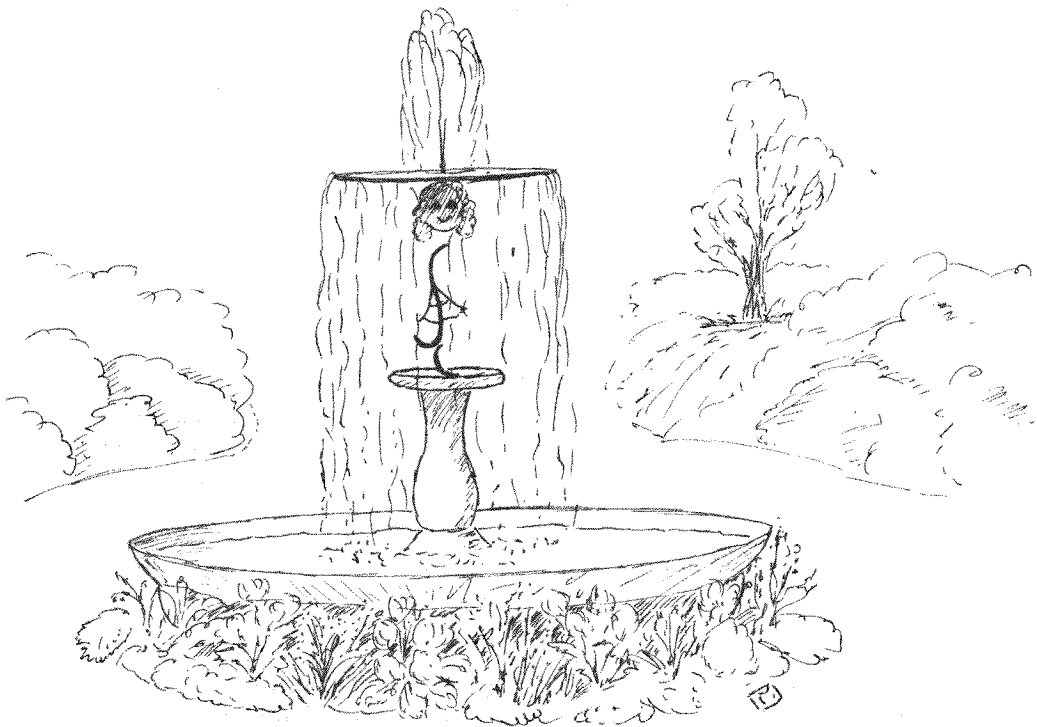


AUTO-SLEEPER OWNERS' CLUB



NEWSLETTER 68
MAY 1994

Hello.

First of all, may I re-iterate a couple of points about the Newsletter.

1. The closing date for the receipt of bits and pieces is the 16th of each month (usually!). Occasionally, as in the April issue for this year, I close down a day or two early so that our printers (the *Daleys*) have a chance to get everything completed in spite of Easter occurring at (for us) the wrong moment. And around June time *Sheila and I* take our annual fortnight (she is still full-time working!) so the closing date is liable to be very early indeed for the July edition!

2. I cannot guarantee that any item will be in any particular issue, or will be printed in full or at all. Sometimes I have received items with a note asking for inclusion in the such-and-such-a-month issue and often enough this is for the month just gone by, which you have already received!! Generally speaking (and I am!) I will try to include items in the next issue provided they reach me by the deadline date of the 16th of the month but as I said I can't guarantee it (and won't, so there!)

The weather for the AGM was marvellous - rain, hail, sleet, snow, wind and a little bit of sunshine too - especially on Sunday! Typical ASOCAGM weather in fact (you try pronouncing that!) On the other hand the general arrangements, the entertainment, the food and above all the friendship were all very good indeed. Our Chairman, in his Chat, has said it all, I think. My personal congratulations are due to *Phil Daley*, who became our third vice-president, for all that he did to start this Newsletter which I was delighted to take over. I only hope that my successor will be as happy with what I leave behind me. (Volunteers may form an orderly queue!)

#####

INDEX

The Index for Newsletters 60 - 66 is now available after (sob story coming!) much effort! The usual routine, please, if you want a copy, send me, your Editor, a stamped, self-addressed envelope of a size suitable for a Newsletter and I'll send one off to you immediately.



#####

CALOR GAS

While visiting the Ideal Home Exhibition we found the Calor Gas stand, and as "Spring" was at least two days old we asked about the

advent of the 6kg Propane cylinders. The man on the stand could not tell us exactly when they would be available other than 'soon' but did pass on the information that they would be phased in over the next five years. So don't hold your breath waiting for one, will you? On another stand, offering a particular, well known, brand of polish we were amused to find they now have something to clean alloy wheels and it suggests that it will clear 'BREAKDUST'! Is that what you get when your van goes Break-Dancing?

-----ooo000oo-----

STOLEN VEHICLE

This is an older vehicle which belonged to someone who was about to join the Club when the van was stolen. Please look out for a Bedford CF rising-roof Auto-Sleeper of 1979 vintage, Registration Number XMS 999 R. If seen, please advise *Sheila Henthorne* who has the other details.

-----ooo000ooo-----

BROKEN GLASS.

