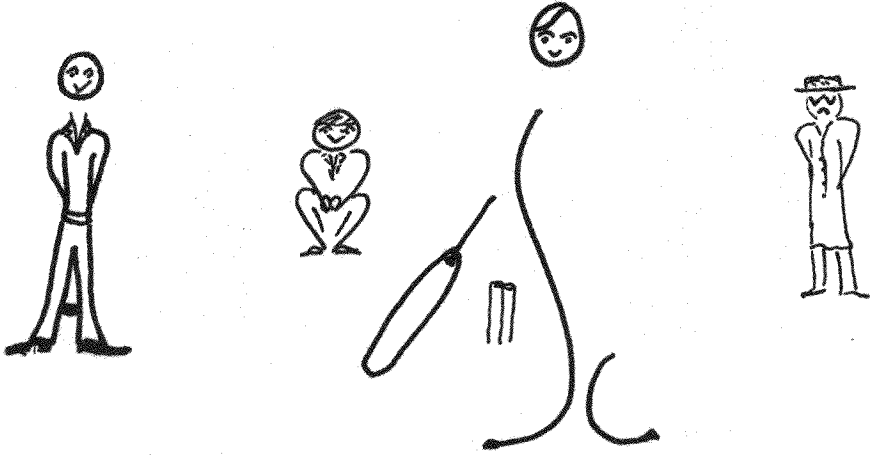
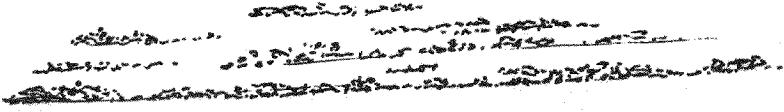


**A U T O - S L E E P E R
O W N E R S ' C L U B**



**NEWSLETTER 24
SEPTEMBER 1990**

Hello again!

Having got one issue safely 'to bed' I find that I am beginning to enjoy my turn in the Editorial chair. But I mustn't say that too loud in case Phil is listening! I also suddenly realised that I could have saved a bit of effort last month because the previous two issues had only been 16 pages. Let's see what happens this month!

This is issue number 24 and it doesn't take a mathematical genius to calculate that the Newsletter has now been running for two years. I've just been looking back to issue No.1. where Phil ended with the question "Don't I rabbit on?" Thank heavens he did! He gave us the start of a good magazine - better than he imagined - and has encouraged many of us to send suitable 'rabbit' to him for the information and amusement of all of us. Thanks, Phil, for all your hard work!

Another quote from issue no. 1, on the subject of rallies. "I forsee small groups getting together in various localities with the minimum of organisation from the centre." How right he was. Most of our rallies have the very minimum of organisation so that people can do their own thing. We have been lucky in the marshals who have done a lot of work to make this 'lack of organisation' possible! Keep it up, folks, and if some more of you would like to help, please get in touch with Jeff Worley. If you can find a site as well.... From personal experience I can tell you that marshalling is NOT difficult and gives a lot of pleasure to the marshals as well as the members.

If anybody did not get a copy of the July Newsletter, please let us know. One or two may have gone astray. Usually, when Phil has been editing, it has been a simple case of getting the basics to the printer, getting the completed job back. They then pack the copies into the addressed envelopes, bundle them in twenties for Post Office needs and put the bundles into several cardboard boxes and taken them to the P.O. Because I am nowhere near the printer and the Daleys were far away also the printed copies for July were delivered to Peter Fisher, our Secretary. Wendy, his wife, volunteered to take the bundled copies to the P.O. and the whole lot were duly packed into one heavy box! (Just imagine the weight of 700-odd copies!) So off to the Post Office in the Talisman early in the morning to find a place to park. First attempt was close but not close enough. A spot appeared, after she had opened the rear door of the Talisman, so the door was closed (she thought) and a quick trip around the roundabout was made to get to the vacated spot. When she pulled up there

were no Newsletters in the van! The box had slid out of the door as she went round! A passing motorist rescued most of the spilled contents together with Wendy's purse and returned them to her. But if your copy had tyre marks on the envelope or you didn't receive it - well now you know why! If you didn't receive your copy (and you want one) please let Rita, Phil or me know.

CHAIRMAN'S CHAT

Well, what did you think of Harry's first effort in the Editorial Chair? Personally I was most impressed and I send him my congratulations on a job well done. It quite amazes me the amount of time and effort which must go into preparing, checking and producing such a publication.

The committee broke new ground at the end of July by having their own mini-rally and meeting at a C.L. just by the Orchard Works at Willersey. It worked out very well and we were able to use the factory training room for our Saturday afternoon meeting. A regular item on our agenda is the Membership Report and I was impressed to learn that between the beginning of June and the end of July we had received 99 enquiries about joining - the total membership reported was 580 at that time. Next year's National Rally and A.G.M. are being given a lot of consideration and we shall have to make a decision soon as to where they are to be held. The options are limited so if you have any bright ideas about a suitable location which could be considered please let us know as soon as possible. Jeff Worley is busy working on next year's rally programme but would still welcome suggestions and volunteers to organise and marshal these. Those who have organised rallies for the first time almost all have found it a satisfying and enjoyable experience - and they also get their rally free!

