

***AUTO-SLEEPER
OWNERS' CLUB***



NEWSLETTER 42

MARCH 1992

Hello.

'Tis March already so I suppose that the spring is sprung and the grass is riz and it is time for us to go where the birdies is. Preparations are well in hand for the National Rally and A.G.M. at Wicksteed so I hope to see many of you there. And preparations are also well in hand for the other event this year - apart from the Club and Company Rally that is - the day when *Sheila [Hammell]* and I get married. I'm looking forward to that and so (I hope) is she. I'm glad we didn't decide on a January wedding because of the work involved for her in the renewal of membership. That reminds me, have YOU sent your renewal form to her? It will only take a couple of minutes to complete and send but already she has discovered three or four Standing Order payments which have not been received. So it does help her and you too.

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AWNINGS

A cry for help from *John Bohannon* who wants to fit an Oministor Awning to his Harmony. He says that it looks quite simple using the gutter fixings but would like to know if there are any snags or pitfalls. He has written to the Orchard for advice and would like to know if any other member has fixed one this way, because he has noticed that the high top takes up a fair amount of the gutter. Helpful hints will be welcomed as he describes himself as an average D.I.Y-er. He has asked A/S to let me know of any points to be watched for so if there are any I'll include them in a later edition.

John also requested a Europ Assistance form which I do not keep. For all Europ Assistance enquiries please write direct to *John Tidbury* to whom I have passed this request.

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RECLINING SEATS

I would like to say that I like the style of the magazine and also the content. I find it interesting reading.

My main reason for writing is to tell you of the good service I recently received both from A/S and a company called Banwell Packaging Ltd and hope that other members may benefit from my experience. I have a 1983 Bedford Clubman and last year the driver's seat reclining mechanism failed. It got so bad that the seat back was prone to giving way without any warning! This was obviously dangerous so I wedged it as a temporary measure.

I contacted my local dealer (who is also a major motor-caravan supplier) only to be told that the part was not available separately and I would have to buy a new seat at a cost of over £200! I then wrote to Vauxhall at Luton asking for their assistance and suggesting that the £200 was excessive for such a relatively small part (the reclining mechanism is secured to the seat by four bolts). They thanked me for the opportunity to comment but told me that the parts were not available separately. I next looked round the local scrap yards - to no avail.

In what I thought was a forlorn hope (Oh, ye of little faith!) I wrote to A/S asking for their assistance and enclosed copies of my correspondence with Vauxhall. In a matter of days I got a reply telling me that the part I required was manufactured by Banwells and that my correspondence had been passed to them.

By the same post I had a letter from Banwell complete with a pro-forma invoice saying that they would be happy to supply the part on receipt of £25.54 inclusive of VAT and P&P - a considerable saving! By the end of the week I had received the part and Banwell had a(nother) very satisfied customer. It goes without saying that I am also very grateful to A/S for their assistance. The address for Banwell Packaging Ltd is Niagara Works, 51a Jubilee Road, Weston-super-Mare, Avon, BS23 3AW and their telephone number is 0934 628 217. The contact name I was given was Eric Grove but my request was handled by Mrs. Wendy T. Bret (a director).

Paul Bennington.

I'm glad things turned out well for you, *Paul*, and thanks for the advice which I'm sure will be useful to others.

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DETROIT FIELDS RALLY

Please note that no more entries can be accepted for this rally. Sixteen vans have so far booked and this is the limit which the site has imposed on a similar French rally at around the same time. In any event, 16 is more than enough for *Winifred and Arthur Irving* to "control"! So if you had not decided whether to go I'm afraid it is now too late. *Arthur* tells me that they may consider running another similar rally in a couple of years time.

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VOLKSWAGEN

John Cox has let me know that a new silencer for the 1986 VHT VW costs about £177 when purchased from a main dealer. But if you can get in contact with a VW specialist who uses Europarts the price comes down to around £60. Quite a saving! Unfortunately, *John* only discovered this after his van had been sorted!

And another word of warning from *David Thornton*. "Early in 1991 I noticed a small patch of rust appearing near one window so I treated it with Kurust and touch-up paint. Later in the year another patch appeared near a different window. On the advice of A/S I took my F reg. model to the local V.W. dealer and asked them to investigate the possibility of rust hidden beneath the rubber window seals. When the seals were removed I could see that the cut edges were extensively rusted and corroded. Unfortunately the van was now out of warranty and I was faced with something more than a touch-up job. In the end the repairs cost some £300.

I have since learned that some V.W. models had their windows incorrectly sealed or not sealed at all. In such a case the rust starts from the edge and only appears on the

outside when it has spread extensively - rather like wet rot.

It would seem most important for owners to make a check on the seals and the cut edges beneath if rust should appear near the junctions. In my case the patches were less than the size of a 1p piece.

A/S showed their usual concern and help when approached."

And to think that we are waiting for a new V.W. Clubman GLI But perhaps the latest vehicles have overcome the problem. Thanks anyway, *David*, for giving the warning - and thanks too to *John Cox* for his advice,

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Sheila Hammell received an enquiry for membership which included this letter:

"Its just twelve months since my wife and I purchased our VW Transporter A/S. We have had 3 motorhomes before, two of which I had built myself. The last one based on a 16 seater Merc. bus - 22' long with every facility in it. We have 3 daughters and needed space plus a toilet/shower compartment and a V.W., although attractive, never seemed big enough and we used to wonder how people managed in a small van.

Anyway, the girls are growing up and we seemed to be going away with the absence of two daughters so we decided to look for a smaller van.

We are delighted with our A/S. We did 6,500 miles this year (we both have cars) so this was only using the vans at weekends and 2 weeks in Ireland. After we had first seen the van we looked through some copies of M.M.M. to find a report and discovered that the one tested was B 562 PDF - our van! It is probably one of the first and most famous of them all!

Norman Jones."

Sheila has now received the application form so we welcome Norman (and his family) into the Club and look forward to more reports of their A/S and travels.

