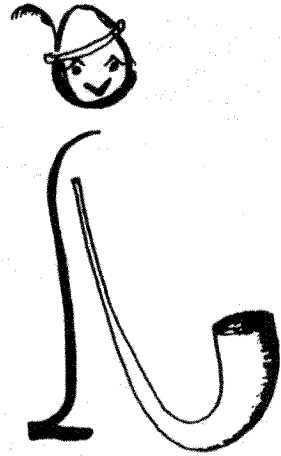
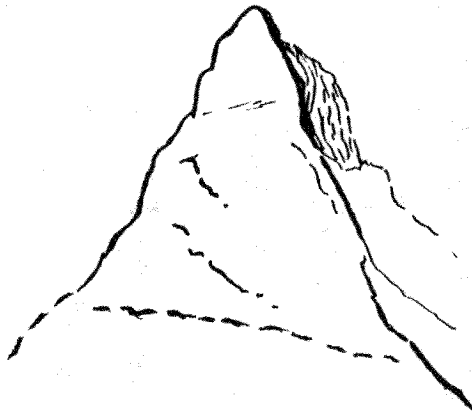


**A U T O - S L E E P E R
O W N E R S ' C L U B**



NEWSLETTER 34

JULY 1991

Hello.

Oops! Yet another apology. *Jeff Worley's* telephone number has been shown incorrectly. The dialling code should be 0935 and not 0953 as printed last month. Sorry!

You will have to do without the Chairman's Chat this month. Not because our Chairman has run out of chat (could he ever?) but because time is against us. He and his lady have just returned from their continental holiday and there hasn't really been time to write one. In place of it he has sent me a letter regarding the future of our National Rally, as discussed at a meeting at Willersey on 4th June between Phil Daley (Chairman of A.S.O.C.), Charles Trevelyan (Director, A/S), Bill Cook (Accountant, A/S) and Neville Jelfs (Panel Van Factory Manager, A/S).

Auto-Sleepers find that they have become involved in the detailed organisation of the National Rally to a point where it is interfering with the company's business. This makes no sense and, with our strong new committee, it should be possible for the Club to run its own affairs. In future, therefore, A/S are prepared to supply a display of New Vehicles and a Stores Shop and to be responsible for the attendance and entertainment of their Dealers. They also intend, where possible, to sponsor the event and to raise other sponsorship from Peugeot-Talbot and V.A.G.

There was apparently a marked lack of business for the accessory suppliers and for the stores shop at Edithmead this year. On Saturday at lunch-time everyone went to the dining room, stayed there for the A.G.M. and returned there for the evening. Sunday morning business was wiped out by the Service. For 1992 it is therefore doubtful whether any of the accessory suppliers would intend to come to our rally and the chosen date clashes with the Brands Hatch Motor Caravan Jamboree which Auto-Sleepers and all their major competitors attend.

So we shall be "on our own" for next year which does have certain advantages, as Phil suggests. We could, in such circumstances, arrange for the National Rally and A.G.M. to be a movable feast, perhaps one year in Bournemouth, the next in Blackpool, then Scarborough or even London. We should not have to consider the

logistics (lovely word!) for A/S to bring their people, vehicles and stores over massive distances. This subject is due for serious discussion at the next committee meeting and I shall keep you posted.

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"Questions have been asked", as they say, regarding attendance at Club Rallies. Some people who have sold their Auto-Sleeper van in favour of another make or even those who own more than one make of van have suggested that they should be allowed to attend rallies in whatever vehicle they own. However I print below some extracts from the Club Constitution which clearly show the correct state of affairs.

* * * * *

"3. Membership shall be open to all current owners of Auto-Sleeper motor caravans, and a spouse or companion may be included in the membership."

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

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

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

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

* * * * *

If a Member should decide to sell up or change to another make of van, he or she will continue to receive the Newsletter until the expiry of membership. This will normally occur at the end of the following February. But it is clear that

attendance at rallies is confined to Auto-Sleeper vans only. This Constitution was agreed, as in paragraph 22, at the Annual General Meeting at Billing in 1990 and the rules can NOT be changed except as shown in that same paragraph. If the Club did not make such a reservation we would cease to be a one-make club and would be in competition with other clubs which cater for all makes of motor and/or trailer caravan. And that would defeat the aims of our founder members when the Club started.

