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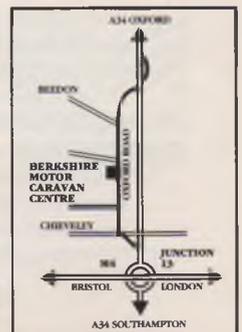


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FOREWORD

This year we celebrate our 34th anniversary, making us by far the oldest and longest established manufacturer of motor caravans in the United Kingdom. We look back on 1994 as a year in which we launched eight new models, when the Volkswagen Trophy won the Caravan Industry Award for Motor Caravans and, not least, the year in which the Volkswagen Topaz won the much coveted Motor Caravan of the Year Award.

Our Volkswagen range continues to be as popular as ever. We currently manufacture nearly 60% of all Volkswagen motor caravans sold in this country and aim not only to maintain, but to increase this with the introduction for 1995, of the facelifted Trident. Featuring a re-designed roof, new colour co-ordinated upholstery, and eye-catching paintwork, this latest Trident is a significant improvement over its popular predecessor.

We launched our Boxer range at the National Agricultural Centre at Stoneleigh in September. Without exception they were most favourably received, as has been reported elsewhere in the motor caravan press. The coach-built Executive drew admiration from many quarters with its stylish eye-catching coachwork, and the Symphony and Harmony too took their share of the honours — all in all, quite a collection.

But rather than rest on our laurels, we have since developed the competitively priced Leisure. Bearing the name of its renowned forebear, the Leisure features the high quality workmanship of its stablemates, whilst being an affordable, practical and comfortable motor caravan. With the introduction of this most desirable model range we have been able to maintain our position as the country's leading converter of Peugeot Talbot motor caravans for the fifth successive year.

The Birmingham Boat and Caravan Show in February 1994 marked the launch of our latest Ford range, the Duetto and Omega. From the beginning, the Duetto was acclaimed as a winner, encompassing the most luxurious specification. Acclaimed by one member of the Motor Caravan Press as "the most outstanding model I have seen for years", the Duetto continues to be a winner. Its stablemate, the Omega, remains a popular model built for those who seek a compact, versatile and dual-purpose vehicle.

For 1994, the Earls Court Caravan Show marked the launch of the long awaited Ford Amethyst, perhaps the ultimate in luxury coachbuilt models. Elegant and eye-catching, the Amethyst reflects the results of our most comprehensive market research programme. You can read about the development of this exciting new model later in the Magazine.

No range would be complete without Renault-based models and we continue to produce the ever popular Recro, Rimini and Rapport, now based on the facelifted and significantly improved 1995 Trafic Prima chassis. Renault Auto-Sleepers have always been competitively priced and our 1995 models are no exception — furthermore they boast a comprehensive specification and will undoubtedly continue to attract a loyal following.

Closely allied to our Company is the Auto-Sleeper Owners' Club. Now boasting a membership approaching 1,300, the Club is by far the largest one-make motor caravan Club in the country. With monthly rallies, an excellent newsletter and a most comprehensive range of regalia, the Club thrives as never before. The highlight of 1994 was the Club and Company Rally, a joint venture held at the Three Counties Showground, Malvern, in July. The Rally was, as ever, an outstanding success with over 550 Auto-Sleepers, and a programme of non-stop entertainment — where else can you ride in a hot-air balloon, see falcons fly and relax in such a congenial atmosphere? You will find a Report of this event elsewhere, and for those of you who are not members of the Club we hope you are now tempted to join!

In this Magazine you can read widely of our Company's history, achievements, learn about our latest manufacturing techniques and, not least, gain an insight into the disciplines of new model development. We trust you will enjoy it as much as we have in producing it.

As ever, might we end by thanking all Auto-Sleeper owners, Chassis Manufacturers, Dealers and not least our own staff for their unstinting support, without which our success, and hopefully your enjoyment, would not have been possible.

Happy Motor Caravanning for 1995.





BUILDING THE FUTURE

JOHN PAGE HAS THE STORY TO DATE

For Auto-Sleepers, 1994 will be regarded as the year in which more new models were created than ever before.

It's been a year of profound changes: first the advent of the dramatically different Peugeot Boxer van and chassis cab; next the re-emergence of Ford as a committed player on the motor caravan scene; and, not least, the introduction of the new combined SMMT/ NCC Habitation Code for Motor Caravans.

It is also the year in which two new

that a complete design re-think has been necessary.

I was privileged recently to have an early preview of the new short-wheelbase Harmony and medium-wheelbase Symphony. Both are based on the new Boxer vans and whilst retaining their predecessor's model names, have a new identity, new outline high-top roofs and noticeably more spacious bathrooms. Auto-Sleepers' ongoing market research programme saw the need for a compact yet fully equipped model and the competitive, compact Harmony is the result. Increasing the standard inventory to include space heating, hot and cold water and power steering were two further recommendations.

Though a computer-aided design (CAD) system has speeded up the drawing of component parts and assembly stages for new models, there are still the patterns and moulds to be hand-made for the ABS and GRP mouldings; a part of the operation that depends very much on the pattern maker's skill and visual feel to achieve exactly the right line and curve. We are talking here, of course, about craftsmanship and the man responsible is a master craftsman working within the Research and Development department.

As I write this in July the prototypes are in course of construction, the manuals are being re-written and the technicians are

getting their briefings on what to expect when the first production models come down the line. Training and re-training is an ongoing activity carried out in the Training Wing.

So now let's delve into what's new in and around the manufacturing plant. New models naturally have meant new fabrics and a

Metalwork fabrication is carried out by operators trained to BS4872 part 2, ensuring results of the highest quality, including anti-corrosion protection.



Volkswagen-based Auto-Sleepers, the Topaz and Trophy, carried off respectively the Motor Caravan of the Year and Caravan Industry Award for Motor Caravans.

The appearance of the Peugeot Boxer van finally buries the anachronism of the Talbot name. Owners of Talbots have known for years that under the bonnet has beat the heart of a Peugeot motor and their diesels are, of course, legendary. In measurement, shape and in a technical sense the Boxer is so different from its predecessor

Moulds for all ABS panels are manufactured in the Research & Development Department by highly-skilled craftsmen and must be sufficiently robust to withstand considerable heat and pressure





Right: the drawing office is equipped with the latest auto CAD (Computer Aided Design) facility. The software is compatible with chassis manufacturers, allowing new vehicle development to be integrated at an early stage.



Right: the newly installed roof-lifting gear enables roofs to be moved and lowered on to base vehicles with minimum effort, ensuring that all aspects of health and safety are met.



Left: Metal strengthening hoops and longitudinal reinforcement bars are fitted to conform to the high standards of base vehicle manufacturers. Windscreen and other vulnerable areas are protected against damage.



Left: overview of the main production facility. In the foreground is the furniture finishing section, with the finishing department and Coachbuilt section beyond.

problem to be overcome has been their adhesion, necessitating research into new adhesives of a different chemical make-up. A benefit of using them is that they are non-toxic and applied by spray gun. In this case chemistry provided the solution.

In the metal shop steel is cut, shaped, ground and welded. The new Ford Duetto and Omega high-tops, for example, have steel hoops added to provide immense strength within the GRP roof shape, the purpose being to preserve the integrity of the original structure. Strengthening is now positioned in the vehicle, bolted and riveted and then welded to form a single entity. Such are the sensible and demanding requirements of the Ford Motor Company.

I wondered why the Ford vans being delivered to the factory had windows fitted.

The answer is that windows are part of the Kombi package which brings the high level of specification, including the luxury driving compartment, alloy wheels, tinted windows, 2.5-litre diesel motor, power steering, heated driver's seat and many other goodies designed for real comfort on the move.

When the front-facing seat in the Omega has its lap-and-diagonal seat belts added, the drilling of new bolt holes is not permitted, therefore they have to be designed to fit the bolt holes provided by Ford. The overriding concern is, of course, safety.

Perhaps the most dramatic piece of new machinery to be introduced this year has been the electrically powered roof lifting gear. Each roof is held by four large suction pads, then conveyed from the trim section to a position directly above the receiving van

Stringent stock monitoring of over 2,200 different parts in the Company's store ensures that production is well catered for. Strict stock rotation disciplines meet the demanding standards of BS5750.



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before being lowered precisely on to it. Operated by one man, it eliminates what was a difficult and awkward job — the handling of such a roof by several men through part of the production stage. It also makes the final attachment easier to control, and in the words of the man responsible, 'the best thing since sliced bread, because the risk of damage is virtually eliminated'.

The increased sophistication of the equipment fitted to today's motor caravan has inevitably led to more complex electrical wiring. The motor caravanner of the nineties expects mains sockets, electrically controlled blown-air heating, water heating by gas and electricity, alternative mains power for the fridge and, of course power to charge the batteries on site.

The wiring looms are installed as the vehicles move down the line, with all con-



An electric fabric cutter allows bulk material to be cut simultaneously. Template patterns ensure that maximum material useage is maintained.

nections and testing done by specialist electricians to conform with the codes of the National Inspection Council and that of the Institute of Electrical Engineers. In fact the wiring regulations of the Institute are constantly being updated and the staff concerned have to be qualified to each new edition of these regulations. Truly, we live in the age of the specialist.

The Parts Department for after-sales to the trade and the public has become streamlined during 1994 and the ordering, storing and the shipment out is now computerised for speedier service. The object has been to reduce the time between a request for components and their despatch to the customer.

Bear with me for a minute or two while I talk about the weighing of completed motor caravans, something that is now an almost continuous process. Why is it necessary? Primarily because of safety. The chassis



Random vehicles are weighed as they leave the factory to verify that the weight distribution falls within our design specification. Any variances are noted — an invaluable aid in the development of new vehicles.

manufacturer goes to considerable lengths to design and build vehicles that perform efficiently when carrying a precisely calculated payload and would be concerned were this exceeded.

In the field of weights there is now a whole new terminology, so we now talk of gross vehicle mass and unladen mass of the vehicle. Mass is different from weight because in different conditions it cannot vary although the weight can. Such impressive semantics are a far cry indeed from the days of 'by guess and by golly' of two decades ago. Weight pads are placed under each wheel from which the front and rear axle mass is recorded, as is the side-to-side distribution. The two axle figures are now quoted in the Instruction Manuals.

The purpose of weighing as many vehicles as possible is to determine what variations there are; wood, for instance, changes weight with season and temperature. Also, component suppliers may change their materials from time to time which could increase weight. The professionalism of Auto-Sleepers in monitoring their weights so precisely makes them one of the most sophisticated motor caravan converters in Europe.

The Company's close liaison with Ford,



Above: the paint mixing cell is well equipped to formulate any base colour or coachline using the ICI mixing scheme, calibrated scale and mikro-fiche.

Peugeot, Renault and Volkswagen, and the insistence by these manufacturers on all engineering standards being approved by them, have imposed the most stringent conditions on Auto-Sleepers to date — not only have they met them but, as with the Habitation Code, in several cases have even exceeded them.

And yet in spite of all this activity there is always offered a courteous welcome to Auto-Sleeper owners who visit the factory with a problem or to collect a part. The Company never forgets to whom they owe their existence.



Regular instruction takes place in the Company training room, where all employees undertake regular updating both in new production methods and legislation.

EXPERIENCE SHARED

HOW THE FABULOUS NEW AMETHYST FORD AUTO-SLEEPER COACHBUILT WAS CONCEIVED, FASHIONED AND BUILT

In the Summer of 1992, the Ford Motor Company approached Auto-Sleepers to explore the possibility of the Willersey Company developing a new coachbuilt model on a special, reduced-height chassis cab. Coincidentally, Auto-Sleeper's ongoing research programme was defining a project for a new, more spacious coachbuilt which would need just such a base vehicle, ideally with a long wheel-base for the best possible road-holding.

Market research at Auto-Sleepers collates information from a number of sources including the dealer network, the Auto-Sleeper Owners' Club, the analysis of national buying trends and the forecasting of how new high-tech chassis will affect design. As base vehicles become sleeker to reduce air resistance, the bodies mated to them need to reflect these new shapes. By their use of GRP for coachbuilt bodies, Auto-Sleepers are better able to achieve the sophisticated contours called for.

Following early optimistic discussions, both Ford and Auto-Sleepers went back to the drawing board, renewing talks in 1993. At 6115mm in length, the new creation would be longer than any previous Auto-Sleeper coachbuilt, and the monocoque GRP body would be a large moulding. As a basis for this body the existing Ford chassis is complemented by a body underframe structure that consists of chassis outriggers and rear chassis overhang extensions, added for extra torsional strength and stiffness when on the move. This sub-frame is also required

to absorb strain from the rear inertia-reel lap-and-diagonal seat belts.

The degree of Ford involvement on this project is seen in their work on the cab before it reaches Auto-Sleepers. Previously, modifications to the cab had been left to the converter, with recommendations from the chassis manufacturer. With this vehicle, the cut-outs to the rear and top of the cab are made by laser cutting by Ford and the strengthening to compensate added where necessary by them.

In the cab area the GRP body is mechanically fitted to the steel shell. Components fitted during conversion and sited in the vicinity of the fuel tank must be totally secure to prevent any possibility of their breaking loose and rupturing the tank.

Safety is paramount, whether concerning vehicle road performance or the long-term durability of the whole motor caravan.

Ford have paid numerous visits to Willersey through the various stages from planning, design to chassis modification and build-up of the coachwork body. It is interesting that Auto-Sleepers have more than matched the Ford Motor Company's requirements at each stage.

The responsibility for each new prototype in its progress from base vehicle to finished motor caravan is essentially a team effort with experts handling the engineering, electrical installation, gas fitting, plumbing and furnishing. They in turn are supported by specialists drawn from production as the need arises. The concept has to be kept in

touch with the practicalities of actual production. The Technical Manager has the task of making sure that the sums come out right to provide you, the customer, with a safe and well-designed motor caravan.

