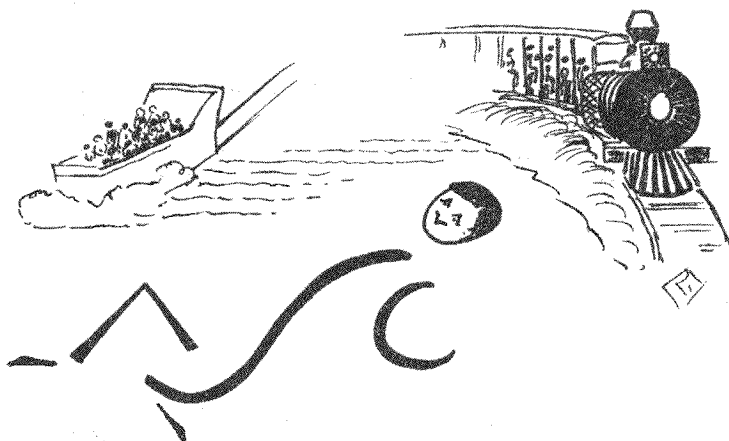
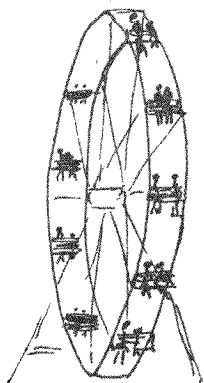


**AUTO-SLEEPER
OWNER'S CLUB**

24 - 26 APRIL 1992



**NEWSLETTER 43
APRIL 1992**

Hello.

Obituaries

Sadly, I must start this month by reporting the loss of two of our members. *Alan Anderton* died on Christmas Day last year and *Betty Duart* a short time ago. Our sincere sympathy goes to *Mary Anderton* and *Howard Duart* in their individual loss. *Mary* has sent in an advertisement (see later in this Newsletter) because she has to sell their *Legend* and she very kindly enclosed a donation for Club funds. *Howard*, as many members will recall, has acted as the Club's Honorary Auditor since the first time we produced accounts.

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Bookings for National Rally & AGM

John Tidbury, our Treasurer has asked me to make mention of the fact that only 82 vans are booked in for the National Rally and AGM so far (12th March). I know that quite a lot of people are inclined to leave things over to do "in a minute" (I do it myself all the time) and the forms get covered with something else. So if you have not yet booked PLEASE DO SO NOW! It will help *Heather Tidbury* if you get your bookings in as soon as possible - it will also help the Club.

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Payment for other Rallies

The Rally Season is now with us and *Tony Jones* has asked me to remind members that when they send the booking slips in to the marshal, the cheque in payment should be made out to the marshal by name and NOT to the Club. Will members also check, please, that they have sent the right amount. The rally fee, for instance, is for the rally and not per night! (Yes, apparently some people have thought otherwise.) So please do your best to help the marshals whose job can be fairly difficult if cheques are made out incorrectly or for the wrong amount.

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Loos, Roof Lights and Tow Bars

"Thanks to *Michael Mawer* (Jan.) for confirming my point that those who denigrate "continental" loos do not know how to squat. I do in fact suffer badly from back ache and that is one reason why I prefer to squat. The back is not used; stand upright and descend by bending the knees and thighs. Watch young children at play -

they will squat quite naturally - most adults have forgotten the technique! Squatting is preferable to the alternative of crouching above a dirty toilet, trying not to touch it. Incidentally, if *Michael* needs to wear wellies and gets them wet whilst using a continental loo then he obviously does not learn from his mistakes! Staying seated on a "normal" loo whilst pulling the chain can also result in a wetting!

Turning to *Norman Cutler's* remarks about Chantel roof lights, my Talisman is now about 20 months old and in the last 3 months five straps have broken. My previous Talisman had perished outer covers when about the same age. In total I have spent about £40 on repairs. I have suggested to A/S that the roof lights last about 18 months before failures commence and are not really suited to the purpose.

May I make some comments about the fitting of a towbar to the Talisman? The standard PSA (Peugeot/Fiat/Citroen) towbar for a chassis-cab is not suitable because of the extended chassis so a "special" is required. I therefore looked at a number of camping cars on the PSA chassis trying to find a suitable model. I looked at one British van (not an A/S) and had to suggest to the owner that his towbar was dangerous. He was most indignant - his van was only a few months old, the towbar had been factory fitted and had been made by a well known towbar supplier. He had had no problems towing his large caravan. Reluctantly he agreed to look underneath. The heavy metal channel which fits across the back of the chassis-cab and which looks to be a good solid fixing point for a towbar had been removed to allow a water tank to be fitted. The towbar had been bolted to the back of the chassis using the 8 bolts, 4 each side, which had held the channel in place. However, each of these bolts fixed the channel only to very thin metal - about 1mm thick. The strain of the towbar had split this metal around the four upper bolt holes, so that the whole towbar was in imminent danger of falling off the vehicle - the ball could be moved up and down by gentle pressure of the foot.

It is obvious that the bolts and fixing plates are intended merely to hold the channel in place at the back of the chassis so it acts as

a fender to transmit shunts at the back directly onto the chassis. More recently I saw a similar van in Spain which had a cycle rack fitted in the same manner - one side had broken completely away.