Already *Sheila Hammell*, our Membership Secretary, has received enquiries and, in one case at least, an application form and cheque from the owners of other makes of van. All have had to be turned down.

So if you change your van for another make please don't think that you can still attend A.S.O.C. rallies with your new Sooper-Dooper-Speshul - because we must say NO! Also will you please carry your CURRENT membership card at all times because the rally marshal may need to see it. Our exemption certificate only covers Members so if we are on a site where we need to use that certificate we MUST be able to prove that all present are current Members. Perhaps we ought to make a habit of showing our membership cards to the marshal immediately on arrival, rather like the security passes now in force for many buildings.

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That particular subject came up during the course of the committee meeting which was held during the Nottingham Rally. Actually on Saturday, 18th May at Holme Pierre Point to be properly accurate. The main purpose of this meeting was to discuss next year's National Rally and A.G.M. site. And shocks were in store for us! A number of places have been visited but without any firm success so far. The problems seem to be that there is no hall available of suitable size for the meeting or that the cost of the hall or a marquee is too high for our rather limited finances. We have been quoted up to £9,500 for the hire of a suitable marquee and that is without chairs and tables or £2,000 per day for the hire of a hall. So we are still looking. The next meeting of the committee will be at the end of June (when Sheila and I will be away on holiday) and we hope that we shall have something more definite to report at that time.

I received one of those aerogramme things from *Joyce and Tom Conway*, our intrepid venturers into the unknown - or the U.S. of A. anyway. Naturally, being me, I slit the thing open and found that I had two sections instead of one! However. On May 5th they were in Oregon and were into their eighth month of touring Canada & USA and they say "it has been a wonderful experience. We crossed from Antwerp to Montreal and had a calm, relaxing voyage. After arriving on October 3rd, 1990, the Talisman was hoisted ashore and inspected by the Agriculture Ministry to ensure that it had been steam cleaned. The inspector was more interested in the van and the interior not having seen a British Motorhome before. Our Talisman has been the centre of attraction for most of the journey. I think Auto-Sleepers should consider an outlet in America or Canada as most people want to know where they could purchase one. We stayed in Montreal for three days to sort ourselves out and to have a large propane tank fitted. It is a lovely city but as it was getting colder and the camp-sites were closing we went down to Niagara. The falls were wonderful even though the weather was rough (heavy rain). One gentleman even followed us into a car park, he was so interested he wanted to buy the van there and then! We crossed into USA over the Rainbow Bridge - no problems at the border as the officials were again more interested in the Talisman. We visited Watkins Glen and Five Finger Lakes and the weather was beautiful with lovely scenery. Through Connecticut and to New York - NOT our favourite city but the trip over the Statue of Liberty was great."

Their trip then included New Jersey, Virginia (beautiful in the fall) with the colourful Blue Ridge Mountains and glorious weather in November. They saw the shuttle take off at Kennedy Space Centre on a clear night in November. Christmas and New Year were spent at Florida Keys with temperatures in the 80's. Their trip from east to west reads like a geography lesson but they visited the Grand Canyon for five days before making their way up through Las Vegas and California (which has had a four year drought) and so to the beautiful state of Oregon.

They certainly seem to be enjoying themselves and their sense of wonder comes over very clearly in the letter. The Motor Caravan Magazine, who always seem to read our Newsletter and give us a

good write-up, mentioned our friends in the current issue. The magazine had previously noted that our Members travel far and wide - these two helped to prove it.

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"A BIRTHDAY SURPRISE

I put down the phone, pleased but worried. Pleased that I had been able to arrange a visit to Willersey to view the range of vehicles. Worried as to how I would tell my husband because this was my idea of a "birthday treat"!

Up till then (1982) we had been campers and Dennis was considering changing to a caravan. I had been studying MMH each month and had other ideas but whenever I voiced my interest in a motor-caravan I was told very firmly that they were uncomfortable, cramped and definitely not for us - out of the question!

