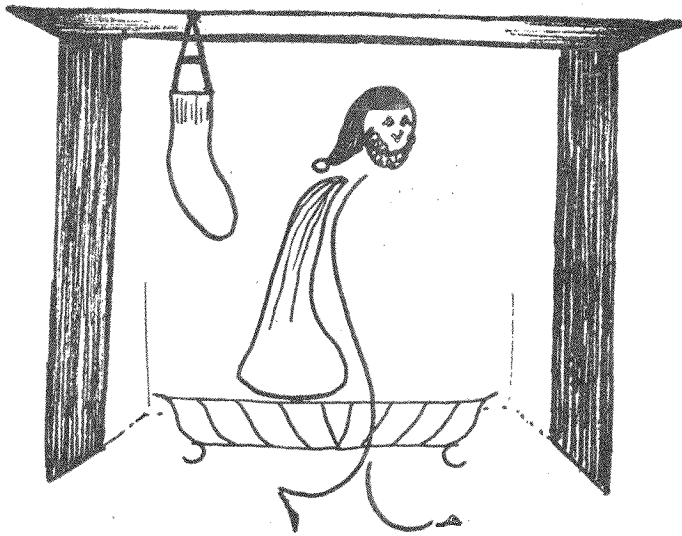


A U T O - S L E E P E R  
O W N E R S ' C L U B



NEWSLETTER 27

DECEMBER 1990

Hello!

Here we go again. As we told you in the last issue I have taken over from Phil on a permanent (?) basis. After two solid years of producing the Newsletter, starting by being in the wrong place at the wrong time, he has asked to be relieved so that he can concentrate on other work for the Club, such as producing the lists for the regions or areas. He also wants to be able to go out and about in the Talisman without having to worry about being at home for a certain date so that the N/L can be got ready on time. The change-over was approved at the committee meeting held at Willersey on 27th October so now you've been lumbered with me.

At that committee meeting the Treasurer (Frank Stinchcombe) reported that the finances were in a healthy state. Sheila Hammell, our Membership Secretary, told us that there were now about 647 members, vans that is - in people terms you can double that number - and the latest number issued was 773. She next said that John Hunt, of M.M.M. fame, has joined the Club because he is due to take delivery of a Legend. (*Does he want the Editor's job?*) She also revealed that she spends, on average, about half-an-hour each and every day on Club Membership matters which doesn't sound very much until you start to add it up. Then when you also consider that she has a full-time job and a house to manage it reveals just how much work can be put in to keep our Club running.

Dilys, our Regalia Officer told us that all stocks were O.K. for the winter and she would probably not be ordering anything before the A.G.M. Jeff Worley, our Rally Co-ordinator, told us that there will be something like 27 rallies in 1991 (so far) including about 7 on 'green field' sites. This does not include the Scottish Tour which he is arranging and which will include a further three rallies up in the far North. When it came to reporting on the Newsletter Phil and I shared the honours/task. I was able to say that the current print run is about 850-900 copies each month. That is one each for you lot out there plus those distributed to the Trade, the Press and New Members. And we both agreed that it is because our members keep writing in with items for inclusion that we have been able to keep going. So don't let me down will you?

Work for the 1991 National Rally and A.G.M. is well under way. As you probably know by now the chosen site is Home Farm, Edithmead which is down near Burnham on Sea. We are aware, as a committee, that this is a bit to the West of England and a bit far South for some.

But bearing in mind the size of the venue we need, the type of facilities required and the accessibility in general terms it was thought that this was the best offer. Perhaps you know of a better, more central, site which could cater for our needs for 1992. If so, please be ready at the A.G.M. because it will be one topic for discussion. Do we need a 'full facility' site or would a green field type do? More of that anon. Some sponsorship has already been promised, a raffle will be organised, we hope to arrange some recognised First Aid attendance and, perhaps, persuade the Salvation Army to attend on the Sunday morning.

As many of you will recall the Constitution was adopted in 1990 and that states that half of the committee must retire each year, but may stand for re-election. At the A.G.M. in 1991 the resignations of John Normandale, Clive Jenkins, Sybil Scotney and Ken Scotney will take effect. None of the four will be offering themselves for re-election due to other commitments. At the same time Dilys and Frank Stinchcombe together with Phil Daley will retire but will be available, if you wish, to be re-elected. So it rather looks as though we shall be looking for four volunteers (you, you, you and you!).

Perhaps we should add an explanatory note to the Constitution to say that the term Auto-Sleeper is intended to indicate a vehicle originally constructed or converted by Auto-Sleepers Ltd. There seems to be a growing use of the name to mean motor-caravans generally. I mentioned the incident Sheila and I had this year. Sheila also received an application form from somebody who had another make of vehicle but wanted to join us.