Turning back to the Talisman, before I realised the weakness of the fixing of the channel, I saw one at the ASOC rally at Brands Hatch which had a simple towbar - the front end was fitted to the centre of the channel, the rear end was attached to the brackets for the rear steadies. I know that A/S reinforce the fixing of the channel when adding their extensions chassis but is such reinforcement intended also to carry the strain of a towbar? Any member who has a towbar fitted to his Talisman and which uses the channel for support might like to consider if it is safe. The standard PSA towbar bolts to the cross chassis member behind the rear axle and also attaches to the top of the towing eyes. I suggest these points should be used as the main supports and that an extended "special" towbar should get only subsidiary support from the channel or the bodywork.

Alan Wheeler^r.

That made me have a quick look at the towbar we have on the Clubman (Bedford chassis) but fortunately the bar is bolted directly to the chassis members so it is safe.

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Poet's Corner

"Christmas has gone, New Year and the flu,
We've turned our thoughts to pastures new.
Our New Year's resolution this year, I fear,
is to get more rallies in than we did last year.
I think you're doing a good job, Ed,
You can only print what's sent and said!
Sometimes I like to read about places abroad
They can't be bad cos Membership's soared!
Thoughts of the sun on a dismal day -
dusting and hoovering will have to stay.

Out come the maps and the big site book -
It won't hurt just to take one more look!

The AGM. is our first port of call.
Happy Holidays to one and all!

Pam Robinson"

Thanks, *Pam*, for a neat little contribution. Have we any more poets out there, apart from *Pam* and me? Let's have some more from you all, please.

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Spanish Camp-site

Peter Fisher has received a letter from a Mr. Anthony Jackson who, with his wife Shirley, has opened a new campsite in Southern Spain at Camping Los Gallardos, C.N.340 Km point 523, Los Gallardos, 04280, Almeria, Spain. Mr. Jackson suggests that the site is perfectly placed for an overnight stop when travelling to the Costa del Sol, Portugal or Morocco or on the return. He sent a copy of his tariff which for 1991 seemed to charge 585 ptas for a coche cama plus 350 ptas per person. Winter prices, which are valid until Easter 1993 according to the note, are 3,950 ptas per week or 15,000 ptas per month for 2 persons, car, caravan, electricity and tax included. If anybody wants more details, please telephone your Editor and I'll send you a copy of his letter and tariff.

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For Sale

VW Trident, 1988 'E'; 11,000 miles, V.G.C.; Omnistor Awning with Safari Room (used 4 times). Mains hook-up; 2nd Battery; Zig; Spoiler; Alarm; Dash top; Cycle Rack; 2 clocks; Swivel Passenger Seat; VW Mudflaps, front and rear; Fitted Side Door Pocket; Chain and Lock fitted to Sliding Door. £11,950 o.n.o.

We are selling the VW as we want a van with more room and we are looking for a Legend. Any offers?

Johnny Gobbett, 3 Willowbrook Road, Staines, Middlesex, TW19 7AB and the telephone number is 0784 341 067.

#####

Ford Transit Legend GL, November 1988. 2.0 litre petrol, automatic, 6,000 miles. In excellent condition. Full service history, under-sealed from new (with transferable guarantee). Fitted power steering and cruise control. Fully alarmed, high security locks, battery isolator switches. Omnistor 3000 awning, stainless steel bumper, additional work surface to kitchen. Luton storage partition, Silver Screens (outer and inner). Kenwood radio/cassette. £16,950

Also pair of Dahon folding bicycles in zipped holdalls - unused. £250 (cost £380)

For either of these please telephone *Mary Anderton* on 0633 482 637 or write to her at Bron-Awelon, Edgehill, Llanfrechfa, Cwmbran, Gwent, NP44 8UA.

#####

Silver Screen to fit the Ford Legend GL. Bought at the National Rally last year. Used about 5 times so in good condition. I think it will also fit any other Ford Transit A/S. I would like £55 for it, and will give £5 to Club Funds if I get it!

Telephone *Allen Grey* on 0726 74 149 or you can write to him at "Brookside", Bridgmead Close, Tregorrick, St.Austell, Cornwall, PL26 7AF.

(Will somebody please buy this, so that the Club can gain a little more? What do you mean, what a mercenary Editor?)

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The Venue for the National Rally and AGM

"Jackie and I thought it appropriate to write to the Club to express our disappointment with the arrangements made for this year's National Rally & AGM which has been scheduled for the 25th and 26th April 1992. Whilst we are not normally the complaining types and always appreciate the work that Club members do with regards to rallies, we do feel a little upset that this year's National coincides with the very popular Brands Hatch Jamboree. Traditionally this event has been a successful, well attended rally and, of course, has Auto-Sleepers well represented.

Club members who live in the South, and we live right down South, usually have long distances to travel to rallies; consequently we can't attend as many as we would like. Therefore it seems a pity to us that Brands Hatch has been given a miss this year. We are sure that other members might feel the same.

We are also a bit concerned regarding the cost of the evening meal which we consider to be a little on the expensive side. When added to the cost of getting there plus other expenses it adds up to an expensive weekend.