We have a square jug of one litre capacity which fits very nicely in the fridge door. We usually use it for milk, but this year, after I had broken the glass part of the cafetiere, we used it for making coffee by the jug method. After all, while in use as a milk jug it had often been scalded in boiling water. Dorothy had it standing on the draining board while she made the coffee. She was wearing a pair of shell suit trousers and socks but no shoes. She poured the water in one smooth flowing action and the jug exploded. The boiling water cascaded over her legs and feet while huge jagged splinters of glass went all over the place.

Luckily the shell suit trousers protected her legs so her feet were the only casualties. She promptly sat on the offside settee and pulled her socks off. I soaked a dishcloth in cold water to bathe one foot and filled the wash basin with cold water for the other. She kept both feet soaking in cold water for about 10 minutes, until they were both numb with the cold. Both feet were perfectly OK. The cold water treatment really does work. It must be done immediately and must be continued until the affected part is really feeling cold. It took quite a lot longer for the shock to wear off.!

Nial Reynolds

-----ooo000oo-----

TALBOTS - FIRST GEAR

There are still complaints about the problems of engaging first gear,

so maybe the following will help. I had an unexplained problem on my previous Talbot. It was always awkward to get into first gear but eventually could be persuaded to oblige. But for some reason if I stopped with the engine (and gearbox) shut off for only three or four minutes when restarting no amount of coaxing would get it into first or second gear. The only answer I could find was to de-clutch and put it into third gear with the clutch still in, rev up and QUICKLY move the lever into first gear. This always worked. I suppose it was a question of getting all the cogs and shafts in the gear box moving that aided engagement. Another form of double declutching?

Ron Wallis

Like so many things, this has been "on the spike" for some considerable time now, together with other offerings from the same author. Must see what I can do to use them up!

-----ooo000ooo-----

Chairman's Chat



The Fifth Annual General Meeting was held at Uttoxeter Racecourse at the beginning of April when some 300 members were present. When *Bob Williams*, the chairman of the Sub-Committee charged with making all the arrangements for the weekend, arrived he found an exceptionally wet area of grass where we were supposed to camp and, with the staff of the racecourse, made a quick decision to relocate away from that area. On the Saturday morning it was surprising to see the places, all around the racecourse buildings, which A-S vans occupied and it showed what adaptable members we have in the Club. Special mention must be made of the work done, in the most foul weather conditions, by the wonderful team of Marshals, so ably led by *Ben Mansfield and Mick Robinson*. Everyone was parked with the minimum of fuss. My grateful thanks to all the Marshals.

At the AGM members received the Annual Report and, later, in the Open Forum had the opportunity to express their views which were discussed. Several will be considered by the Committee which now has two new members, *Cliff Abbott and Ian Ross*. My thanks to *Richard Osborne*, who was not elected in the ballot, for standing and I am sure he will continue to give his full support to *Prudence Osborne* who remains as Regalia Officer; between them they produced many new items which Members found most attractive. *Phil Daley*, a Founder Member, was elected an Honorary Vice-President to join the two others.

Bob Williams and the members of his sub-committee are to be congratulated on their superb organisation for the weekend. In this they were ably supported by the racecourse staff.

On Friday evening we were entertained by The Marchington Singers with songs and humorous readings. I am pleased to say they were most successful in the Burton Music and Arts Festival on the Saturday and won one cup in the Mixed Choirs and another in the Open Class. I know that all who were present will join with me in congratulating them on their achievements.

Immediately prior to the AGM *John Davies* collapsed and later sadly died in hospital. All our sympathies are extended to *Pam* on her great loss; she has asked me to thank you all for all your kindnesses.

Arthur Irving.

#####

The Club and Company Rally, 1994

The third Club and Company Rally will be held from NOON on Friday, 22nd July 1994 to NOON on Sunday, 24th July 1994 at the Three Counties Showground, Malvern. Booking forms are being distributed with this Newsletter and it is essential that they are returned **TO THE BOOKING OFFICER NAMED IN THE BOTTOM LEFT-HAND CORNER** of the form. The Closing Date for the return of the form is **23rd JUNE 1994** which will allow the Organisers sufficient time to complete the many necessary preparations needed to mount this event.



THERE WILL BE NO ADMITTANCE TO THE RALLY SITE BEFORE NOON ON FRIDAY 22nd JULY 1994 UNLESS YOU ARE IN POSSESSION OF A SPECIAL PASS.

The entrance this year is through the Yellow Gate, some 350 metres away from the gate used last year. As there is limited space at the Yellow Gate, please do NOT arrive early to cause any obstruction either at the gate or on the B.4208 as this may attract Police attention which your Club does NOT want.

The Booking form will ask for volunteers to

a) Act as Steward in the Severn and Teme Halls. This will not be an onerous duty but one which is required under the Health and Safety Regulations. It entails knowing the various Exits for use in case of fire or other emergency and, if such a misfortune occurs, to ensure that the

Halls are emptied quickly and safely, thus preventing any mishap to fellow Club Members, and

b) Marshal at the gate and at the pitches.

The more volunteers we can get, the less time any volunteer will be required to work.

The stalls for selling and for hobby displays and demonstrations, in the Severn Hall, will be open on Friday afternoon and Saturday morning; there is space on the Booking Form for you to advise if you will display or demonstrate your hobby. Other Club Members, who are looking for new ideas or help with their own hobby, or even with just curiosity, will be interested.