So, there I was, the appointment made and on his birthday as well; nothing for it but honesty. I wrapped it all up by promising a picnic in the Cotswolds afterwards (not lunch out if I wanted to save up for an A/S). The reply was a very begrudging agreement because the appointment had been made but we would not be having a motor-caravan.

The day arrived and we set out, me excited but Dennis decidedly unexcited. We soon found the pretty village and were made welcome at the factory by one of the staff. As we were being shown the first van, an LT28, I sensed an immediate change of mood in my partner and as the visit progressed he began to discuss with interest the various aspects of the different models. By the time we left, with a fistful of leaflets, I had a converted husband and the only decision to be made was which model. As we shared our picnic lunch that important day we began to plan our motor-caravanning future.

Thank you, Auto-Sleepers. If it had not been for that visit in 1982 we might have been tugging one of those awful, anti-social (roadwise) caravans! For the record we bought our first van in 1983 and changed to a VW Hitop (later Trident) in 1985. We are now thinking of another change but I don't need to make devious plans this time.

Marian Amphlett."

Thanks, Marian, for responding to my appeal in the Open Forum - this is just the sort of item that I need!

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"I was interested in your comments on winches and your worry about where to attach the cable" writes *Dave Turner*. "Surely the answer is a 'Sky Hook'. We used these extensively in the army when removing engines where no workshop roof was available. I understand these are still obtainable from the old-fashioned stockist who sells elbow grease and those rubber nails one uses in soft wood.

There were rumours a little while ago that someone had started manufacturing these hooks again incorporating modern technology so that they can now be used even in a cloudless sky. I hope this information is of some use to you and other members.

P.S. Perhaps the Club could approach A/S to buy the hooks in bulk for sale to Members."

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Peter Plumbley writes regarding the draught which entered the Legend around the fridge. "Examination showed a foam sealing strip behind the top of the control panel which was a long way from the work top above it! A strip of $\frac{1}{8}$ " thick alloy, about $1\frac{1}{2}$ " wide, was screwed up under the batten under the front of the work top and resting on the sealing strip has made an effective draught seal." He has also fitted his Omnimax T.V.aerial inside the small cupboard at the front of the luton, forward of the upper bed and is secured to the plywood cupboard front. The co-ax cable runs behind the trim into the overhead lockers, the power module is sited at the bottom of one of the lockers and is very accessible for switching on and off. The 12v supply is taken from a nearby light fitting and the aerial socket is positioned under the locker. It seems to work quite well even on sites stated to have poor reception.

He had a set of Airide suspension aids fitted at Edithmead and is very happy with the improved ride and handling. His letter also contains a note that the position of the suction pipe on the water tank meant that at least two gallons could not be pumped out. He has fitted an internal pipe, the end screwed down in the centre of the

tank, and he can now pump all but about a pint. A drain cock fitted to the side of the tank at a suitable height means that only about 2½ gallons is left in the tank which saves weight for travelling.

Peter suggests that any Member who wants more information on any of these points is quite welcome to contact him (Tel: 0983 761143) but they will be touring the continent from late May until early July.

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A 'cri du coeur' (or something like that) arrived from *George and Daisy Wane*:

"I wonder if it would be of interest to Members to compare service costs of various vehicles. I had my Talbot Express Talisman (petrol) serviced in March at a Peugeot/Talbot main dealer. The dealer is some way from my home in Arnside so I arranged to arrive at 8.30 a.m. and wait for the work to be completed. The instructions to the garage were - Full service, adjust handbrake and fan belt. (I assume that these would be part of the full service anyway).

The work was completed at 11.45 a.m. and this included a tea break of about ¼ hour. The total bill came to £165.02 made up as follows:

Labour	102.60
Oil Filter	6.00
Gasket Plug	0.20
Screen Wash	1.00
Air Filter	7.90
Fuel Filter	2.60
Brake Fluid - 500 ml	2.10
Spark Plugs	6.88
Engine Oil	11.70
Sundries	2.50
Total	143.58
V.A.T. @ 15%	21.54
TOTAL	165.02

The labour charge of £34.20 per hour (exclusive of V.A.T.) seems rather high to me. I wondered how this bill compares with costs to other Members who must have had their vans serviced at about the same time?"