Therefore it is with regret that we have decided to give the "National" a miss this year and intend to go to the Brands Hatch Jamboree instead. We would be grateful if you would pass on to the Committee our apologies for being absent.

Kindest regards,

Jackie & Arthur Claxton.

Sheila and I are not as far south as the seaside but can agree that the distances involved to many rallies is liable to put people off. The same, however, can be said about any and all of the rallies depending on where anyone lives. Maybe we should all congregate at Meriden, which is said to be the centre of England but then our Welsh, Scottish, Irish and Channel Island friends would still be out in the cold. The clash with Brands Hatch this year was rather inevitable. Our Constitution and Rules state that our AGM must be held in April each year and this was the only really available weekend. A/S themselves of course have to attend the Brands functions - after all they are in business to sell vehicles. So they cannot be with us for the AGM - hence the later rally for "Club and Company". But your comments are very welcome, *Arthur*, and the Committee will be notified.

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Starting - and Stopping

I wonder if this is worth mentioning in the Newsletter? We bought our Flair after seeing it at the AGM Rally at Billing as it was available with an automatic gearbox, which neither Talbot nor Renault could supply. The conversion is all that we wanted and a couple of minor points were soon put right at Willersey - all as we have come to expect and appreciate.

However we soon found that the base vehicle was not all that we wanted and in particular the starting aspect. It always started first turn of the key but within a few seconds was running like an out-of-tune diesel, shaking the engine about so that at times we felt it was going to fall out. Starting when warm required a continuous turn of the key when the engine eventually fired. Needless to say, the van was returned for this to be cured. But to no avail and as we have now covered 23,000 miles since new I decided that something drastic was needed.

The last visit to the local Ford Dealer was in connection with the brakes (more later) and again I asked for the starting to be looked at, even having the 24,000 mile service carried out early. When I collected the vehicle it stalled, so back I went into the showroom and returned with the Workshop Foreman who was more interested in the brake problem and allowed the engine to run as I would have done when starting. In a few minutes large volumes of black soot emerged from the exhaust and the vehicle hurriedly returned to the workshop. It came out a little better, but not much, but I did receive a bit of advice that the VV Carb was not a great success and that a Weber might improve things. Research followed and I found that Weber do make a single choke conversion but for manual transmission only, or so their leaflet states. I decided to take the bull by the horns and now have this conversion, costing me £160 in all, fitted, but as a bonus I have not lost the kick-down facility which was suggested would happen. The choke is manual and, so far, starting from both hot and cold is a dream. Initial response when pulling away seems a little slower but the engine runs quieter and the gear changes are smoother. As to petrol consumption, I have not yet carried out any tests. So if anyone out there has experienced a similar problem then I would suggest that the conversion may be worth considering.

Now to the brakes - a couple of times recently when reversing slowly to turn round in a narrow space requiring lots of full lock, I have experienced a complete loss of brakes on straightening up, quickly corrected by pumping. I thought at first that I was imagining things, but just recently I had occasion to do a full lock U turn to get out of a car park onto the main road and, on straightening up, and in the rain, no brakes. This prompted the return to the Dealers who had two bites at the cherry and whilst there is an improvement I am not fully happy as they were unable to come up with an actual cause, only a probable one. During their works they even stripped out the back brakes. They said there was slight play in the wheel bearings but were not prepared to state categorically that this was the cause, only that they had had two similar cases when tightening the bearings seemed to cure the

problem. So time will tell, and I just wonder if any member with a Ford has had any similar experience and, if so, how it was cured.

Pat Finch"

This is very worrying - brake failure at any time is dangerous. If a failure can happen at low speeds as suggested, could it also occur if in an emergency situation when travelling faster - such as when a swerve might be necessary? If anyone has any ideas, suggestions or cures please let us all know as soon as possible.

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A Scent-sible Suggestion

A useful tip, from *Rita Daley*. "Deodorants for the van. We find that 'Non-Scents', which was mentioned in MMM works but slowly. It is also rather expensive. (Non-Scents UK Ltd., Gertart House, 11-15 Furnage Street, London, SW18 4DF. Tel: 081 874 3323.) We have recently found that chemists stock odour removing products, some solid and some sprays of which you only need a small amount. (Neutradol). It might be useful to have a solid container in the van to get rid of cooking odours. We mistakenly cooked fish once, and the smell lasted for days...."

-----ooOoo-----

HELP!

Rita and I (Your hard-working Editor, that is!) have been talking for some time now about going through the back numbers of the Newsletter and sorting out the hints and tips which are still relevant and useful. Neither of us have had enough time to do anything about it and as each month goes past there may be more tips to compound the problem. So if there is anyone who would like to take this job on, we should like to hear from them. The idea would be to take, say, a year at a time, perhaps one person looking through issues 1 - 12, another 13 - 24 and so on and making a note of any and every tip which has been printed. Probably there would be different sections for tips, "Vehicle", "Domestic", "Parking" etc. If you could make a list of the tips, rather similar to the Index, showing a brief (two or three word) description, issue number and page number perhaps we could produce a booklet of them all. If you would like to help please let *Rita* or me know. We also need a reviewer to see what discounts have been offered - there have been some, I know. And if you would like to help, but have thrown your back numbers away (Shame, Shame!) don't worry. There are

sets available in the Club.