The department which created this body shape which, to my aesthetically tuned eye is quite superbly styled, is led by a designer who has a Fine Arts Degree in Sculpture and who now has a decade or more of involvement in the shaping of those parts of Auto-Sleeper motor caravans which are executed in GRP. The roofs and coachbuilt bodywork of all recent Auto-Sleepers emanate from this same department.

Obviously, detailed drawings are required for the initial creative phase, but the designer's shaping of the moulds is very much a highly-skilled piece of craftsmanship, with hand and eye in harmony. Worthy of note is the tough, deep section GRP rear bumper: its texture is built in and the whole item reflects Ford's front bumper.

On a technical note, the durable colours are part of the moulding and the resin specified by Auto-Sleepers for the GRP make-up is fire-retardant. The underside of the floor uses GRP technology in that it is flowcoated (a gel coat with additive), allowing it to form a surface giving first class weather protection.

Proving and assessment will be carried out at Ford's test facility in Belgium, with the vehicle being driven over a variety of road surfaces, some of them extremely punishing and far beyond what could be expected under normal driving conditions. There will also be a detailed examination to confirm that none of the Ford chassis components have been adversely affected. The two lynchpins of Ford advertising are safety and reliability, and their insistence on high engineering standards stems from this.

The much travelled prototype will then be submitted to the NCC (National Caravan Council) for compliance to the combined SMMT/NCC Habitation Code. Once again safety is the driving force behind the Code.

The weights will again be checked against the computerised figures and account will be taken of future weight variations caused by accessories that are likely to be added. Assuming a clean bill of health the vehicle will be handed over to the marketing department for photographs and the production of brochures.

Amethyst looks like a million dollars — the end result of almost certainly the most rigorous planning and construction standards for a European motor caravan to date.



WINNING WAYS

JOHN PAGE LOOKS BACK AT THE HISTORY OF THE AUTO-SLEEPER SUCCESS STORY — AND HOW THE COMPANY IS SQUARING UP TO THE CHALLENGES OF THE FUTURE

Uniquely, throughout the history of British motor caravanning, Auto-Sleepers have progressed — it could be said that the Willersey Company represent an accurate chronicle of the Industry's evolution. A bold claim? Not if we look at the facts.

It was in the mid-fifties that the idea of converting a light commercial vehicle for leisure purposes first became a commercial fact, and was accepted in law. Only three years later, and quite independently, a Cotswold family with two teenage sons decided that a Morris J2 van fitted out with seats, beds and cooking facilities would

Right: superb styling of the award-winning Trophy high-top.

Below: Topaz won the 1994 Motor Caravan of the Year Award — Best Van Conversion. Here Brenda Griffiths from Motor Caravan World presents the 1994 Award to Auto-Sleepers' Tony Johnson.



It says much for the excellence of the product that Auto-Sleepers through the years have won more trophies and awards than the rest of the industry combined. A tribute, too, is the fact that the judges concerned are themselves motor caravanners from the trade press and club members. A good practical reason for the success is because the genesis of Auto-Sleepers was in the creation of a family motor caravan. Continuing to holiday in their own product kept the Company firmly in touch with what the camping public need.

1969 saw the advent of an entirely new

breed of light van — faster, safer and bigger, it hailed from Luton and was the Bedford CF. It was destined to form the spearhead of Auto-Sleeper production through the seventies and early eighties. For nearly two years I drove an elevating roof Bedford Auto-Sleeper as personal transport and it was a much-loved family camper and picnic vehicle.

1978 was the year in which the Motor Caravan of the Year competition was inaugurated, and here too, right up to the present date, the Willersey manufacturer's vehicles have dominated the awards list.

Ford and Leyland motor caravans also carried the Auto-Sleeper logo, while 1977 was the year in which the range was broadened to include the first coachbuilt model. With chassis by Bedford it was square in profile, used GRP for its various mouldings and had an eye-catching graphic scheme. Its original design was not lost on the award judges.

The annual Earls Court Caravan Show (a shop window for the industry) is the occasion for the judging and presentation of The Caravan Industry Awards for Motor Caravans — judged by members of the national press, and here, true to form, the



One of the most successful of all Volkswagens, the Auto-Sleeper Trident seen here in 4WD form.



make for an exciting holiday on a planned trip to the South of France. The idea was a great success and a car dealership in Bristol, who subsequently bought that very first Auto-Sleeper, was so enthusiastic about the concept that they ordered five more.

In the early sixties the Commer van made its appearance. Technically it was a great advance on the Morris and altogether more pleasant to drive. Important for the living quarters, it also had more cubic space available than any other light van then on the market. Auto-Sleepers concentrated their production on the Commer for a decade and today, in the nineties, many of them are still in service as family campers. Consistently the Commer Auto-Sleeper won the Concours d'Elegance Trophy awarded by the Motor Caravanners' Club. The criteria were practicality, workmanship and finish.



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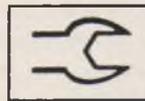
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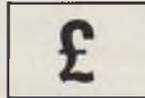
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Based on the Peugeot Boxer, the new Symphony (above) is bigger than the model it replaces, quieter and more powerful.



Pre-eminent in the sixties, the venerable Commer Auto-Sleeper (above right). The best selling Talbot Talisman (right).

lion's share of these prestigious awards has found a home in the trophy cabinet of this Worcestershire manufacturer of motor caravans.

SV 100 was the somewhat prosaic description of the new coachbuilt Bedford Auto-Sleeper launched in 1980. It heralded a new era for the Company, giving them a lead in the British market which is, as yet, unchallenged. With a shape created by the late William Towns, the noted stylist responsible for the Aston Martin Lagonda, the vehicle has a monocoque GRP structure body of considerable strength, potential longevity and lasting value. Derivatives of that shape were successfully adapted to other coachbuilt models on Ford and Talbot chassis which, yes you've guessed it, also won awards for practicality, aesthetics and value for money. The buying public voted with their wallets and the handsome Talbot based Executive, successor to the SV 100, headed the best seller lists.

One of the most successful partnerships between a chassis manufacturer and a converter during the eighties and nineties has been that between Volkswagen and Auto-Sleepers. Volkswagen's reputation for engineering excellence is legendary and Auto-Sleepers' conversion to the Volkswagen Transporter to create the first VHT (later to become the Trident) achieved one of the prettiest campers ever. Its shaped roof, so precisely in tune with the angles of the body is in GRP. This tradition was neatly perpetuated in 1993 when a beautifully proportioned body and roof for the latest



A totally new breed of coachbuilt motor caravan; the very latest Peugeot Boxer based Executive has a newly created design of GRP body.

Volkswagen made its debut as the Trophy — a high-top motor caravan with a highly ingenious bathroom incorporating facilities equal to those of some of the coachbuilt models on the market. It won the Motor Caravan Industry Award as best camper on its first national showing!

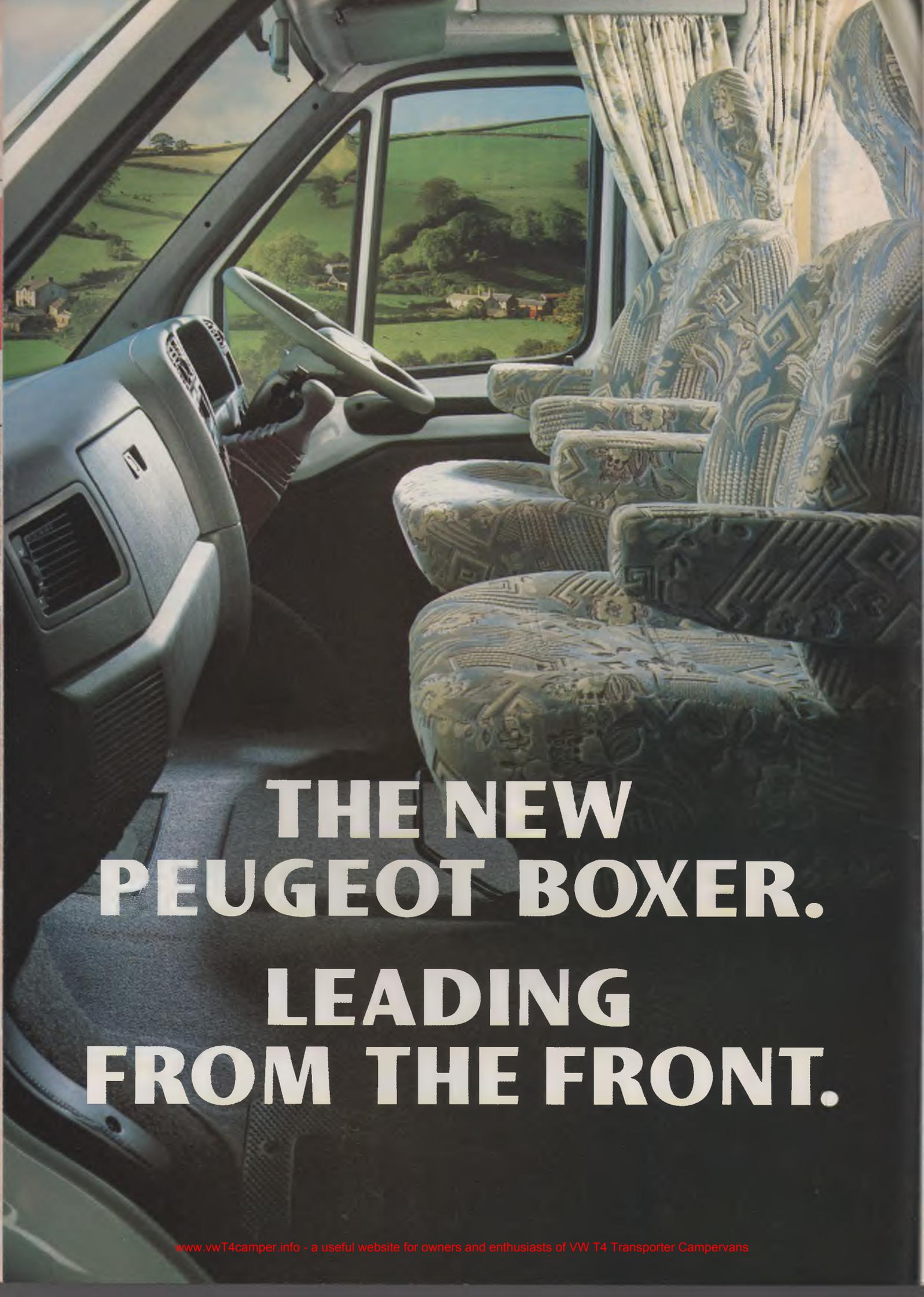
Acknowledged for their quality and design throughout the industry, Auto-Sleepers are the only manufacturer to have won gold medals in the much-coveted IBCAM (Institute of British Carriage and Automobile Manufacturers) on four occasions, a tribute indeed to their dedication to perfection.



drive-by-wire turbocharged diesel motors. Newest though are the products from Sevel in Italy; badged variously as Peugeot, Fiat and Citroen, and looking thoroughly modern but identical. They are a revelation to drive.

For each of these exciting new chassis types Auto-Sleepers have designed, proved and developed a range of panel van and coachbuilt conversions which are the epitome of good design. This has been a prodigious undertaking and one which not only underlines Auto-Sleepers as the market leader but emphasises their commitment to safety — all conversions having lap-and-diagonal seat belts for each forward-facing seat.

Having been fortunate enough to have driven several of them, I can testify to their being a unique range of products and a range which, in turn, will undoubtedly also dominate the award winning tables.

The image shows the interior of a Peugeot Boxer van. The driver's side is on the left, featuring a steering wheel and a dashboard. The passenger area is filled with several rows of seats upholstered in a blue and white geometric patterned fabric. Large windows on the right side offer a view of a green, hilly landscape with a small village in the distance. The overall atmosphere is bright and airy, suggesting a comfortable and scenic travel experience.

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THE AUTO-SLEEPER PEUGEOTS



AFTER ABOUT A DOZEN YEARS OF STERLING SERVICE, THE SUCCESSFUL TALBOT EXPRESS HAS BEEN REPLACED. FOR TALBOT READ PEUGEOT, AND FOR EXPRESS READ BOXER.

Boxer is available in short and medium-wheel-base formats, plus a comprehensive choice of power units, all driving the front wheels through a five-speed manual gearbox. For the Leisure and Harmony you have the choice of the standard 2-litre (110 bhp) petrol engine or optional 1.9 (70 bhp) diesel and 1.9 (92 bhp) turbo-diesel engines. The Symphony and Executive are available with the standard 2-litre (110 bhp) petrol engine or optional 2.5 (86 bhp) diesel and 2.5 (103 bhp) turbo-charged engine.

Boxer's stylish cab design is by Giugiaro and brings with it a deep front spoiler, even deeper windscreen and large, wide-opening cab doors with an inset step to give easy access up into the front seats. Here particular attention has been paid to comfort, from the level floor to a standard of trim and equipment more usually found in saloon cars.

Perhaps the biggest improvement is Boxer's stubby gearshift, mounted on the dashboard to the left of the steering wheel. The five-speed shift is light and with only short movements between gears, a delight to use. It falls readily to hand and does not impede movements to and from the cab.

The Harmony, Symphony and Executive come as standard with power-assisted steering, regardless of base vehicle model and engine. It can be specified as an option with the Leisure.

Boxer's ergonomically designed facia results in all controls and switchgear falling easily to hand. A digital clock is included in the dash, along with a stereo cassette/radio with twin speakers, ashtray and cigarette lighter. Cab storage is provided by a nearside glove box, plus a driver's door bin. Additional storage is available under the seats.

Suspension remains essentially unchanged from that of the Express, comprising front independent MacPherson type struts with anti-roll bar, and a rear tubular rigid axle with semi-elliptic mono-leaf springs and telescopic shock absorbers. Wheels are now a standard 15" diameter.

Anti-corrosion protection is similar to that applied to Peugeot cars. Body components are designed to eliminate the accumulation of dirt in inaccessible areas. Also, 70% of the total bodysheet weight is fabricated in galvanised steel,

while joints between panels are protected by a watertight mastic bead.