How does this seem to you? I had my Bedford Clubman (petrol) serviced in May. I didn't have

a gasket plug or fuel filter fitted nor was there any screen wash. But it did include front brake pads and the cost for parts and labour came to £99.60. Admittedly, I have my servicing done by a mobile mechanic rather than the dealer. I have been using this mechanic for several years now and have always had good service. And of course he does not have the overheads associated with a big garage structure as a dealer would.

My costs suddenly escalated after the service and before the M.O.T. because I needed new shockers and a bracket. For the CF2 the spares are "Rather Expensive" and they came to £179.20 inclusive of V.A.T. The labour charge for fitting them, by the same chap, came to £52.50 inclusive and this also included taking the van to the M.O.T. testing station (and back!).

I've rather lost touch with labour costs today so I can't really say whether £34.20 plus V.A.T. is good or bad. Any comments, please?

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Alan Wheeler telephoned with information regarding the service manuals for the Peugeot-Talbot. He told me that these are available from Motor Books, 33, St. Martin's Court, St. Martin's Lane, London, WC2N 4AL and that in 1990 the price was £50.00. The manual comes in two volumes, one covering things mechanical and the other the bodywork etc. You might even be able to get it from a local bookshop if your are very lucky or have a shop which is prepared to order something like this. Your local library may even be able to assist with such things as ISBN numbers to help in ordering. *Alan* also mentioned that if you should go over onto the continent and if you should also go into a super- or hyper-market you might find a similar book on the shelves. You would need to look out for "Citroen C25" and the manual would be in French. When he saw them the cost was 88 francs but you need a pretty good command of French to be able to use them. There is also a Fiat manual, available in Britain, which cover the body side as it is identical to the P/T. The cost for this book is somewhere round £30.00.

He finished with a tip for those who have a Zemco Cruise Control fitted to a Diesel motor. From (bitter) experience he suggests that you turn to the "Troubleshooting" page and insert as the very first item "Check Clutch Operating

Switch". He tells me that for the correct operation of the control the switch needs to be held out. Of course as you use the van the clutch will wear and there will come a time when the switch is not properly held and the control will not operate correctly. Apparently the first item shown suggests taking the electronics to bits but he suggests that if you check the clutch first it could save you a lot of time, effort and heartache.

Many thanks, Alan, for some very useful information. The price does seem a little on the high side for the books and presumably there would be a need to add on postage costs if ordered direct.

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John Hunt has also written to give the same publisher and price but adds their telephone number which is 071-836 5376/6728. Peugeot/Talbot have apparently gone over to microfiche which is why the workshop manual is not printed.

John mentioned that he has had no problems when changing from butane to propane and no adjustment has been needed to the appliances. With Calor bottles it is impossible to use the wrong regulator. His main groan is the price and size of the only propane bottle available which he said lasts little more than 24 hours with full use. That assumes that the bottle is full when purchased. There is no way of checking this other than weighing it in the shop. Camping Gaz do seal the top with a bit of tape but don't supply propane. If only Calor would introduce a 7kg size!

Finally he said that he had on test a Pilote (whatever that is!) which has a gas locker big enough for two 15kg Calor cylinders. That size is available in propane too - a thought for Auto-Sleepers, perhaps?

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Keith Leedham reports on the solution to a problem with the charging of the auxiliary battery on his Talisman. It seems that he had constant problems with this battery not getting a reasonable charge even when travelling some distance between stop-overs. Having fitted a simple voltmeter into the circuit he found that with the engine running and the refrigerator on

12v operation no charge was showing and in fact there was a clear voltage drop. The solution was finally found by the local 'Auto-Electric' firm who fitted substantial in-line torpedo fuses in place of the spade fuses fitted as standard. Apparently these latter are susceptible to corrosion and distortion due to heat and damp. He now has a full charge going to the auxiliary battery - even with the fridge running on 12v. And yes, he DID go back to the dealer and through them to A/S. The factory fitted the spade fuses in place of the even less efficient originals. He passes this tip on to save other members the £45 charge which the local firm made.