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Chairman's Chat

Once upon a time, when I was gainfully employed, I was quite convinced that business was always better when the weather was warm and the sun shone. I'm sure there are all sorts of reasons why this was true and that I was not alone in thinking along these lines but on reading last month's Newsletter, including Chairman's Chat, I think I saw the other side of the coin; after a longish, rather gloomy winter even the most cheerful of us can sound just a touch fed up. I hadn't intended my comment regarding the rush of retired life to read they way it did - I really do enjoy doing what I do for the Club! Both Rita and I get a lot of satisfaction and enjoyment out of it and intend to carry on while we are needed. The cure for the gloom was three days away in the van. We decided to explore Anglesey, an island which we seem to have missed up to now. We drove up through part of Snowdonia along the A5 in glorious sunshine and the fresh snow on the mountains looked brilliant. We found a pearl among CLs, one with hard standing, electric points and open all year, too! Next morning started bright and clear with broken cloud through which we had a great view of a snow-covered Snowdonia before we turned our backs on it to do an anti-clockwise circuit towards Holyhead. Then on to South Stack where it started to rain and blotted out the view quite effectively. We came upon a comfortable pub where we enjoyed lunch alone in the dining room - "It's always quiet on a Monday lunchtime", said the landlord. Found a viewpoint overlooking the Menai Strait with Caernarvon and its castle across the way then went gently on to Beaumaris which we enjoyed very much, even on a grey wet day. Must be nice in the sunshine! A south-westerly gale blew up during the night and rocked us awake but it didn't last long and we had a late breakfast to make up for the loss of sleep. Well, that was our excuse. Had a fresh, free-range egg each with it too, a present from the site owner!

Arriving home after a leisurely drive and a break for lunch at the Myton and Mermaid we realised just how much we had been missing our nights away during the winter and how much better we felt for the very little effort involved. This view was shared by those who attended the first rally of the year at Penlegaer House, Newport, run by *Brenda and Malcolm Edwards*. I think a report appears elsewhere so I will just say how sorry were to have arrived

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

April & May 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!**

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

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

Marshals: Sandra & Bernie Wisely, 12 The Laurels, Roundswell Village, Barnstaple, Devon, EX31 3QY. 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 and early break very welcome. This concession site fee is extended to members for days before and after this weekend. Excellent, reasonably price meals are served in the restaurant on site.

10th-12th April. Rench 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. Tel: 0793 763 032. Directions: Site is on the Bidford-on-Avon to Broadway road.

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

1st-10th May. Holiday Rally: Leverton Place, Green Bottom, CHANCE WATER, near TRURO, Cornwall.

Fees: £3.50 per night. Electricity £1.00 per night. Rally Fee £1.50.

Marshals: Noelle & Alan Johns, 3 Jays, Laareath, Nr. Looe, Cornwall, PL13 2NX. Telephone No: 0503 220542. Directions: 3.5 miles west of Truro on A.390 Truro - Redruth road. Good centre for touring the area. Bar and snacks available, also room for social activities. Members may arrive on Thursday before to avoid Bank Holiday traffic.

3rd-9th May. Tulip Rally, HOLLAND. THIS RALLY IS NOW FULL - NO MORE BOOKINGS CAN BE ACCEPTED.

8th-10th May. National Motorhome & Tourer Show, East of England Showground, PETERBOROUGH. Fees - normally £12.00 but special reduction for Club Members to £10.00. Booking forms will be found in magazines. Mark your form A.S.O.C. very clearly. Please send Rally Fee (£1.50) to our own marshals when you advise them. Marshals: *TO BE ADVISED.*

15th-17th May. Merley Court Touring Park, Wimborne, Dorset.

Fees: £3.75 per night. Electricity: £1.30 per night. Rally fee: £1.50.

Marshals: Barbara & Tony Jones, 49 Wessex Way, Highworth, Swindon, Wiltshire, SN6 7NT. Tel: 0793 763 032. Directions: Turn off A.31 at Wimborne onto A.349. At roundabout follow s.p. Merley Court Touring Park. Bournemouth and the New Forest are close at hand. Meals are available on site.

22nd-25th May. Beverley Race Course, BEVERLEY, Yorkshire.

Fees £2.50 per night. Rally fee £1.50.

Marshals: Vera & Brian McLean with Marion & Jim Henwood. Booking forms to Brian, please, at 47, Westlands Road, Sproatley, Hull, Humberside, HU11 4XG. Directions: Race Course North side on A.1035 Beverley to York road 2 miles west of Beverley. Entrance at end of main stand.

29th-31st May. Highfield Farm Camping Site, Long Road, Cosberton, Cambs. Teddy Bears Rally. LIMIT 30 VANS.

Fees: £3.50 per night. Electricity £1.50 per night. Rally fee £1.50.

Marshals: Jean & Matthew Boyd, "Benelg", 9, Finch Road, Little Evereden, Cambridge, CB3 7HG. Assisted by Angela Green, Meg Andrew & Mary Colling. Directions: Leave Cambridge on A.45/A.1303 (s.p. Bedford). Just after American cemetery (3 miles) turn left at roundabout (jnc. with A.45) and follow international caravan signs to Cosberton. From west leave A.45 at Herdwick roundabout (just before American cemetery) then as above. From N or S on M.11 leave at Jnc.12 onto A.603 (s.p. Sandy). After 0.5 miles turn right onto B.1046 to Cosberton. Places of interest include Cambridge (colleges), Ely (cathedral), Newmarket (horse-racing museum), Duxford (aeroplanes) and Welney (wildlife).