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FOR
SALE

FOR SALE



Safari Room to fit Omnistor 3000 roll away awning. Comprising side and front panels to turn the awning into an enclosed room. The Safari Room was included in the purchase of a Legend some time ago and is still lying at Tanfield Ltd, Chamber Road, Oldham, Lancs. Tel: 061-627 0435 and the Manager, Mr. Tony Cheetham, has kindly offered to arrange the sale since I am away for much of the summer. Enquiries to him, please. The equipment appears to be unused and the price is £150.00. The buyer would have to collect as the package is quite bulky. *Eric Brook.*

'G' reg. Tailsman GL - Diesel. 3,500 miles only. Stainless Steel Rear Bumper. Side Awning. Little used. Non-smokers. £19,750.00 ono.

Michael Bowker, 17 Bramble Ridge, Bridgnorth, Shropshire WV16 4SQ or telephone (day) 0746 4529; (evenings) 0746 764 637.

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Unleaded Fuel

I am quite disturbed about *David Perry's* statements about the inadvisability of using unleaded petrol with the Talbot A/S as, I suppose, are many other members. It is high time that the position was sorted out once and for all - I have just bought a new Rambler!

However I would like to query some of *David's* statements. How did he calculate the amount of wear in the valve seats? Does he mean that the tappet clearance was 10 thou. less than

it was before he had done the 6,000 miles or did he remove the cylinder head to check? When you consider that the tappet clearance is 0.10mm (0.004") for the inlet and 0.25mm (0.010") for the exhaust it means that the inlet valves would be open during the firing strokes. Was the engine spitting back through the carburettor? To clarify matters, is he suggesting that the minute quantity of lead in four star petrol actually does act as a "cushion" between valve and seat?

My previous vehicle was also a Talbot Express and it had done over 68,000 miles when I sold it. I never experienced any tappet rattle, it was a very quiet vehicle - or rather the engine was - even at that mileage! Fact is I used mainly unleaded petrol over 40,000 miles and it was still a very good performer.

I will contact Talbot Ltd and hope to have a reply. I would hate to ruin a new engine for the sake of a little effort.

Phillip Rae.

Here is another letter on the same subject:

"Perhaps a little history would be of interest following on from *David Perry's* contribution. Lead was first used in public petrol supplies around 1929 after 8 years of testing convinced the authorities of the day that it was not a health hazard (!). It was introduced because it was effective in largely eliminating the effects of the combustion phenomenon called "knock" which leads to rapid engine damage. This led to higher compression ratios which, with new fuels, resulted in a great increase in efficiency and power output.

A side effect is that it gives a measure of wear protection to the inlet valve seats (exhaust valves run too hot to benefit). Manufacturers soon took the cost advantage of not having to fit hardened inlet valve seats. More recently lead levels in conventional petrol have been reduced in response

to health concerns and legislation. Unleaded petrol has required investment in new refinery processes and the addition of chemical components to maintain the anti-knock performance. What unleaded fuel cannot do is mimic the valve lubrication side effect so manufacturers have simply reverted to hardened seats. As a result leaded fuel has to be made available for all older engines with "soft" seats and *Mr. Perry* suggests even for some without. Incidentally not much lead is need for seat lubrication to a ratio of 1:3 leaded: unleaded mix should be satisfactory providing your engine is otherwise adjusted and approved for unleaded operation.

Jim Botterill.

And yet another:

"David Perry's letter, and your comments, in Newsletter 41 regarding experiences with unleaded petrol in older vehicles again brings to light the confusion in understanding modern fuels.

We are repeatedly told of the dire effects of producing Carbon Dioxide which seriously affects the Ozone Layer, and Nitrous Oxides which produce Acid Rain. Future generations will suffer great harm from these effects. Unleaded petrol however produces both of these gases and catalytic converters transform other gases into yet more carbon dioxide! Leaded 4-star produces Carbon Monoxide which can be harmful to living beings but is apparently less harmful to "the environment" (Which one? Ground level or atmosphere?)

Are we simple souls being misled? Not an unknown situation; for example as in the title "unleaded petrol" - which in fact does contain lead!

We are all environmentally conscientious but, when changing to a new more efficient vehicle, will the pollution produced in creating our new 'clean' vehicle exceed that which we would produce in continuing with our present much cossetted old vehicle?

Life is a puzzle when we try to do the correct thing. Thank goodness for our Auto-Sleepers to keep us (almost) sane!

Arthur Bax."

Well said, *Arthur*, you echo my confusion. *Jim's* letter does help to throw a little light into the fog. Wish we could find a decent clean electric vehicle which would keep up with modern traffic silently and with a good range. But I guess that recharging the batteries or whatever would in turn cause some pollution. It will have to be solar powered - but what if it starts to rain?

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Fuel Consumption

"One year on since I offered to compile fuel consumption figures (N/L 29) and in spite of reminders throughout the year the response has been somewhat apathetic. However, I should like to thank all those who did make the effort to write with their figures and the results, such as they are, are listed below.

Talisman Diesel

Only ten letters received, the highest figure 35 mpg (?) and the lowest 24.69. In general 27 - 28 mpg seems to be the average.

Talisman Petrol

Only 8 letters; average seems to be 21/22 mpg.

Harmony, Rambler, Rhapsody

I have grouped these together due to poor response and they are basically the same vehicle. Average: Diesel 30 mpg; Petrol 24 mpg.

Flair Four letters. Petrol: 25.38 mpg.

<u>Bedfords</u>	Two letters.	Petrol: 22 mpg:
<u>Trooper</u>		Petrol: 25.45
<u>Trident</u>		Petrol: 25.50

For the following vans I only received one letter each.

<u>CXL 1000</u>	Diesel: 32.34
<u>Legend</u>	Diesel: 28
<u>Legend</u>	Petrol: 23.64
<u>Frisky</u>	Diesel: 33.94
<u>RV 50</u>	Petrol: 25
<u>Sherpa</u>	Petrol: 25
<u>Trident</u>	Turbo-Diesel: 36.46

As I said originally I would need about 20 of each vehicle to get some good results but I do not feel that I want to wait about three years (at the present rate) to compile them so this letter should be read as the end to my efforts. Having said that, if any member feels that they would like to carry on with this project I would be happy to send the existing correspondence to them. Large S.A.E. required!