-----oooOOOooo-----

Phil received a letter from "The Snowbird Club of Great Britain". This organisation proposes to open continental sites for caravans. The idea is apparently that participants would lease a plot on the site for a period of 25 years. The first site is planned to be in France and within easy reach of a ferry port, and there is the possibility of further sites being added later, further south in France perhaps the Midi-Pyrenees, in Northern Italy, Spain and Portugal. The size of each plot is around 625 square feet (minimum). Water, electric and sewer points are to be available on site; larger plots, services at the plot and concrete pads to park on available as optional extras. There will be an annual fee for maintenance services and interested parties would be required to put down a deposit,

probably of £300. 75% of the balance would be payable when the purchase of the land for the site is confirmed and the balance on completion of the individual plot. The total cost is anticipated to be in the region of £2,500.

This seems to be quite a good idea with probably more appeal to tuggers than us. Motor-caravanners tend to wander about spending just a day or two here and there while tuggers tend to go somewhere and stay for a week or two. O.K., I know that there are those who don't fit into this pattern but that is how I see the overall picture.

If you are interested in this "Snowbird" idea please let me know and I will put you in contact with the Club.

-----oooOOOooo-----

Another letter which Phil passed on to me:

"We've thoroughly enjoyed the magazine and we regret being unable to attend any rallies at all this year. They sound happy occasions and we hope very much to take part next year.

I wonder if any members feel, as my husband does, some slight resentment about paying the same fee on Caravan Club sites and C.L's as huge 'units' comprising large trailer caravan, annexe and car? This feeling is compounded by us generally not returning to or arriving on site before 6 p.m. and often leaving before 10 a.m. Meanwhile the caravanners are setting out their loungers and tables and propping up their bicycles etc.

Is it feasible, do you think, for A.S.O.C. to try to negotiate a lower fee with the Caravan Club, perhaps suggesting that they set aside a level acre or so expressly for the purpose?

And are any A.S.O.C. members in a position to compare Caravan Club sites with Motor Caravan Club sites? Is there any advantage in taking out membership for both, I wonder?

Having missed out totally on getting away this year, we're eagerly thinking ahead to next and it seems a good time for members to reminisce and advise on sites they've particularly enjoyed.

Sincerely,

*Morfydd Berry*

This seems to bear out what I said just before about us moving on when tuggers stay put. I wasn't aware that the M.C.C. had any sites, perhaps Morfydd is thinking of the Camping and Caravanning Club as the alternative. I'm not sure that our club has enough 'clout' (as yet) to be able to persuade the Caravan Club to reduce fees. It is only comparatively recently that they have accepted Motor-caravans as members - earlier we were not considered suitable or eligible which is why the M.C.C. was formed.

But I do like the suggestion of members' reminiscences. Let me have any thoughts you may have had about sites visited during the year. Any comments are welcome, good sites, poor sites, tell us all about them. Sheila and I particularly liked a site we found at Perth in Scotland. This municipal site was very neatly laid out with nice level pitches and no pitch was very far from the amenities. There was a reasonable shop on the site too. When we arrived it had just been raining but the sun had re-appeared so the whole area seemed to be sparkling clean. This, of course, helped our opinion. But the site appeared to be well run and convenient for the town and we would go there again next time we want to stop in Perth.

-----oooOOOooo-----

"THE NATIONAL"

If you enjoy horror stories, or perhaps just a winter's tale, try this - almost every word is true. I was there! (apologies to Max Boyce.)

It was a pleasant Wednesday in early Spring. Winter had passed with numerous meetings, conferences, site inspections and hours of letter writing. We enjoyed the cross country drive to the site. Reaching the reserved fields just after lunch we were surprised to see numerous caravans with awnings all apparently ready to stay for weeks. More kept coming. At the office we established that the Manager (with whom all the meetings, letters.....) was abroad. It was just as well! The conversation with the site owner went something like this:-

"I'm from the Auto-Sleeper Owners Club"

- "Oh yes".

"About our Rally....."

- "What Rally?"

"The Rally for which you have

- reserved two fields
- booked a very large marquee
- booked a P.A. system
- booked 650 chairs
- etc....."
- "Come inside".

From then on things started to improve - well, almost from then. The site staff were assembled and sent out to bribe the caravanners to move. Almost all agreed after some not entirely friendly comments. The marquee supplier was apparently interested in retaining future business on the site. "Could I manage with a tent only 250 ft. long rather than 300 ft.?" I could. "Would a generator be alright?" Yes. "When did I want to be ready?" Thursday night! ..... (Gaps indicate certain omitted phrases!)

Well, you know almost all the rest. By working all the light hours and by pretending to be calm, the fields were transformed by bands of helpers and the remarkable efforts of the owner (who had only come in for the Wednesday because they were a bit short staffed!!)