The Three Counties does not now operate their own caravan site but the Caravan Club and the Camping and Caravan Club each have sites within about two miles. In addition there are C.L.s; C.S.s and other sites nearby.

You will receive a Rally Programme when you book in on arrival. Here is a brief resume of what will be on offer. The Formal Welcome on Friday evening will be followed by the celebrated Jeffs/Bennet quiz. The Club Shop and Office will be open for most of the weekend. The Auto-Sleepers Limited Stores Shop and new vehicle display will be open on Saturday and on Sunday morning. Several accessory dealers will also be present. Various entertainments will take place in the Show Ring on Saturday afternoon. On Saturday evening you are invited to an Olde Tyme Music Hall so bring along your suitable clothes and add colour to the occasion. Song sheets will be provided! On Sunday morning, after the Salvation Army service, we will make our donation to the local representative of the Royal National Lifeboat Institution which has been chosen as the charity for this year.

The bar will be open on Friday evening and sandwiches will be on sale. It will be open again on Saturday at lunch time and in the evening when basket meals will be available as well as sandwiches. There can be no pre-ordering of meals as they will be sold by the showground caterers and not arranged by the Club. We hope to have milk delivered on both Saturday and Sunday but you will hear more of this later.

Do remember to book early and certainly before the closing date of **23rd June 1994**. There can be **NO** late bookings accepted.

Arthur Irving

I can just imagine our Chairman, all dressed up similar to Leonard

Sachs, trying to get his tongue around 'a quorum of convoluted corruscations currently coming clearly in crescendo!'

#####

NOISE

After talking to *Jeff Worley* last year and having seen the noise reduction system his P-T dealer had fitted (at a price!) I went to my nearest garage and asked about it. The result was an order for '1 x Part No.797953 and 20 x Part No.797954' called, respectively, 'Bonnet Lining' and 'Clips' - and you do need 20 of the latter! Total cost, including VAT, £36.66.

Fitting took me about three-quarters of an hour which included making an extra hole for the alarm system bonnet switch and trimming the side of one clip hole which did not quite line up.

This fitment does much to reduce the high frequency clatter from the engine so that, as *Jeff* said, you can go about 8 mph faster for the same noise level which I find well worth the time, trouble and money.

Incidentally, the part numbers quoted are for a face-lift Talbot - pre face-lift versions may be different.

Jim Cresswell

Like the last item, this has been hanging around waiting for space. But it does sound (Pun NOT intended) well worth while.

====ooo000ooo====

CREAKING SPRINGS ETC.

Some new members have sent in a P.P.S. to this story. *Pam & John McDonagh* bought their Talbot Executive in September 1993 and it rapidly developed the same creaking. WD40 was tried and it worked, but only for a while. Next time, they say, they will get their dealer to use 'Uni-Lube'. And on another point they say that the 2 litre Petrol Talbot seems very poor on pulling power, e.g., getting away in reverse on a dry slope and climbing moderately steep hills in Wales. They are comparing it with an earlier 1600cc petrol Toyota Coachbuilt. They ask if this is a common problem and if there is a cure. Any offers?

====ooo0000oo====

THANKS

MAD MICK would like to hope that all his Mummy's in the A.S.O.C. had a happy Mother's Day. He goes on to say that this is for all the care and attention that they have paid him over the year and 'I don't get lumps in my custard'.

The "Mad Mick" in this case is *Mick Robinson* and I presume that a number of people will understand this message!

#####

Could you please thank all members who enquired about my health after my bypass operation. I am still in the land of the living and hopefully looking forward to the coming rally year.

May I also thank *Ruth & Alan Wilkes* who ran the Pershore rally (which due to further hospital tests we were unable to attend) and to all who signed a 'get well' card - a very nice gesture which is much appreciated.

Don Kensey

====ooo000ooo=====

Clubman Handbook

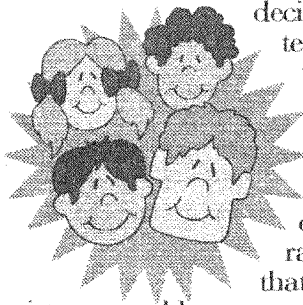
You will recall that *Len Baldwin* sent in a nice "Thank You" because he had received a handbook from Robsons - and the correction which was printed in last month's Newsletter. He now tells me that he also received another copy from *Phyllis and Derek Burgess* whom he has thanked privately. He has sent one copy on to Auto-Sleepers who, as was stated, had lost all theirs in the Great Fire of The Orchard.



====ooo000ooo=====

CHILDRENS' CORNER

After a freezing weekend in Birmingham at New Year where, thanks to *Carol and Steve [Bowler]* we at least had a warm room to gather in even though the playground was like an ice rink at times, we decided to head off with the van at the end of half term. We had to go to see *Mr [Howard] Duart*, the Club Auditor. We got to East Hoathly before lunch and while *Mr Duart* and Dad sorted the books out, Mum invaded the kitchen and prepared lunch. Books sorted and lunch demolished, we sat down for a chat and then we headed for the coast. We rarely see the sea and we did not see much of it that day. We went to Beachy Head but it was so misty we could not see very far. There was a strong wind blowing as well but Mum and Dad 'forced' us into a bracing walk along the cliff top. Don't look down if you walk along Beachy Head!!!!