Bob Measom

I'm sorry to learn that *Bob* has not has the response for which he hoped. I suppose that many members just bung a bit of fuel in as an when necessary, have a grumble about the price per gallon and leave it at that. I'm guilty too, because I've got some figures in the Clubman but haven't sent them to *Bob* - I was waiting until I exchange the van and would have sent them then. Is there anyone out there who would like to continue this work? It could be a very useful source of information for members in the future - especially if we can get more response!

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*As fairly new members and ones who live way up north (some 100 miles north of Glasgow) we would disagree with

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

MARCH & APRIL 1992

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!**

28th February-1st March. Tredegar House & Park, Newport, Gwent. **LIMIT 30 VANS.**

Fees: £3.50 per night. Electricity £1.50 per night - 12 points only available. Rally Fee £1.50.

Marshal: Brenda & Malcolm Edwards, 31, Pine Grove, Lighthouse Road, Newport, Gwent, NP1 9TA. Tel:0633 817328.

Directions: 2 miles S.W. of Newport. Follow signs for Tedegar House & Park from M.4 (Jnc.28) or A.48 Cardiff Road.

Set in 90 acres of parkland. Guided tours of 17th century mansion.

13th-15th March. **FELL END** Caravan Park, Cumbria. Fees: £10.22 for TWO persons for the weekend, extra persons 82p for the weekend. **NO** reduction for one night only. Rally Fee £1.50.

Electricity and Satellite T.V. prices: these are payable on site only.

Marshals: Daley & George Wane, 2 Plantation Avenue, Arnside, Cumbria, LA5 0HT. Tel: 0524 761657.

Directions: From South - leave M.6 at Jnc 35 then north on A.6 from Jnc 35A for about 4 miles. Shortly after crossing Lancashire/Cumbria border turn left at International Caravan sign. Follow signs to Fell End C.P. From North go south from Milnthorpe on A.6. 0.5 mile past Kings Arms, Hale turn right at International Caravan sign. Follow signs for Fell End C.P.

There is a probable limit of 30 vans for this rally and bookings **MUST** be made and paid for at least 14 days before the rally. This site caters for early rallies with hard standings and electricity available for all pitches. There is a hall for social activities. Meal on site planned for Saturday evening. Daley & George are planning an outstanding rally to start the season.

3rd-5th April. Hidden Valley, West Down, Ilfracombe, North Devon.

Fees: £2.50 per night. Electricity £1.30 per night. Rally fee £1.50.

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Marshals: Sandra & Bernie Wisely, 15, Stoot Park, Whiddon Valley,
Barnstaple, Devon, EX32 8PT.

Directions: Site is on A.361 Barnstaple-Ilfracombe, Braunton 4 miles,
Ilfracombe 5 miles.

Sandra & Bernie can only be present for the weekend, but Susan and
Melvyn Tucker, the site owners, will make everyone wanting an early
break very welcome. This concession site fee is extended to members
for days before and after this weekend. Excellent, reasonably priced
meals are served in the restaurant on site.

10th-12th April. Ranch Caravan Park, HONEYBOURNE. Fees: £4.00 per
night. Electricity £1.50 per night. Rally fee £1.50.

Marshals: Barbara & Tony Jones, 49 Wessex Way, Highworth, Swindon, SN6
7NT.

Directions: Site is on the Bidford-on-Avon to Broadway road.

24th-26th April. NATIONAL RALLY AND ANNUAL GENERAL MEETINGS, Kettering.

A Booking Form and details were included in the February Newsletter.

AUTO-SLEEPER OWNERS' CLUB

MINUTES

of the 1991 Annual General Meeting held at Home Farm, Edithmead, Burnham on Sea, on Saturday, 6th April 1991, at 2.30 pm.

The CHAIRMAN (John Normandale) began the proceedings by welcoming all Members and explaining that the President would speak first in welcome and this would be followed by the formal meeting. At the conclusion there would be an 'Open Forum' where Members could make comments about the running of the Club and suggestions for the future. As it was such a large gathering it would be necessary for Members wishing to speak to come to the microphone and they were asked to state their name and Membership Number (if they could remember the latter). He then called upon the President to open the meeting.

The PRESIDENT (Charles Trevelyan) then replied 'Yes' which brought applause and laughter. He continued by announcing that the marquee would close at 5.00 pm not as shown on the programme, mainly due to the weather.

He then formally welcomed the members, he hoped that they would have an enjoyable weekend and thanked them all for coming. He wanted to make a few comments, fewer than last year. First he mentioned the recent death of Frank Stinchcombe and, with Dilys' agreement, he would say a few words about him. He thought that the members would agree that Frank was very special to all of us. He first met Frank and Dilys when they volunteered to become members of the first acting committee and they all enjoyed working with him. His sense of humour was always most refreshing and his genuine approach to life was apparent for all to see. He was, indeed, one of the world's good souls, unassuming, un-wanting and quite simply a thoroughly kind man. Nothing seemed to much trouble for Frank and the numbers attending the Kingswood rally last year underlined his popularity. Charles was honoured to have been asked to attend Frank's funeral but, unlike many others, it was not a sad occasion, but an opportunity to give thanks for Frank and the good he did. Frank leaves a gap it will be difficult to fill and the presence of Dilys today has touched all greatly. He sincerely thanked her for her courage, kindness and consideration in attending. (Applause).

We had also lost another member, Ron Mann, who had been confined to a wheelchair for the last part of his life. This never detracted from his rich sense of humour and infectious sense of fun. If things went awry at a rally, Ron would appear and force everyone to lift themselves from the gloom.

Charles said that it was always sad to mention those who had left us but these two were very special. He asked members to remember all who had left us since the last AGM.

On a slightly happier note, we say farewell to John Normandale, our Chairman; perhaps not the best choice of words! We say goodbye to him and to Clive Jenkins, our Vice-Chairman and National Rally Organiser. Charles thanked John and Daphne together with Clive and Rita for the help and hard work they have given to the Club over the past years. (Applause). Goodbye

and thanks also to Dilys Stinchcombe for all her work in getting the Regalia started; we shall not lose touch with her. We also say goodbye to Ken & Sybil Scotney who leave with our good wishes too. These members are all retiring from the committee.