Yes, I know it rained and the heaters were a nightmare but at least John Davidson turned up on time with the food arranged as agreed.

So for next year we have looked for a site that fits the following specification:-

- big enough for 350 vans
- hall to seat 850 (with heating)
- catering facilities available
- electric hook-ups in plenty
- dogs allowed
- good quality toilets
- space for Company displays
- pitches marked out in advance
- not too far from Willersey
- as central as possible.

The site chosen for the 1991 National Rally is Home Farm, Edithmead, Burnham-on-Sea. It is not central but it meets the other points with room to spare. In any case it was the only real contender.

At the A.G.M. we will ask you to tell us if the specification can be relaxed in any respect. Please bear in mind that the weekend will be 5th - 7th April 1991 and the demand for electric hook-ups at Billing in 1990 far exceeded the supply.

Booking forms and more information will be in the January Newsletter.

.....And then I ran out of petrol on the way home. Ah well!

Happy Christmas

Clive Jenkins".

-----oooOOOooo-----

Now for a complete change of subject. Do you remember that I asked you for some recipes which could be prepared in the van? Here is the first offering - hopefully the start of a reasonably regular feature.

## RECIPE CORNER

\*\*\*\*\*

### SWISS TOAST

#### Ingredients:

4 slices Bread  
2oz Margarine  
2 tablespoons Chutney  
4 slices Luncheon Meat  
4 slices Cheese  
2 Tomatoes, sliced.

#### Method:

Toast one side of the bread. Butter (with margarine) the un-toasted side. Spread with Chutney. Top with Luncheon Meat and Cheese. Grill until the cheese melts. Top with tomato slices then grill again until the tomatoes are cooked.

\*\*\*\*\*

## CORNED BEEF BAPS

### Ingredients:

1 small tin Corned Beef  
1 tablespoon Sweet Pickle  
 $\frac{1}{2}$  tablespoon Mustard  
3 tablespoons Mayonnaise  
3oz grated Cheese  
2 Baps  
Sliced Tomatoes.

### Method:

Heat grill to medium heat. Cut baps in half (NO! not that way - horizontally!) Mash the corned beef with the pickle, mayonnaise and mustard. Spread mixture onto the halved baps. Grill (medium heat, remember) for 4 - 5 minutes until brown. Sprinkle with cheese then grill for a further 3 - 4 minutes. Serve hot, topped with tomato slices.

\*\*\*\*\*

Not a very great response, so far, so my thanks go to Jeff Worley for submitting these (and another couple of recipes which I've held over) to start the ball rolling.

So come along, let us have your favourites. Who knows, we might even be able in time to publish the A.S.O.C. RECIPE BOOK. Just imagine, we might convince the factory that such a book would have to be included with each new van they supply.

-----oooOOOooo-----

On the subject of cooking I've unearthed a letter from *Eric White* of Burton upon Trent on the subject of Microwaves in the van. He wrote to Phil back in March but only now has there been space to include his note. Sorry, Eric. He tells us that he had a Phillips Model M704 fitted into the Talisman at the Orchard. He mentions that this model does not have a revolving table but has performed perfectly satisfactorily including being used daily for two seven-week holidays in France on their lower 220 voltage.

He also brought to our attention a Micro-Furnace Heat Machine. This is a portable electric air heater in the form of a six inch cube. Eric stayed at the Caravan Club site at Chirk for Christmas and the New Year. Having taken the car with them they were able to leave the van on site and leave the heater on from the day of

arrival until departure. He says that it can be heard when first turned on but is virtually silent when it reaches the temperature at which it is set; he was using 20°C during the day and 12°C at night. He said that the cost, in March 1990, was about £99. Sounds rather useful, doesn't it?

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## RALLY NEWS

I've had another report on the Don Amott rally:

"We were very regally entertained by the feast arranged for us by "The King" himself. I refer, of course, to Mr. Don Amott.

He laid on Wine & Cheese on Friday evening, took us by double-decker bus to the Theatre Royal, Nottingham on Saturday evening where Edmund Hockridge and company were providing an Old Time Music Hall. On Sunday morning Mr. Amott provided the coffee for us.

We presented his wife with a couple of the Club Mugs which she was very pleased to accept. We have written personally to Mr. Amott to express our thanks for his tremendous efforts.

There were 25 vans present for the week-end and everyone really enjoyed themselves.

*Barbara & John Cox."*

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"A pleasant weekend was enjoyed by all attending the Currypool Mills Rally. The weather could have been kinder but this didn't deter the eager few from testing their golf skills in the "Webber Putting Course". A winning score of 24 was achieved by Ron Mumford but a birdie (pardon the pun) tells me that he had had a practise earlier.