29th-31st May. Lytham, Nr. Blackpool, Lancs. Site on Playing Fields. Fees to be advised. Rally Fee £1.50

Marshals: Kathleen & Norman Benyon, "Holmfield Cottage", Bannister Street, Lytham, Lancs., FY6 5HQ. Tel: 0253 736 245.

Directions: Leave M.55 at jnc.4 onto A.583. Turn South towards Lytham at garage. fork right at junction by school as you enter the town. Site on left. If travelling on A.584 Preston - Blackpool turn right at zebra crossing in Lytham into Park Street. Site on right on outskirts of town.

Close to town centre; hardstanding available if wet; Club-room booked for both nights; Hot-pot (possible) and music on Saturday night. Kath and Norman will arrange a visit to an Ice Show in Blackpool - See Newsletter. TELEPHONE TO BOOK, PLEASE

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

R A L L Y S L I P

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

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

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

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

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

R A L L Y S L I P

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

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

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

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

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

R A L L Y S L I P

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

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

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

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: _____

late and missed the best of the weather. We did enjoy the meal and natter on Saturday evening and the St. David's Day surprises - Welsh Cakes and a daffodil for each of us presented by two young ladies dressed in National costume. A very nice touch.

Since then we have been delighted to receive a letter from *Bruce Cunningham* telling us, among other things, that he is preparing some notes for *Harry* on motor caravanning in Greece and Turkey to up-date the long article he gave us for the "Travellers' Tales" booklet *Rita* prepared in the early days. Then we had a phone call from the indefatigable *Tom Conway* inquiring about possible snags to motor caravanning in Scandinavia because *Joyce* and he are planning an "extended" tour (just five or six months this time!) taking in the Netherlands, Germany, Denmark, Sweden, Norway, Finland and, possibly, a bit of what once was Russia. Or is now Russia and was USSR... Anyway, I couldn't think of any snags to the Scandinavian bit, it's all very straight-forward, English spoken just about everywhere, plenty of sites in Denmark and Sweden, not so many in Lapland but enough and who cares anyway, that's where what we tend to call wild camping is the accepted norm, freedom of access to the countryside is enjoyed (and respected) by everyone. Still, there are little things like, if you take the ferry from Puttgarden (Germany) to Rodby Havn (Denmark) you can take advantage of the - so called - duty free shop to top up the drinks cupboard. An expensive way to buy a bottle of Scotch but probably cheaper, certainly easier, than trying to buy one in Sweden or Norway. I know several members have experience of these countries so I'm asking them to drop a line to *Tom* at 'Kulti', 31, London Road, LICHFIELD, Staffs. WS14 9EP if they think they can help him. Please do it soon or he'll be gone! Newer members may wonder why *Tom* is "indefatigable". It's because he & *Joyce* recently returned from 12 months in North America where they covered some 29,000 miles in their Talisman.

Did you know there was a British Standard for postal addresses? To be correct, it is BS 6720: 1986, The British Standard Specification for Marking Transit Information on Packages for Distribution. Isn't that nice? I mention it because my ideas on correct postal addresses have sometimes been at variance with those of other people, including our Editor! For instance, I thought the address the Company put on their literature was out of date since the County of Worcester was merged with Hereford years ago and became Hereford & Worcester. The fact that Willersey is in Gloucestershire is a different matter. Anyway, I broke into the piggy bank and bought a copy of "Postal Addresses and Index to Postcode Directories" (£1 including post and packing, for 268 pages) from the Royal Mail. In it I found that the correct (postal) address for anyone

in Willersey is "Willersey, BROADWAY, Worcs." So, my apologies to Auto-Sleepers. I also thought that Middlesex had disappeared years ago but not according to the Post Office! I'm sure that organisation won't mind if I quote from their publication:-

"The Post Office has specified a correct postal address for every delivery point in the UK to help it operate the postal service more efficiently. Customers are requested to use correct postal addresses on all postal items to help ensure that delays are not caused by mistakes in handling or delivery." Couldn't say fairer than that, could they? They go on to explain, "A correct postal address is a sorting and routing instruction to the Post Office staff and does not necessarily indicate a geographically or administratively accurate description of where the addressee lives." I took a moment or two to digest that one - I'd thought that your postal address was where you lived but then, I'm only a simple country boy. Just to be sneaky, I looked up Addiscombe because someone I know used to live there and found that "Addiscombe" is redundant, the Post Town is CROYDON (block capitals, please, and don't forget the Post Code) and Croydon doesn't need a county. Sorry, *Harry* but I just refuse to be wrong ALL the time!