As it was then getting dark we headed back to the van and went to find a campsite. We wanted to go to Crystal Palace on the Sunday, to the canoe exhibition, so we headed north-ish and found a little site on a farm just west of Gatwick Airport. It was fun watching the planes flying past horizontally really low as they were landing. A good close-up view if you wanted to plane spot. It was a cold night, we were parked in the farmyard as the fields were all too soft to risk the van on them, so we were quite sheltered. On Sunday morning we went to Crystal Palace and again had to avoid the mud in the car park. It was so bad near where we were parked that other vehicles were getting stuck. Anyway we had a good weekend, Mum even got us to a craft shop as well! We are now looking forward to the Easter holidays when we have persuaded Mum and Dad to take us to France in the van and go skiing. We can only go in the school holidays so we are sorry that we have had to drag Dad away from the AGM (perhaps it ought to be in term-time).

Nicola & Robert Tidbury

I wonder who actually forced who to take a walk along the cliff top? But I thoroughly agree with not looking down! This contribution arrived just too late for inclusion last month so it may appear to be a little wrongly timed!

====00000000====

Urgent - to Rally Marshals

Will you please note that when you receive the plaque design book and order form from *Heather Tidbury* she wants BOTH back within seven days if possible so that the book can be sent to other marshals. You then need to phone *Heather* two weeks before the rally with final number of plaques required. If all of this is not adhered to we shall have some rallies for which no plaques will be available.

#####

WINTERING IN SPAIN

Yet again I blew it! I forgot to mention the telephone number or the address of *Betty & Geoff Scholey*. This is now rectified and it is

0756 752 303

The address is 4 Broughton Fold, Grassington, Skipton, North Yorkshire, BD23 5AL. For the rest of the information please see page 11 in issue 67 (April 1994)

#####

CHARITY RALLY

Allen Wakeling has sent me some news of a rally being held in aid of various charities over the weekend of 15th - 18th July. It will be held

at the Rode Tropical Bird Gardens, near Bath in Avon (used to be Somerset) and full details can be obtained from the organisers, Glenys and Gordon Flowers on 0272 322 000 or by writing to 17 Kilnhurst Close, Willsbridge, Bristol, BS15 6AB enclosing a S.A.E. Own sanitation is required and dogs are permitted only on the rally field NOT in the Bird Gardens.

#####

New Year Rally - Hidden Valley

Uffracombe

Following the success of the Club's first Christmas Rally, a "New Year" rally is being organised at the same site. The format will be much the same as the earlier rally. The marshals will be *Carol & Gordon Hooper* together with *Barbara & Jeff Worley*. As bookings will be needed very early on will anyone who is interested please contact *Barbara Worley* at 26 Houndstone Park, Gunners Lane, Brympton, Yeovil, Somerset, BA22 8SQ or telephone 0935 24 049 for further details.

Booking forms will NOT be available just yet, but as there is a need to establish just how many people are interested so that arrangements can be made with the site for food and entertainment you are asked to make provisional bookings soon.

#####

A COMMENT ON RALLIES

We were at the Honeybourne Rally and thoroughly enjoyed the weekend. However, we feel that we must make a point. We arrived around noon on the Friday and checked in with the "person in charge" who directed us through to the second field although only about 6 vans were in the first field. On our mentioning that we would prefer to be in the first field we were informed that a number of the pitches were "reserved". We realise that disabled people need to be near to the toilets and that some people were out for the day but we do know that a number of the pitches had been reserved for people who arrived later in the day.

Surely a rally is for members to arrive and to pitch next to each other as they arrive and not to go to a specified pitch because it suits the "person in charge". Sorry to have a grumble about such a lovely Club but let's not spoil it.

Signature With-held

SO11111
West Midlands
B92 8BQ

Ferry Bookings
Officer

Steve Bowler

92 Welford Road
Shirley
Solithull
West Midlands
B90 3HT

021 745 8369

Rally Co-ordinator

Tony Jones

49 Wessex Way
Highworth
Swindon
Wilts.
SN6 7NT

0793 763 032

Rally Co-ordinator

John Edden

4 Nursery Lane
Hopwas
Tamworth
Staffs.
B78 3AS

0827 65850

Regalia Officer

Prudence Osborne

"Windrush"
Chapter Rise
Tilshhead
Salisbury
Wilts.
SP3 4SD

0980 620 646

Public Relations
Officer

Cliff Abbott

"Hillcrest"
Red Hill Road
Storeton
Wirral
Merseyside
L63 6HJ

051 608 7454

LIST OF COMMITTEE MEMBERS ELECTED AT 1994 AGM

| Position | Name | Address | Telephone |
|-----------------------------------|------------------|--|--------------|
| Chairman | Arthur Irving | 89 Pingle Road Millhouses Sheffield South Yorks. S7 2LL | 0742 365 698 |
| Secretary & Membership Sec. | Sheila Henthorne | 144 Devonshire Hill Lane London N17 7NH | 081 808 9112 |
| Treasurer | John Tidbury | 26 Ferny Close Radley Abingdon Oxon. OX14 3AN | 0235 525 730 |
| Vice Chairman | Bob Williams | "Samar kand" Sea Lane Sandilands Sutton-on-Sea Mablethorpe Lincs. LN12 2RA | 0507 442 960 |
| Minute Secretary | Janet Sutterby | 46 Cheltenham Road Winchcombe Glos. GL54 5NF | 0242 602 499 |