Saturday evening saw a convoy of vans negotiating the country lanes en route to the Malt Shovel Inn where a delicious meal was awaiting our arrival.

Currypool Mills is a gem of a venue that will certainly be on my calendar for next year, having persuaded the Rally Marshals to do a repeat performance.

*Jeff Worley."*

This month's Rally Supplement does not contain any booking forms. It is too early for that yet. What you will find is the Rally List proposed for 1991 so that you can start to plan your week-ends or holidays. Jeff would like to thank all those members who have suggested sites to him and in particular those who have acted as Marshals for the rallies. Without their help the rallies in 1990 could not have been run.

Site suggestions are always welcome. Some members have suggested that there hasn't been a rally near enough to where they live so that they can attend. The answer could be in their own hands. Perhaps a look round in their own locality to see what there is on offer. Maybe a rally with a particular theme - hill walking, preserved railways, motor or other interesting museums - the list could be endless. You can add your own variations on such a theme according to your interests. If you could find a suitable site and marshal the rally you would get your week-end free. Well, at least your site fees and rally fee would be paid by the Club. You wouldn't have to drive too far either, in the usual way. Of course me being me, I suggested the Midland Railway Trust rally - and I don't live anywhere near Ripley in Derbyshire. I'm much nearer to Ripley in Surrey but there isn't a lot round there, as far as I know.

The sort of thing I have in mind is, as an example, Bourton on the Water. Motor museum, model village, reasonable eating places, it definitely has possibilities. Also it is handy for most of the Cotswold villages. The only site I know in the area is up at Cold Blow (if it is still open) but it may not be able to accommodate a rally. Now who lives in the area, I wonder?

-----ooo000ooo-----

A recently joined member of our Club is also the proprietor of Waudby's Caravan Centre in North Humberside. (Three guesses as to the surname of the member - here's a clue - it starts with 'W'). He has bought a Talisman for the family use. He wrote to Sheila when he applied to join to say that they are touring caravan dealers and have a large accessory shop. He would be pleased to quote a price for accessories carriage paid to any member's home address. They also have a site with main facilities, showers etc., which could be used for a rally. There's one for Jeff to think about - perhaps with a ready-made marshal in attendance. If anybody needs accessories the address is Brough Road, South Cave, North Humberside, HU15 2DB and

Please indicate below your method of renewal.

I am currently paying by standing order.	Yes/No
I wish to pay by standing order and have completed the form and sent it to my bank.	Yes/No
I enclose my cheque for £10.00.	Yes/No

NB if your membership number is 710 or greater your subscription is valid until December 1991.

Please complete the following for our records.

Model of Auto-Sleeper \_\_\_\_\_

Registration no \_\_\_\_\_

Signed \_\_\_\_\_

Suggestions/Comments

until you receive further notice from me/us in writing, and debit my/our account accordingly.

This instruction CANCELS any previous order in favour of the beneficiary named above, under this reference.

Account to be debited	Account Number
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Signature..... Date.....

SEND THIS FORM TO YOUR BANK

DO NOT RETURN THIS FORM TO THE CLUB

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

1 9 9 1

PROGRAMME

Advance Information Only

AUTO-SLEEPER OWNERS' CLUB  
RALLY SUPPLEMENT

Programme for 1991

Advance Information.

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Please note that this list is for information only. NO BOOKINGS can be accepted yet.

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MARCH

1st - 3rd. Early Birds Meet, Fell End, CUMBERIA.  
22nd - 24th Ranch C.P., HONEYBOURNE.

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APRIL

5th - 7th NATIONAL RALLY AND ANNUAL GENERAL MEETING  
Home Farm C.P., Edithmead, Somerset.  
8th - 15th 7 day Holiday Rally, near TRURO, Cornwall.  
19th - 21st Camping International Site, OXFORD.  
26th - 28th Motor-Caravan Jamboree, BRANDS HATCH, Kent.  
26th - 28th Ladies Rally, EBURY HILL, Shropshire.  
28th April - 3rd May Follow-on Midweek Rally, EBURY HILL.

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MAY

10th - 12th National Motorhome & Tourer Show,  
PETERBOROUGH. PLEASE NOTE that there will  
probably be a discount for CLUB bookings,  
DON'T book direct.  
17th - 19th Near NOTTINGHAM, details not yet finalised.  
24th - 27th BEVERLEY Race Course, Yorkshire.  
24th - 28th Manor Farm, YEOVILTON, Somerset. Members  
may stay for extra days to visit the Bath &  
West Agricultural Show.