Phosphating and electrophoretic treatments provide further protection before paint is applied. Primer is flexible and rust-inhibiting for maximum protection against stone chips while vulnerable underbody areas, including wheelarches, are sprayed with flexible PVC underseal. Finally, wax is pressure-injected into all box and under-frame sections.

All versions of the Boxer use a servo-assisted, split-circuit I-H-type braking system with discs at the front and drums at the rear, plus a load-sensitive proportioning valve.



Depending on gross vehicle weight and engine type, the front discs are either solid or ventilated. At the rear, the self adjusting brakes use 10in diameter drums. ABS — a Bendix four-sensor anti-locking system — is available as an option on 320 models.

Additional optional extras are available across the Boxer range, for example central locking, electric front windows, electrically heated door mirrors, air conditioning and heated rear windows.

All Auto-Sleeper Boxers benefit from the additional protection of Peugeot's AA Lioncare Scheme which remains in effect for the first 12 months after registration. As well as a 24-hour parts delivery service, this scheme provides AA membership including Home Start, Relay and Relay Plus, together with a 24-hour breakdown service.

PEUGEOTS



THE NEW AUTO-SLEEPER LEISURE IS AN ATTRACTIVE, PRACTICAL AND COMFORTABLE MOTOR CARAVAN.

The Leisure is the latest addition to Auto-Sleeper's Peugeot range and is intended to appeal to two distinct sectors of the market: first-time buyers who are looking for a quality motor caravan at an economical price, and the enthusiast who enjoys motor caravanning for the rewards it brings, and may neither want, nor need, the extras that provide life's home comforts on tour.

Leisure offers essentially the same layout as Harmony, in the same short-wheelbase Boxer body. The main difference is that whilst Harmony is built to a high level of specification, Leisure is supplied as standard with many of the frills on the list of optional extras.

It makes good sense. After all, why pay for equipment you may never use?

That said, Leisure still embodies the renowned Auto-Sleeper quality finish. Cabinetwork is the same highly polished and precisely built furniture as found in the more expensive models. Soft furnishings maintain Auto-Sleepers envied reputation for comfort, style and durability. And owners still benefit from the development work which has resulted in the versatile seating and easy bed make-up of Leisure's more up-market stablemate.

Leisure owners can choose between a twin dinette daytime seating arrangement, or opt for the inward facing settee on the offside. A pair of tables, which can be combined

or used separately, play their part in the flexibility of dinette/lounge seating.

At night twin single beds make up quickly and easily. An optional overcab bed can be supplied in place of the storage locker above the driver and passenger seats.

Leisure's interior is light and airy, thanks to large dou-



ble glazed acrylic windows in the body of the van. Fitted with blinds and flyscreens, they let in plenty of daylight and, when required, ventilation. A multi-position roof ventilator over the kitchen allows further ventilation when required.

Kitchen appliances comprise a stainless steel two-burner hob with electronic ignition and inset sink/drain, both concealed beneath a pair of hinged worktops with heat-resistant surfaces. Cupboards and an Electrolux three-way refrigerator provide more than ample storage in the kitchen base unit. Eye-level lockers further supplement storage.

Economies do not preclude Leisure owners from the convenience of their own self-contained toilet compartment, complete with externally serviced Thetford Cassette toilet, mirror, fluorescent light and towel ring.

Forward of the toilet room is a spacious wardrobe which accommodates the gas locker in its base — cylinder capacity is up to one 6.5kg plus one 4.5kg.

Additional space is provided in seat bases and in the capacious overcab locker, plus shelves on each side over the rear seats and an open locker over the twin rear doors.

Electrics are a combination of 12v from the vehicle battery and 230v from the Leisure's mains input. Lighting is all 12v, with fluorescent fittings located on the ceiling and over the kitchen and seating areas to provide a good level of interior illumination at night.

Even in standard trim, the new Auto-Sleeper Leisure is an attractive, practical and comfortable motor caravan.

With all the basics in place, you are left to choose which, if any, optional extras you require to create your own ideal specification.



A GEM OF A MOTOR CARAVAN, IN WHICH EVERY INCH OF SPACE IS PUT TO GOOD USE AND EQUIPMENT REFLECTS THE VERY LATEST AND BEST.

Based on the short-wheelbase Boxer. Harmony is a gem of a motor caravan, in which every inch of space is put to good use and equipment reflects the very latest and best.

Setting the pace in the high-top market, Harmony was the first to incorporate a fully self-contained washroom with vanity unit, handbasin, shower and cassette toilet. This feature remains, with the added refinement of a door extension to create a private changing area.

Cab appointments extend to comfortable seats with adjustable armrests and cushioned headrests, and a fully carpeted, level floor giving unobstructed access into the rear lounge/dinette. The stereo radio/cassette has both cab and rear speakers.

Harmony is designed as a two-berth, although young families can be accommodated by simply specifying the overcab bed in place of the front lockers.

Seating aft of the cab is as versatile as ever — in fact Auto-Sleepers have introduced further refinements which enable owners to ring the changes with even greater convenience. Innovative lock-and-slide mechanisms cleverly built into the seat bases make it possible not only to modify daytime seating, but considerably simplify bed-making.

Sleeping arrangements are a choice between two singles or an optional double bed, either being easily and quickly achieved.

During the day, owners can choose a twin dinette by reversing the cab seats to face their opposite numbers behind, a pair of individual tables being positioned between each of the seat pairings. Alternatively, both rear seats extend into settees to combine with one or both tables.

When in the travelling position both rear seats have three-point lap-and-diagonal seat belts, the straps part-concealed in neat moulded panels. Windows here also slide open should rear occupants want fresh air. Both the roof and kitchen windows are top-hinged to provide good ventilation when on site.

In traditional Auto-Sleeper fashion, Harmony's main kitchen appliances — two-burner hob/grill and sink/drainage are concealed beneath a pair of heat-resistant hinged tops,



providing convenient working surface. The base unit houses a variety of storage in drawers and cupboards, plus the latest tilt-tolerant refrigerator with freezer compartment.

Overhead lockers, plus a handy cupboard over the twin rear doors, extend storage in the kitchen area.

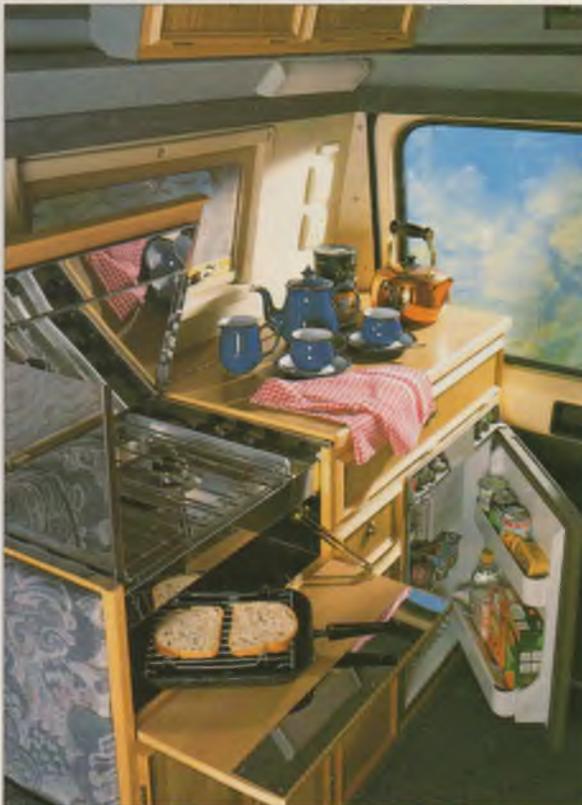
General storage centres round Harmony's wardrobe, the base of which houses a sealed and vented gas compartment with room for up to one 6.5kg and one 4.5kg cylinder.

More storage space is available under the dinette seats whilst bulky items such as bedding, will be swallowed up in the large locker over the cab.

Interior lighting is well positioned and comprises mainly 12v fluorescent fittings, but includes one 230v fluorescent light, plus a pair of halogen spots neatly recessed into the roof lining over the twin dinette location. Electricians extend to a pair of 230v sockets and a combined 12v/coaxial socket for use with the television.

Harmony owners benefit from the added convenience and independence of hot and cold water, plus the comfort of thermostatically controlled blown-air heating.

Side windows, apart from the washroom, are fitted with blinds and insect screens, as well as thermally-lined floral curtains matched to a choice of blue or pastel green upholstery. Exterior body graphics — dark blue or green, depending on upholstery choice — give the finishing touches to Harmony's strikingly good looks.



PEUGEOT HARMONY



A SUPERB AND WELL-EQUIPPED MOTOR CARAVAN, WHICH WILL DELIGHT EVEN THE MOST FASTIDIOUS OWNER.

The arrival of the Peugeot Boxer sees Symphony stretched to the medium-wheelbase chassis, as well as improved in all-round specification. Thus the extra length, combined with a stylishly contoured roof, succeeds in making Symphony look a most eye-catching vehicle.

Auto-Sleepers retain Peugeot's original cab seats, adding adjustable armrests and headrests, all upholstered to match the dinette. The driver's seat is adjustable for height and both cab seats adjust for reach and rake.

Symphony's layout retains its flexible dinette seating, enabling occupants to set up a twin dinette using the swivelled cab passenger seat and one of the tables. Alternatively, a second table can be positioned between the settee and single rear seat.

Improvements in passenger safety include recessed cab curtain track plus a metal-frame base and a lap-and-diagonal seat belt for the rear nearside front-facing seat. Here



the window slides open and, like all windows, is fitted with blinds and flyscreens, as well as thermally-lined curtains.

Attractive upholstery is in a choice of blue or pastel green, matched to strikingly distinguished body graphics.

Double-glazed top-hinged windows in the roof and above the kitchen, plus a large, multi-position roof light (with blind and flyscreen), create a light, airy interior. Light oak cabinetwork, precision finished to the standard which only Auto-Sleepers can achieve, emphasises interior spaciousness. It's also practical and easy to keep clean. Handcrafted hardwood edging adds further to the air of quality.

Interior lighting combines mains and 12v fluorescent fittings, plus a halogen spotlight for local illumination over the nearside dinette.

Considerable thought has been devoted to bed make-up, resulting in a much simpler operation. The choice remains between two singles or a double — neither involving the cab seats, which are pushed fully forward.

The offside single makes up simply by inserting the hinged settee armrest and cushion between the end of the settee and the cab seat backrest. On the nearside, an easy-

action release allows the base of the rear seat to slide forward, enabling a hinged extension and spare cushion to rest on the passenger seat plinth.

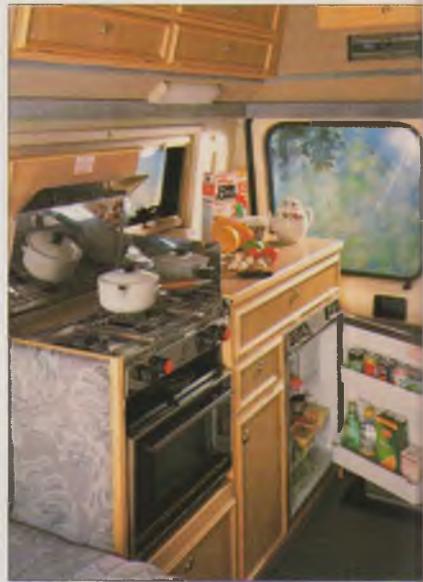
For the double bed, releasing a catch allows the settee to slide inwards and its backrest to drop into the space.

Four-berth accommodation is available by specifying the overcab bed at time of order, in place of the locker.

At night, occupants retain access to all Symphony's facilities, including the twin rear doors. The washroom door's hinged extension creates a spacious and private changing area.

Symphony's washroom reflects coachbuilt motorhome proportions and is well appointed. Thetford's electric-flush

Cassette toilet is located beneath a neat, foldaway handbasin. A moulded storage unit includes a mirror-fronted locker for toiletries. The shower tray is designed to cope with variations from level when parked, while the trigger shower head can be hand-held or fixed. Daylight is assured by a frosted window plus a roof-light with night blind and insect screen. A fluorescent light takes care of illumination.



Hot and cold water are of course standard, the hot supply from a Carver Cascade 2GE (230v or gas) boiler. Symphony's electrics are upgraded to include a second battery and charging system.

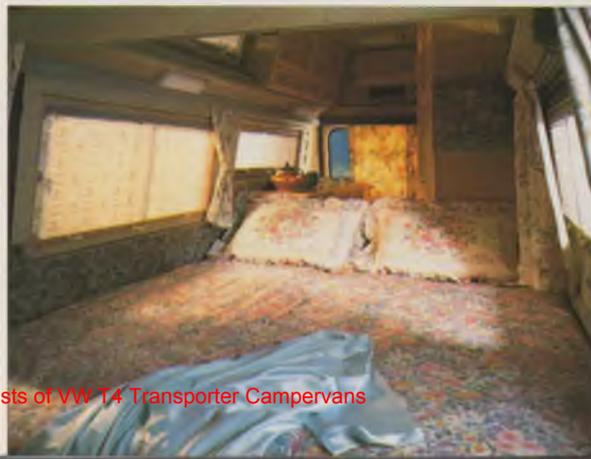
Symphony's kitchen is also well planned. Two heat-resistant tops conceal inset appliances — two-burner hob/grill and stainless steel sink and drainer. An oven completes equipment for the chef.

Storage is plentiful, comprising a cutlery drawer and drop-front cupboards and roof lockers. The fitted Electrolux 2cu.ft refrigerator is the latest tilt tolerant model with electronic ignition.

General storage includes a good-sized wardrobe with cupboard above, shelves and wire baskets beneath the dinette seats, plus a cavernous overcab locker. The wardrobe base accommodates the gas locker, with a very useful capacity of up to one 6.5kg and one 4.5kg cylinders.

