was a great surprise for me to meet a friend from my old home town, Havant in Hampshire, so now we hope to keep in contact and meet at future A.S.O.C. rallies.

We would like to thank Barbara and Jeff for organising such a good rally.

*Brent and Margaret Harrison"*

And another letter on the same subject:

"The mid-week rally at Trentham, though small in number, was very successful. We all enjoyed it and felt that having fewer people meant that we were able to get to know each other better.

We do hope that there will be more mid-week rallies. The success does not depend on large numbers attending.

*David & Sheila Smart"*

---oooOOOooo---

Comberton 31st August - 2nd September

This rally is restricted to 30 vans maximum due to another rally being held on the same site. So if you want to attend you will need to book early because that number cannot be exceeded.

---oooOOOooo---

A report on the rally at Yoxall:-

"The re-arranged venue meant that the Club had its first 'green field site' rally which I personally consider to have been a great success.

The alternative location which John Cox substituted was a pleasant, quiet, level field within a mile of the village of Yoxall and two miles of Barton-under-Needwood. A number of members took the opportunity of walks in the area whilst others visited the tourist attractions nearby.

The rally was supported by 15 units of which two were new participants who were well initiated into the activities of a Club rally.

In addition to the coffee and biscuits on the Friday evening and Sunday morning (when the raffle was drawn) Barbara Cox arranged a barbecue for Saturday evening. The cooking of the burgers and sausages was most effectively carried out by Jim and with an ample supply of salad and rice we were well catered for and those who wished brought suitable liquids to supplement the fare.

The presence of John and Barbara's grandson, Richard, complete with cricket bat and ball enabled an informal match to take place as a way of shedding the weight put on by the quantity of food provided. The ladies and gentlemen taking part were able to demonstrate their skills but, as an observer, I think the ladies showed the most initiative in overcoming the unpredictable bounce off the undulating wicket.

Whilst we were not blessed with prolonged periods of sunshine it did remain dry throughout which was conducive to encouraging conversation and relaxation.

The proceedings concluded with details of forthcoming events; a contest suggested by Peter Fisher where we pitched 10p coins and the nearest won the bottle of wine and finally an enthusiastic vote of thanks to John, Barbara and Jim and Richard for the loan of his equipment which has created a new activity for rally get-togethers.

Regards

*Tim (Conway)*

It sounds as though a good time was had by all, but I don't suppose that either Graham Gooch or the Galloping Gourmet is going to lose any sleep over the prowess of our members.

As you know the rally scheduled for 21st-23rd September at Wem has had to be cancelled. But our two stalwarts, Dilys and Frank Stinchcombe have arranged a greenfield site rally for the following weekend, 28th-30th September, instead. They have booked the village hall for use on the Saturday night and it promises to be a very good weekend. Members who wish to arrive on the Thursday and/or stay over until Monday will be very welcome to do so. Frank promises his usual raffle, sales of his famous pads and Dilys will have supplies of regalia on sale too. There is plenty to see in the area

including the Slimbridge Wild Fowl Trust, Berkaley Castle, Lord Somerset's Monument at Hawkesbury (135 steps!) and the market town of Chipping Sodbury. There are two swimming pools within 6 miles and the Westonbirt Arboretum is only a few miles away. Or you could stay in your van or somebody else's and just natter! PLEASE send booking slips in as soon as possible because Dilys and Frank will have a lot of preparation to do and they need to know the numbers. They are even providing a supper on the Saturday evening too!

---ooo000ooo---

I like the reference to the market town which Dilys & Frank mentioned in the write up for their rally. Did you hear of the American tourists who visited the Cotswold area and were charmed with the names -Chipping Camden, Chipping Sodbury, Chipping Norton etc.-but were quite surprised when they kept finding a sign which said "Loose Chippings".

John Cox telephoned me just before he left the country (for a holiday in Jersey I hasten to add!) to say that he has written to the VW people in Germany to try to arrange a factory visit. He hopes to have had a reply by the time the next Newsletter goes to press. As he said, such a visit would be of interest to many members not only those who are driving VW conversions but others too. More details to follow later. Perhaps a visit might be made to the 'British' factories Ford, Talbot etc. Anybody able (and willing) to arrange?