As you know we are using what we call "green field" sites for some of our rallies although many of them are not so green this year! Recently we visited relations in Dorset and they arranged for us to park 'Cappuccino' in a nearby field for two nights whilst we stayed with them. When we parked the Talisman the field was quite empty but on the second day the farmer put some cows into it. As you may know cows tend to be very inquisitive and are also very fond of rubbing themselves against things. When we returned to 'Capuccino' we found that they had obviously found her front windows tasty and given them a good licking; they had also pushed the door mirrors way out of adjustment. Not too serious, really, except that they had also found the wing mounted telescopic radio aerial and broken it off -

I should have collapsed it beforehand but hadn't realised that the field was to be invaded! Anyway, we have now replaced it with one of those stubby rubber covered aeriels which should be "cow-proof" and seems to give better reception too!

The sleeping arrangements in a Talisman offer quite a few permutations but the one we have found best for summer is for Daphne to use the over-cab bed and me to sleep on the single bed on the passenger side. This means we can leave the table up on the driver's side ready for breakfast. At one time with the backrest flattened against the vehicle's side I found the single bed rather narrow for my ample frame but I have now worked out an alternative which gives much more width. When I have made up the single bed by lowering the passenger seat I take off the long backrest and stand it upright on the floor next to the bed. I cover it and the bed with a light roll-out mattress and this provides a much wider and very comfortable arrangement.

By the time you read this the participants in the Wagon Train will be setting off for France. Reg Rogers has done a great deal of preparation and I hope that we shall all have a good time. The final number of Auto-Sleepers going is 16 which should be just about right for our first expedition. Reg has booked pitches at Ashurst, the Forestry Commission site near Lyndhurst for the night before we set off and Daphne and I are about to make a quick visit to France to book a site near Cherbourg for the first night on the continent. For this "reconnaissance" trip we thought it would be rather fun to use the Blue Riband winning SeaCat from Portsmouth to Cherbourg which was due to come into service a couple of months ago. On making enquiries, however, we found out that they have not yet been able to get started because of safety regulations and other delays so we have booked on the Truckline from Poole instead. Let's hope the good weather continues until the Wagon Train trip is completed. Many thanks to Reg for all his hard work.

John Normandale 12.8.90

We did indeed have a good rally, including a pleasant meal in the local pub (but we didn't get a plaque!). The Membership total shown is the number of vans and means we have about 1160 people in our Club. That can't be bad for a comparative newcomer to the Club scene!

Next year's National Rally & A.G.M. will probably be the weekend immediately following Easter, that is 6th/7th April 1991. Please note this date now and be

ready to book as soon as the forms are available. We may be restricted in numbers next year and it will have to be a case of first booked....

And Jeff's efforts for the 1991 Rally Season are really good. As John said there is the usual requirement:

MARSHALS WANTED!

Come on, it isn't too hard. Even I can do it! So step forward, by letter to Jeff, please, and submit your name...with a site too if you can.

A suggestion was made that we might invite the Pilote Owners' Association to join us at a rally somewhere. We shall have to see.

A more difficult subject was mentioned - Dilys & Frank both want to retire from the committee at the next A.G.M. so we shall need people to replace them. Anybody fancy being Regalia Officer and taking over the existing stocks? And what about being Honorary Treasurer? Frank keeps telling us that the pay is good! Phil is also toying with the same idea of retiring (and I shall be doing my best to talk him out of it!!!)

Two very important points were discussed, fire precautions (of which more later) and the problems which could arise if somebody is taken ill at a rally. We have had a little experience of this and so far we have been fortunate, as a Club, to be able to contact some friend or relative. But it could happen to somebody on their own and we would have no idea of whom to contact. To overcome this problem we shall now ask you, when you fill in the booking slip for a rally, to include the details mentioned on the back of the slip. If you look at the current rally list you will see that provision has been made for this item. Please fill in BOTH sides of the slip IN FULL. It is in your interest to do so and it will help us all in times of need.

Anyone interested in touring Australia? Some details of "Campervan & Motorhome" tours have been received. On offer are: (a) Melbourne-Sydney-Melbourne; (b) Melbourne-Adelaide-Melbourne; and Brisbane-Mackay-Brisbane. The company suggests that these are ideal for first time visitors. Tour (a) & (c) will be running in October 1990 and April 1991; (b) in November 1990 and May 1991. Each tour is escorted throughout and depends on a minimum of 20 'passengers'. Based on 4 people sharing a motorhome prices are (a) AUD 2831, (b) AUD 2408, (c) AUD 2255 per person. (AUD = Australian Dollars.) There was

an offer of a 5% discount on bookings made by 1st September 1990 but the details were received too late for inclusion in the last Newsletter. A detailed itinerary for tour (a) has been included which shows that it will cover 3037 kilometres in 14 actual driving days. (Let me see...divide by...er..er..and times by...yes - something like 1900 miles with an average of 136 miles per day. The longest drives being about 200 miles in a day.) Apparently the company offer Escorted Group Tours (such as these), tours with a specific interest or individual tours. Prices do NOT include the air-fare to Down Under but some meals are included. Anybody interested in receiving more information please let me know.