Occupant comfort is completed by a blown-air heater system, thermostatically controlled and externally flued for complete safety. All-round insulation is excellent, from the double-skinned roof down to the raised floor and glassfibre in wall cavities.

The Symphony is a superb and well-equipped motor caravan, and will delight even the most fastidious owner.





EXECUTIVE CERTAINLY LIVES UP TO THE STANDARD SET BY ITS ILLUSTRIOUS FORBEARS AND WILL UNDOUBTEDLY BE AN AWARD WINNER IN THE YEARS TO COME.

You couldn't find a better example of the consistency with which Auto-Sleepers produce top-quality motor caravans than Executive. Not just once, but twice in successive years this classic coachbuilt's predecessors have carried off the top honours in the Earls Court Caravan Industry Awards.

Now built on the new Boxer medium-wheelbase chassis, the 1995 Executive's advanced GRP monocoque body is more stylishly contoured, reflecting Peugeot's latest design and providing even greater overcab space. At the back a full rear bumper follows the skirt-line moulding and is finished in attractive dark grey GRP.

In the cab, velour-covered seats have adjustable armrests and cushioned head restraints, while the driver's seat

In two-berth trim, the settees provide virtually instant single beds, or can be combined to create a giant double. A second optional double bed for four-berth occupancy is positioned traditionally over the cab in place of the capacious storage locker.

In a layout which is both easy to live with and practical to use, Executive's functional facilities — kitchen, wardrobe and washroom — are grouped at the back. The kitchen unit extends across the rear separated by the caravan door from a cupboard unit which houses a tilt-tolerant three-way Electrolux refrigerator and drinks cabinet with glasses.

The caravan door is solidly constructed with a fixed double glazed window at the top and fitted with an anti-burst car specification lock. Entering or leaving by this door is facilitated by both inset and slide-away steps, aided by a grab handle and footwell light.

At the kitchen unit, separate worktops conceal the latest electronic ignition four-burner hob/grill and matching stainless steel sink/drain with inset chopping board. Below this there is excellent storage, plus an oven/cooker under the grill. Kitchen storage is further extended by roof lockers.

Executive's shower compartment occupies the offside corner. Now wider and longer, this practical and well appointed washroom features a Thetford Cassette externally serviced toilet, fold-away handbasin, vanity unit and toiletries locker with sliding mirror doors. A large window plus a roof light add to the feeling of spaciousness while a high-level fluorescent light takes care of illumination.

Forward of the washroom, a spacious wardrobe has a top shelf for folded clothes. More space is available in aircraft-style lockers over the settees, plus large drawers on easy-glide runners in the settee bases. If these were not enough, Executive comes with a stainless steel roof rack and ladder, the latter with a clip-on extension.

No doubt, Executive is a full-specification coachbuilt with additional comfort provided by the latest Carver 3000-S offering a choice of gas or Fanmaster 230v heating, plus the convenience of Carver's gas/230v Cascade 2GE water heater supplying both the kitchen and shower room.

A further thoughtful touch is the relocation of the spare wheel to the rear of the vehicle, so easy access is provided in the event of a puncture.

The new Executive certainly lives up to the standard set by its illustrious forbears and will undoubtedly be an award winner in the years to come.



can be adjusted for height as well as reach and backrest rake. Power assisted steering, along with a stereo radio cassette, are among standard fittings.

After a stint at the wheel, owners will appreciate the easy move from cab to lounge, where a pair of three-seat settees offer instant relaxation. Deeply buttoned Reflex foam seating provides assured comfort, aided by a pair of armrests and scatter cushions for each settee.

Panoramic acrylic windows are top hinged and double glazed, allowing in plenty of daylight, while fitted insect screens keep out the pests, and night blinds ensure total privacy. Fully lined curtains maintain a cosy atmosphere inside. Cab curtains are recessed into the headlining over the windscreen for added safety.

Executive can be specified to sleep two or four people.



PEUGEOT EXECUTIVE

FORD LUXURY



The sparkling range of Ford motorcaravans are built to the highest level of specification.

Based on the specially developed version of the Transit, they epitomize both luxury and economy.



They really are something to see

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THE AUTO-SLEEPER FORDS



AUTO-SLEEPERS AND FORD HAVE WORKED CLOSELY TO CREATE A RANGE OF MOTOR CARAVANS WITH AN ENVIABLE SPECIFICATION

Close co-operation between Ford and Auto-Sleepers has seen the creation of a range of motor caravans — coachbuilt and hightops — which feature an enviable specification. Elsewhere in this Magazine you can read in detail of the in-depth research and development that lies behind the latest Transit-based coachbuilt model.

In the interests of economy, the range of engines are predominantly diesel with the 80 PS direct-injection 2.5-litre engine for the Duetto and the 2.5-litre normally-aspirated diesel for the Amethyst when fitted with automatic transmission. When the Amethyst is ordered with manual transmission the 100PS 2.5-litre turbocharged diesel engine is fitted. The Omega is available with either the 80 PS 2.5-litre diesel engine or the 97 PS EFI 2-litre petrol engine.

Whichever engine/transmission combination you choose, you'll find the Transit a pleasure to drive. Ford's five-speed manual gearbox is light and precise, while the optional four-speed automatic provides for smooth progress.

All come with Ford's well-weighted variable-ratio power-assisted steering, which takes all the effort out of driving, especially where slow-speed manoeuvres are involved.

Optional extras include a heated windscreen, ABS brakes, and four-speed auto-transmission, with headlamp washers available as an option on the coachbuilt model.

Under the bonnet, Ford fit a high-output 70 amp alterna-

tor along with a 590A/95RC maintenance-free battery, designed for high discharge, low temperature operation, and the standard caravan (auxiliary) battery, a 68 amp/hour cyclic durable battery specifically designed for motor caravanning, i.e. low current consumption over a long period. A battery isolator is pre-wired into the vehicle's electrics.

In the cab, fully adjustable seats have lumbar supports, armrests and headrests, plus a heated driver's seat on all models. Wood veneer trim on the fascia and velour panels on doors are all part of the package. The 2006RDS stereo radio/cassette is a state of the art model with a key code anti-theft system, four channels with music search, auto-reverse and Dolby noise reduction, pre-set FM/AM stations and traffic programme.

Occupant safety is high on Ford's list of priorities: the driver's seat is of an 'anti-submarine' design and seat belts are fitted with 'grabbers' which restrict the seat belt webbing from spooling out before the locking device operates.

Further comfort is provided by an effective sound insulation pack, soft-feel steering wheel and Ford's high centre of gravity pack, which includes a front anti-roll bar for class-leading handling where it matters — on the road. Duetto and Omega come with smart alloy wheels as standard.

Instrumentation is clearly laid out in a dashboard binacle which includes a quartz clock. Minor controls and switchgear are well identified and fall readily to hand.

Courtesy lights comprise eyeball footlights, operated by the cab doors, and an overhead console with map-reading light and two spotlights. All are fitted with a 30-second delay system. Where models call for a tailgate, the rear window features a heating element and wash/wipe system.

Extending Ford's standard 12-month unlimited mileage warranty are Extra Cover extended warranty plans, which include free RAC membership for the duration of the plan.



FORDS



THE FLAGSHIP OF A QUALITY RANGE, AMETHYST QUITE SIMPLY BRISTLES WITH THE LATEST AND BEST EQUIPMENT CURRENTLY AVAILABLE.

Without doubt the flagship of a quality range, Amethyst quite simply bristles with the latest and best equipment currently available. Based on the class-leading Ford Transit, complete with all the goodies, such as a wood-panelled fascia, footwell lighting and four-speaker stereo radio cassette system, together with the timeless GRP monocoque body design for which Auto-Sleepers are renowned, here you have a truly magnificent motorhome.

Engine choices are between Ford's 80PS diesel mated to their four-speed automatic transmission, or the 2.5-litre turbo-diesel driving the rear wheels through a five-speed manual gearbox.

Either way, driver and passenger ride in armchair comfort, with the luxury of heated, fully adjustable cab seats with lumbar support, armrests and cushioned headrests.

Transit's level cab floor passes easily into the living quarters, where the benefits of the long-wheelbase chassis become evident. The extra length and width create a spacious environment, with generous headroom and a well planned, practical layout.

Large, top-hinged acrylic windows are double glazed and fitted with blinds and insect screens. Their size only adds to the sense of interior spaciousness.

Fully lined curtains contribute to a cosy interior, coupled with a mixture of well placed 230v

and 12v fluorescent and recessed spotlights. Mains wiring extends to four sockets, plus two 12v sockets, both with a TV aerial connection.

Sumptuously deep seating in the form of a long settee down the nearside faces a conventional front/rear dinette in which the double seats are separated by a table. Both are fitted with high cushioned headrests, while the rear forward facing seat has a pair of three-point inertia-reel lap-and-diagonal seat belts.

No-fuss bed make-up sees the dinette seats simply pull together to create a wide single. The nearside settee extends to the centre of the vehicle to form a second, large, single bed. Combining the dinette and settee beds creates a 'king-size' double.

Relinquishing the overcab lockers in favour of a second double bed — specified at time of order — provides further accommodation.

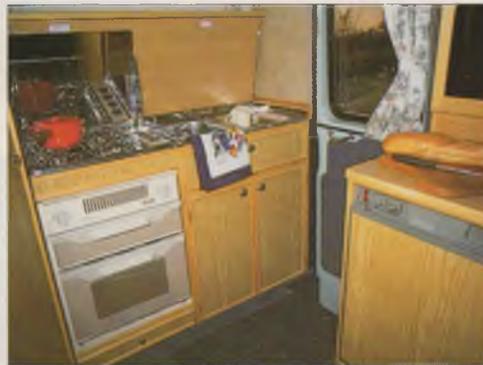
Amethyst's functional areas — wardrobe, kitchen and toilet/shower compartment — are sensibly grouped at the

back. Here a sturdy door with a car quality anti-burst lock allows safe entry/exit via an inset step, supplemented by a door-operated electric step, grab handle and footwell light.

The kitchen is a cook's delight, encompassing a four-burner hob/grill with electronic ignition, plus a large oven. Convenient storage is available in cupboards, drawers and lockers, plus an Electrolux tilt-tolerant refrigerator. Adjacent to the refrigerator, a door provides interior access to the gas locker (it also has an external door) which takes up to two 7kg cylinders.

Hot water is supplied to mixer taps in the kitchen and in the washroom by Carver's Cascade 2 GE gas/230v boiler. Completing the 'home comforts' package is the latest Carver 3000S heater, with gas or Fanmaster 230v operation.

All-round storage is well planned in aircraft style lockers,



each with a shelf, plus copious underseat storage and a large wardrobe. A roof rack and ladder with clip-on extension will take any overflow, and an ingenious boot, formed as part of the rear bumper is perfect for wet weather kit on those muddy days.

It's impossible in the limited space available here to cover all the detailed touches which combine to make Amethyst a truly exceptional motorhome. I can only suggest you see one for yourself — I doubt you'll be disappointed.





DUETTO REFLECTS THE TREND TO ALLY THE BEST IN EQUIPMENT AND SPECIFICATION WITH HIGH LEVELS OF CRAFTSMANSHIP AND ATTENTION TO DETAIL.

Duetto owes its sleek looks as much to Auto-Sleepers' stylish high-top as to the Transit Kombi on which it is based. Alloy wheels and ivory white paintwork provide touches of distinction that none can match.

Hats off to Ford and Auto-Sleepers for the comfortable armchairs up front. Common to both are velour upholstery with cushioned headrests, adjustable armrests, rake adjustment and lumbar support. In addition, the driver gets height adjustment and the luxury of a heated seat.

Aft of the cab, Duetto features a simple yet roomy layout more in keeping with a coachbuilt motorhome. Duetto certainly breaks the tradition that long-term touring can only be successful in a coachbuilt, by combining space and equipment to give complete independence.

A settee down the offside faces a single seat which is fitted with a three-point inertia-reel lap-and-diagonal seat belt. Flexibility derives from being able to swivel the passenger seat into the spacious dinette/lounge, where a table can be placed between the single seats, leaving the settee for relaxing. Alternatively, a larger table can be positioned in front of the settee.

The rear area accommodates a good-size wardrobe and toilet/shower compartment. Entry is via twin rear doors, with an exterior step, or by the nearside sliding door with its inset step.

Duetto is principally designed for two, although a four-berth with an overcab bed can be supplied, replacing the two-berth's locker.

Storage is well planned and varied, comprising cupboards and drawers, a number



of open lockers, and a pair of roof lockers over the kitchen unit.

Underseat storage in slide-out wire trays permits easier loading/unloading. A drawer is provided beneath the settee, while space under the cab passenger seat has been utilised to create a lockable compartment.

Kitchen facilities cater for all eventualities, extending to an oven/cooker. A pair of heat-resistant worktops conceal the two-burner hob/grill and sink/drain, both finished in gleaming stainless steel. An area of fixed worktop is available, above the tilt-tolerant Electrolux refrigerator.

Gas supplies are stored in a locker beneath the wardrobe, which will take up to two 4.5kg cylinders.

Duetto electrics combine both mains and 12v, the latter from an under-bonnet auxiliary battery. The 230v input is wired to the relevant appliances as well as three 13-amp sockets.

Interior lighting, mains and 12v fluorescent, is both generous and well placed, and supplemented by no fewer than six recessed halogen spotlamps.

All windows aft of the cab are fitted with cassette blinds and flyscreens, in addition to thermally lined curtains which give a cosy feel to the interior.

Bedtime choice is between a pair of easily made single beds or a double. With either arrangement, occupants retain free access to all Duetto's main facilities.

An advantage of building Duetto on the long-wheelbase Transit Kombi is the ability to include a good-sized shower compartment, which is also practical and well appointed. The shower has its own mixer and fittings include a fold-

away handbasin, electric-flush Thetford Cassette toilet and storage for toiletries in a mirror-fronted locker.

A high-level window plus a roof light give plenty of daylight, the latter also providing ventilation. A fluorescent light illuminates the compartment at night.