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FOR SALE

1990 (October) Harmony, 2nd Battery, Waste tank, WASO alarm, Fly Screens, 2,500 miles only. Ill-health forces reluctant sale.

Telephone *Stan Bevan* on 0384 250854 for more details on this one, please. He tells me that "anno domini" has caught up with him!

Stan very kindly sent a cheque with this advertisement which he suggested might "help with the costs of the Newsletter." The gesture is much appreciated, *Stan*, although adverts are, so far anyway, free to Members and not normally accepted from other sources.

Two DAHON folding bikes; 1 red with 5-speed derailleur gears; 1 blue with 3-speed hub gears; both have folding prop stands and each has a carrying case - grip style. They have only been used twice and cost new £455 in 1990. We should like about £250 for the pair, please.

Interested? Then telephone *Allen & Carol Grey* on 0726 74149 for further details.

Colour	Size	Cat.price	Airbeds for sale Our price
Gold sueded	Double	£39.99	£26.65
	Single	29.99	19.99
Red/Blue	Double	32.99	21.99
	Single	15.99	10.65

Telephone *Sue & Mike Bates* on 021 422 2426 for these or you can use Fax on 021 423 1208 if you have access to such gadgetry! In old fashioned ways you can even write to them at 145, Spies Lane, Halesowen, West Midlands, B62 9SS. If you send them a cheque to order any of these Airbeds please make it payable to ROY JEFFERYS and remember that Post & Packing costs an extra £4.50 (but I don't know if that is for each bed or not)

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RALLY NEWS

Sheila and I went to Nottingham, as I've said above, and enjoyed the rally. *Barbara and John Cox* with their able assistants looked after us very well. We arrived on the Saturday morning as we could not make Friday night and found several vans parked in a good sized field. We were close to the site office and shop but a bit removed from the toilet block. On Saturday evening *Barbara* had arranged bangers and beans for us which was thoroughly enjoyed by all. She had prepared a large supply of beans and kept coming round offering more. In the end she threatened that there might be 250 prizes for the raffle on Sunday - each prize ONE bean! In fact there was a number of prizes available in the raffle but the one which stayed on the table until the end was - wait for it - a tin of beans. This caused much amusement. On Saturday evening and Sunday morning we watched some hot air balloons as they passed over close to the site. One of them, from our point of view anyway, appeared to go very low indeed and we were rather surprised to see it come back up and out of the trees into which it had disappeared. The weather was pleasant and I understand that several members took the opportunity to explore Nottingham City. One odd coincidence, Sheila and I went from Tottenham to the rally on the same day, it seemed, that most of Nottingham went to Wembley to meet some people from Tottenham! Lots of cars and coaches were seen sporting the Forest colours in one way or another from flags and toy balloons to streamers. And on the way home we were passed by many motor cyclists who apparently were attending a rally at Peterborough.

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"The rally at Peterborough was excellent. *Ken and Liz [Honeyborne]* were magnificent, the weather helped of course but their friendliness

and concern for everyone was the principal factor. Everyone seemed to be having a good time - and judging by the number of packages being carried back to the vans, spending a fair bit of money. I bought a useful spike to attach something or someone to - at least I think its going to be useful!

Plenty of entertainment, fireworks, a horse show and a sheep dog display. We didn't venture to the evening entertainments, I suspect they may have been rather noisy. Instead we visited my sister and her husband in their "up market" over-the-top American Motor Home. Everything on board including TV, computer, microwave, electric coffee maker etc., etc. On Sunday afternoon they graciously returned the visit to our lowly homestead - even their dog seemed to think it was a kennel on wheels! But that was after the coffee morning and the raffle draw - and what a draw! Liz and her helpers had managed to persuade the stall holders to donate some really splendid prizes. The draw, of course, was a real racket - guess who drew the first ticket - Liz! The little lad who pulled out the winning ticket for Liz was overwhelmed to be presented with a large, furry, cuddly animal. He sat stroking it for ages with a look of utter joy on his face. Various other prizes went to Liz - all the children there seem to have benefited. A very kind gesture which served to heighten the atmosphere of friendship and happiness. When we went to say goodbye to Ken and Liz we found them asleep. I hope they slept as soundly as they deserved.