Newsletter Editor

Harry Henthorne

144 Devonshire Hill Lane 081 808 9112

LIST OF COMMITTEE MEMBERS ELECTED AT 1994 AGM

| Position | Name | Address | Telephone |
|------------------|-------------------|--|--------------|
| Committee Member | Ian Ross | 33 Grosvenor Gardens Upminster Essex RM14 1DL | 0708 228 075 |
| President | Charles Trevelyan | Auto-Sleepers Ltd. Orchard Works Willersey Nr. Broadway Worcs. WR12 7PT | 0386 853 338 |
| Vice President | John Cox | 73 Westmead Road Barton-under-Needwood Staffs. DE13 8JR | 0283 712 394 |
| Vice President | Rita Daley | 46 Ulverley Green Road Solihull West Midlands B92 8BQ | 021 706 1816 |

I passed a copy of this letter to *John Normandale*, the Rally Marshal at Honeybourne, who replied as follows:

I entirely agree that members should have as much freedom as possible to pitch where they wish at Club rallies. At Honeybourne, however, this freedom was restricted in two ways. As mentioned in the Rally Supplement, there was a shortage of electric hook-ups - although I believe all those who really wanted them were accommodated. Secondly because of the wet and boggy state of the ground, particularly in the main rally field, certain areas were not available and I am very grateful to those members who parked in places which were less than ideal.

As far as I am aware no pitches were reserved apart from a couple for rally helpers and those retained by members who had arrived on Thursday or Friday morning and then gone out for the day.

Finally I would make the following three points. Firstly I am sorry the writer of the letter was disappointed with the reception arrangements. Secondly I am sorrier that he or she did not voice this disappointment at Honeybourne so that we could have sorted it out then and there and thirdly I am even sorrier that the writer is unwilling to be identified thus preventing me from giving a more specific and personal response. However I am glad that they thoroughly enjoyed their weekend - we did too!

John Normandale.

I suspected that some sort of misunderstanding had arisen and I am pleased that *John* has been able to provide the answers. As Editor, I will not publish any item which is received anonymously but I WILL respect the right of anyone to have their name withheld, provided that I am aware of the name and address in the first place.

#####

Castle Hedingham

Support for this rally seems to be a bit lacking - maybe because it's in Darkest Essex! It runs from 20th-22nd May and is the first one organised by our new committee member *Ian Ross*. It is a really beautiful site and there are cream teas available too! It should be a great weekend - *Sheila and I* are going, so come along and join us. *Ian* tells me that he has even requested his namesake McCaskell to provide sunshine.

====oooOOOooo====

THE SOUTH OF FRANCE

You will remember that there were a couple of enquiries about this area. *Sue and Sefton Sandford* have written to say that having put the February Newsletter away "very carefully" they have not been able to write with information. This would have been rather negative anyway. They always wild camp, even including the entire year that they spent touring Spain in an American van. "In eleven years of motor caravanning we have only spent 3 nights on sites! As far as Mediterranean France is concerned, avoid beach regions during the high season, i.e. the French School Holidays, which cover mid June to mid September, though July and August are the worst. 'The Authorities' tend to move campers on even when they are not overnighing but just parking along with the throngs of cars on sea front promenades! Having said that, there is a superb immense sandy beach between Agde and Sete where there is rarely a problem in the boondocks - there is also a camp site. However, from the moment that the 'little dears' are back at school, height bars, the police and to a certain extent high prices disappear. Autumn is lovely and the sea is wonderfully warm. The beach showers carry on working and one can have a most enjoyable holiday."

I've got a lovely write-up about Andorra from *The Seftons* sitting on the spike all ready for next month - or whenever space permits. They have also pointed out that I've probably got a bit of finger trouble on page 11 of the April issue. I typed 'Jojacar' and it apparently should be 'Mojacar'. Sorry!

====oooOOOooo=====

NEW ZEALAND

After our conversation you made me feel so guilty that I thought I had better put pen to paper about our holiday around the world. We flew from Gatwick to Singapore and the air hostesses were really lovely, just like porcelain dolls and so pleasant. It was a long journey and by the time we got half way there we only had to lift a hand and a drink appeared on our table - and I'm not talking about a cup of tea! The drive from Singapore airport to the hotel was amazing - the streets so clean with lots of trees and flowers along the route. The Dynasty Hotel was out of this world - we didn't want for anything. We spent three lovely days seeing the sights. The city itself is so clean, you are not allowed to drop any litter on the ground, not even sweet papers and cigarette ends are really taboo. There's a \$500 fine for anything dropped AND chewing gum is banned altogether. I'm sure they have people walking and sitting around watching because as I put some sweet

wrappers in a waste bin, a voice from the side said "Thank you for keeping our city tidy". It's really a pleasure to walk in such a clean environment. The underground is magic - one has to see it to believe it. Again no eating, drinking or cigarettes. London could really learn a lot from this lovely part of the world.

Next it was on to Hong Kong, though I'm afraid it isn't one of my favourite places. The heat and humidity was a bit too much to bear, and the squalor left a lot to be desired. We enjoyed our three days there but I don't want to go back again. The Hotel Victoria was first class and the walkway above the main road that stretched right to the ferry was terrific.