I mentioned that John Cox was trying to arrange a visit to the VW works in Germany. I understand that he has now had the details and will try to arrange a trip for interested members in the spring of 1991. If you would like to join in please contact John directly at 73, Westmead Road, Barton-under-Needwood, Staffs., DG13 8JR - or by telephone on 0283 712394. He will give you the full details but broadly you would need to make your own way to a site to be arranged by John close to the factory. The trip would be arranged for a morning or afternoon. Please contact John as soon as possible because he has to let VW know numbers by the end of October so will need to know himself by about mid-October.

In the June issue Rita added a stop press note asking for your 'short & punchy' holiday articles particularly "Holidays in Ireland." Almost by return of post I received a letter from the George's of Warminster from which I'll quote:

"Ireland. Lovely country in spite of the political situation. I've most thoroughly enjoyed three motor van trips of 14 days each, covering both Northern Ireland & Eire each time (1965 - 1437 miles; 1968 - 1643 miles; 1988 - 1480 miles). Very peaceful, great fun, plenty of sites and the people we met were delightful and most helpful. No problem with overnight parking but get permission - we had a night in a 'B & B' house garden - had to insist on making some payment! Another night we spent on a farm near Waterford - here they definitely REFUSED payment!! In the early days we had a problem over petrol in Eire - we called at a filling station at 8.30 am to be told "Sorry. My husband takes the pump key and he won't be home from work until 7 pm! Then we stay open till 9 pm!" We held our breath for 19 miles before we got filled. After that we always topped up the tank once we had used a couple of gallons! Another time

the railways were on strike and we had many requests for a lift. One very elderly lady stopped us and we took her to town. A few minutes after dropping her my wife smelled new bread so we pulled in to get some and heard much shouting and whistling behind us. Our erstwhile lady passenger had left her handbag behind! We often wondered what would have happened if we had not stopped. Now a warning note. One problem in Eire - no "Calor" 10lb (5 kilo) gas bottles (in 1988). A competitor has ousted Calor and we only found out when we were getting short! By devious means we were directed to a garage which sold liquid fuel to suitably equipped cars. An adaptor was fitted to our bottle and it was pumped full. I paid what was asked and departed highly pleased. However as the bottle seemed unusually heavy I decided to make sure it was safe so carried it well away from the van, made sure that the wind was blowing in the right direction, fitted the small heater we carry and then carefully turned on the gas. I made NO attempt to light the emerging cloud of liquid and vapour and let it flow for a moment or two until it was invisible. Then, after waiting another few minutes for the surrounding atmosphere to clear, I turned on again and lit up. No problems! LESSON - check on your gas requirements before visiting! I should have got a full bottle before leaving Northern Ireland where there is no problem over Calor. We carry two bottles but as we only had another 3 days left for Eire I didn't bother to have the empty spare replaced. Acres of free parking at Rosslare before the trip to Fishguard.

In 1965 we were blissfully ignorant of the N.I. Import Restrictions on food - Britain had had an outbreak of foot and mouth disease. When we landed at Larne every item of food we had, including long life milk which I was testing, was dumped on the quayside and was duly burnt! So we had to BUY a cup of tea!

Emily & Frank George

Whew! There's a word of warning! And there's further comment about gas in the van later in this Newsletter. Frank also mentioned that he had been offered some helpful advice by a Gosport member regarding his problem with the water tank. Unfortunately he has lost the phone number and would like some further information. Would the member in question please contact him again!

Another view of Ireland:

"Firstly it is necessary to say that most English are apprehensive about going to Ireland: we believe that the South of Ireland is as safe as England. We have much

less experience of the North. We have visited Ireland seven times in the last few years, the longest period being three weeks, and have been to most parts.

Before the Troubles the English (or perhaps I should say the British) formed by far the larger part of the tourists whereas nowadays they are rare. The few who come seem to be particularly welcome, presumably because they may be a harbinger of greater prosperity again. The Irish are a friendly people in any case: in the West they will raise a hand after you have driven past in the same direction - even teenage lads will greet you.

Outside Dublin (where you can see chains round driving wheels and boy joyriders have made Porsches practically uninsurable!) people seem very honest (and no doubt the great majority of Dubliners are too). Killarney is commercialised but when I got diesel at a large modern filling station I had a job to find anyone to pay - they were far more occupied with the shop. When I said "Does anyone drive off without paying?" she laughed out loud and said "Oh! They're too honest for that round here."

Our experience of campervanning is confined to our last trip, (May 1990) when we took our new Rambler along the south coast and up to the Burren for 2½ weeks. There do not seem to be many sites for touring caravans and there is seldom space on the margins of roads (or if there is it is blocked to "travellers" i.e. gipsies), but we never failed to find a suitable berth and never needed to ask permission (which, of course, we would have done had we appeared to be on privately owned land). We paid once - 20p in a farmyard which had a phone box and cockerels that started at 5 a.m. as a prelude to walking up Carrantus hill.

Ports or apparently unused slips can also spring to life in the middle of the night as the fishing boats go out or whatever. We had delightful picnic site berths although driven from one by our only experience of midges - presumably a pond or other damp place nearby in the wood. We drove on to the practically deserted square of a small town at 11 p.m. which again betrayed an unsuspected nocturnal life before it finally settled down at 2 a.m.! In the morning not a soul batted an eyelid at our presence.

It is not uncommon to see notices precluding overnight camping but I have been told that, like so many rules, they are never enforced. The only complaints that I have heard about the Gardai (police) are that they don't enforce the law. I have never seen a G.B. plate on a car in Ireland although they are required by law.