He closed by saying thanks again to all members for attending and for their support. (Applause).

The CHAIRMAN opened the formal part of the meeting. The Notice convening the Meeting, the Committee Report and the Annual Accounts had been circulated with the March Newsletter.

The NOTICE CONVENING THE MEETING was to be taken as read.

Proposed: 'Ven' Venables (104). Seconded: Margaret Coggins (486).

AGREED.

Formal APOLOGIES FOR ABSENCE had been received from Howard & Betty Duart (231), our Auditor and his wife, and Ken & Beryl Douglas (409).

1. MINUTES of the AGM held at Billing Aquadrome on Saturday, 21st April 1990. These, having been circulated, were a true record of the business of that meeting.

Proposed: Ralph Dulson (93). Seconded: Bob Measom (119)

AGREED.

2. MATTERS ARISING. John Gobbett (560) had proposed that retiring members of the committee be presented with a tangible keepsake as a memento of their service. The committee had considered the proposal and, whilst appreciating the thought behind the proposal, had decided that it would not be an appropriate use of members funds and had declined the proposal

3. COMMITTEE REPORT. The report had been circulated with the March Newsletter and would not be discussed in detail. The Chairman went through a few of the more important points.

Membership. As at 31st December 1990 there were 679 members, a substantial increase over the 1989 figure of 530. Accounts. The surplus for the year is almost identical to that for the previous period. As hoped, the Club has been set on a sound financial footing. The Newsletter, originally with Phil Daley and latterly in the hands of Harry Henthorne, has gone from strength to strength. The future of the Newsletter will be referred to in the Open Forum later. The Chairman wished to reiterate thanks to Clive Jenkins and his team for making the National Rally 1990 possible in spite of the great difficulties they faced. Thanks were also offered to Clive and Rita Jenkins for their efforts for the 1991 rally. (Applause). The 1990 rallies had attracted good support and seem to have been enjoyed. Thanks to Jeff Worley and all who marshalled or helped in other ways. The Wagon Train to France, with Reg Rogers, had been thoroughly enjoyed and helped those who had not been abroad with their Auto-Sleepers before. (Applause). Dilys Stinchcombe had already been mentioned in connection with Regalia and the Chairman

reiterated the Club's thanks and extended those thanks to Wendy Fisher who had stepped in to continue what Dilys had started. (Applause). The question of Regional Contacts will be introduced by Phil Daley shortly. And Members views on the future of the Club will be welcomed in the Open Forum to follow. Adoption of the Committee's Annual Report for 1990 - Proposed: John Cox (1). Seconded: Heather Tidbury (38).

ADOPTED.

4. AUDITED ACCOUNTS. The Chairman paid tribute to the work of the late Frank Stinchcombe for looking after the Club's funds so diligently for the first two years. He will be sorely missed. The Chairman was pleased that John Tidbury had taken over where Frank left off. Adoption of the Accounts for 1990 - Proposed: John Mahoney (164). Seconded: Barbara Worley (453).

ADOPTED.

5. ANNUAL SUBSCRIPTION. The subscription to be continued for the following year (1992) at £10.00 (Ten pounds). Proposed: Ron Wilson (574). Seconded: Robert Thompson (744).

AGREED - UNANIMOUSLY.

6. ELECTION OF COMMITTEE MEMBERS. There are now six vacancies on the committee in the room of Dilys Stinchcombe, Ken & Sybil Scotney, Clive Jenkins, John Normandale and the late Frank Stinchcombe,. The Chairman wished to thank all the retiring members for their work for the Club. Wendy Fisher, who had been co-opted to the committee, retires today but offers herself for re-election. There were, fortunately, six volunteers who were asked to rise when their names were called so that Members could recognise them. They were: WENDY FISHER (336); TONY JONES (148); ARTHUR IRVING (79); KEN HONEYBORNE (841); TERRY PLANT (768) and RON WILSON (574). That these candidates be elected to the committee - Proposed: Peter Fisher (336). Seconded: Harry Henthorne (29).

THE ABOVE-NAMED MEMBERS DECLARED ELECTED TO THE COMMITTEE.

7. ELECTION OF HONORARY AUDITOR. The Chairman wished to thank Howard Duart (231) for his work for the Club. There being no other candidate Howard Duart should be elected as Honorary Auditor for 1991. Proposed: Rita Daley (3). Seconded: Ken Scotney (273).

HOWARD DUART (231) DECLARED ELECTED AS HONORARY AUDITOR FOR 1991.

8. PROPOSED REGIONS.

The Chairman advised that this subject had been considered in committee and it was felt that it should be put to the Membership in General Meeting. He called on Phil Daley to put forward the proposal. It has never been the intention to divide the Club into sub-groups. What was intended was to make contact with new Members in the first months and to provide "Area Contacts". The general idea was to help Members with more localised contact. An unofficial meeting had been held at the Honeybourne Rally and there were now 5 volunteers to become such area contacts.

Ralph Dulson (93) spoke of his concern that our Club would become 'clique-y' if the proposal was carried. There would be 'IN' groups and 'OUT' groups; there could be 'informal' local meetings on various subjects and before long we would no longer be a national club.

Norman Cutler (234) spoke in favour of the proposal particularly from the social side of things, e.g. if a Member was unwell there could be at least a card or other contact.

Gordon Denham (400) also endorsed the suggestion.

Dorothy Shotton (425) suggested that Members who attended rallies regularly would tend to travel more easily to local gatherings. Friends made in this way would look out for each other and there is no need to alter the existing arrangements.

Bob Meason (119) spoke in favour of the proposal.

Margaret Coggins (486) also spoke in favour, particularly because if the sole driver of a couple was unable to drive for a time the area contact might be able to suggest another couple who were both drivers who would be able to help out.

John Cox 1) spoke against the proposal. The original intention in forming the Club was not to have regions, area sub-groups or anything like that. In the present set-up the Members can feel that they are in contact with the committee and can talk to them and that is what is wanted generally (Hear! Hear!). New Members should be made very welcome and that is the duty of the committee and the Membership. It was to be one big, happy, 'family' and we should keep it that way.