JUNE

- 7th - 9th Motor Caravan Fair, STRATFORD-UPON-AVON.
- 7th - 9th Kilkerran Gardens, Near AYR, Scotland. For the start of the Scottish Tour, Scottish members (and others) welcome.
- 16th - 22nd SHIEL BRIDGE, Highlands, Scotland. Walking holiday (for the energetic).
- 14th - 30th Sites are being arranged but have not yet been finalised.
- 28th - 30th Fishcross Clacks, Scotland (6 miles east of Stirling). Marking the end of the Scottish Tour.
- 

JULY

- 5th - 7th YOXALL.
- 12th - 14th Midland Railway Trust, RIPLEY, Derbyshire.
- 19th - 21st Lydiard Country Park, SWINDON.
- 

AUGUST

- 2nd - 4th KINGSBURY Water Park, West Midlands.
- 9th - 11th REDMIRE, Yorkshire.
- 16th - 18th Chestnut Farm, NORTON, Gloucestershire.
- 

SEPTEMBER

- 6th - 8th MORTON GLADE, Dorset.
- 8th - 13th Mid-week Follow-on rally at the same site.
- 13th - 15th Tanner Farm, near MAIDSTONE, Kent.
- 20th - 22nd Motor Caravan Show, SHEPTON MALLET.
- 27th - 29th KINGSWOOD, Gloucestershire.
-

OCTOBER

4th - 6th Stanmore Hall Motor Museum, BRIDGNORTH.  
11th - 13th CURRY POOL MILLS, Somerset.  
11th - 13th Southerley Caravan Park, CHESTER.

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NOVEMBER

London Shopping Weekend - Date and site not yet finalised.

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I think you will agree that this is a very good programme for the year and there should be a rally somewhere near you. If you feel that your neck of the woods has somehow been left out, may I suggest that you find a local site, check whether a rally can be held there, suggest a suitable date and tell Jeff. He probably cannot get it into the list for 1991 but there is the whole of 1992 untouched. He is already making preliminary plans for that year so now is your chance to do something for YOUR Club.

**STANDING ORDER MANDATE**

To..... Bank plc

Address.....

Bank Branch Title (NOT address) Sorting Code No.

Please pay LLOYDS WOTTON-under-EDGE 30 - 99 - 94

Beneficiaries Name Account Number

for the credit of THE AUTO-SLEEPER OWNERS' CLUB 0 3 4 3 0 6 0

Amount in figures: Amount in words

the sum of £10.00 TEN POUNDS ONLY

Date & Amount of first payment: Due Date & Frequency

commencing £10.00 1st January ANNUALLY

quoting reference



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## AUTO-SLEEPER OWNERS' CLUB

Dear Member,

Your membership of "Auto-Sleeper Owners' Club" is due for renewal on 1st January 1991. Would you please complete this form and return it to the Membership Secretary, Miss Sheila Hammell, 144 Devonshire Hill Lane, London N17 7NH.

Your Name \_\_\_\_\_

Membership No. \_\_\_\_\_

Your Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Telephone No \_\_\_\_\_  
\_\_\_\_\_

Please indicate below your method of renewal

the telephone number is 0430 422523. Perhaps Rita would also like to take a note for her list of useful caravan shops.

I don't know if you have been sending those addresses to Rita but it will make a very useful booklet for Club members if we can get a list of dealers with good accessory shops all over the country. Any small thing can go wrong while on holiday or during a week-end (so can big things) and if we can produce a comprehensive list which can be carried in our vans how much easier it will be to rectify the problems.

Some time ago (about a year she thinks) Rita asked if anybody had any details of a type of 'bubble plastic' which could be used for insulation purposes on any un-insulated windows in the van. She now tells me that she has seen some plastic sheeting on a roll with big bubbles. This was spotted in a garden centre and the side is approx. 5'0" or 1½m wide. It was on offer at £1.40 per metre run. So if you haven't got a Silver Screen or you want to D.I.Y. for other windows there is the sort of place to look. And if anybody gets some and successfully makes insulating covers please let me have an article on it for inclusion in the N/L. It would make very interesting reading.

For newer members who may be wondering about the references to Rita she is Rita Daley, one of the stalwarts who was our first secretary and has now retired from the front line. But she still is involved in the backroom helping the Club along. To contact her (or Phil) the address is 46, Ulverley Green Road, Solihull, West Midlands, B92 8BQ or telephone 021 706 1816.

Dilys (Stinchcombe) has written to say that the Identity Brooches now cost £2.90 inclusive of post and packing or £2.70 if you take delivery at a rally. Sorry about that but, like so many things today, the cost goes up when you're not looking.

-----oooOOOooo-----

Our items about Senior Citizens brought this from John Cox.

#### SENIOR CITIZEN

Just a line to say I'm living,  
That I'm not among the dead,  
Though I'm getting more forgetful  
and more muddled in my head.