Of course, I didn't spend all that money just to score points off *Harry*. [*Chorus from off-stage and audience - "Oh Yes you did!!" - Ed.*] Since we send out between 800 and 1,000 postal packets every month I thought we should try to get the addresses right so the mailing list had to be vetted. Checking each address against the book proved to be quite a job but thank goodness we have them on computer! A small number of addresses benefited from an alteration. For example, Member No. 1, *John Cox* has had the Post Town, BURTON-ON-TRENT added and this may speed things up a bit. I also found that Middx cropped up from time to time and made sure the abbreviations I used for county names were the "postally acceptable" ones. All in all a jolly good read; a bit short on dialogue and not quite up to Len Deighton's standard but very interesting.

Another addition to my library is the "The Code Decoder". This is rather more expensive, comes from British Telecom and is used to find out where someone lives, if you have the dialling code but no address. To take a random example, if the dialling code is 0948 74 followed by three figures the exchange is Hanmer, Whitchurch, Salop. Not nearly so interesting as the Postal Address thing but helpful if the figures given for a phone number are not as clear as they might be - if the address is Blubberhouses the dialling code should be 0943 88. Isn't it amazing what you can find out by asking the right people the right questions?

This should be in the post to the Editor before we leave for Fell End, having topped up the propane tank in case *George (Wane)* has slipped up and forgotten to order warm weather. Bulk propane still 20p per litre, by the way, 27 litres, (approx 13kg) for £5.40. By the time the Newsletter reaches you the Third rally of the year, in the Hidden Valley T & C P, West Down, Ilfracombe will be in full swing, in the safe hands of *Sandra and Bernie Wisely*. I hope their household removal went well... The next weekend we get The Ranch at Honeybourne, always very popular but don't forget that by then you must have posted your booking form for the National Rally to Heather Tidbury if you wish to attend. Deadline 8th April 1992.

A point I would like to make about the AGM concerns vacancies on the committee. Briefly, the committee consists of 12 members, six of whom retire each year having served a two-year term. This year the retiring members are, in alphabetical order, me [*Phil Daley*], *Pete Fisher*, *Sheila Hammell*, *Harry Henthorne*, *John Tidbury* and *Jeff Worley*. Due to frequent clash of shift duties with meeting and rally dates, *Pete Fisher* does not wish to stand for re-election, but I am very relieved to know that all the other officers, (including me), will stand. Our Regalia Officer, *Wendy Fisher*, for reasons we can all appreciate, wishes to resign at the AGM. Sadly our recently appointed Publicity Officer, *Terry Plant*, has (unexpectedly) been promoted to even more demanding duties within BBC Local Radio which means he will be unable to attend the AGM and will almost certainly not have time to serve the Club in the way he would wish, so he offers his resignation. We sincerely hope he will feel able to stand for re-election in a year or two. In addition, because of a change of make of van *Ken Honeyborne* has to resign too. So, as things stand at the time of writing we have nine vacancies, five members will be offering themselves for re-election and we understand two members have offered to put themselves forward for the committee. We are looking for two more. All you need is a pen and paper, someone to nominate you and a seconder. (If you would like to help, but can't find a proposer or seconder, get in touch with any committee member who will be pleased to act for you.) Post your nomination to the Secretary at least a fortnight before the AGM. After election you need all sorts of other things like time (to attend 6 or 7 meetings a year), enthusiasm (to get to the meetings, normally held at rallies, here in Solihull, or at Willersey) and patience. If you happen to have any special skills which you feel might help, the Committee would like to know because there are several different jobs which need to be undertaken.

To set the record completely straight, because six of the committee have to retire each year, we only need to elect one new

member. The others will be co-opted onto the committee for one year only, until the 1993 AGM when they will retire and be available for re-election to keep the cycle going. So if you would like to try the job out for a year - now is your chance!

Photographers are reminded to keep a look out for possibilities for a picture featuring an Auto-Sleeper in unusual circumstances - there could be money in it! Hint: Photographs required for the Auto-Sleeper Magazine so how about something particularly beautiful or exceptionally tranquil?

Ferry users are reminded that Sally Line will give you 10% discount if they are notified at the time the booking is made that you ARE members. We particularly want members to mention the Club when booking because the continuation of the ferry discounts depends to quite a large extent on the use we make of them - use them or lose them.

If you should happen to be thinking of bringing a prize for the raffle at the National Rally *Pete Fisher* would very much like to hear from you beforehand so that he can add the details to the prize list.

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Rally Report

Tredegar House.

"Back in October 1991, at Curry Pools, a show of hands indicated a high level of support to the idea of being able to rally "All the year round". Being of like mind I gave some thought to holding a rally in the recognised "Closed Season". Obviously the right site was essential so I hope that my choice proved acceptable to the 20 units who attended. The site had 30 pitches (12 with electric hook-up but I'm told that they will all be equipped shortly) all hard standing off a tarmac road. No fear of getting stuck! The toilet block was heated and offered free showers.

Friday was a nice sunny day and most people enjoyed a pleasant journey down. Saturday proved to be dull with a bit of misty rain to start with but nothing to stop everyone getting out and about visiting Newport and the surrounding area. In the evening 32 members took a short walk to the local with a wide variety on the menu for an evening meal. We were all seated together which made a very successful evening.

Sunday was St. David's Day. We couldn't let it pass without arranging something Welsh; no, not the rain which I'm afraid we had all morning but our Grand-daughters dressed in Welsh costume presented everybody with a daffodil for their buttonhole. This took place while we enjoyed coffee or tea with Welsh cakes at the end of the rally.