Then on to New Zealand where we were supposed to pick up a motor home for a seven day tour. But when we arrived at Auckland airport after the long flight from Hong Kong we got to the place to pick up our pre-booked (in England) motor home, a large one as there were three of us all fairly big. When we looked inside, the van really stank to high heaven, the floor covering was torn and it was dirty. On complaining they brought out another which, believe it or not, was worse than the first. As it was the Queen's Birthday, a national holiday in New Zealand, there was no one to clean the van or do anything at all. We certainly were not prepared to spend our first day 'mucking out'! The receptionist even asked if we had ordered a 'new, clean one'. Did she really think that we would want an 'old, dirty one'? Eventually we drove out in a 12 seater mini bus which was the best of a bad bunch but this meant we had to use motels etc. This was no hardship as the facilities everywhere were first class and all the 'Kiwis' were very friendly, but it wasn't what we had wanted. (We have been in dispute with the tour agents but this, happily, has now been resolved.)

Anyway, we had a lovely seven days visiting family and friends. N.Z. is a really lovely place with beautiful scenery. The Huka Falls in Taupo with thunderous water leaping over rocks is very impressive although not as high as some in other parts of the world. And you can go in a boat to the base of the falls. It was on the way out of Taupo that we saw a motor home with a difference. We only had time for a quick shot of it as it went a different way from us but it looked good, right down to the tin bath hanging on the back plus an old time mangle and little trellised windows everywhere. We would love to have seen the inside. [Photo supplied - I only wish I could publish it. It seems to be built of wood with a tiled roof, a verandah over the door at the back and a chimney sticking out above it all. Ed.]

Parnell Village is mostly white wooden buildings with cobbled side walks and if you ever get to Auckland the Hammerhead Restaurant is the place to go for food that is out of this world. Rotarua is OK too, you can have a sulphur bath that leaves your skin so soft and silky that you feel really good. The Maori village is another "must", the Maori people are so nice and friendly and the "fella's" are big and gentle - in fact everywhere we went we found people so helpful and nice. We only went to North Island and, as you may have gathered, we love it over there. Well have to save to go again to see the South Island. Seven days went all too quickly.

Homeward bound via Fiji where we went to the Yanuka Island complex. This was something else, just like a Hollywood film set, with two swimming pools, 3 restaurants, silver sands, palm trees, scuba diving, fishing, golf, disco, cinema, shops, hairdresser and sun! The Fijians are happy and carefree and the fellas are all 6ft tall and 6ft wide! Every time they see you they smile broadly and say "Bula" which means welcome. We had 3 fabulous days there then it was on to Los Angeles for a day and a half. We went to see the old "Queen Mary", what a lovely old ship, it must have been wonderful to have sailed in her.

We got back home ready for a week of rest after our whirlwind round-the-globe trip, but it was worth it. We took so many photos that we filled four albums but when we look through them I am at once back into the picture and can feel the sun and hear all the sounds. (Coo! Hark at me, getting all lyrical in my old age!)

Well, folks, I hope I haven't bored you too much. It all seems such a long time ago although it was only 9 months. Since then we've been to Yorkshire and Cumbria on a round trip, to Spain and France last Christmas and, following a small operation, we went to Cyprus in February. Now we are looking forward to the camping season.

Chris and George Jago

I apologise for making anyone feel guilty about not writing for the Newsletter - but I'm quite glad that it worked out this way! And doesn't there seem to be the chance of some more items about Cyprus (as a for instance!) (HINT. HINT!) We certainly weren't bored by it!

I was most surprised about the types of vehicle, and the condition, offered to *Chris and George*. It does seem that there is something sadly lacking when such things go on. I've just read about another couple in Germany who went on a cruise and found that they were stuck with some brass bands who played at all hours of the day and night and

caused considerable annoyance. The German court agreed with the complaint and a substantial refund was the result!

====ooo000ooo=====

MISSING MUSHROOMS (WELL-SORT OF!)

We had just pulled off the motorway for a cuppa and a walk round when I noticed that the water heater vent cover (shaped like a mushroom) had been blown off its bracket and the rivets had been pulled right out. I was concerned about this because of the damage it could have done to other traffic. What I would like to know is whether anyone else has had this experience. My van is a 1989 Rambler with only 10,000 miles so far so I wouldn't think it comes under the heading of "Wear and Tear"

Tom Goss

I can't say that I've hear of this before although we did manage to blow the cover off the room heater vent in the last van. This was because clever clogs didn't allow enough time for the gas to get away after several fruitless attempts at lighting it. Finally it DID light - with a bang - and the top went off over the fence. We did get it back and had no more trouble.

====ooo000ooo=====

LEG END LEC TRICKS

May we tell you our experience of having travelled only 18 miles during a 6 day stay in Derbyshire. Having plugged into electrics on each night on sight we blissfully thought that the trickle charger system would be nicely charging both batteries in our Legend. We found to our dismay that when we came to move off (after 6 days of playing the radio/cassette player and using the Citizens' Band radio) our main vehicle battery was well and truly drained. A kind caravanner jump-started us and we learned a great lesson that the auxilliary 12 volt system is kept charged via the Zig unit but the vehicle battery is not. It is this latter which powers the radio/cassette, the CB radio and the clock.