Detailed touches include the wood veneer panelling on the cab facia, overhead console with twin spotlights, footwell courtesy light for the cab and sliding door and security code four-speaker stereophonic radio cassette system.

The desire to produce the best on the market is strong at Auto-Sleepers, where refinement is an ongoing process. Duetto reflects this trend to ally the best in equipment and specification with high levels of craftsmanship and attention to detail. No wonder Auto-Sleepers are setting the standards.



FORD DUETTO



OMEGA IS ARGUABLY ONE OF THE MOST ATTRACTIVE LOOKING MOTOR CARAVANS.

Omega, a compact dual-purpose type motor caravan based on the Ford Transit short-wheelbase Kombi is a delightful yet practical vehicle. A pleasure to drive with its power steering and ergonomically designed cab, Omega is one of the most 'car-like' of motor caravans, with a choice of 2-litre petrol or a 2.5-litre 80 PS diesel engine. The comfortable cab seats are upholstered to match the rear settee and have armrests and lumbar supports. The passenger seat can be swivelled, offering occupants the alternative of an 'offset-leg' table for occasional meals or entertaining. The second table locates in front of the settee.

Omega's kitchen unit extends down the offside. Behind the driver's seat, the two-burner hob/grill has splash-guards; the adjacent sink/drain is finished in matching stainless steel. Both appliances are housed beneath separate laminate-topped lids, each providing work surface as well as giving a neat, uncluttered appearance when closed.

Cabinetwork reflects the high standards of workmanship which Auto-Sleepers appear to turn out with consummate ease. Together with modern, practical fabrics, the furniture creates an interior which is attractive and welcoming, as well as being robust.

Storage is plentiful, both in the kitchen and around the interior. Omega's Electrolux refrigerator with freezer compartment is at the forward end of the kitchen unit, where



access is possible even when the bed is made up. Drop-front lockers, drawers and cupboards under the sink unit will take cutlery, pots and pans etc. The main larder store is adjacent to the wardrobe, in the form of a top-access locker with wire trays to facilitate loading/unloading.

A floor-level cupboard houses Omega's portable toilet. In addition to the cupboards in the furniture unit and drawer below the rear seat, Omega has four main storage areas: the wardrobe, located in the offside rear corner, reached from behind the settee and through the tailgate; rear parcel shelf and concealed 'boot'; a trio of lockers over the cab; and if the high-top bed is not required, this area can also be utilised. Finally, there is a lockable 'safe' beneath the cab passenger seat.



Gas is housed in a sealed locker beneath the wardrobe, with access via the open tailgate and capacity for up to a pair of 4.5kg cylinders.

Provision of a Ford-fitted under-bonnet auxiliary battery means that Omega owners benefit from both 12v and mains electrics, leaving the vehicle battery to do its job alone.

Passenger safety is assured by a pair of inertia-reel lap-and-diagonal seat belts fitted to the settee. Rear passengers can also enjoy fresh air while travelling thanks to sliding windows, both of which are fitted with roller-type fly-screens, giving privacy whilst on site.

Top-hinged windows are fitted in each side of the high-top, both double-glazed and fitted with blinds and fly-screens. Omega's central, multi-position roof light also has a night blind and flyscreen. Floral curtains all round are thermally lined.

Creating Omega's roomy double bed is easy. A catch under the settee allows the seat to slide forward, enabling the backrest to align with the rear cushion. Pull-out bases form the roof bed.

Interior lighting is plentiful and well placed to leave no dark corners, but flexible enough to enable occupants to read in the evenings without the need for too many lights.

Finished in ivory white paintwork with alloy wheels, the Omega is arguably one of the most attractive looking motor caravans. The high level of specification includes cab seats with armrests with lumbar support — the driver's seat is heated — an overcab console with twin spotlights, and footwell courtesy lights with 30-second delay. Together with the wood panels in the cab facia and four-speaker stereophonic radio system, the Omega lacks for nothing.

THE AUTO-SLEEPER VOLKSWAGENS



THE TRANSPORTER'S LIGHT AND SMOOTH GEAR CHANGE, CAR-LIKE CONTROLS, CLEAR INSTRUMENT PANEL AND WELL PRESENTED SWITCHGEAR ALL COMBINE TO TAKE THE STRAIN OUT OF EVERYDAY DRIVING.

Incredibly, it's now four years since Volkswagen took the, perhaps inevitable, step of changing the format of its highly successful Transporter from rear engine/rear wheel drive to the more modern front engine/front wheel drive configuration.

In the intervening years the new Transporter — available in Kombi and chassis cab, short and long wheel base form — has proved popular both with earlier rear-engine Transporter aficionados, as well as winning new friends who appreciate its car-like driving characteristics.

Everything about the Transporter's cab has been well thought out to create a sensible and practical environment. From the comfortable seats, which provide excellent support, to the superb layout of all switchgear and instrumentation — nothing has been overlooked.

The Transporter's light and smooth gear change, car-like controls, clear instrument panel and well presented switchgear all combine to take the strain out of everyday driving. For if nothing else, Volkswagen's Transporter is an everyday vehicle — equally at home in town, at the supermarket, or out on the open road.

Other benefits include better cab storage and a clear line of vision along both sides through to the rear. Full marks must go to Volkswagen's designers for the use of the horizontally located mirror on the driver's door to give improved vision down the offside.

Power plants have naturally evolved in the four years since the 'new' Transporter's original introduction. Auto-Sleepers currently offer a choice of no fewer than four, all of which come as standard with a five-speed manual gear box. Some are available with Volkswagen's four-speed automatic transmission.

Base engine, in general, is the four-cylinder, two-litre petrol. With electronically controlled fuel injection and a power output of 84 bhp, this engine comes as standard with a catalytic converter. A more recent addition is the 68 bhp four-cylinder 1.9-litre turbo-diesel unit. Five-cylinder

engines are the 2.4-litre normally aspirated diesel (78 bhp) and at the top of the power range, the 2.5-litre (110 bhp petrol).

Matching the power supplied to the front wheels is all-round independent suspension, which translates into smooth, predictable handling and sure-footed road-holding. The Transporter's compact front suspension combines double wishbones and torsion springs with hydraulic shock absorbers. At the back, diagonal trailing arms and coil springs complete the picture.

Transporter's diagonally-split braking system is more than equal to the job, providing smooth deceleration and controlled stopping. The conventional front disc/rear drum set-up incorporates a load-sensing valve which ensures that the right amount of braking is applied under varying load conditions; ventilated front discs are fitted as standard.

At the wheel, Transporter drivers will appreciate the lightness and precision of rack and pinion steering. Volkswagen's variable-ratio power-assisted steering comes as standard on all models.



Auto-Sleeper models which utilise Volkswagen's original rear tailgate are supplied as standard with a heated rear window and wash/wipe system.

Extended warranty is now available on all models, in addition to the 12-months unlimited mileage period. Volkswagen offer very competitive rates at extra cost for extended warranty for an additional 12 or 24 months. Furthermore, all vehicles are automatically covered for their first 12 months by the 'Van Centre Rescue' Scheme operated by the RAC. The scheme can be continued for a total of three years provided the vehicle is maintained by an Authorised Volkswagen Dealer.

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www.vwT4camper.info - a useful website for owners and enthusiasts of VW T4 Transporter Campervans



TROOPER IS WELL EQUIPPED, COMFORTABLE AND READY TO GO AT THE TURN OF A KEY.

The elevating roof Trooper is a well-equipped and easy-to-handle motor caravan based on the highly respected short wheelbase Transporter Kombi — an ideal combination of daily transport and holiday accommodation. All-round independent suspension and car-like controls make the front-wheel drive Trooper a delight to drive.

Release mechanisms for Trooper's elevating roof are all inside the vehicle, which makes it easier and more convenient in use. The roof itself is of a solid construction, well insulated and with a fixed window on each side. The sides can be locked in a slightly open position to provide ventila-



tion, or may be left fully open to give occupants a 'grandstand view' at outdoor events.

When closed, Trooper's roof fits unobtrusively into the Volkswagen roof-line so as to be barely detectable. Also worth observing is that interior headroom with the roof down is such that even adults can use the facilities, say, on a meal stop during a journey, without the need to raise the roof.

Auto-Sleeper cab appointments extend to full carpeting and seats, including padded headrests, trimmed to match the rear settee. The passenger seat has a swivel base, so that it can be turned to face the dinette area and with the

adjustable, offset-leg table, can set up for a snack or drink.

Trooper's main dinette table locates just in front of the transverse settee, where passengers ride with the security of three-point inertia-reel lap-and-diagonal safety belts. Sliding windows each side give a good view as well as providing fresh air if required.

Kitchen facilities are housed in a furniture unit which extends from behind the driver's seat to the wardrobe at the rear. Closed up, it's as neat a piece of furniture as you might have at home. Hinged worktops conceal a polished stainless steel two-burner hob/grill and matching



sink/drainer. Below there are cupboards and drawers plus the 12v/230v/gas Electrolux refrigerator with freezer compartment. Adjacent to the drainer, a deep larder contains a pair of wire baskets which make for easier loading and unloading.

The portable toilet is housed in its own floor-level cupboard.

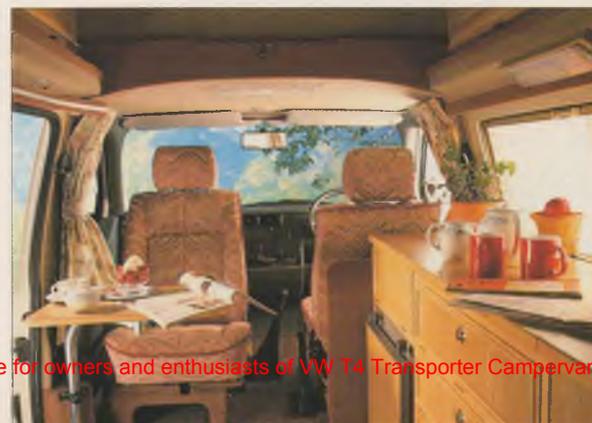
Two-berth sleeping accommodation is standard, in a double bed. The double bed is formed by simply releasing the catch allowing the base of the seat to slide forward and the backrest to align with the rear cushion. The useful drawer below the settee adds further to the useful storage space. When the roof is raised the optional upper bed is available should extra accommodation be required. This area can be used for storage space when the roof is raised and only two people are using the vehicle.

More storage is available behind the settee backrest, where a concealed 'boot' area will keep items out of sight from prying eyes. The wardrobe has dual access — a useful feature when the tailgate is open.

Electrics combine 230v mains with 12v from the vehicle battery. Mains wiring is connected to the refrigerator and a switched socket. A conveniently placed electrical control panel monitors water level and battery condition, as well as having a 12v socket, isolator switches and fuses.

Closed up for the night, Trooper's decor creates a cosy atmosphere, aided by an excellent level of interior lighting and thermally lined curtains at all windows.

Trooper is well equipped, comfortable and ready to go at the turn of a key. What more could you ask?



VW TROOPER



EXCELLENT DESIGN AND QUALITY WORKMANSHIP HAVE MADE TRIDENT THE TOP-SELLING VOLKSWAGEN MOTOR CARAVAN SINCE ITS LAUNCH.

Longest serving of three very popular high tops in the current Auto-Sleeper line-up, Trident is based on the short-wheelbase Transporter Kombi which offers easy access to the cab and excellent all-round vision. Car-like driving and handling characteristics ensure that Trident is equally at home in town or out on the open road. The latest Trident features a restyled roof, new colour co-ordinated interior fabrics and new coachlines, making this model more desirable than ever.

In traditional fashion, Trident's kitchen extends down the offside, where a pair of precision-made worktops conceal the two-burner hob/grill and adjacent sink/drain, both finished in polished steel. A 2cu.ft Electrolux three-way refrigerator with freezer compartment, completes the main appliances.

A third worktop adjacent to the drainer opens to reveal a deep storage locker with a pair of wire baskets which can be removed, filled or emptied as required.

The remainder of Trident's kitchen is given over to a variety of storage, including a cutlery drawer and a portable toilet neatly housed in its own floor-level cupboard. More storage is available both front and rear. At the front, a deep overcab locker is flanked by lockers for the chinaware and glasses. At the rear of the Trident the optional high-top bed doubles as a three-position storage area, so that space can be adjusted to requirements. When the upper bed is specified, an access ladder and bunk restraint net are provided.

Trident also features a rear parcel shelf and concealed 'boot', with access through the tailgate. Here, too, owners have access to the wardrobe and, at floor level, the gas storage compartment which takes up to two 4.5kg gas cylinders. Standard also is the stainless steel roof rack and ladder.

Original Volkswagen sliding windows, with insect screens, are fitted on each side in the centre of the vehicle, giving rear passengers a good view as well as providing fresh air both while travelling and when parked. Rear passengers benefit from the added safety of three-point lap-and-diagonal inertia-reel seat belts. Thermally-lined curtains ensure privacy and create a welcoming atmosphere after dark.

The double bed makes up with consummate ease. Simply release a catch on the front of the settee base to allow the seat to slide forward and its backrest to fall into alignment with the rear cushion. Storage pockets adjacent to the bed will be popular with the book-at-bedtimers. Beneath the settee is a large drawer, adding further to the already generous storage area. Top-hinged windows in the roof plus a multi-position roof light with a night blind, provide good control of ventilation both during the day and when the bed is occupied.

Trident has a 230v mains input, which is wired to the

mains side of the refrigerator and to a switched 13 amp socket. As standard, all other appliances are 12v DC, supplied from the vehicle battery. The latter is monitored by a control panel which incorporates isolator switches, water level gauge, 12v socket and fuses.

Trident offers a choice of seating/table arrangements to suit all occasions. For example, an offset-leg table can be placed in front of the reversed cab passenger seat for a quick snack. The main dinette table sets up in front of the settee, where it's ideally placed for passing plates to and from the kitchen unit.