My thanks to all for your support and the help you gave.

Malcolm Edwards.

I think that it was a charming gesture to present the Welsh flower - it could have been a leek! But it does show how very simple it is to organise something which will leave a happy memory after the rally is over. Did anyone take pictures of the two young ladies? I believe that there is still a collection of Club pictures around - *Dilys Stinchcombe* started one off.

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Help Wanted

Two of our new members have sent letters with their application forms asking for help.

"With all the experience of A/S that members have, I wonder if anyone could help me with a couple of queries I have regarding our Talbot Talisman, registered March 1989.

1. Is there an alarm system suitable for the Talisman? We have tried "Room Alert" by "Safe and Secure Products" of Bristol but it was very susceptible to false alarms. Or have you to make do by using a car alarm with ultrasonics etc.?
2. Our auxiliary battery is underneath the diesel engine on the spare wheel side. It looks as though the battery was put in first and then the Talisman was built around it. There must be an EASY way to get the battery out, but my two brain cells have failed to see how. I need to remove the battery so that I can do a bit of rust prevention on the battery stand.

Dave Warcup.

Not having any experience of the Talbot I can't offer any suggestions - other than making a door in the wheel arch or something equally silly. Any sensible suggestions, please?

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The other asks if anyone has found an answer to the most awkward position of the throttle pedal on the Talbot Express 1000. At present *Reg Stanley* is driving with a block of wood under his heel but doesn't consider this very satisfactory.

Again, I am in no position to make any comment so over to the more experienced drivers of such vehicles, please.

Awnings and Gas

"In the March Newsletter, page 2, is an item saying that *John Bohannon* wants to fit an Omnistor awning to his Harmony. Some years ago I had a Renault RCX to which I fitted an Omnistor and when I part-exchanged it for a coachbuilt I transferred the awning and still have the brackets which I no longer need. I will be at the National Rally and if *John* is there and would like to contact me on site I will let him have the brackets to try out and keep if they are suitable. We shall also be at the Ilfracombe rally before that.

Incidentally I wrote to Supergas and found them most helpful. They put me in touch with their Gillingham (near Shaftesbury) branch and I now have a 6kg cylinder of Propane which is in use. The 50% discount, bringing the cylinder hire charge down to £8 (exc.VAT), is genuine and I was offered it without having to ask. I have been using Propane in the van for some years now and apart from vapourising in freezing conditions it is hotter than Butane - boils a kettle of water quicker - and seems to be cleaner. *Lucy* tells me that there is less blackening under the saucepans.

Bill Dyson"

These Supergas people seem to me to be doing business in the old-fashioned way - finding out what the customer wants and providing it with good, friendly service. A very healthy attitude and one to be commended in this day and age. Just wait till our new van appears - we shall be looking for Supergas Propane cylinders provided that they will fit into the locker and we can have two in there!

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/ Wipers /

Do you remember the item about the Variable Interval Wipe Chip (to give it the full title)? *Sylvia & Norman Brice* read it and

sent away for one at a cost of £15.95 which would apparently have cost £21.95 from a VW dealer. It was fitted to their Transporter VHT 1986 with no problems. *Norman* also sent in a conversion chart which he feels that the compiler, Ken Redford, would not object to our using. I can do no better than reproduce the article and "Nomograph". (Yes, I had to look up what "Nomograph" meant too!)

Know your mpg at a glance — without a calculator!

Compiled by KEN REDFORD

How many times have you filled up at a petrol pump (calibrated in litres) and wondered what your petrol consumption was (in miles per gallon)?

Unless you're good at mental arithmetic, or have a calculator handy, this is not easy to calculate.

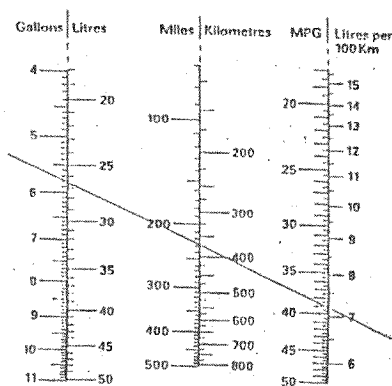
However, using this nomograph chart and a straight edge, you can tell at a glance your mpg, whether you filled up in gallons or litres.

Simply line up the amount of petrol used on the first scale with the distance travelled on the second scale. Then read off directly your fuel consumption on the third scale.