Nevertheless, driving in Ireland with its 55 m.p.h. speed limit and uncrowded roads is very peaceful - if a car does scream past you it probably has British number plates. The speed limit is encouraged by the fact that roads there are generally in worse condition than ours.

I have been told that the reason that very few Irish people have caravans is because they don't want to be mistaken for "travellers". An Irishman in a campervan at Rosslare Harbour where we had both settled down in the ferry park said he always camped wild in Ireland but not near the cities.

Rosslare and Rosslare Harbour are two different places about five miles apart. The distinction is important if, like us, you want to visit "the Irish Bank at Rosslare" because it is in fact at Rosslare Harbour. Everyone seems to accept English money and now that the "Punt" is at par with the pound there is no disadvantage in using it so I'm not sure whether it is worth getting "Punts" beforehand.

The centre of Ireland can be visually boring but elsewhere there is wonderful scenery and some amazing empty, clean beaches. The things to get before you go include fuel, films and duty-free stuff especially beer (but don't miss out on draught Guinness). The thing that took most getting used to was the absence of old houses in much of the countryside - they disappeared in favour of undistinguished bungalows with the increase in prosperity!

Best wishes,

Michael and Valerie Hyde."

Two different view on sites in Ireland! But I agree with what they all say about the people in Ireland. I went over there about 12 years ago to Eire and found very much the same thing. When I stopped to ask the patrol from the Garda where I might stay overnight the greeting I got was 'Are you well?' and was told that I could stop anywhere on the side of the road! There was a picnic site two or three miles further on to which I was directed and on which I stayed overnight with no other campers in sight. And the Garda gentlemen came along later and checked that all was well with us! Another thing I liked over there was the traffic signal arrangement. I don't know if it is still the same but they were arranged to show red; green; green & yellow; red. This, to my mind, helped to overcome the all too common practice of starting away on the red & yellow while others are crossing (late) on the yellow!

An extract from another letter about tyre pressures:

"As we couldn't find a suitable figure for the tyre pressures in the VW Owner's Manual or on the sticker placed on the front doorframe, I wrote to VW in Swindon for their advice. Their reply is attached. (The VW letter gives a list of optimum tyre pressures according to axle weights - Ed.)

We took our Trooper (automatic) to the local weighbridge and including the items on page 2.1 of the A/S manual we measured 815 kg front and 865 kg rear axle for a total of 1,680 kg - just a little lighter than the A/S figure of 1,720 kg.

With ourselves in front we weighed in at 967 kg front and with an additional two in the back 1,017 kg rear. With, say, 30kg of luggage this brings the back up to 1,047 kg.

This leads us to the conclusion that the present (as delivered) tyre pressures of 3.0 bar (44 psi) are too hard and we shall use 2.3 bar (34 psi) with just two of us up front and 2.3 bar front - 2.5 bar (37 psi) rear when we have an additional two on the rear seat.

This should give us a softer "ride" than we experienced driving home (to Ayr) from Harpenden.

Sincerely,

Peter & Jenny Berry"

If any member would like a copy of the table of weights and pressures, which also shows the maximum legal axle weights send a S.A.E. to your Assistant Editor and we'll see what we can do!

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RALLY NEWS

Sheila & I marshalled the rally at Waldegrave Farm C.P. at West Mersea near Colchester in Essex over the weekend 13 - 15 July, ably assisted by Sheila and David Smart to whom we owe our thanks for their hard work. At this point we have to apologise for misleading members. When we visited the site back in January (or maybe early February) we noticed that the road was badly maintained and warned you of this. When we went again the week before the rally we found that the road had been repaired and is now a good surface. Sorry about that! Also the causeway, which can be covered by water at very

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

September & October 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!

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: Maureen & Alan Campbell, "Owls Barn", Barnhill Lane, Ridge, Wareham, Dorset, BH20 3BL. Tel: 0929 552232.

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, Bath & West Showground, Shepton Mallet.

Book for this rally using the details supplied in the caravan magazines OR at the entrance. Mark your application "Auto-Sleeper Owners' Club. If you are attending please let Ivan Newton know at "Prospect Cottage", Prospect Lane, Frampton Cotterell, Bristol, BS17 2DR. Do NOT send booking fees to him, please.

(28th-30th 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! ALL facilities including toilets for the disabled, childrens play area, shopping etc., are available in the village.

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.

5th-7th October. Curry Pools Mills Caravan Site, Bridgewater, Somerset. £1.50 per night, Rally Fee £1.50.

Marshals: Brenda & John Slater, 25, Farriers Close, Reading, Berks., RG5 3DD.

19th-21st October. St. Helens in the Park, Wykeham, Nr. Scarborough, Nth. Yorkshire. £2.95 per night, Rally Fee £1.50. Electricity available.

Marshals: Marion & Jim Henwood with Vera & Brian McLean. Bookings to Marion & Jim at 1, Fairfield Avenue, Linthorpe, Middlesborough, Cleveland, TS5 5HB, please.