Mary [Colling]"

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The rally at Sparkford must have been a great success because I have received two reports on it one from *Jean & Roy Mumford* saying:

"Well done once again to *Barbara & Jeff Worley* for running such a lovely rally. Although only eight vans attended it made for a very friendly rally. The site is small and peaceful and very well equipped.

Saturday evening we all strolled down to the Sparkford Inn where we had a superb meal and some of even sampled the local 'Scrumpy'. On Sunday evening we had a get together outside on site where *Barbara's* home made punch certainly kept out the evening chill as we sat a chatted while

we ate and supped. On Monday, Bank Holiday, we had the usual coffee gathering and more chat!"

Sally and Don Gale also send in a report and mentioned that the venue had had to be changed at the last moment. The Sparkford Arms is about 100 metres from the site and both are highly recommended. They continue - "In addition to the nearby Fleet Air Arm Museum (special entry rates negotiated by *Jeff*) this proved an excellent centre for exploring the nearby countryside - Glastonbury Castle and Tor, Cadbury Castle, Montecute House (N.T.) and Lytes Carey (N.T.) etc. The weather was warm and dry with quite a bit of sunshine unlike many other parts of the country. *Barbara and Jeff* worked very hard to make this a happy Bank Holiday, for which many thanks. It was unfortunate that more were not there to enjoy it."

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Two reports also about the Beverley rally:

"Those who were unable to attend the Beverley Racecourse rally missed a treat. The venue is in a beautiful part of the country with views across to the town and the minster. *Bryan & Mavis* (shouldn't that be *Vera*?) [*McLean*], *Jim & Marion* [*Henwood*] made us all so welcome. On Saturday evening they had arranged an excellent meal in the comfortable club room using outside caterers who were very reasonably priced. On Sunday evening we had a supper followed by a most interesting holiday film show given by *Jim*. On Monday morning there was the usual coffee and raffle.

The site has excellent toilet facilities with endless hot water but I think the disappointing part of the rally was that only 14 vans attended. Those of us who were there thoroughly enjoyed the weekend - even the weather was good.

Thank you, marshals all, for your hard work. We most certainly look forward to seeing you all again on Beverley Racecourse.

Daisy Wane".

And the second one says "Most of us arrived on Friday and it was nice to see old and new friends. Saturday afternoon was spent by a few of us looking around Beverley Market (very interesting). In the evening we had the use of a

fantastic hall and we all enjoyed a meal, a natter and some 'DANCING'.

On Sunday evening most of us tried "Sam's Take-Away" which was very nourishing and Jim showed us some of his trips abroad. We said our farewells over coffee on Monday morning. A super weekend and all the amenities were first class - including the weather.

Many thanks to Brian, Vera, Jim and Marion and looking forward to Redmire.

Brent & Margaret Harrison.

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It seems to me that the Bank Holiday weekend turned out to be a cracker for our members. In total 22 vans attended the two rallies. Perhaps not as many as attend some other meets but I have often been told that the small gatherings are better because everyone has a chance to meet and talk to the others. Then again some people prefer to see lots of vans about the place. Luckily our club seems to be able to cater for all tastes. But if we haven't catered for your taste yet - have you told us what it is?

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Have you noticed the new initiative tests which the Department of Transport have started for us travellers? You know the sort, a road which has been numbered so-and-so ever since numbering began is suddenly changed. The maps, which are of course out of date as soon as they are printed, don't show the new number and sometimes the signposting leaves something to be desired. A case in point when Sheila and I went up to Nottingham. Our route, according to local knowledge and the map was A.10 from London, onto the A.14, then the A.1 and finally the A.52. But somebody stole the A.14. It is now numbered A.1198. Additionally the signpost on that side of the roundabout seems only to show a local barracks and not the road to Huntingdon and of course yours truly missed the turn. Naturally Mr. Murphy came along with one of his laws and made sure that the road onto which I drove was a dual carriageway with about a mile to go to the next roundabout!