Innovations on the new Auto-Sleeper Trident are both practical and well thought-out. As ever, that distinctive Auto-Sleeper quality shines through on all sides.

With its excellent design and quality workmanship, it's not difficult to see why Trident has been the top-selling Volkswagen motor caravan since its launch.





WINNER OF THE 1994 MOTOR CARAVAN OF THE YEAR AWARD FOR THE BEST PANEL VAN CONVERSION, TOPAZ IS REALLY WORTH LOOKING AT.

Topaz is converted from the long-wheelbase Volkswagen Transporter Kombi and comes as standard with the five-cylinder 2.4-litre diesel engine. Optional is a 2.5-litre 110bhp petrol engine. Power steering is fitted as standard and automatic transmission is available as an option.

The cab gets the full Auto-Sleeper treatment; upholstered seats with adjustable armrests and padded headrests, full carpeting and thermally lined curtains. Both cab seats swivel to face into the dinette.

All-round vision is excellent; rear vision is aided by a heated rear window as well as a wash/wipe system.

Aft of the cab, Topaz features a layout with an inward-facing settee on the offside and opposite a single, forward-



facing seat with inertia-reel lap-and-diagonal seat belt.

The excellent washroom is located across the rear of the vehicle, where the tailgate allows access from outside.

Fittings extend to the cassette toilet, and fold-away handbasin with its own mixer tap. The inside of the tailgate is attractively shaped to incorporate a surround for the rear window, housing a blind and flyscreen.

The washroom also accommodates the wardrobe which is, of course, sealed against the ingress of water, with a neat storage locker on the nearside wall.

In daytime use, Topaz offers a choice of seating arrangements. For a quick snack, a table can be positioned between the swivelled cab passenger seat and front-facing rear seat. Alternatively, a single-leg table locates between the settee and the rear seat.

Culinary activities are well catered for by a pair of units, each equipped accordingly. The two-burner hob/grill on the offside is finished in easy-clean stainless steel, has electronic ignition and a worktop to the side.

Washing up is done at the sink unit opposite, where appliances are again stainless steel. A wooden chopping board fits neatly into the top of the drainer.

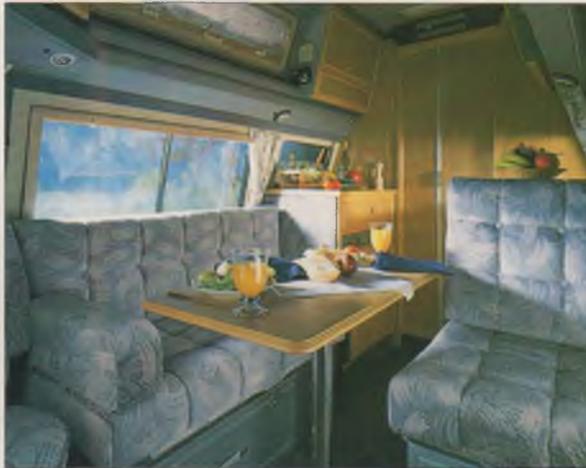
Both units have heat-resistant hinged tops to conceal

appliances when not required. Both also offer a variety of storage in cupboards and drawers, arranged in a practical manner to accommodate the wide range of items required on tour. The sink unit houses an Electrolux RM 4217 tilt-tolerant refrigerator, which also has a freezer compartment. Overhead lockers add to the storage space.

Extra storage is available below the dinette seats where drop-front access to wire baskets makes loading/unloading easier. Bedding may be stowed in the overcab locker.

Excellent interior headroom, combined with a number of windows and an attractive decor, create a light and airy interior, adding to the sense of interior spaciousness.

Windows in the body of the vehicle are all original Volkswagen toughened glass, the centre side windows sliding open. High-top windows are top hinged and double



glazed tinted acrylic. All are fitted with blinds and flyscreens, as well as curtains with thermal linings.

Topaz has a well lit interior, thanks to a combination of mains and 12v fluorescent lighting, plus well positioned 'bullseye' reading lamps. The washroom has its own fluorescent light.

Occupants can choose between a pair of single beds or a large double. Neither bed arrangements involves the cab seats, which are simply pushed forward out of the way.

Evening and early morning comfort is assured by a thermostatically controlled blown-air heating system, while further convenience is added by Carver's Cascade 2GE gas/230v water heater, supplying hot water to the kitchen and washroom. Mains wiring extends to 13 amp switched sockets, while 12v appliances are supplied by an under-bonnet auxiliary battery.

Winner of the 1994 Motor Caravan of the Year Award for the best panel van conversion, Topaz is really worth looking at.



VW TOPAZ



WINNER OF THE 1994 CARAVAN INDUSTRY AWARDS FOR MOTOR CARAVANS, TROPHY CERTAINLY LIVES UP TO ITS NAME.

First impressions of Trophy are that Auto-Sleepers opted for the long-wheelbase Volkswagen Kombi. Not so. The base vehicle for this model is the short-wheelbase 1200Kg van.

I drove a 2.4-litre diesel Trophy (the standard specification is the 2.0-litre petrol) over a fair mix of roads and was very impressed with the way it handled and performed. The extension at the back made no detectable difference to steering, road holding or body-roll, in fact it han-



dled excellently.

Trophy comes as standard with power steering on all engine options. Automatic transmission is available as an option on the 2.4-litre diesel and 2.5-litre petrol power units.

Adding to relaxed motoring is excellent all-round vision, including view through to the rear from the cab mirror, assuming you travel with the washroom's clever, space-saving sliding doors open.

The assumption that Trophy was built on a long-wheelbase Volkswagen is surely tribute enough to the way Auto-Sleepers graft its GRP extension on to the base vehicle's body.

Trophy features a comfortable three-seat settee with an adjustable backrest and base cushion. The single seat on the nearside has a three-point inertia-reel lap-and-diagonal seat belt and can be moved away from the side wall for added comfort whilst travelling. The cab can be brought into the dinette/lounge, thanks to a swivel on the passenger seat. Cab seats are fitted with adjustable armrests and headrests.

A touch of flexibility comes with the provision of a pair of tables, one of which can either be used with an island leg or attached to an offset leg located just inside the sliding door.

The windows are fitted with cassette blinds and fly-screens, and apart from the shower and kitchen windows are fitted with thermally-lined curtains. Those adjacent to the dinette slide and those above the cooker, in the shower

and in the roof, are top-hinged.

There are no dark corners, thanks to neatly recessed and surface-mounted fluorescent lights. Electrical supply is a combination of 12v and 230v, with an auxiliary battery fitted as standard. Three mains sockets are fitted, so there should be no trouble finding a convenient one.

Any chill in the air will be countered by the 1600w blown-air heating system, which is also thermostatically controlled and externally flued.

Behind the lounge, the famous Auto-Sleeper split kitchen features a two-burner hob/grill and oven. Washing-up is done at the separate sink and drainer opposite. Hinged tops conceal the appliances when not in use.

Trophy's washroom is located at the back, together with the wardrobe and gas storage compartment. A large, top hinged window together with a roof light, lets in plenty of daylight and ventilation. A fluorescent light takes over at night. The compartment is well appointed with a Thetford cassette toilet, fold-down handbasin and shower tray. Carver's Cascade 2GE gas/230v water heater supplies mixer taps both here and in the kitchen.

Sleeping arrangements in the two-berth Trophy — a four berth option is also available — are a choice of two single beds or a large double. Singles are derived from the settee and the rear passenger seat, both of which have infill cushions to make the extra length. Cab seats are simply pushed out of the way at bedtime.

Storage is high on Trophy's priority list. Both kitchen units offer cupboard and drawer space. The sink unit houses an Electrolux 2cu.ft tilt-tolerant refrigerator with freezer compartment.

Convenient access is given to under-seat storage which, in the case of Trophy's settee, takes the form of handy wire baskets. Space is also available under the single seat and the large overcab locker, adjacent to which are a couple of cupboards with attractively worked doors.

Winner of the 1994 Caravan Industry Awards for Motor Caravans, Trophy certainly lives up to its name.



VW TROPHY

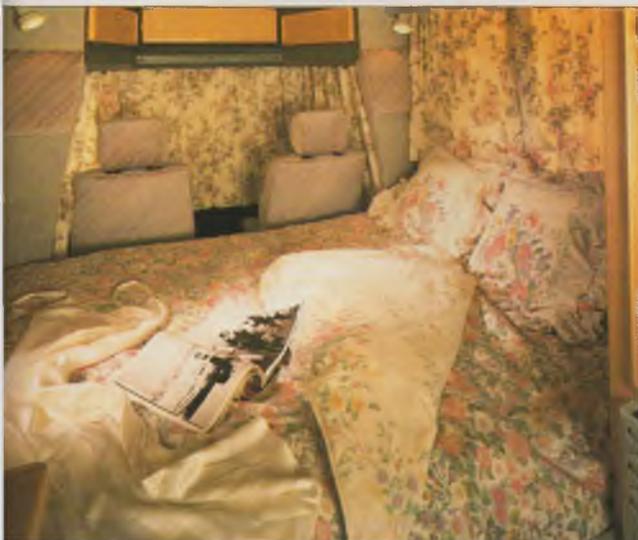


CLUBMAN COMBINES QUALITY, STYLE AND LUXURY, BUT PRACTICALITY IS NOT NEGLECTED BY A COMPANY WITH OVER THREE DECADES OF EXPERIENCE IN BUILDING MOTOR CARAVANS FOR THE MOTOR CARAVANNER.

Built on the short-wheelbase Volkswagen Transporter, the Clubman is a compact motorhome with big ideas — and equipment and comfort levels to match.

The seemingly timeless design of Auto-Sleepers' stylish GRP monocoque body complements the Volkswagen, creating as pretty a coachbuilt as you are likely to encounter.

Good looks apart, the latest Volkswagen has gained a loyal following among motor caravanners who appreciate



top-class handling and road-holding. Add a well-planned cab and it's no wonder that Auto-Sleepers and Volkswagen enjoy such a high reputation.

Volkswagen's variable-ratio power steering is standard, while engine choice is between the standard 2.0-litre petrol or optional 2.4-litre diesel. Automatic transmission and a 2.5-litre petrol engine are also available.

Behind the cab, a pair of luxury settees with raked backrests provide instant relaxation, assisted by scatter cushions. Depending on needs, either one or two matching tables, can be placed between the settees.

Clubman is designed for two,



although an overcab bed is on the list of options. At night, it's a simple matter to pull the settees out slightly, allowing the backrests to drop against the walls. The cab seats can be pushed out of the way and the settee armrests extended to create full-length single beds. A large transverse double bed makes up easily by combining the settees.

Panoramic double-glazed windows in the sides of the body have cassette blinds and flyscreens, plus lined curtains. During the day the windows create a light and airy interior, as well as sliding open to increase ventilation.



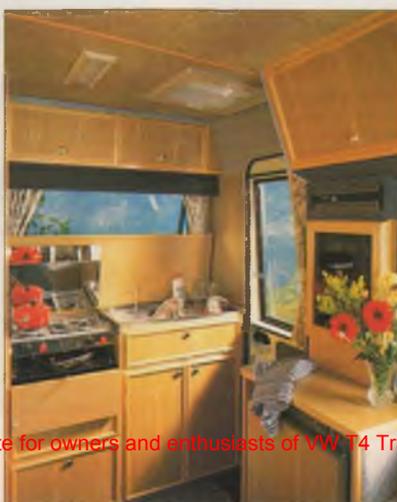
Clubman's kitchen facilities are grouped in a compact, yet practical unit across the rear, where the top-hinged window provides plenty of ventilation. Appliances comprise an oven/cooker plus a two-burner hob/grill and sink/drainers in matching polished stainless steel. Separate, heat-resistant worktops cover the appliances when not in use, and provide additional work space when needed.

Plentiful larder and utensil storage space is available beneath the sink/cooker unit, in addition to roof lockers. Forward of the caravan door, a separate unit houses an Electrolux 2cu.ft tilt-tolerant refrigerator. Above is an attractive drinks cabinet with wine glasses. The top provides extra work space or makes an ideal place for a TV, with both mains and 12v sockets to hand.

Clubman's caravan door is a sturdy affair, with a fixed window at the top. The inset step gives easy access, aided by a grab handle and footwell light. The door is equipped with a car-standard, anti-burst lock.

On the offside rear corner, the toilet/shower compartment is both well appointed and practical. Fittings include a Thetford Cassette toilet, fold-away handbasin, large mirror and a toiletries cabinet. The washroom is supplied with ducted warm air from the Carver 3000S heater fitted with 2Kw Fanmaster mains element, which also has outlets in the lounge and is safely flued to the outside. Hot and cold water is supplied to mixers in the washroom and kitchen, courtesy of Carver's 230v/gas Cascade 2GE water heater.

Storage should be no problem. In addition to a generously proportioned wardrobe, capacious drawers and wire baskets



are fitted beneath the settees. Deep front and side lockers over the cab on two-berth models, plus roof lockers over the settees, will more than cope with the needs of the long-term camper. If not, a stainless steel roof rack and rear ladder are fitted as standard.



VW CLUBMAN

Affordable luxury



With their 2.2 litre petrol engine and power assisted steering – an optional 2.1 litre diesel is available – the new range of Renault Traffic motorcaravans are a delight to use and represents excellent value for money

The motorcaravanners' choice



RENAULT

AUTO-SLEEPER RENAULTS



TRAFFIC HAS STOOD THE TEST OF TIME AND
REMAINS AS POPULAR TODAY AS EVER

First introduced 14 years ago, Renault's Traffic was the first of the new generation of front-engine, front-wheel drive, light commercial vehicles whose designers paid considerably more than lip-service to aerodynamics and handling. Front-wheel drive results in a low load platform height which, in motor caravanning terms, means easier access to and from the interior.

Traffic's pronounced wedge-shaped front was something of a revelation in light commercial vehicle circles when it first appeared. Equally, all-round independent suspension and a wheel literally at every corner ensures excellent road-holding.