This raises two questions:-

1. Is it possible for both batteries to be charged via the Zig unit?
2. Why cannot the two 12 volt batteries be interchangeable? On our Legend one battery has round terminals and the other has flat ones. If the batteries had been similar, our problem would have been easily solved.

Doreen and David Palmer

In the February issue of the Newsletter *Nial Reynolds* brought a similar point to the fore, showing the total amount of electricity which even the simple gadgetry uses. I don't know whether any of our type of vans has ever been produced with both batteries being refreshed from the mains on site but I have no doubt that one of our electrical genius members could tell us how it could be done. I seem to recall quite a lot of correspondence in the professional motor caravan press which dealt with split relays, changeover switches etc. to overcome similar problems. We have a CB radio (hand-held) and a portable radio/cassette/CD player, both of which can be arranged to work off the mains, via a transformer/rectifier, or off the vehicle battery via the cigar lighter or the domestic battery via a suitable plug. I think that this is a safer bet than relying on the vehicle battery for things other than what it was put there for in the first place. So far as the difference in the batteries is concerned, I'm sure that there is a reason for it. Perhaps they are different types of battery, one for the camping side which will continually be run down and recharged, the other for the vehicle which should be kept topped up by travelling. Maybe the two types have different terminals.

-----ooo000ooo-----

FUEL SAVING

I read, with interest, the article a month or two ago about magnetic fuel saving devices. In fact I read it the day after I had bought one. Well, they do save fuel. All 0.11 mpg! Wow!!

I fitted one to my diesel Legend. The 2,000 miles before fitting gave me 28.17 mpg. I had (or rather the van had!) a service just after I had fitted it and the next 2,000 miles gave 28.28 mpg. Instead of having my van serviced next time I'll have my brains tested!

John Roberts

This seems to bear out a common suggestion that many of the "gimmicks" on offer to the unsuspecting motorist are just that, often with a great sales pitch but without any scientific background. It must reinforce the time-honoured tag of "Caveat Emptor" (which does NOT mean that this cave is un-occupied!)

-----ooo000ooo-----

HELP!

I have a 1990 Legend and recently two of the plastic straps on the roof vents have snapped. I telephoned A-S to see if they could suggest a solution but apparently they do not now fit this type of vent - and the new style cost £40 each!

As a temporary measure I have screwed the vents down but if any of our ingenious members can come up with a solution I would be pleased to hear from them.

Malcolm Taylor

Any suggestions, please telephone *Malcolm* on 0734 598 931

====ooo000ooo====

AND ANOTHER ONE

Can anyone help me with a problem, please? I have a 1991 VW Trooper with the 2 litre FI engine. Whenever we run the "Buggy" on the motorway at over 60 mph the engine starts to cut out after we have covered about 50 miles. Stop, let it cool down and it runs on again for another 50 miles before the problem recurs. The engine does not stop and runs on quite happily if I slow down to 45 mph. I am not technically competent but the effect feels like some restriction in the fuel supply. There are no problems at all on cross country runs where there are regular changes of pace. Not surprisingly, the local VW distributors have been unable to track down the problem. This apart, the 'Buggy' performs beautifully and is a delight to drive. I have to say that my wife is not complaining, she enjoys a tea break every fifty miles!

Dennis Wells.

Seems an oddity to me, I would have thought that restricting the fuel supply would have affected the engine at all sorts of speeds. Perhaps something gets hot and chokes off a pipe. Any better suggestions, please?

====ooo000ooo====

A Special Letter

Our Chairman, *Arthur Irving*, received the following letter and has asked me to publish it. This I gladly do.

Dear *Arthur*,

I just wanted to thank you and everyone else for what you all did for *John* and me on the Saturday of the AGM. It grieves me that *John's* death must have put a blight on what was to be a happy and enjoyable weekend for people. If he had died at home I should always have wondered if I could have done more. As it was, within seconds he had professional attention which is a great comfort to me. You may be new friends, but I felt as if you were all old friends by the kindnesses and support that was given me.

My journey home was good. The sun shone and the road was clear and the fact that I had to concentrate helped me. The only thing is (dare I admit it?) I scratched our brand new van on some guttering

when I parked it at home!

Hoping that we'll meet again in happier circumstances - I'm tempted to keep the van for a season and see how I get on though it's rather extravagant for one person to use such a large van.

Again, very many thanks for everything.

Yours sincerely,
Pam (Davies)

====oooOOOooo=====

NAMES, ETC.

Whilst sitting in 'the van' recently to while away the time I took all the letters of "AUTO-SLEEPERS", shuffled them up and came up with an obvious anagram - "SURE TO PLEASE!"

A very fitting tribute, don't you agree?

Bill Stringer

====oooOOOooo=====

FOUND!

Are you one of our lady members? Did you lose a pair of brown kid gloves at Uttoxeter Racecourse? If the answer to both questions is "Yes", then please telephone *Monica or Bob Williams* on 0507 442 960 and talk about them being returned.