### FOR SALE

---ooo000ooo---

(1)

Autosleeper Talisman Diesel, May 1990, 1200 miles, Alarm, Pioneer 4-speaker Stereo, Omnistor Awning, Double Glazing, Roller Blinds & Flyscreens, Stainless Steel Rear Bumper. £18,950. Tel: Eastbourne (0323) 29924 - Russell Gregory.

Mr. Gregory has a genuine reason for selling this van. He is very happy with it except for driving. For some reason he finds it 'wrong' for him. Neither he nor I can explain it further than that but after about 50 miles or so he has had enough. Hence the sale which will probably prove to be a bargain for somebody. (All I need to do now is win the pools...)

---ooo000ooo---

(2)

- (a) Top Box (used once) £50.00
- (b) Ladder-fixing Aerial Mast (not unpacked) £7.50
- (c) Silver Screen (used once) £50.00
- (d) "Door-spanning Counter" made by A/S. £20.00

These goodies, bought for a Talisman, can be obtained from Meg & Steve Lewis - Tel: 081-979 7253 and they live at West Molesey (near Hampton Court as a reference point).

They have had to change their vehicle for personal reasons and "regretfully have to resign from A.S.O.C. We have thoroughly enjoyed 5 years with the Talisman and our year + with A.S.O.C. - such nice people"

---ooo000ooo---

(3)

Talbot Express CXL, June 1987, 23,500 miles, fully equipped for continental touring and fitted with numerous extras including radio, waste tank, flyscreens, radio-paging alarm, polarity reversing switch, legs and base for outside use of tables, rear seat belts etc. The price would include essential items such as gas bottles, cable, wheel-blocks and slide-under waste tank. The sun awning is unique - an Isabella Sun-Z specially modified by Isabella UK Ltd to fit a high-top van; it has tri-angular side curtains for extra shading, only 2 pegs, no vertical poles and can be erected in less than a minute. We hope it will go to appreciative owners who will get as much enjoyment from it as we have had. I think the 'going rate' for a private sale would be £10,400. Gordon Rollinson - Tel: 0835 27368.

Gordon is not leaving the Club but 'stepping up' (my words!) to a coachbuilt early in 1991.

---ooo000ooo---

Time for some adverts on behalf of the Club.

---ooo000ooo---

"Brabantia" Safety Boxes. Remember these? They sold like hot cakes at the National Rally? There are a very few left of the replenished stock and there will NOT be any more ordered until perhaps the next National Rally. The price of the Safety Box complete is £12.50 if you manage to get one at a rally when they are on sale or £15.00 inclusive of post and packing otherwise. There are also a few extra Outer Cases available in case (!)

you should want to install one in your home or in another vehicle so that the Safety Box is transferable. These cost £4.50 at a rally or £6.35 including P. & P. If you want to order the complete set, i.e. one Safety Box and two Outer Cases, the total cost is £17.00 rally price or only £20.00 including P. & P. Dimensions are: Outer Case: 5 7/8" wide by 2 1/4" deep. The length is only 8 5/32" with a protruding lock BUT you MUST have sufficient space in front of the outer case to be able to get the Safety Box out! The depth includes the bumps provided for recessing the fixing screws. If you came to the National Rally at Billing you probably saw the Boxes on display. They can contain passports, money, small items of jewellery and similar items but at this size cannot, of course, take cameras, televisions, radios, the Crown Jewels or other bulky objects. Remember that postal costs are going up in September and with another 2p on the cost of both classes of ordinary letters heaven only knows how much more the Boxes will cost to post. Of course, if you want to, you can always reserve your box and arrange to meet at a rally so that the postal cost is avoided.

Another good reason to come to rallies, as well as Frank's raffles and notepads!