Heather Tidbury (38) was surprised that no Member, particularly the men, had made reference to the possibility of contact with a local Member with the same type of vehicle who could perhaps help if a problem arose.

Clive Jenkins (219) suggested that a lot of commitment would be needed on the part of any volunteers for the post of contact.

The Chairman summarised the discussion. He suggested that Members do NOT want separate regional organisations. (Applause). It also seemed clear that some type of contact would be acceptable, particularly for new Members and for types of vehicle. If the committee members telephone numbers were published they could be easily contacted; an alternative suggestion was that a different group of people should take on the contact responsibility. The issue seemed to be which of these latter two ideas appealed to Members. The proposal to set before the Meeting would therefore be to vote, on a show of hands, either

That Committee Members be the point of contact for Members - or

That a separate group of Area Contacts be set up.

This was judged by the Membership to be a fair assessment of the present position. Members were asked to show in favour of each proposal and the Chairman assessed the result as showing that Committee Members be

the point of contact, at least for 1991. The matter can be raised again, if needed, at the next Annual General meeting.

9. ANY OTHER COMPETENT BUSINESS.

Harry Henthorne (29) drew attention to the fact that had it not been for the efforts of Dilys Stinchcombe the Club would not be so well endowed with Regalia. Technically, as Dilys no longer has an Auto-Sleeper she cannot be a Member of the Club but he proposed that in view of the services which she and Frank had given to the Club she be made an Honorary Member. (Loud and sustained applause.) The motion was seconded by John Cox (1) although nobody heard that.

The Chairman declared that the motion was carried unanimously, as judged by the applause, and that the Club was proud to have Dilys as an Honorary Member. (Applause.)

There being no other business, the 1991 Annual General Meeting was declared closed at 3.22 p.m.

OPEN FORUM

Prior to the discussion the Chairman had two pleasant duties to perform. Members who had attended rallies at which the late Frank Stinchcombe had been present would know that he had used a hand bell to summon ralliers to coffee. Dilys had kindly presented this to the Club and the Chairman had used it to summon the Annual General Meeting to order. It has been inscribed "A.S.O.C., The Stinchcombe Bell, 1991" and he was pleased to accept the gift on behalf of the Club. (Applause)

Auto-Sleepers Limited had become a limited company in 1961 (and he hoped he was not giving away answers to the quiz) and to mark the 30th anniversary the Club wished to present a commemorative plaque to the Company. He asked Anthony Trevelyan to accept the plaque. This he did and said that it was a most unexpected and most kind gesture. He compared the situation with such as the BAFTA award ceremony where the item comes out of an envelope (which it did), a pretty girl kisses one on the cheek (which didn't happen but volunteers could come forward later) and the recipient announces that the award was for the team. This was very true in the present case and, on behalf of all at Auto-Sleepers, he thanked the Club for their support and loyalty. (Applause)

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These are brief notes of items raised during the Discussion after the A.G.M. held at Home Farm, Edithmead, Burnham on Sea on Saturday, 6th April 1991.

1. Clive Jenkins (219) wanted to raise the point of the 1992 National Rally. Members would recall that he had said, in the Newsletter, that he had a frame of reference which he had followed for the last two years. For the future he wished whoever is organising the event to have a revised reference. The present specification is:-

Site for 350 vans: Meeting Room to hold 800 people: Electric Hook Ups required: Central situation: Good Access: Good, Clean Toilet facilities: Good Catering facilities: Pets welcomed. The Meeting Room should not, for preference, be in a marquee.

The Chairman referred to the reasons for the National Rally being held in April, (1) because it should really coincide with the AGM, (2) because Auto-Sleepers Ltd. find it convenient just after Easter and can support us, (3) because of the availability of sites which can cater for such numbers and (4) because it sets up the new committee just before the rallying season.

John Cox (1) drew attention to the need to keep within reasonable distance of Willersey so that Auto-Sleepers Ltd. can reasonably participate and Charles Trevelyan confirmed that the site should be within approximately 100 miles. John further reminded Members that the A/S staff who were in attendance were in fact giving up part of their holidays to help us out on a voluntary basis. Charles confirmed this and advised that they neither ask for nor receive expenses for petrol etc. (Applause)

Clive Jenkins then asked for a show of hands for those who would prefer electric hook ups. He was then asked to indicate what was meant by 'central' and referred to Charles' answer "within 100 miles of Willersey", suggesting that a site could be found within such a circle which would be deemed central but would be unlikely to provide hook ups. The majority would prefer electric hook ups.

Then, on another show of hands when asked whether Members would attend if the site did not have electric hook ups, it was shown that the majority would still attend.

There was little response to the question of how many would be in difficulties if there were no hook ups.

Finally Clive wished to thank particularly Jeff and Barbara Worley (453) who had looked after the marshalling this year. (Applause). And also to all marshals (some 40 couples). This year, as we knew that there were a number of 'first-timers' coming, 'hosts' were appointed from Members who knew the ropes to look after them; this had been very successful. He thanked the people who had helped in the Office and Shop in the marquee. He also thanked Auto-Sleepers and Charles Trevelyan in particular. Finally to our retiring Chairman (John Normandale) for letting him get on with the organisation of the National Rally and to all Members for listening patiently and showing their opinions on the question of a suitable site for the next National Rally. (Applause).

2. Printing of Newsletter. Phil Daley (3) advised that our current printing had been done very cheaply, too cheaply in fact as the printer had gone out of business. This had happened at extremely short notice. As an example, the last Newsletter had cost £110.50 for 750 copies including inserts, folding and delivery to the Daleys. A local printer had considered the same volume and quoted £285 for the Newsletter plus £45 per insert printed both sides. Other quotes had shown that the going rate was between £200 and £300. We could have got it printed more cheaply by a Member but he was not able to print the other items which are often included with the Newsletter and this would have led to other increased costs for postage etc. Research has also been conducted into printing equipment which we could buy/lease and run ourselves. The cost of the machinery is some £6,000; it could be leased over 5 years with a purchase option at the end of the term and in this case the overall cost would be in the region of £8,500 - big money!