====oooOOOooo=====

FOR SALE



VW Trooper, May 1990. 'G' reg. Extending Roof. 1.9 litre Auto. FSH. One owner - non-smoker. Blue interior. Captain's seats. Pioneer stereo-cassette. Twin Batteries, two gas bottles, electric hook-up, Cobra alarm. 45,000 miles. £11,000. Telephone Peter Berry on 0292 442 747 or write to him at 9 Carcluiy Crescent, Ayr, Scotland, KA7 4SP.

#####

VW Trident. Rear engine, 1991, 'H' reg. Taxed and tested. 24,000 miles. Many extras including Blown Air Heating, alarm, Swivel Seats, Second battery, Cab table, tow-bar and electrics. Excellent condition. £12,950. Please telephone Lesley or Joe Rood on 081 989 5277 or write to them at 47 Dover Road, Wanstead, London, E12 5DZ.

#####

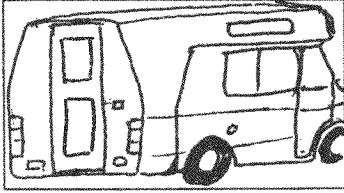
Silver Screen, in 'Corfu White' to fit pre face-lift Talbot Talisman.

£50.00 ono. Telephone Sandra or Bernie Wisely on 0271 46 400 or write to them at 12 The Laurels, Roundswell Village, Barnstaple, North Devon, EX31 3QY.

#####

Silver Screen for new Trident T4. 8 months old, little used. Cost £95.00, will sell for £50.00. Perfect condition. Telephone Mary Groombridge on 0905 613 803 or write to her at 2 The Fairway, Tolladine Road, Worcester, WR4 9UH.

#####



Unique motor caravan, Bedford CF 250. 2.3 litre Petrol. 1976 'P' reg. 57,000 miles. In very good condition. Garaged from new. 2 owners. Original fixtures and fitting by Auto-Sleepers. Originally had an elevating roof, now fitted with coachbuilt high top and rear extension

which is fully insulated. The new interior has been matched with the original furniture. It is now 2 berth with an extra wardrobe with shelves. Gas heater, toilet compartment with shelves. Luton for storage. Mains electricity. Large sunroof. Nearly new tyres. MOT until 18.3.95. Available 1st July 1994. £3,995.00 ono. Contact Ven Venables on 0902 332 105 until the end of May only - busy in June.

#####

De luxe Silver Screen Insulated cover designed for a perfect close fit for the Legend. Cool in the summer, condensation-free in winter and always private. Made with the original superior material that does not crease. It is in 'as new' condition complete with its carrier bag. £50.00. Telephone Reg Rogers on 0784 454 400 or write to him at 11 Broomfield, Octavia Way, Staines, Middlesex, TW18 2QD.

#####

Talisman GL, 1990 'G' Reg. 2 litre unleaded petrol engine. 4 berth. All usual specification plus extras. Excellent condition. 27,400 miles. Taxed until December, MOT until July. Sad to sell. £15,500 ono. Write to Nora McMullen and Sylvia Walker at 70 Silverbird Close, Little Stoke, Bristol, BS12 6RN or telephone them on 0454 617 843.

#####

Talbot Harmony, 'J' Reg. 2 litre petrol. 3,000 miles only. Fitted with second battery, waste tank, awning. Complete with Isovolet windscreen pads, Gaz containers, mains lead. Used few weekends only. Immaculate condition. £15,500 ono. Please telephone Lee Evans on 0531 640824 or write to him at Penbre, Castle Frome, near Ledbury, Herefordshire, HR8 1HN

(Lee kindly sent a donation with this advert - many thanks.)

Help, Please.

Rita & Philip Daley are faced with a problem on their Vaillant water heater. Apparently the hot water cuts out after a moment or two when delivering to the sink. If anyone else has had this problem and has solved it, please contact the *Daleys*. That's it! See you next month!

Your Editor

Harry Henthorne
144, Devonshire Hill Lane
London, N17 7NH
Tel: 081 808 9112

Any item appearing in this Newsletter may be freely used by other publications. Please acknowledge both Author and Source.

All contributions from Members which appear in the Newsletter are published in good faith in the hope that they will prove useful or interesting. All reasonable care has been taken to ensure accuracy but none of the modifications has been tested by us therefore neither the Editor, the Club nor the Company will accept any responsibility for the consequences if you try them out.

Committee Members:

| | | |
|-------------------|--|--------------|
| Cliff Abbott | Public Relations Officer | 051 608 7454 |
| Steve Bowler | Ferry Booking Officer | 021 745 8369 |
| John Cox | Vice-President | 0283 712 394 |
| Rita Daley | Vice-President | 021 706 1816 |
| Philip Daley | Vice-President | 021 706 1816 |
| John Edden | Rally Co-Ordinator | 0827 65 850 |
| Sheila Henthorne | Club Secretary and Membership Secretary | 081 808 9112 |
| Harry Henthorne | Newsletter Editor | 081 808 9112 |
| Arthur Irving | Chairman | 0742 365 698 |
| Tony Jones | Rally Co-Ordinator | 0793 763 032 |
| Prudence Osborne | Regalia Officer | 0980 620 646 |
| Ian Ross | | 0708 228 075 |
| Janet Sutterby | Minutes Secretary | 0242 602 499 |
| John Tidbury | Treasurer | 0235 525 730 |
| Charles Trevelyan | President | 0386 853 338 |
| Bob Williams | Vice-Chairman | 0597 442 960 |