Now *John Cox* advises me that a similar thing has happened to the old A.41 between Banbury and Warwick. It is now the B.4100 instead. Part of

the trouble seems to be when "They" put in motorways and steal part of the existing road for the purposes. I think this is what happened to the A.41 when the M.40 was built - or at least the extension to the M.40. Now the government is supposed to be making an effort to get a lot of the heavy traffic back onto the rail network - but I wonder if they will be successful? To all those recycled teenagers who can remember when the roads were fairly clear of heavy lorries which were then restricted to 20 mph - wasn't it nice to cycle/drive along? I wonder what the next stage will be - attending rallies by means of a television hook-up while remaining at home?

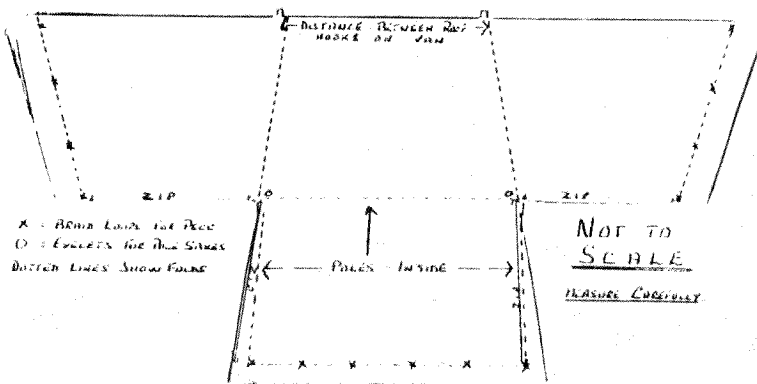
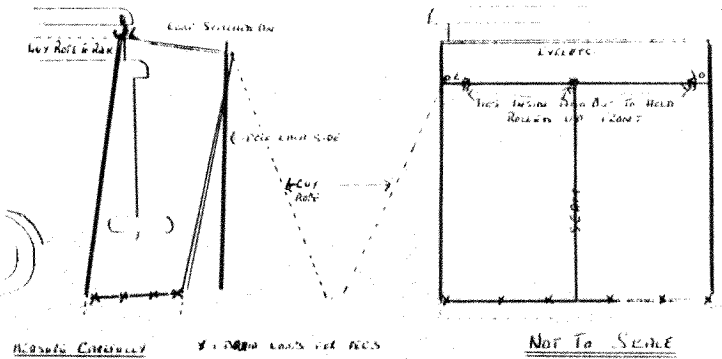
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AWNINGS

"Although we have a large, detachable, free-standing awning, we wanted a simple, easy to erect, porch awning to go on the back of our elevating roof Talbot Express to hold wet wellies, waterproofs etc., when static for week-ends. We bought 11 metres of 60" wide proofed nylon because it matched our toilet tent, dried quickly and was lightweight. We use the two hooks which lock down the roof at the rear for attaching it to the van. One length of the material goes from the ground on one side up to the roof line and across the width of the van and finally down to the ground again. From the remaining material a front is made to the necessary width and height, two widths being machined together in the centre. This is then stitched to the front of the top section with suitable ties inside and out so that it can be rolled up and tied out of the way. Loops are machined on for the roof hooks and more are stitched into the bottom of the sides and front to take suitable ground pegs. The two corners of the result have zips stitched in so that the front can be rolled up. All seams are hemmed and braided at ground level and along the front edge for extra strength. Two eyelets were made in the top corners for the down pole spikes to go through and double guys at right angles to each other are looped over. We later added another pole across the top for support with eyes at each end as we found that the roof collected large puddles of water when it rained and this helped. Two further guys are attached near the loops for the roof hooks and are hooked to the roof rack to hold the awning tightly to the van. A small surplus of material has been left at the ground

level to act as a mud wall and we have made another wall to clip on to the bottom of the van at the back to prevent wind and rain from driving in underneath."

This suggestion comes from *Margaret and Gerald Coggins* together with a small cardboard model and suitable drawings! These are reproduced below but please note they are **NOT TO ANY KNOWN SCALE!**



Margaret has just completed walking the South-West Coastal Path from Newquay to Poole a total of 397½ miles! Not all in one day, I hasten to add, nor even in a continuous number of days. But that is really one heck of a distance to walk. Perhaps I shall be able to get her to give us an account of the walk - it should make interesting reading.