Renault Traffic has stood the test of time and remains as popular today as ever with motor caravanners who appreciate fuel economy, easy driving characteristics and superb road manners.

A continuous programme of refinement and modification has been carried out since its launch: body restyling in which changes were mainly confined to softening the earlier frontal contours. A side sliding door replaced the earlier hinged door, making access to the interior even more convenient.

The range of models has been extended so that currently Traffic is available in 11 different variants, panel vans, chassis cabs and platform cabs. Auto-Sleepers have selected for their motor caravan production the short-wheelbase T1100 Traffic Prima, now available with a new 2.2-litre petrol engine or the 2.1-litre normally aspirated diesel. The engine drives the front wheels through a light and precise five-speed manual gearbox.

The new 2.2-litre petrol engine was introduced in the latter part of 1994, with the launch of the Phase III Traffics, just in time to be incorporated into the 1995 line-up of Auto-Sleeper Renaults, details of which are featured on the following pages.

Traffic Phase III petrol and diesel engines, designed to meet the new 1995 Euro emission regulations, are only one of several improvements to the range. Most significant is that all Phase III Traffics are equipped with power-assisted steering as standard. Remote-control central locking is available as an option.

Phase III improvements include new two-tone front grille, redesigned rear light cluster, and larger door mirrors including separate wide-angle mirrors.

The cab interior has been upgraded with a new-style dashboard derived from the Renault Laguna saloon car range, soft-feel steering wheel and increased storage in the glove locker and doors.

Popular Traffic features which remain are the stereo radio/cassette and its pull-down surround — ideal as a drinks tray for quick refreshment stops.



RENAULT



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www.vwT4camper.info - a useful website for owners and enthusiasts of VW T4 Transporter Campervans



RIMINI COMBINES COMFORT WITH ECONOMY, HIGH STANDARDS OF FINISH AND ATTENTION TO DETAIL

The Renault Trafic-based Rimini, with its elevating roof, arguably offers the best of both worlds: full standing headroom when the roof is raised — itself a simple operation — and the potential to fit in a garage.

Compact dimensions with car-like controls and handling make Rimini an ideal everyday shopper, as well as a versatile and well-equipped home on the move.

Aerodynamically styled to match the wind-cheating design of the Renault, Rimini's solid-construction roof is well insulated and fitted with a fixed, double-glazed window on each side. Even when the roof is down, interior headroom is still 5ft-plus, allowing owners to make use of the facilities, i.e. make a quick cup of tea.

When parked, and with the elevating roof raised, each of the side sections can be locked in a 'ventilation' position, or left open to give a grandstand view from which occupants are protected from the elements.

As in all Auto-Sleepers, Rimini's cab seats are fitted with cushioned headrests and upholstered in an attractive material to match rear seats. These take the form of a pair of front-facing seats, each of which is fitted with a three-point lap-and-diagonal seat belt.

When at rest, the rear seats can be quickly converted into a pair of inward facing settees, each with its own backrest. At mealtimes a table can be positioned between the settees, enabling up to four people to dine in comfort.



In the body of the vehicle, the forward facing seats combine with the cab seats to create a pair of comfortable single beds. A double bed is available as an option and curtains at all windows ensure privacy at night.



Rimini's kitchen area is located at the rear nearside, where a base unit with cupboards and cutlery storage has an inset two-burner hob and grill, plus a sink/drainer — both in easy-clean polished stainless steel. Hinged, heat-resistant worktops conceal the appliances when not in use.

Facing the kitchen is Rimini's gas/12v Electrolux refrigerator with a handy cupboard below. Adjacent to the refrigerator, the wardrobe will accommodate clothes that need to hang, as well as folded clothing in a trio of shelves.

All electrical appliances are 12v, supplied from the vehicle battery. A mains input with second battery and charging system is one of several options. To monitor battery condition Auto-Sleepers fit a handily placed control panel, including a gauge for the water tank, plus a 12v socket and fuses.

Gas supplies — up to a pair of 4.5kg cylinders — are stored in a vented and sealed compartment under the nearside front-facing seat.

With a range of extras to enable owners to 'tailor' equipment to their needs, Rimini combines comfort with economy — plus the high standards of quality, finish and attention to detail for which Auto-Sleepers are famous.



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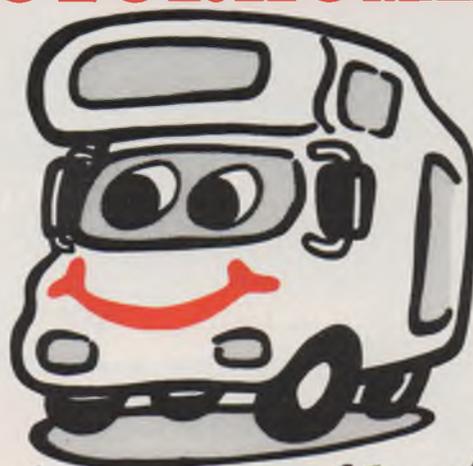
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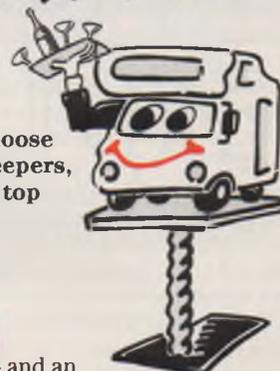


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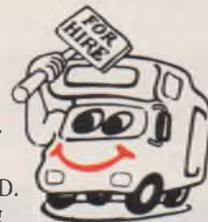


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RECRO PROVIDES A COMPREHENSIVE EQUIPMENT LEVEL IN A VEHICLE WHICH IS AN IDEAL RUN-ABOUT

With its stylish, low-profile roof complementing the Renault Trafic's wind-cheating shape, Recro is as compact an everyday motor caravan as you'll find. Inside, however, the Trafic's low floor height combined with the cut-away cab roof creates a spacious interior with excellent standing headroom.

As well as being compact on the road, Recro is very car-like to drive thanks to the Trafic's light and precise controls. Cab seats are upholstered by Auto-Sleepers in a tasteful material to match the rear seat, and include cushioned headrests. Throughout, the floor is finished in a durable hardwearing carpet.

Flexibility in seating is achieved by the ability to swivel the cab passenger seat to face the dinette. Owners have the choice of using a table positioned in front of the rear settee or the table adjacent to the cab passenger seat.



Facilities are grouped in a practical fashion with the result that everything falls within easy reach. The kitchen unit extends down the offside, where a pair of heat-resistant worktops conceal the appliances — two burner hob/grill and sink/drain — which are finished in easy to clean polished stainless steel.

A third hinged top, adjacent to the drainer, covers a deep storage compartment containing a pair of wire baskets to facilitate loading.

Considerably more storage, including an Electrolux refrigerator, is available in the kitchen unit, where one of the cupboards houses the portable toilet.

A deep locker over the cab is flanked by a pair of smaller compartments containing chinaware and glasses, while the roof space towards the rear of the vehicle is given over to an optional pull-out bed. If this is not required, the area can

be adapted to store bedding and other lightweight items.

Recro's main double bed is made up from the deep-cushioned settee. A simple catch release allows the seat base to slide forward, its backrest dropping into alignment with the rear cushion. Reversing the operation is just as straightforward.

Handy storage pockets are let into the side wall, and the capacious drawer in the settee base is both practical and easy to use.

When travelling, Recro's settee provides comfortable



seating for two passengers, who not only enjoy virtually unlimited legroom, but are safely strapped in with three-point inertia-reel safety belts.

Windows in the caravan body slide open to increase airflow for rear passengers. They are also fitted with cassette blinds and flyscreens to keep out pests and ensure privacy on site. Floral curtains are thermally lined. Windows in the high top enable owners to control ventilation in conjunction with a multi-position roof light which is also fitted with a night blind and insect screen.

Closed up for the night, Recro's interior creates a cosy atmosphere, while at the same time being well illuminated by 12v fluorescent lights.

Recro's wardrobe is handily placed on the offside adjacent to the settee, with access from inside the van and through the rear doors. Also accessible from the back is the gas locker which accommodates a pair of 4.5kg cylinders.

A removable parcel shelf at the back creates a most useful boot area, where items can be kept out of sight.

In standard trim Recro provides a comprehensive equipment level in a vehicle which is an ideal run-about and equally at home on the open road. A range of practical options is available to upgrade the specification if desired.



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RAPPORT HAS EVERYTHING YOU COULD WISH FOR IN A COMPACT MOTOR CARAVAN

In terms of equipment and appointments fitted as standard, the high-top Rapport heads the range of Auto-Sleeper Renault motor caravans. In short, Rapport encapsulates everything you could wish for in a compact motor caravan which, at the same time, drives and handles not unlike a large estate car.

No car, however, could begin to offer the home-from-home facilities which Auto-Sleepers' experience has succeeded in packing into this gem of a conversion. Not an inch of space has been wasted, and yet Rapport manages to retain a spacious feel to the interior, with excellent headroom and plenty of space for occupants to relax, enjoy meals and sleep in comfort.

Rapport's flexibility starts in the cab, where adjustable seats are velour-covered and have cushioned headrests. The passenger seat can be reversed to face the nearside rear single seat and a table placed between the two to create a two-person dinette. Alternatively, each of the single seats can be extended into settees, with backrests, and the second table positioned between them to form a roomier, four-person dinette.

Both rear seats are fitted with three-point lap-and-diagonal inertia-reel seat belts.

Standard sleeping accommodation in Rapport is for two in single beds, easily created by combining rear and cab seats. There is the option of a further bed in the insulated high-top roof. A downstairs double bed is one of the few options available. The rear of the vehicle can be divided off by a roller blind, providing an enclosed changing and washing area. Equipment also includes a portable toilet, neatly housed in the offside seat base.

Kitchen facilities are grouped at the back, where matching vitreous enamel appliances — two-burner hob/grill and separate sink/drain — are inset into a colour-keyed work-

top. A useful hardwood chopping board is secured to the wardrobe wall, but fits snugly into the sink to provide additional work surface.

Hot water is supplied to the sink from a Carver Cascade 2GE (230v/gas) water heater, while a fitted extractor fan over the hob/grill dissipates heat and smells from cooking.

Gas supplies are housed under the nearside rear seat, in a sealed/vented compartment which will take up to two 4.5kg cylinders.

Other standard features of this highly specified high-top are the thermostatically controlled blown-air heating system and mains electricity. Mains is wired via an RCD and miniature circuit breakers to the refrigerator and water heater, and a single switched socket.

Adjacent to the hob, a separate unit houses an Electrolux 2cu.ft refrigerator with storage below. The refrigerator top provides an ideal spot for a portable television.

Plenty of storage is provided within the kitchen area which includes chinaware for four. Clothes that need to hang will be accommodated in the wardrobe, supplemented



by a cupboard above. When not required as such, the over-cab bed provides further storage space.

Sliding windows allow in plenty of daylight and fresh air. The windows adjacent to the dinette are fitted with cassette blinds and insect screens, whilst thermally lined curtains are provided throughout ensuring complete privacy at night. A combination of 12v fluorescent and spot lighting creates a cosy atmosphere, leaving no one in the dark.



RENAULT RAPPORT



TRAVELS WITH GERTRUDE

A RETIREMENT SAGA BY VAL AND PETER FULICK

Gertrude is our much-travelled Ford Auto-Sleeper Legend, a magic carpet to places we'd never seen and the passport to many friendships.

Ours is not the typical story of a family who started with a tent and graduated by stages to a coachbuilt motor caravan; quite the reverse in fact, because until the late

Gertrude has taken us to.

For 35 years we both had demanding jobs. We had the creature comforts we wanted, a pub and a restaurant, and served on committees. The only thing we didn't have was time to look at the world around us and to enjoy our grandchildren. Both of us were approaching 50, but when Peter was offered the chance of early retirement it made us sit and talk about how we would like to spend the coming years together.

A first move was to sell the house and the businesses and move out of the area we'd lived in for the last few years. Now we asked ourselves: how do we occupy our time, and where do we want to go? We had been to the Far East and The Americas, but not to Scotland, Ireland or Wales.

We set off north and for three months stayed in a variety of bed and breakfast accommodation. The drawbacks were: finding the right place meant starting to look not later than mid-afternoon; B & B plus dinner out became expensive; and we really didn't have the flexibility to stay exactly where we would have wished.

Trailer caravans came up in discussion, but it was Val who suggested, 'Why not a motor caravan?' Our knowledge was zero, so

we started talking to motor caravanners. We haunted dealers and gradually acquired enough information to allow us to start comparing what was on offer. Using size, cost and value for money as guidelines, we narrowed the choice to the Auto-Sleeper Legend and the Autohomes Travelhome. After chatting to dealers who stocked both, and really putting them under scrutiny, we firmed up on the Legend.

Browsing at the 1990 Caravan Show, we looked at each other, smiled and knew it was time for a decision. Don Amott Caravans took our order.

In early January we were told she was ready — well almost. We spent a week at



the depot while they fitted nudge bars, electric horns, extra power points, an awning, a telephone aerial — all manner of gear we thought would come in handy off the beaten track. The long-suffering fitter's wife was called Gertrude — hence the small tribute to them both in christening our lady after her.

Ready at last we set off in heavy snow, bound for our cottage in the New Forest, and we got a puncture! In nightmare weather we called the RAC out and they crawled underneath to get at the spare wheel. Quite a first drive!

Mad keen to get out and start camping, we looked in our Caravan Club Sites Guide for one that opened early. One on Exmoor was open from early March so off we set. Hardly surprising, we were the only ones on site and went to sleep for the first time with the rain thrashing down. In the morning we



The new Agadir, rebuilt after the devastating earthquake of 1961.

eighties we were hardly aware of what a motor caravan was. How and why did it happen? We'll try and explain and tell you about some of the wonderful places

GOING PLACES

were stuck until the warden towed us out. Still it rained. We had a drier part of the site for our second night, but were stuck again in the morning.