John Tidbury (38) had then obtained a quotation which was a lot cheaper than any other which we have obtained. John could receive the copy from Harry Henthorne (29), arrange for the printing and then deliver it to the Daleys for enveloping and posting. Indeed, if the Daleys were absent on holiday the Tidburys would post the issue.

The Chairman expressed his personal view that the purchase of printing machinery could be fraught with problems and asked if any Member had any positive suggestions would they contact Phil Daley after the meeting.

3. Dave Clarke (299) asked for information about the Scottish Rally. Jeff Worley (453), our Rally Co-ordinator replied that only 2 people had

shown interest so far. A plan had been proposed as shown in the rally list and he gave details. The dates are from 7th - 30th June.

4. Gordon Denham (400) drew Members attention to the "small print" on Holiday Insurance and read some of the 'exclusion clauses' as shown by Europ Assistance. Members may not have the cover which they believe they have, particularly when travelling abroad. He asked if the committee could find alternative sources of insurance and the Secretary agreed to write to Europ Assistance for clarification.

5. Bob Measom (119) started by thanking Phil and Harry for the most interesting Newsletters; his wife would confirm that he reads it as soon as it arrives - wherever he is (laughter). He had been disappointed by the scarcity of replies received in response to his request for fuel records and asked for Members to try to supply them. In response to his comment as to where he reads the Newsletter Harry suggested that Bob's copy should perhaps be printed on a special type of paper. (laughter).

6. John Cox (1) asked for information about rallies in June other than the Scottish rally and asked for Members to come forward as marshals. Jeff Worley (453) had in fact arrange June rallies and details would be published with the Newsletter.

7. Phil Daley (3) asked if Members would accept less catering for the National Rally, perhaps just a lunch on Saturday rather than three separate functions. If we have to bring in an outside caterer, e.g. at a race-track, the cost might be heavy. The proposal was agreed on a show of hands.

8. Harry Henthorne (29) appealed for input to the Newsletter.

9. Prudence Osborne (598) reverted to the subject of meals at the National Rally and suggested that perhaps Members could provide their own picnic meals for perhaps two of the functions but in a communal area. This seemed to be approved.

10. Dilys Stinchcombe (2) rose amid applause. She first wanted to thank the Auto-Sleeper Owners' Club and Auto-Sleepers Ltd for all the support she has had both recently and over the past years. She and Frank had both enjoyed working with and for all of us. (Prolonged applause).

The Chairman finally thanked the Members, the President and the committee for all their support and help. It was with mixed feelings that he resigned as the Club's first elected Chairman and he wished the new committee, its officers and Chairman the best of luck.

The Stinchcombe Bell was again rung to mark the end of the Open Forum.

AUTO-SLEEPER OWNERS' CLUB

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

RALLY SLIP

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!

RALLY SLIP

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?.....

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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: _____

Jack Dawson (February N/L) in respect of details regarding trips abroad and Rally Reports. As we are unlikely to be able to attend many rallies in the southern part of the U.K it does help to keep us in touch with other members and what they are doing.

We are looking forward to our first rally at Fell End and meeting lots of faces who, up to now, have been names in the Newsletter which we find extremely informative and, most importantly, very friendly.

Beryl & Jack De Sadeleer."

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"*Jack Dawson's* comments have shaken me out of my lethargy too. Whilst accepting his comments, surely the inclusion of articles is one of balance for the Editor to decide on (always accepting that he is provided with sufficient variety of material by members). I too don't go overboard on detailed reports of members taking their A/S to the North Pole but who knows, some members may be able to afford the propane. After all we do have over 1,000 members. Where I do take *Jack* to task is on his views on rallies. To my mind if it were not for the availability of rallies, why belong? Purely to read a monthly Newsletter? Surely rallies, and the friendships which result, have helped to form the spirit in the Club. The days of raising a flag and singing camp songs have gone. We really do enjoy meeting, talking and improving our knowledge. From the dozen or so rallies I've attended I've learned all about pig farming from *Tom Pycock* - how to look innocent when going through customs from *Geoff Gray* - how to back a winner from the Newmarket Trio (*Mary Colling, Meg Andrews and Angela Green*) - and how to remain calm when lost in the rush hour traffic from *John Normandale*.

Jack mentions 6 points he would like to see covered in the N/L. I don't disagree but suggest all of these can be better discussed with the "experts" at any rally, e.g:--

- 1 News from the factory etc. - speak to any Committee member - but don't tell *Charles*.
- 2 Experience with A/S models - you'll be blinded with science and wish you hadn't asked.
- 3 Problems encountered etc. - see answer to 2 - usually Talbots.
- 4 DIY Mods.- see the whiz kid *Jim Henwood* - the only thing he hasn't changed is his wife!
- 5 Touring info - If someone hasn't been they know a man who has.
- 6 Items for sale - can't help on this one -- everyone seems happy with their A/S.

Happy rallying, *Jack!*

David Corrigan.*

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"Sorry to hear, *Jack [Dawson]*, that the magazine doesn't quite live up to your expectations. *Syd* & I attend as many rallies as possible and I'm sure you would be intrigued by the range of topics covered during the weekend. All items you listed are discussed at a knowledgeable level at most rallies, DIY being very much to the fore. You name it, somebody will have the answer.

So come along to the rallies, *Jack*, and be educated.

*Audrey Crouch**.

"*Jack Dawson* has to be joking! How can you possibly please everyone all the time in 20 pages and how boring it would be if we all enjoyed the same things. It would also be

very crowded on the quiet sites we enjoy if others did not want social clubs and every mod.con. under the sun.

I devour the Newsletter, cover to cover, as soon as possible after it arrives, speeding through the parts less interesting to me. He should try the commercial magazines for technical details. We take MMM and I read that cover to cover too, although it sometimes gets too technical for me.

Problems with A/S models

Having had another make for 9 years during which time we decided that an A/S was the only thing for us (admiring the coachbuilt since it first appeared) we decided it was a little over the top and chose a Rambler. However Clifford found that the slope of the floor caused him to get cramp on long journeys and separating the two parts of the loo in the confines of the shower compartment and then lifting it over the edge of the shower tray played havoc with his bad back. So, after only eight months, we were led astray by a Legend, gave up the idea of moving to a bungalow and our car has almost gone into retirement. When I am feeling arithmetical *Bob Measom* will receive some fuel figures for a Diesel Legend.