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"Having recently rejoined the ranks of the Auto-Sleeper owners we joined the club and were very interested in the letters in the magazine, especially as other members seemed to be customising along the same lines as ourselves.

On purchasing our "Harmony" we had it steam cleaned, Waxoyl treated and mud-flaps fitted before we started on customising. The next drag was to transfer the electronic compass, computer, cruise control and C.B. from the previous van. Then to fit the Fiamm horns, thief alarm and second battery.

Having reached this stage I was instructed to fit extra shelves with fiddles and remake the cocktail cabinet so that it became a useful storage space. My instructions also specified that runners had to be fitted to the replacement unit. Now, surely, we were ready to return to Scotland to see the family still living there. You will have guessed it - there were three more items considered essential, a fly screen on one of the windows for continental holidays, a waste tank to make us completely independent and a covering for the carpet.

A visit to Willersey was booked and on the very day of the journey I was struck with lumbago. Thank goodness for those comfortable seats and the cruise control. A/S staff could not have been more helpful [as usual - Ed]. Not only did they complete the work on time but also replaced the flue for the water heater which I had crushed on entering the car park in Bourton on the Water (I now know of the lorry park with no barrier!). While I waited I was regaled with cups of tea by Pam - an angel in disguise.

On the trip to Scotland I found 50 mph economical but too slow, 70 mph reduced the mpg too much so I opted for just over 60 mph. This gave an average consumption on the motorway in excess of 36 mpg only to be reduced to 29.5 mpg

when we turned off to find a Caravan Club site for the night. In the Yorkshire Dales, where we rested for a few days, we only averaged 24.3 mpg. It is quite obvious that if the journey is 90% in 5th gear the consumption is extraordinary but as soon as a lower gear is engaged you can see the mpg figure dropping. That is why my Scottish nature compels me to keep the computer switched to 'miles to destination' rather than to watch the mpg figures! I would point out that all my figures have an element of cruise control use in them as I use it as often as I can to save fuel. It may (or may not) be of interest to diesel owners that when I tried a speed of 40-45 mph it was uneconomical, mostly due to the engine having to work harder on the gradients. Slow is not always economical.

Now that our "Harmony" (what a nice name) is customised to our ideas and the computer calibrated on our trip north we are looking forward to our next holiday when we we'll do our best to reduce the E.E.C. wine lake.

Alf Campbell".

I've left out one complete paragraph about fuel figures and the table which Alf sent in. He has sent the details to *Bob Measom* for inclusion in his survey but points out that because routes vary, road works and traffic lights hold things up and many other circumstances intrude the figures don't necessarily mean too much.

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What this Club is all about. *Sheila Hammell* had a telephone enquiry from a lady who seemed a little nervous about joining us. She was reassured that even though she is now alone she would be very welcome at any of our meets. I learned of this and telephoned a couple of our members who live near the lady. [I use the word 'near' in a very loose way - they are perhaps within 30/40 miles or so.] Anyway, the result is that the members to whom I spoke will willingly help the new member in any way they can. And the Club has another new member who is very pleased with the way things are done. I don't intend to mention any names but my thanks to all concerned. This does emphasise what most of us already know and what *Phil Daley* put into words last month - all our members want to enjoy themselves - and help others to do the same.

You may remember that last month I mentioned that I would tell you about some more 'Thank You' letters which the committee authorised the Secretary to write. These were to the retiring members of the committee, namely John Normandale, Clive Jenkins, Ken and Sybil Scotney and, of course, Dilys Stinchcombe. He would not have had time to send the letters before the last Newsletter came out so that is why I left it over till this month. Your present committee felt that it was right to send the letters in view of the efforts of those members in the first, formative, couple of years of the Club's existence. Clive took on the mammoth task of organising the National Rallies assisted by the Scotneys and I am sure many of you will remember John 'circulating' at the many rallies he and Daphne attended and making all members feel welcome.

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Late item, just arrived in the post today are the details for the Detling, Near Maidstone Steam & Vehicle Spectacular rally. I am pleased to tell you that the area for club camping is about 5 acres and is just through a small wood. We know the area and if the weather is right it should be a great rally. Do come along.

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