For sometimes I can't remember  
Standing at the foot of stair  
If I must go up for something  
Or I just came down from there.

When I stand before the fridge  
My poor mind is filled with doubt.  
Have I put some food away  
Or have I come to take some out?

Sometimes when its dark outside  
and I've my nightcap on my head  
I don't know if I'm retiring  
or just getting out of bed.

So if its time to write to you  
There's no need in getting sore.  
I may already have written  
and don't want to be a bore.

So remember that I love you  
And wish that you were here.  
Now its very nearly mail-time  
So I must say goodbye my dear.

Here I stand beside the mail-box  
With my face so very red.  
I should have sent your letter  
But I opened it instead!

-----oooOOOooo-----

Change of subject yet again. We seem to leap from one to another (subject, that is) with complete abandon, don't we?

One of our newer members, No. 723, *Leslie Davies* of Raglan, Gwent would like to know of any Winter Sites available near ski resorts and/or ski-ing holidays which he could take in the van. Has anyone any ideas, please? For myself, if there is snow all over the place I much prefer to stay in the warm and dry - where's the sense in sliding over the stuff on planks of wood unless you really have to? Everybody to their choice, though. I shall probably be inundated with letters of complaint from enthusiastic skiers now!

One letter which Rita received has been passed on to me. It is included here because the last paragraph reflects on the previous letter.

"I'm in search of advice from the members again.

I like to isolate the gas at the cylinder both when leaving the Ford Flair and at night when sleeping. When touring and the bench seats are in use with the storage space beneath them taken up it becomes a somewhat tiresome exercise. I am therefore considering the fitment of a valve mounted on the outside of the cylinder compartment and accessible from the outside. apart from convenience this would provide a safe and quick isolation in an emergency. Do any readers have ideas on the subject?

I intend to take the Flair to Bavaria this winter for ski-ing. Does anyone know of the source of a ski rack which will mount on the rear doors?

Yours sincerely,

*Colin R. Gibbs."*

-----oooOOOooo-----

Now a letter from Scotland:

Dear Harry,

1. In reply to *Pat & Beryl Johnson* (P.15, November): the oil filler cap is held in place by two rubber 'O'-rings sitting in grooves round the cap. Remove one of the rings. The cap still fits tightly, but is manageable with mortal strength.

2. Some time ago, when writing about something else, I mentioned that I am hoping to do a trip to Hungary in 1991 or 1992 (July). I should be most interested to hear from any other member who has been or similarly plans to go. If you could find a few lines in the magazine to mention this I should appreciate it. You may certainly print my address.

*Barry Crawshaw"*

Certainly I can find space, Barry. If anyone can assist in this Barry's address is: 32, Lochty Street, Carnoustie, Angus, DD7 6EF. And when you get back, Barry, don't forget to send your experiences in for others to read about, please.

-----oooOOOooo-----

And one from Burgh Heath in Surrey:

"Dear Harry,

After a super summer holiday (by common consent about the best we have ever had) touring down through the Black Forest to Salzburg and via the Dolomites to Venice, we feel more strongly than ever that anybody who has thought (perhaps with trepidation) about travelling abroad should go. Here's an idea - certain daily tabloid newspapers offer bargain (£1 per person *IS* a bargain!) winter day trips to France on the car ferries. Last year six of us travelled over in the motor caravan and drove to Ypres for the day. We had sufficient time to view the Cathedral and Cloth Hall, window-shop, visit some of the Great War sites (notably the "Trench of Death" and its accompanying museum) and still had time to stock up with that gorgeous Belgian beer! All you need, apart from a visitors passport and Green Card, is an extra £10 or so for the ferry charge for the vehicle. It would give anyone a short taste of driving abroad without making the commitment of two or three weeks' holiday with all that entails. Just a thought.

Some answers for Pat and Beryl Johnson (in issue 26). T.V.Aerial - I fitted a (secondhand) Mohawk fibreglass dome aerial, complete with signal booster. No problems so far, except the children cannot watch as we go along (no bad thing!) as the picture flickers.

It took me 18 months to discover why the sink in our Talisman drained so poorly. I have just fitted a tap under the sink (a la Bill Clarke's shower waste tap - which I have also fitted and can highly recommend), and in fitting this sink tap I discovered that the waste pipe turns a right-angle, from horizontal under the sink to vertical behind the cupboard. Plastic pipe + hot water + right-angle = collapsed pipe! Which is exactly what ours had done, probably about the first time we had used it. I am now waiting for a friend to "L" bend a short piece of copper pipe that I can insert at this point. (Take note, Willersey!) By the way, the tap has totally eliminated waste smells from the sink area when "Revvv" is left standing. "Revvv"? What else could we call a R.V. (Recreational Vehicle - ugh! - Americanism) with a number plate of "R.P.M"? Sue thinks that "Reverie" is more appropriate because that's what seems to come over me as soon as the steadies are down! Talking about sinks, where can we get a waste plug that will actually stay put? There was a rumour that someone had some at the National Rally but, as usual, I arrived too late! (They did - we got one - Ed!)