AUTO-SLEEPER

OWNERS' CLUB

REGALIA

AVAILABLE

1st September 1990

Our impressive list of Regalia available includes:

Club Badge	Metal Brooch type	£ 1.00
ditto	'Peely Plastic' Van Sticker	.50
ditto	Embroidered, Sew on	2.00
Coasters	*	.50
Book Markers	*	.40
Address Book	*	.40
Telephone Index	*	2.50
Coffee Mugs	Pottery *	1.80
Key Fobs	"Rita's Little Man" *	.50
Ball Point Pens	"Auto-Sleeper Owners' Club"	.30
Sink Plugs	Pack of 2 "Snug Plugs"	3.50
Note Pads	Frank's Famous Supply - 5 for	1.00
Floor Plugs	Fit neatly into the floor of the van	
	Brown or Black	1.50
Fluorescent Cards	"Visitors Welcome"(Green)/	
	"Sorry, We're Resting"(Red)	.25

And don't forget the "Woollies" which are available by post only

For the grown-ups:-

Sweaters	(1)	100% Acrylic-sizes 34"-56"	£16.50
Sports Shirts	(2)	100% Cotton	14.50
Sweat Shirts	(3)	50% Cotton, 50% Acrylic	14.50
T-Shirts	(4)	50% Cotton, 50% Polyester	7.50
Slip-Over	(5)	100% Acrylic-sizes 34"-46"	13.00

And for the Children (sizes 24" to 32"):

Sweaters	(6)		8.50
Sweat Shirts	(7)		8.50
T-Shirts	(8)	(sizes 22" to 32")	5.50

All prices are inclusive of VAT except the Children's items which are zero rated.

Colours available are shown in the table below:

Colour	1	2	3	4	5	6	7	8
Black	x	x	x	x		x	x	
Grey	x		x		x	x		
Navy	x	x		x	x	x	x	
Red	x	x	x	x		x	x	x
Lemon	x	x	x	x				
White	x	x	x	x	x		x	x
Sky Blue	x	x	x	x		x	x	x
Royal Blue	x	x	x		x	x	x	x
Burgundy	x							
Mint		x	x					
Green		x						
Pink			x				x	
Turquoise			x					

Sizes, unless shown above, are Small (34"-36"); Medium (38"-40"); Large (42"-44") or Extra Large (44"-46")

All "Woollies" are embroidered with the words

AUTO-SLEEPER
OWNERS' CLUB

Club Ties	Navy or Maroon *	6.50
Bookbinders	for Newsletters, Blue *	4.00
Identity Badges	Your name on top line, over "Auto-Sleeper Owners' Club" Blue print on white, plastic	2.00

Everything shown with a '*' against it will have the Club Badge either embossed or printed on it.

Prices are, of course, subject to change without prior notice and unless you buy them at a rally will have to have post and packing added. P&P, at 1st August 1990 is Woollies - £1.50 per item, Newsletter Binders and Identity Badges - 50p each. For the cost of Ties to be sent to you please talk to Dilys.

"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 NEXT LOT THAT THE CLUB GETS WILL COST MORE!

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 if 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. Sizes: 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. They can hold passports, money, small items of jewellery and similar items but at this size cannot, of course, take bulky objects. With postal costs going up p&p is bound to increase. 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.

Two Club booklets have been published:

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

"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. 75p + 15p postage.

Dilys (Stinchcombe) can be found at 40, Hillesley Road, Kingswood, Wotton-under-Edge, Glos., GL12 8RU - or telephone 0453 843714.

Your cheques for any of these items should be made payable to "Auto-Sleeper Owners' Club", please.

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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

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.

ALL CHEQUES PAYABLE TO THE MARSHAL BY NAME, PLEASE

R A L L Y S L I P

Site..... Date.....

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

Day/Time of arrival..... 1st Rally? Y/N Electricity? Y/N

Saturday night meal, if available? Y/N. Any Special Needs?.....

.....
Please send this slip to the Marshal with the fee. Please complete
BACK of slip IN FULL!

R A L L Y S L I P

Site..... Date.....

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

Day/Time of arrival..... 1st Rally? Y/N Electricity? Y/N

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Saturday night meal, if available? Y/N. Any Special Needs?.....

.....
Please send this slip to the Marshal with the fee. Please complete
BACK of slip IN FULL!

BLOCK CAPITALS, PLEASE

Address _____

Telephone No: _____

In the event of an emergency at a rally whom should we contact?

Name _____ Tel.No: _____

BLOCK CAPITALS, PLEASE

Address _____

Telephone No: _____

In the event of an emergency at a rally whom should we contact?

Name _____ Tel.No: _____

BLOCK CAPITALS, PLEASE

Address _____

Telephone No: _____

In the event of an emergency at a rally whom should we contact?

Name _____ Tel.No: _____

high tide, showed absolutely NO inclination to flooding. So much so that it was rather difficult to see any water as we passed across it - just lots of dry mud! The weather was magnificent except for the wind on Friday and Saturday. Everybody seemed to enjoy the wine, cheese & jacket potato on Saturday evening but because it was cold in the wind we went back to the vans by about 9.45. But on Sunday morning the wind dropped so that we could enjoy our coffee. 11 vans arrived and members said that they had enjoyed the weekend particularly because they could get to know each other a bit better than at a larger rally. It was pleasant to be such a short walk from the edge of the sands and many people enjoyed walking in either direction along the coast path, passing a very varied 'House-scape' (is there such a word?). If there isn't there ought to be to cover the view of so many different types of house! Although the site was fairly full (obviously the sun brought a lot of people out) it did not get crowded at all - certainly not in our area, anyway. The site people asked if we would be back next year! We hope that nobody was caught in the 'Sunday Rush Back From The Coast' which seems to happen to all main roads when the weather is good.