---ooo000ooo---

Don't forget the two booklets which were published in time for the National Rally. A number of copies remain so, in case you missed them, let me remind you:-

---ooo000ooo---

"TRAVELLERS' TALES" A collection of stories submitted by members and including an article by JOHN HUNT. Only 75p plus 24p postage (at present!)

---ooo000ooo---

"FIRST TIMERS ABROAD" Advice for anyone hesitating about taking the plunge and going abroad with their van. All tips and suggestions collected from your fellow members what 'ave dun it! 75p + 15p postage.

---ooo000ooo---

BARGAIN OF THE MONTH Both booklets IN THE SAME ENVELOPE for only £1.50 plus 24p for postage.

---ooo000ooo---

Orders can be sent to your Assistant Editor or direct to Rita for action when she returns from her holidays. (By the time you read this you will surely get an instant response from Rita as she should be back by then!). But do not delay. First Come - First Served!

---ooo000ooo---

**IDENTIFICATION BROOCHES.** Dilys is still taking orders for these rather attractive brooches which are rectangular, white, with blue edging and lettering. The top line contains your name (or nickname - your choice) and the lower line shows "AUTO-SLEEPER OWNERS' CLUB" Only £2.00 plus 50p for post and packing. These are very useful to people like me who remember the face quite well but get stuck for the name. Perhaps you prefer to be called "you know, wotsis(er)name, the gent/lady with the bald head, dark hair, blond(e) hair, wig, glasses, moustache, pipe, pint" (choose any combination). When you write to order these please PRINT your name or nickname clearly (together with your address.)

---ooo000ooo---

**NEWSLETTER BINDERS** As these too sold out I'm pleased to report that the new supply is now in stock which will help you to keep your Newsletters tidy and easy to read. Each binder will hold 24 copies of the Newsletter (or 20 copies, the two booklets and two indices). Neatly printed in SOLID GOLD (well, it looks like it!) on the spine with 'NEWSLETTERS' at the top and the Club Badge at the bottom. Should look well in any bookcase. £4.00 each plus 50p p&p from Dilys.

---ooo000ooo---

**ELECTROLUX FRIDGE CLIPS.** Sorry, folks, but there are no more of these available. Manufacture has now ceased apparently.

---ooo000ooo---

**FLOOR PLUGS.** These are a new item. They are plastic plugs which fit neatly into the hole in the floor of the van where the table leg fits. They do make a nice finish to the floor and if any lady is in the habit of wearing shoes with heels it does stop that horrible 'sinking' feeling! Available in Brown or Black to suit your decor - price £1.50 each.

---ooo000ooo---

Dilys (Stinchcombe) can be found at 40, Hillesley Road, Kingswood, Wotton-under-Edge, Glos, GL12 8RU or telephone 0453 843714. I know that she is just waiting to hear from you!

---ooo000ooo---

Last month mention was made of a letter from Mr. Colin Gibbs who wanted to fit "Three Point" seat belts in the rear of a Flair and had been told that it would be prohibitively expensive. His reason was so that safety seats for children could be properly fitted. He has made some further enquiries and has written to Peter Fisher with some news. In Car Safety Systems of Milton Keynes, who claim to sell 39 different child seats, list two seats which can be used with "Two Point" seat belts.

From the information supplied these are: the "Romer Vario" costing £22.50 and the "Romer Peggy" priced at £39.75. In each case there is a p+p charge of £3.00

Anybody interested can reach In Car Safety Systems on 0908 220909. Our thanks go to Mr. Gibbs for a very useful piece of information.

---====ooo000ooo====---

Phew! I made it! That's all for this month, folks. (O.K! Hands up whoever said 'Thank Goodness'!)

Your Assistant Editor,

*Harry Henthorne,*

*69, Bingham Road, Addiscombe, Surrey, CR0 7EG.*

(081 654 4216)

\*\*\*\*\*

DISCLAIMER

All contributions from Members which appear in the Newsletter are published in good faith in the hope that they will prove useful or interesting. All reasonable care has been taken to ensure accuracy but none of the modifications has been tested by us therefore neither the Editor, the Club nor the Company will accept any responsibility for the consequences if you try them out.

\*\*\*\*\*