DIY

I've made straps from recycled Velcro to hold in place the two flasks we carry for drinks in transit (or in Transit!) One is fastened in the corner behind the driver's seat and the other on the ledge inside the wardrobe, hinge side, with something non-slip underneath it. I am no good at diagrams so imagination will have to do.

Recipes

Not on holiday, please! I have enough of that at home. Meals consist of whatever local shops have to offer or, failing that, from the reserve of tins and packets. Fish and Chips is the favourite standby if I'm feeling lazy.

Our holidays would not make very exciting reading as we tend to choose small places where nothing much happens and enjoy, or ignore, the view depending on the weather. If we feel wildly energetic we have a gentle stroll. One day we drove to Meols, watched the tide come in and go out and had a few drinks. The TV series "Watching" is based on that area so I suppose it is an appropriate thing to do there.

Contributions

I have often thought of writing but never got round to it. Hope some of this rubbish is of use. At least you don't have to read my dreadful writing. I shall have to teach myself to type sometime, then the correction fluid will not take such a beating.

Hope to be able to rally now that we have joined the grey army, although I'm not grey yet and HE is bald!
Marie Winfield."

Thanks, *Marie*, for a most amusing letter. It just shows how easy it is to write to the Editor and that every contribution is welcomed. In fact I would bet that you could make quite an amusing article out of a simple holiday where you appear to do nothing. The little things create the most interest - the railway bridge by the Caravan Club site at Wick (I think it was) which didn't seem high enough for the van to get through, the time we drove into Whitby at 4pm with headlights blazing to counteract the darkness of the pouring rain etc., etc. So don't think that others would not enjoy your stories - they would!

And thanks to the other letters above - they've all made me feel it is worth while carrying on - I was beginning to wonder!

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"Dear Ed,

I'm not sure if the N/L is prophetic or if you have long

lugs, but it is uncanny how, when we discuss a problem or subject to do with our "Harmony", you print an answer in the next issue.

About four months ago the engineer who looks after the servicing of "Happy Returns" asked what we used for fuel when we had been to France as the filter was full of gunge of a black, slime like consistency. Within a week I had the answer from issue 36 (*Gerry Woolley's* article). I looked into the filler pipe and there was the culprit. The outcome is that the local agent is now in contact with Peugeot-Talbot.

Previously, when we had newly purchased the van from our local dealer, we found that we were very restricted for space up front for maps, route cards and other book-like objects. That week in the mag. was an article on where and how to order door pockets - which we did!

The latest coincidence was last week when we were discussing a holiday to visit all the places that we would like to see again in slow time and also those which we haven't had time to see yet. Part of the trip would be in Italy so we were researching the Michelin guide and were astonished to see the advice: "Naples visitors are advised to avoid attracting undue attention to themselves either by their behaviour or their way of dress; to refrain from night time strolls; to leave nothing in the car; to be on the alert at all times". Next morning the N/L arrived with *Clare Somerville's* experience in Naples which convinced us that we can do without that town in our itinerary.

How do you do it? It proves that the magazine is a success in passing on information.

In planning our trip I was surprised that Brittany Ferries can boast so many customers as they are the most expensive ferry operators. We find it is cheaper to travel to Portsmouth (232 miles) and go by P&O (£161) than it is to go to

Plymouth (68 miles) and Brittany Ferries (£189); also the journey on the other side is longer from Roskoff. Before anybody disputes the figures, I have travelled by both operators and noted fuel costs and total distance travelled. Our last two trips have been P&O and we found the service exceptional. Anyway we now prefer to travel British rather than Brittany. Naturally a lot depends on the final destination.

Like *Jack Dawson* I am in favour of the useful tips etc., contained in the magazine but if the rallying fraternity want the Rally News printed, why not? In an old Scots phrase "We're a Jock Tamson's bairns" - translation - "There is none more equal than the other". Anyway, you can only print what is sent in to you.

Alf Campbell

My mother always told me, *Alf*, that it was better to be born lucky rather than rich. And I sure wasn't born rich - so it must be just luck that the contents of the Newsletter seem to come around at just the right time for you. Do you suppose it will still work if I print, say, 12 numbers from 1 - 52 and you put them into your football pools? And will you split the result with me if the luck holds?

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Chairman's Chat

"After the days of gloomy, dull weather isn't it pleasant to have some sunshine, even if it is still a little weak and watery! Thoughts turn to camp sites that are open all year or to the little site near the coast with a bit of hard standing. Then there was that site in the Cotswolds with the pub next door where the meals were so good... And now there's a note from the Editor asking me for the next lot of Chairman's Chat, so it's back to the grindstone! Talking of camp sites, there's a new, or at least re-bullt, campsite in Devon which may become one for motor caravans only and which may grant Club members a discount, so here are the details we have so far:

Moor View Touring Caravan Park,
California Cross, Nr Modbury,
Ivybridge, Devon. PL21 0SG
Proprietors: Bob & Yvonne Mildon.
Telephone: Gara Bridge (054 882) 485.

Bob Mildon says each pitch was individually levelled, is thirty feet square and has an electric hookup point (£1.50 per night). There is a new toilet block with free hot water and showers, a games room, TV room, laundry and shop. From 1st April to 28th May the charge is £5.50 per unit per night for two people. Approx. 25 miles west of Exeter, on the A.38 at Wrangaton Cross, turn left on to the B3196. In 3 miles pass the California Inn on your right and shortly after this bear right on to the B3207. In a short distance you will see the site sign on the left. For further information ring the number given above or out of season try 0843 875179.

On the committee side of things all the groundwork for the National Rally and AGM seems to have been done - we've even ordered a new Club Banner to replace the one last seen at Edithmead. That proved to be a rather expensive loss and I think we'll have to appoint a Banner Officer to be responsible for the safety of the new one! Unless you know what happened to the old one? Anyway, we'll have the new one at Wicksteed Park so please come along and see it. If you can stay for the weekend so much the better.