Now a report from the Chester Rally which took place the following weekend:-

"This was well attended by 31 vans and the weather was perfect - as ordered!

Everyone enjoyed Chester and the surrounding areas. A good coffee evening in the open air on the Friday evening and an enjoyable meal at the Golden Lion in Rossett on the Saturday evening. The journey to the pub took us past the Duke of Westminster's home and the Grosvenor Garden centre.

The coffee morning on Sunday included a Quiz with lots of members participating. The winners were Dave & Pat Corrigan getting 38 points out of a possible 39!

We should like to thank the Committee Members for their support and assistance and also Joyce Conway for her hard work.

Yours sincerely,

Duncan & Jean Ellis."

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A note from Frank Stinchcombe about the Kingswood (Green Field) Rally - September 28th-30th.

"Please note that this is Kingswood near WOTTON-UNDER-EDGE on the southern tip of Gloucestershire and NOT the Kingswood near Bristol.

Any member can stay on the rally field on the Thursday night before and the Sunday night after the rally @ £1.50 per night. Costs for the rally for Friday and Saturday nights are £1.50 per night plus the rally fee of £1.50. There will be coffee on Friday evening to get everybody talking. On Saturday the milkman will call sometime during the morning. If the weather permits we hope to organise some sort of games or entertainment on the field on Saturday afternoon. In the evening we shall adjourn to the Village Hall (about 400 yards away) for perhaps a game of skittles. If you don't want such exercise maybe a game of cards or dominoes. There will be a mystery game for all in which a substantial prize can be won. We shall assemble at the Hall at about 6.30 p.m. and during the evening a ploughman's supper will be served. There will be a charge of 50p per person for those attending the Village Hall on the Saturday evening. That's less than the cost of a cup of coffee or a half-pint of hop beverage!

The rally will be run by Frank and Dilys Stinchcombe assisted by Dave and Barbara Clark. After the good job they did at Yoxall John and Barbara Cox have been pressed into service looking after the food in the evening. This they have agreed to do!

Remember! This is a green field rally. Water will be on tap and there will be a disposal point but there will be no electric hook-ups. An emergency telephone will be available about 200 yards away; there are toilets with facilities for the disabled in the village and play equipment for the children is nearby. Regalia will be on sale!

Please come along and help make it a good 'do'!

Booking slips to Frank at 40, Hillesley Road, Kingswood, Wotton-under-Edge, Glos., GL12 8RU by Monday 24th September 1990, please. Make your cheques payable to 'F. Stinchcombe' and NOT to the Club. If you have any queries they can be answered if you ring 0453 843714.

Confusing, isn't it, when the Rally Marshal is also the Club Treasurer!

WAGON TRAIN

On Sunday, 2nd September, members of the Wagon Train to France will be booking in to Ashurst Camp Site in the New Forest. The site fee for this one night is £3.40. Other ASOC members are welcome to join us if they happen to be in the area.

On Monday, 3rd September, at 10.30 am, 16 Auto-Sleeper Motor-caravans and 32 adults will depart for Portsmouth. We shall be sailing at 1.00 pm on the 'Pride of Cherbourg'. It is worth noting that 7 owners have never driven a vehicle abroad. The adventure begins.....

Reg Rogers

-----oooOOoooo-----

Proposed Scottish Tour

Jeff Worley has told me that he and Frank Stinchcombe (with their ladies, of course) are thinking of making their way to Scotland in the spring of 1991. I will quote his note to me:

"It has been suggested that there should be a touring rally in Scotland for about three weeks next spring. A number of sites will be booked and members can join in for as long or as short a time as they wish.

We look forward to meeting our Scottish members and hope to hold one or possibly two weekend rallies during the tour so that we can get together.

Anybody interested please contact Frank or me (Jeff). Any help or suggestions from our Scottish friends regarding sites and places of interest will be gratefully received.

Jeff"

All I shall add to that is that members from the North of England who may wish to join in will be equally welcome. (Idle thought. "Wagon Train - North" or is there some better term which could be applied to our jolly adventurers?)

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A rather different item arrived for inclusion and I commend it to your attention:

So swift the way! So short the day!

In this fast moving world of turmoil and tension,
With problems and troubles, too many to mention,

Our days are so crowded and our hours are so few,
There's so little time and so much to do...

We are pressured and pushed until we are dizzy,
There's never a moment we're not 'crazily busy',

And sometimes we wonder as we rush through the day
Does God really want us to hurry this way?

How sad it must make Him to see us so vexed,
Continually rushing, disturbed and perplexed.

He wishes His children would "slow down" and pray
"The Lord is my Shepherd" and "He'll lead the way".

And following His footsteps we'll find time to do
ALL of the things that He wants us to do!

(Helen Steiner Rice)

This was offered by Wendy Fisher "to make a change from Tyre Pressures and Waste Tank problems! Would you like to include this for the Ladies - perhaps we could have some recipes suitable for motor-caravanning too!"