Radio speakers - I fitted mine at the lower extremities of the dashboard where Talbot thoughtfully perforate an area presumably for that purpose. Bass response from the speakers is diminished by fitting them

here, but it is quieter outside the vehicle as Pat and Beryl have now discovered.

*Barry & Sue Brown".*

Quite a lot of information there, but the point about the pipe bend needs some careful thought. If you should find that the pipe has collapsed please let the Club know. I haven't heard of this before and it certainly hasn't happened on our Clubman. If you should feel the need to insert a metal bend don't forget that elbows can be bought which, with a short length of copper tube in each end, will do the job quite neatly. They are easy to solder, too, because I've done it for other reasons.

-----ooo000ooo-----

FOR SALE

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1. Talbot Talisman II, 2 litre, 'F' Reg, October 88, One Owner, 12,500 miles. Excellent condition 'as new', Double Glazing, Front Insulation. Taxed, complete with gas and ready for the road. Telephone Ron Rowley on 021 476 0443.

He's taking delivery of a new Talisman - hopefully in January 1991. Sorry, he didn't include the asking price.

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2. Raleigh Free-standing Side Awning suitable for Rambler or similar vehicle. £95.00.

Mr. G. Bristow has this available and you'll find him at "Cheriton", 43, Chalford, Westbury, Wilts., BA13 3RF or telephone 0373 823731.

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3. Continental frame, cooking tent. 1½ metres (59") wide and 1 metre (39") front to back. One zipped door in the front and a fly-proof window with a roll down cover panel in rear section. Tent has never been used as our requirements were dramatically changed just after purchase. Paid 18,000 pesetas (£105.00) - how about £75.00?

If you are interested talk to Maurice Edwards at 27, Steart Avenue, Burnham on Sea, Somerset, TA8 1DB; telephone 0278 789575

Maurice tells me that he and his lady are "three score and ten" people. They are not rally-goers (what about the National in 1991, Maurice? Almost next door.) but he can offer knowledge of four 6 month winter stints all around Portugal and is willing to share that with possible continental tourers to the area.

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### PART-EXCHANGE

Talisman GL, July 1990, 1,200 miles only, many extras. Owner wishes to part-exchange for a smaller vehicle - a Harmony 1990 version. Any offers please telephone Noel Nichols on 0492 40981.

Noel lives in Colwyn Bay and is finding the Talisman a bit hard to handle for parking etc. He puts this down to his age and would rather have the smaller vehicle for overall ease.

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### CHAIRMAN'S CHAT

I was getting quite worried as today is Thursday, 15th November and I still had not received the November Newsletter, Auto-Sleepers Magazine and brochures which I know were posted from Willersey last Friday! Anyway, they arrived this morning having travelled via Ashford for some reason known only to the G.P.O. as they were properly addressed. What impressed me most was the "new look" Talbot Express brochure - most attractive with what I believe are called "bleed off" photos, which are supposed to be very expensive to produce.

I was also very pleased with the article and photos about the Club in the Auto-Sleepers Magazine. You might have thought that John Hunt, Editor of M.M.M., who wrote about us was a member of the Club - well, I am able to tell you now that he is! Those of you with very sharp eyes will have noticed at the end of his write-up on the Legend GL that he has bought one - and I understand that it was delivered this week. Welcome to the Club, John, and we look forward to seeing you at future rallies.

I always thought that the Talbot cab blended in well with the Talisman body but I must say that the nes Talbot shape suits it even better. To my mind that is

one area where the Legend loses out. I understand that there have been some minor mechanical modifications to the Talbot Express as well - including the gearbox which has often attracted criticism. Whether we were lucky I know not but we have never been unhappy with the gearbox in "Capuccino". Admittedly, it is a bit "notchy" but it is very positive and we have never had any problems with gear selection. When discussing the Talisman with other people they are often surprised when Daphne says that she finds it very pleasant to drive, preferring it in many ways to our very excellent Peugeot 309. The steering on the Talbot is very positive and not at all heavy and the extra height of the driving position makes driving much more fun. There have often been adverse remarks about front-wheel traction on slippery surfaces but I must say that, so far, we haven't had any problems. And if we did get into a sticky situation I am sure that our as-yet-unused snow mats would get us out of trouble - a lot more cheaply than fitting a Quaife limited-slip differential.