The planning for the 'Club & Company' Rally at Stratford-on-Avon Racecourse over the first weekend in August is also well in hand and it is beginning to look as though it's going to be a real social event. I am delighted to be able to tell you that *Neville Jelfs* and his team from the Orchard are going to organise the entertainment on Friday evening and Saturday, culminating in a monster barbecue in the evening. What, you've never tasted barbecued monster? You haven't lived!

The first rally of the year, at Tredegar House Park, will be either on or over at about the time you receive this. We hope to be there for some of the weekend but it does depend on the time needed to print, pack and post the Newsletter. Happily we have a good team of volunteers who fold it and pack it, the two jobs which take most time. If we can print it on Monday, collate it on Tuesday and pack it on Wednesday we can hump it in boxes to the local Post Office on Thursday morning, you just might receive it on Saturday, 29th February. Then we can get off to Newport for a day or so, come home to relax and look forward to going north to Fell End before the next committee meeting and the next Newsletter. It's great being retired!

Some retired members spend some of the winter in Spain to

enjoy a bit of extra warmth and sunshine. Other members get there and back by road too and we are asking all of you, please, to let us have some details of the routes you use and the camp sites you stay at, even if only a list without any further detail. No, we're not being nosy, we are asked, frequently, for this sort of basic information by members who haven't been but would like to try it. We had some information but it is no longer up to date. Some 1992 prices would be very interesting.

When I wrote this in the middle of February bookings for the National were coming in quite well, keeping *Heather Tidbury* busy, but she says she would like the bulk of them in as soon as possible, of course. I don't think there's much I want to add to that except "See you there!".

Phil Daley.

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Following on from that *Rita Daley* has asked for information to be sent to her at 46 Ulverley Green Road, Solihull, West Midlands, B92 8BQ. She would like details of sites, places to visit, shopping and money, etc. If she gets enough information it will be turned into a booklet for next winter, so any useful information will be much appreciated".

Also, up-to-date information is needed for the "First-Timers Abroad" Booklet (price 50p from *Rita*). She has been up-dating this booklet but needs information on various matters. For instance: are Credit Cards used for petrol and supermarketing in all European countries equally now? Germany used to be a problem. How much do Swiss Motorway Passes cost? Any more information on over-night parking at ferry ports? Anything which comes to mind will be very useful for "First Timers" so how about it? And don't forget - Discount of 15% on Europ Assistance Insurance (contact *John Tidbury*), and good discounts on Ferries, especially Stena-Sealink (contact *Pete Fisher*) - as long as you're a member of the "Auto-Sleeper Owners' Club".

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I am the owner of a Legend GL which I purchased in April 90 and am contemplating having either an Omnistor 4000 or Flamma awning fitted to the van this spring. I would appreciate the views of anyone who can advise which is the better and the pros and cons of each. I realise that special mouldings are required due to the shape of the roof.

Desmond Healey.

P.S. Do you think A/S should be contacted?"

My only comment is that you should certainly contact A/S because in addition to the special mouldings for the outside of the roof there

must also be some reinforcement on the inside. I know that this is often fitted at the factory during manufacture, presumably when an awning has been ordered by the purchaser of a new van. It may be that A/S could tell you from their records whether it has been fitted to your van or whether they could supply, or tell you of a supplier, of suitable reinforcement. I now leave it to others to proffer advice on which is the better awning. Personally, having had an awning on the present Clubman, we have decided not to bother on the new Clubman GL because we found that we only use it occasionally. Instead we have bought a "Multi-purpose Awning" (see page 69 in the Argos catalogue) which we think will be ideal for the odd times we need something. We'll let you all know later. *Desmond's* address is 46, Falmer Avenue, Goring-by-Sea, Worthing, West Sussex, BN12 4TD or telephone him on 0903 41870.

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G A S

Ken Richards has written to Supergas because he found a clause in their agreement which appeared to forbid taking cylinders out of the country. They confirm that cylinders may be taken abroad and state that the clause has been taken out of the new agreement, now in its draft stage.

Ken continues: 'I've been reading about the new device to be fitted to Electrolux fridges to change automatically (my underlining - Ed) from 12v to gas when the vehicle is stationary. An experience I had makes me think that this is not a good idea.

I was standing by my Tallsman at a filling station which had attendant service. The attendant engaged the catch on the nozzle and walked off to talk to someone else. The weight of the pump hose pulled the nozzle out of the filler hole in the van and showered me with petrol. My trousers were soaked along with a considerable area of the forecourt. Needless to say he soon found out what I thought of him and he got a good telling-off from his superior. I demanded and got a considerable discount to cover the spilt fuel and for my trousers to be sent to the cleaners.

The thought of a naked flame on the fridge burner sends a cold shiver down my spine when I think about what might have happened - my fridge is on the same side as the filler and I probably wouldn't have been writing this!

I agree with *Ken*, see also letters in the caravan press!

Charles Trevelyan sent in a copy of a letter from Supergas confirming that they supply the 6kg propane cylinders and hoping that manufacturers would continue to produce vans with a compartment to take two cylinders, even though the "market leader" has made it clear that they do not intend to supply propane in this size.

D.I.Y. *Ken* also mentioned the use of those triangular two-way spirit levels for levelling and suggests that the small recess on the top of the dash to the right of the steering wheel on the Talisman is just right. Of course you have to ensure that the van is level before you fix the triangle in position. [Obvious, innit?] Then when you arrive on site it is a reasonably simple matter to level the van (near enough) before finally putting boards etc. under the wheels.

"Next year my wife and I hope to go to the USA, hire a R.V. and visit friends and relations in various places. I wonder whether any member has done this and could pass on any advice. I would be most grateful if they would contact us.

Pat & Charles Weeks.

Their address is Kinross Heights, 10 Furzehill Road, Heybrook Bay, Plymouth, Devon, PL9 0BT and the telephone number is 0752 862 547.

That's it! See you next month.

Your Editor,
Harry Henthorne

144, Devonshire Hill Lane, London, N17 7NH

Tel: 061 808 9112

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