Good idea, Wendy; how about it, folks? Send your recipes in, please, but remember that they MUST be capable of being cooked on the two burner and a grill stove (with an oven if you like), or on a portable barbecue. And if anyone dares to suggest that it is a good idea to add baked beans to a kebab skewer.....!! What about a Club Kebab? You know the style "Place on a skewer these items in this order - Artichoke - Steak - Onion - Carrot" For the more adventurous (or greedier!) members how about "Apple - Ugli fruit - Tomato - Onion - Steak - Lamb - Escallop (of Veal?) - Extra tomato - Peppers - Endives - Roast potato!" (All on one single skewer? Ugh!) Come on, Cooks, Chefs, etcetera, let us have YOUR suggestions!

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FOR SALE

1990 VW Trooper - Elevating Roof - Turbo Diesel - 40 m.p.g.- under 6000 miles - Quadriphonic Stereo - Colour Marisa Red - Several extras - One Owner.

£14,500 o.n.o.

Ray Hartill - 0443 493818

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"Porta-Potti" 165 - New - £25.00
Heavy Duty Roof Rack for VW Devon Conversion - £10.00

These items are available because Mr. T. Cadby has changed to a new Rambler. If you are interested you can contact him at 44, Old Farm Lane, Stubbington, Hants., PO14 2BY or by telephone on 0329 665940. Stubbington is near Fareham as a point of reference.

-----oooOOOooo-----

I'm beginning to feel like a REAL editor now. Why? Because I've received a book with a compliments slip which reads "For favour of review in any newsletter you issue to members."

The publishers are Mirador Books and the book is their 1990 edition of "Caravan and Camp in FRANCE", the twelfth year of publication. There are 287 pages in total of which 260 form the directory. Each Region is classified separately and has a page given over to a description of the region and places to visit. For each key town a recommended restaurant is also shown. Directions appear to be clear and taken from a key town rather than a village which you might not be able to see on a map. There are maps of the region showing the various Départments and towns and giving some guide to distances. Each town has a map reference (such as A1, B5 etc) to help find it on the regional maps included. There are also smaller maps for various towns. Each site is shown with a number of stars, the address, position in relation to the town and the symbols showing the amenities. In the introduction the meaning of the star system is explained and the symbols are explained separately. Fortunately (for me anyway!) the symbols are easy to understand. If there is a large black dot at the start of the site description it means that it has been recommended by a reader. There is an index of key towns, a specimen letter in French to help you book a place at your chosen site (with an English translation so you know what you said) and some report forms to advise the publishers of your thoughts on any site(s). There is even a glossary of useful words! (not very many but this isn't a language course). Prices are not given as they vary so much. Equally the star grading system has nothing to do with the welcome you get, the location of the site nor the way it is maintained. And it is observed that motor-caravans are not always welcome on the sites! There could be an added complication in that on many sites there is a restriction on the movement of vehicles between 2200 (10 pm) and 0700 (7 am). It is suggested that if a car returns to the site between those hours it should be left in the car park and the

occupants walk back to the van! (In a motor-caravan?....the mind boggles!)

There are a number of incidental little tips spread throughout the book to help you - such as the warning to keep to the speed limits or face an on-the-spot fine and that it is obligatory to carry a red warning triangle!

All in all I would say that at £5.50 from your local bookshop or post free from the publishers (BCM Mirador Books, London, WC1N 3XX) it could be a very good buy if you intend to go across the Channel. Or, of course, there is Christmas approaching.....!

-----oooOOOooo-----

Update Report on Mary C.

Our Plastered, Plated and Bionic friend writes to say that things are progressing. With a short time to go to the Wagon Train she may "yet need to adorn the VX50 with a red cross or two." She also uses her van as a bar and grandstand at horsey events, just like the Normandales, and agrees that it is a joy to sit in comfort smugly watching the slow crawl of cars gradually disappearing - then down with the roof and away. "Though not at our first visit to the Badminton Horse Trials when newly fledged we sailed away with our roof still raised!" (Don't worry, Mary. I think that everybody who has ever had a lifting roof has done that at some time - I know I did early one morning in Wales.)

On the other uses of vans Mary and Alan Anderton of Llanfrechfa in Wales tell me that they have used their Legend as Stewards Office and Treasurer's Bank at Rotary and similar charity functions.

And I've used my van a few years back as a mobile tea stall! I went with some friends to the "London Run" which you may not have heard of but is a gathering of old motor-cycles (& riders to match!). These veterans take a trip around the centre of London and yours truly travelled around much the same course in the van dishing out cups of tea to the marshals who were standing on street corners and, in some cases, in among the traffic!

-----oooOOOooo-----

FIRE PRECAUTIONS

This very important subject was mentioned at our committee meeting. Some clubs ask their members to put a bucket of water beside their vans when attending

rallies but, as Peter Fisher - our tame fireman and Hon. Sec. - pointed out this is NOT necessarily the best thing to do. In the case of electrical fires or those involving fats, petrol and the like it should NEVER be used because it only makes things worse.