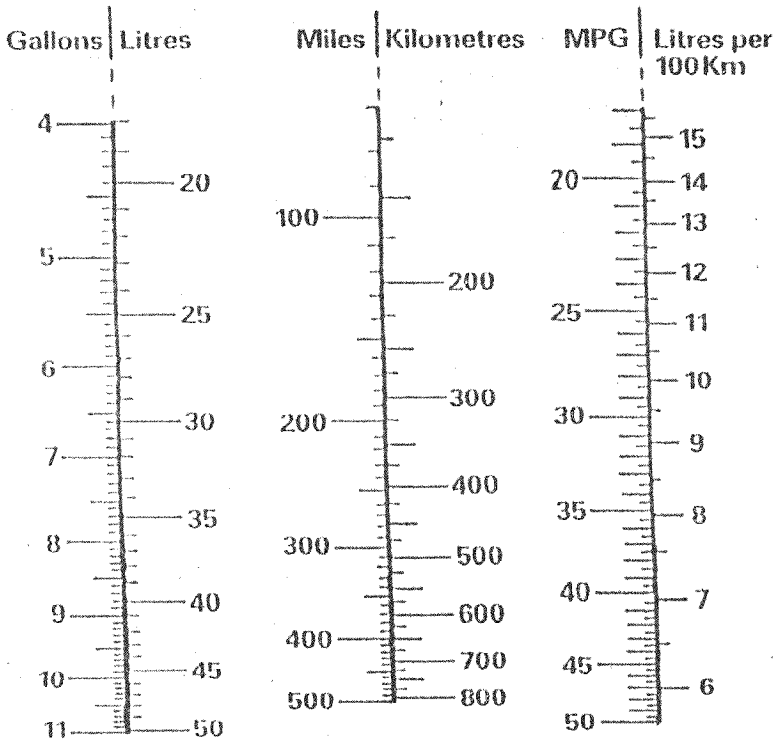
In the example shown, 26.5 litres of petrol used over a distance of 230 miles gives 39.5 mpg.

All scales are calibrated in both Imperial and Metric units, enabling easy conversions to be made.

To make a handy calculator, you can cut out or copy this scale, and stick it behind a plastic film, together with a black line inscribed on a moveable narrow strip of film. It can then be stored in your glove compartment for easy access.



MPG Nomograph and Imperial/Metric Conversion Table



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I think that *Bob Meason* might be interested in this idea, as no doubt will many other members. So now you can keep a tally of how much of the precious bang-water you are using!

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UNLEADED PETROL

With regard to the information re valve seat wear and its relation to the use of unleaded petrol, (*David Perry*, February N/L) I wrote to Peugeot/Talbot with a copy of the information. Their reply is attached. It seems to allay any fears regarding the use of unleaded fuel and I have certainly not experienced any problems with my June 1990 Harmony to date, having covered 8,600 miles.

I'm just recovering from a hernia operation which rather restricts my touring activities for a month or two but as soon as I am declared "fit" to drive again by my G.P. my wife and I are looking forward to attending the club rallies and meeting up with the happy band of A/S owners reflected so well in the Newsletter.

Tom Nunn.

The letter from Peugeot/Talbot says:-

"Thank you for your letter and printed extract. It was very interesting reading, however, I cannot agree with the statement that is made in the article that appeared in the Owners' Club Magazine as the running of unleaded petrol in your van is perfectly acceptable.

I can only assume that this particular driver was extremely unlucky. However, there is a possibility that the tappets would need resetting after an initial 6,000 miles period as there will be some settling taking place within the engine.

You may rest assured that you can use unleaded or supergreen or four star in your Talbot Express with no adverse effects.

I trust that this allays any fears or concerns you may have had.

A.B.Mossop,
Customer Relations Executive (H04A)"

This seems to suggest that all should be well with using modern fuels in modern engines. Both sides seem to be in tune with each other and any excessive wear may be the rarity rather than a general problem. I did hear, many moons ago, of an idiot who had heard that experts used metal polish inside racing engines to ensure that the "running in" process was speeded up and to make the engines run better. So he rigged a can of the stuff to feed drops into the carburettor of his machine - which polished the engine all right but caused excessive wear, and thus sloppiness, in all the moving parts!

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STOP PRESS

Very late in the day, just as I was about to put the finishing touches to this issue, I was asked to include some detail about the rally at Comberton, Cambs., on 29th-31st May. The Marshals, *Kath & Norman Beryon*, are hoping to arrange a trip to an ice show at a cost of about £6.00 per head including a coach to and from the show. If you would like to go to that show please contact them as soon as possible so that they can make the necessary arrangements.

May I make a point here, please. From time to time I get a letter late in the month which demands inclusion of whatever in the next issue of the Newsletter. Sometimes I am even told that this is for the March issue on or about 23rd February or similar. Obviously there is a cut-off date for possible inclusion in any issue and this is the 16th of the previous month. Even then there is absolutely NO guarantee that anything will be included in any issue. So much depends on what else I have received. But please remember that anything which is received by letter, telephone, carrier pigeon or any other method and arrives here after the 16th of any month will NOT be likely to be included in the next issue.

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I must thank the March "Folding & Packing Gang" for their hard work without which you wouldn't have got any copies of that issue. They were *Marjorie Hulme, Eileen Matthews, Stella and Norman Cutler* and of course the indefatigable (to use their own words!) *Dakeys*. All too often, in many clubs, the people who do the mundane chores behind the scenes are not properly appreciated. It does take time to print the Newsletter and the other bits which are included with it. It takes even more time to fold the paper, put it in an envelope, stick an address label on (which in turn wasn't produced by magic), seal it up, stick a stamp on and cart it to the Post Office. So I am pleased to draw your attention to those who perform these tasks to help us all.

That's about all for the moment, folks. I am now looking for other bits and pieces for forthcoming issues so put your pens to paper and see what you can do. Any subject, any style, any (reasonable) length. Send them to me, please.

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