Daphne and I visited the Caravan Show at Earls Court on Monday afternoon and thoroughly enjoyed our leisurely two hours there. As usual, Auto-Sleepers stood out amongst the motor-caravans and we were not unduly surprised to hear that, once again, they had carried off the two main prizes with the Talisman GL and the Harmony. Congratulations to all at Willersey.

Reading the November Newsletter - and congratulations to Harry and thanks to Phil - I was most interested to read of Cyril Coombs' I.C.A. visit to Poland. It seemed to me that they spent rather a lot of time visiting concentration camps and other morbid sights but otherwise it was obviously a most interesting trip. Wheel Discs and their wanderings seem to have taken over from tyre pressures as a subject of some fascination. Cyril lost one in Poland and our old friend Aubrey Wagstaffe wades in with some useful technical advice.

Another point made by Cyril Coombs with which I can heartily agree is the number of bicycles in China. I don't know whether he is speaking from personal experience but I can assure him, on the basis of very recent evidence, that he is absolutely right. Crossing a road in China is quite an experience. You can't wait for the bicycles to stop, you just have to set off at a steady pace and they will avoid you! Daphne and I thoroughly enjoyed our three weeks in China and will willingly bore any of you who care to listen to us about it! I have taken about 7½ hours of video-tape which I am planning to edit down to about one hour!

I noticed that Pat and Beryl Johnson have fitted wind horns to their Auto-Sleeper as have also the Daleys and the Fishers. This is an extra that I had fitted to "Capuccino" before delivery. Motoring round the foothills of the Pyrenees some years ago I resolved that my next motor-caravan would have some really effective method of advertising its presence. It seems strange that Talbot fit such a puny instrument.

Some of you may know that I was a Father Christmas at Allders store in Bromley last year. Well, I am making a repeat appearance this year and I was surprised to find that my immediate boss, Lisa Rhodes, is the daughter of A.S.O.C. members Denis and Mary Long of Gravesend in Kent - small world, isn't it?

I think that is quite enough of my ramblings - all that remains is for me to wish you all the very Best of possible Christmasses and Happy "Auto-Sleeping" in 1991.

*John Normandale*

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I think that I've sussed the problem, John. The guy who is responsible for routing letters etc. is probably a motor-caravanner like us. We all know that the way from Willersey to Chislehurst MUST be via Ashford. This suggestion is borne out by the fact that I've just received a letter from the Stinchcombes who live in Gloucestershire which bears the postmark of Cardiff as well!

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The latest issue of the index, that for Newsletters Nos. 19 - 24 is now available. The usual routine, please, a stamped addressed envelope (of a size suitable to take a copy of the Newsletter) sent to me will bring one winging its way to your door. I have been quite surprised at the response to these indexes. I had thought that many more would be needed than have actually been requested. Never mind, I shall press on for the time being and keep producing them.

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A most unusual thing has just happened. I have looked at the weekend newspapers. Normally I don't bother with them but there has been a specific reason so I made a change. One item I came across which rather amused my cynical sense of humour. A list of the 10 fastest

production cars was produced. The fact that the leader could attain 200 and something mph did not really interest me but the price tickets attached made me raise my eyebrows - nearly to the back of my neck! And I thought motor-caravans might be classed as fairly expensive. However I now discover that you could buy perhaps 9 or 10 Talismans (Talismen?), fully equipped with all the bells and whistles including four-wheel drive, for the price of one of these cars. It makes you wonder who can afford such a vehicle and what they do with it when they've got it.

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Your JANUARY 1991 edition is likely to be a little later in the month. As you will appreciate Christmas intervenes in the production cycle with disastrous results. Assuming that I am not totally under the affluence of incohol (see, I must have started ahead(hic)y) I shall try to meet my usual deadline to get the basics away to the printer. But that will be just after Christmas. And with the rush and bustle of the New Year it could easily be a week or so into January before you get your copy. So please wait patiently for that thump on your doormat which heralds your chunk of reading matter.

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A little bit of fun to keep you happy for a (very) short time through the festivities.

### AN IRISH CROSSWORD PUZZLE

(For Irish readers this is a KERRY crossword)

1	2	3	4	5
6				
7				
8				
9				

Clues Across:

- 1 Strike with a fist.
- 6 Famous magazine title
- 7 Puppet found in seaside entertainment
- 8 Drink of mixed fruit juices etc.
- 9 Hole-making machine

Clues Down:

- 1 Vegetables
- 2 Sheep
- 3 Egg Layers
- 4 Oceans
- 5 Often Dropped

Answers (if you really need them) will be given in January.

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So all that really remains is for me to wish you all a very Merry Christmas and a Happy, Peaceful, Safe and Prosperous 1991 in which you can enjoy this great hobby which we all share. Drive safely and let me know of your travels for inclusion in future issues, please.

Your Editor

*Harry Henthorne*

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