His view, to which the entire committee subscribed, is that all vans should carry one or more fire extinguishers which should preferably be in a standard place. It must be readily accessible so that in the event of a fire you don't have to fumble under the driving seat or whatever. In fact several of us with the coach-built versions have all hit on the same place which is on the end of the cupboard just inside the rear door of the van. In this position it can easily be accessed from OUTSIDE the van and, if we all carry one there, we shall all know where to grab one if the necessity arises. Believe me, I've had a fire in the engine of a van and I know that there isn't a lot of time available. I was very glad that my extinguishers were easily available and that I remembered NOT to raise the bonnet but just to let it pop up to the bonnet release and then spray underneath.

Did you know that it is illegal to travel with the gas not turned off at the bottle? And that it is also illegal to 'brew up' or otherwise use gas in a lay-by? I certainly didn't know this but if you should be run into and a fire happened as a result the insurance company could get out of paying! Definitely food for thought!

I'm hoping to get an article on fire precautions out of Peter so....

-----oooOOOooo-----

"A SENIOR CITIZEN DEFINED"

A Senior Citizen is one who was here before the Pill, Television, Frozen Food, Credit Cards and Ball-Point Pens.

For us, Time-Sharing meant togetherness, not Computers or Holiday Homes and a chip meant a piece of wood or of fried potato. Hardware meant durable goods and Software did not exist as a word. Porn was always spelt PAWN and meant going to "Uncle's" for a loan. Teenagers were unheard of and never wore jeans. We were before Panti-hose, Drip-dry, Dishwashers, Tumble driers and the Electric Blanket. And we were before Batman, Vitamin Pills, Disposable Nappies, Pizzas, Instant Coffee and Chinese (and other) Take-aways.

Girls wore Peter Pan collars and thought that cleavage was something the butcher did. They usually wore skirts, too! We got married first - then lived together!

In our day cigarette smoking was fashionable, grass was for mowing, pot was a cooking utensil and a gay person was 'the life and soul of a party' and nothing more. Aids just meant some form of beauty treatment - or help for someone in trouble.

We Senior Citizens must be a hardy bunch when you consider how much the world has changed and the adjustments we have had to survive. However I'm glad that I am a Senior Citizen - and not just an Old Age Pensioner like my Dad and Grandad!"

I am indebted to *Paul Knight* of Horsham for these words of wisdom! I have also received another item on the same subject which I shall hang onto until next month.

-----ooOoo-----

GOLDEN RULES FOR MARSHALS

or How NOT to do it!

1. Move house without telling anybody so that all the booking slips go astray.
2. Agree to marshal a rally, collect and cash the cheques then disappear with great speed - destination unknown.
3. Arrive at the right site on the wrong date or at the wrong site on the right date.
4. If the farmer has two fields site the vans on the wrong one - notice the bull later.
5. Forget to check with the site owner about a month beforehand to confirm the area allocated for the rally. Discover too late the uninterrupted view of the gasworks.
6. Don't tell the site owner how many vans to expect. This pleases either members who can't be fitted in or the site owner left with empty pitches at a busy time.

7. Arrive well after the starting time for the rally and find a dozen or so vans parked in EXACTLY the wrong spot.

8. Find and book a wonderful place to eat then forget how to get there. Spend a beautiful evening searching with all the members following you while the marvellous food gets cold.

9. Leave all the paperwork at home.

10. Agree to marshal a rally - make all these mistakes - invent a few more of your own to add to the list.

There are two ways of avoiding these errors.

a) Be very busy when J.W. is prowling around looking for volunteers and ignore any pleadings in the Newsletter.

b) Marshal a rally. Make some mistakes. Don't worry about them. There is ALWAYS somebody around to give a hand if you do.

The second is the better alternative. This wonderful club of ours deserves all the help we are able to give it. The friendship and comradeship is so strong at the rallies that it will see you through any difficulties.

So - Fill in a site form - write at the bottom of it "I am willing to marshal a rally" - and help to get things really moving.

This was submitted by "A.N.Other" whose name I can't begin to guess - oops! Sorry - I meant guess!

-----oooOOOooo-----

I have received a note from Rita asking for information from any member who knows of a caravan shop with a good selection of spares and accessories. She wants the details to be put into a future Newsletter supplement. She has the details of Jacksons of Arley, Old Arley, near Coventry so that is a starter. I can add Enfield Leisure at Brimsdown, Enfield whom I have used often. You may have seen them at Earls Court. There must be more all round the country and I think it will make a very good supplement which might well travel in the van with us. Who can say when we need to find a caravan shop - we were lucky when we were down in Sussex to run across one when we needed it but I can't remember the name!

If you look very, very carefully you will find that there are TWO supplements this month. One is the usual one full of rallies and booking slips. The other is a special one which will show you the details of all the regalia which the club has to offer. I'm not too sure of the word "Regalia" but I can't think of any alternative to it which is so easily understood by everybody.

I thought that it would be a good idea, now that the Newsletter is two years old, to bring you up to date with what is available. Our stalwart Regalia Officer - Dilys Stinchcombe - keeps coming up with new ideas so if you have any suggestions please let her know.

-----ooOoo-----

It seems that I have come to the end of another month putting the Newsletter together. I'm glad to know that I seem to be keeping on the right track. I did receive a very nice comment from Rita who said that she couldn't see the join!

I'll leave you until next month with a final thought from Rita - Tell John Hunt that they can't put clocks into the Talisman - They're Italian and their time is different from ours!

See you then & happy Auto-Sleeping!

Your Assistant Editor

Harry Henthorne,

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(081 654 4216)

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