By the end of the week Gertrude had been moved to five different parts of the site and we thought, 'Have we made the right decision?' It was also strange to spend 24 hours of each day in each other's company, and in such close proximity.

Now was the time to be positive, so we joined the Auto-Sleeper Owners' Club and started rallying. The weather improved, and our month with the Club in Scotland was truly enjoyable. Never shy of asking for help and advice, we received it in plenty and

Camping at Da Costellos, Algarve, Portugal.

Sunset at Olihao on the Algarve.



were learning fast.

To Wales on a solo trip and Gertrude, now that she'd covered some miles, was running smoothly and well — but then we are Ford enthusiasts. More rallying helped our confidence and, with winter approaching, we fancied seeking the sun, but on our own.

A week in northern France was a proving trip — the rain bucketed down and when we woke on the first morning our idyllic farm site had become a small lake. Was somebody up there trying to tell us something? One ancient tractor towed us out, we retired to a layby, showered, opened a bottle of wine for breakfast and wild-camped for two days.

Back home, 'Yes, we are going to find the sun', and we wrote to The Portuguese Camping Club for information. We planned a three-month stay and left via Portsmouth

Val swaps Gertrude for a less amiable lady.

and Cherbourg in December 1991. The journey south via Bordeaux, Biarritz and on into northern Spain was uneventful and the weather progressively improved. By now we knew that camping on four wheels was the life we had been looking for. In Portugal some of the road surfaces were atrocious and many of them cobbled. Advised to go coastal, we did and the roads were better, and we eventually arrived at our destination, the Algarve.

At Quateria, our planned site, we stayed for just two days until the attraction of finding out why so many German and Dutch were camping wild proved too strong and we joined them. The benefits came almost immediately when we learned where to go for water and toilets, and where the best local restaurants were.

These European cousins were the in-crowd who told us about some of the superb local beaches. From them we acquired considerable confidence, and around the driftwood campfires, a very special sort of companionship.

Perhaps it's appropriate to comment on some misconceptions about wild camping. The object is not to save money. Were they so inclined, some of those we met were well able to buy their own campsite. The attractions? A sense of real comradeship and the excitement of using your initiative instead of relying on others. A conscious desire to be away from the often sanitised environment of modern living, and the genuine freedom to do the unorthodox occasionally. It might be swimming at midnight, it might be singing around the campfire until the small hours. Whatever it is, the feeling is unique. And those we met were fastidious about being tidy.

By the end of March we'd had three wonderful months of camping, but it was time to return because we were missing the children and grandchildren. We had not missed the roast dinners because Val produced them superbly from our oven in the Legend.

For the summer of '92 Wales was our touring territory: mountains, coastal scenery, churches and castles. A small 50cc motorcycle was ideal to visit the towns, leaving Gertrude outside, often in supermarket car parks. We thought a generator might be handy, but having decided it was anti-social we fitted a solar panel — camper-friendly and first class. Minimal weight and completely quiet, it produces energy, even

in dull weather!

In *Which Motorcaravan* a quote of John Page's had caught our eye: 'Be careful — this can become a way of life'. With us it had, to the degree that our New Forest cottage was now rented.

After Christmas with the family, we headed south for Andorra, in spite of snow warnings. Our innocence paid off with cold



conditions and clear roads, giving us spectacular views in every direction in the clear, cold air. Drink was cheap in the principality, but electrical and photographic goods rather less so than reputed.

Again aiming for Portugal, we decided to reach it via the west and south coasts of Spain, avoiding the popular tourist resorts where possible. Totally deserted bays gave us peace and beautiful surroundings, different entirely from package holiday Spain.

We wild-camped with never any bother, marking our maps with locations for water supply and facilities we could use in the future. It was also information to share with others we met on the journey — inevitably Dutch or German. The French we didn't see, and the Italians preferred Africa.

At Almeria we could have shipped for Italy or Africa, and were now fully south and able to head west towards Malaga and Fuengirola. Here we lazed on the beach for a fortnight and forgot about driving for a while. Officially it was 'no camping' at Gibraltar, but we stayed for a week exploring the tunnels, and going all-British by shopping at M & S for clothes, and Safeways for bangers.

Interesting, but not what we really came for, so onwards to Portugal to find our friends in the tranquil country. Routing via Seville the traffic was hectic and we breathed a sigh of relief to regain the country roads across the border.

April and time to leave, detouring to the tranquility of the Dordogne, where we paused to sample wines offered at the side of the road.

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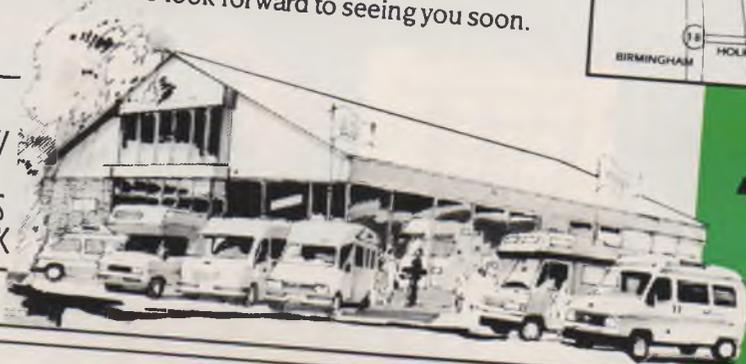


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Back in the UK, to visit our family and the bank manager, who is authorised to pay our credit card accounts while we are away. We use them whenever possible to minimise the amount of currency on board.

At last, we were to cross the sea to Ireland for a month. The ferry from Fishguard to Rosslare was a reasonable £89, with a discount from the RAC. Ireland is said to be a country of 1,000 welcomes — it is all true. We received one from the policeman at Ardmore on the south coast. When asked if we could camp at the harbour he said, 'Yes, and you can use the showers at the new cricket club building as well.'

The weather was occasionally damp, but could never spoil the wonderful scenery along the south and up the west coast as far as Galway Bay. People had time to stop and talk, and the Guinness does have a flavour of its own. Very necessary to wash the lobsters down — two at a sitting if you're so minded! After our month was up we'd not seen half of what we planned, but that gives us a perfect reason to go back, which some-time we shall.

The rest of the summer was given to visiting stately homes in England, until we felt our tally was probably greater than royalty.

Where would Gertrude take us for the winter of 93/94? It had to be somewhere new — Turkey maybe, Greece, or why not Africa? Yes, the last one sounded exciting: a huge continent that neither of us had seen. Morocco became the objective and with a motor caravan there are two entry points: Tangier via Algeciras or Ceuta (a Spanish enclave) from the same Spanish port. We decided on Tangier outwards, returning via Ceuta and avoiding landing procedures on mainland Spain.

The Moroccan Tourist Office was helpful and told us that insurance could be purchased on arrival. After somewhat vague discussions with an agent at Tangier, we finished up paying £38 for authentication we regarded as dubious, and with his exhortations to drive carefully echoing in our ears, we moved on.

Sound advice when you consider that it is legal there to drive at night at up to 30mph without lights! Later we discovered that The Prudential Co would have insured us, providing our vehicle policy was with them.

By European standards the campsites we encountered were primitive, but for security reasons we used them. Until, that is, we met up with some international wild campers again. Slowly southwards, the contrast in culture with Europe became more noticeable, and the camel very much in evidence as a beast of burden.

The beaches were superb against the deep blue of the Atlantic, contrasting the desert. Occasional glimpses of snow on the

Atlas Mountains reminded us of the incredible range of scenery in northern Morocco.

At Casablanca we headed inland for Marrakech and its souks, where all manner of wooden and leather goods are for sale. This was time for the haggle, but the service in return was remarkable; a leather coat to be made overnight to the customer's colour and design.

Christmas, and the luxury of a well-equipped campsite with mains electricity, was spent in Agadir. We had all the trimmings, including the turkey we'd brought all the way from Gibraltar.

It was our intention to cross the High Atlas, but as we moved from the desert heat into the snow we met two French motor caravanners who told us that melting snow had washed some of the roads away. Apparently there was also trouble between the Atlas and the Riff mountains. We had met light-skinned Berbers and the Blue people of the

desert, but now it seemed prudent to turn back to the coast once more and we returned to Agadir in early February.

On the journey home we spent time sightseeing in Casablanca, visiting the fabulous new mosque, nearing completion after 12 years in construction at a cost of £260 million. Paid for by subscriptions from workers throughout the country, it is the tallest building in Morocco and can seat 8,000 worshippers. At its pinnacle is a laser light directed towards Mecca, and visible 30 miles out to sea.

Arriving in Ceuta to catch the ferry, we encountered the chaos of a one-day strike, ironic because it was Spanish and not Moroccan. We camped in a car park at the seafront and awoke surrounded by dozens of army lorries. In spite of our temporary problems the theory of using Ceuta holds good — we were just unlucky.

The crossing to Algeciras took 1½ hours

In Andorra the snow ploughs had been at work.



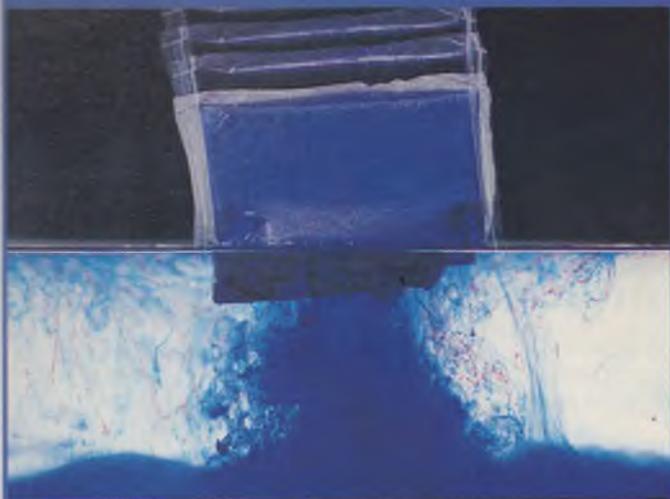
and Spain and Portugal felt like home, but we pressed on to the UK and to family we'd not seen for nearly six months.

It had been a great trip and a wonderful experience. We have no doubts about this way of life and will keep motor caravanning as long as we are fit enough. Our Auto-Sleeper Legend has performed quite magnificently and we hope soon to make acquaintance with its successor!

We've still many ambitions about exotic places to visit, but there is no doubt Portugal is our first love — its people, scenery and tranquillity. Equal in our affections, of course, is Gertrude — without her none of this would have been possible.

The amazing new mosque at Casablanca.

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SUNSHINE, SCENERY AND SOCIABILITY AT MALVERN

JOHN PAGE ENJOYS A WEEKEND WITH THE AUTO-SLEEPER OWNERS' CLUB.

With weather like that, who needs the Mediterranean? And add the charm of the local countryside and once again the venue could hardly be bettered. It is also ideal as a starting point to tour the lovely shires of Hereford, Worcester and Gloucester. To me, from the vicinity of the M25, it was like another world.

In fact, the Rally itself for a brief few days is another world. It's a self-supporting community, watched over benignly by the affable marshals and with an esprit that has a nod or a wave from anyone you pass or park beside.

Welcome this year was a bigger trade display covering a really interesting cross section of add-ons, bolt-ons and accessories you didn't dream you needed. Just in case that sounds too flippant let me add that TB Turbos, Miller Oils, Air-ride Suspension, Propex, Broadview Blinds and many more

members of the team packed their own chutes, we were treated to an informed commentary by the Jump Leader. How strange that those who had flown like gods looked just like you and I. A real thrill for those who stoically queued was their first ride in a hot-air balloon. It was tethered but nonetheless the passengers obviously enjoyed it all, and all who wished for a ride were catered for.

On Saturday it was hotter than ever, but the stalls were buzzing early with bargain hunters and browsers — the accessory building in particular almost bursting at its seams. For me the hobby stands were the most intriguing; especially the model railways where the modeller seemed calmly oblivious to the hubbub surrounding him. Altogether there were over twenty stands ranging from glass engraving to embroidery, encompassing the wide range of owners skills and interest.

Outside, under the shade of a chestnut tree was playing a most delightful jazz quartet; Titanic Tearoom by name, their music was totally relaxing and they'd aged not at all!

We had the Malvern Hills Brass Band vying for the sound waves with the dog display commentary; the comedy trampolinists were an absolute hoot and charmed children of all ages.

Model aircraft, and even more spectacular, model helicopters did their aerobatics; the falconry display hawks, owls and falcons flew in complete silence. The graceful Lanner Falcon, zooming in repeatedly only inches above our heads to try and capture the lure, was a sight to behold.

A wonderful and humorous narrative was given by Shaun Healey, the falconer, whose week job is one of the Company electricians.

In the evening a Pitts Special biplane showed us what 180 horsepower applied to 8 cwt of aircraft was capable of — looping, flying inverted, flick rolling or stalling, trailing coloured smoke and looking crazy, but actually spelling a special kind of authority over the machine.

A hot-air balloon launch preceded an Old Tyme Music Hall evening.



Refreshments were available throughout the day allowing members to relax and chat.



Later in the evening was a choice of the Old Tyme Music Hall whilst the balloons prepared to lift off. The balloons were magical as they drifted off and up so gently, moved only by the wind, and heading for the Malvern Hills ridge. There were frequent bursts of flame as they gained height, silhouetted against the twilight. Ooohs and aaahs from us as they disappeared over the hills and the recovery crews were long gone to track them. A fitting climax to the super

outdoor entertainment programme. On Sunday morning, The Salvation Army Service was joyful and well attended with wonderful hymns and a special involvement for all those present.

Time for goodbyes, but move off without haste and savour the sights, the sounds and the friends whose company we've enjoyed during a very special weekend.



The Falconry and Wild Bird display was one of the weekend highlights.

were all marketing highly desirable equipment that I'd love to have.

Arriving on Friday, I found the Club stalls and the majority of the trade stands already open for business. For parched campers like myself a cooling ice cream set the scene for this highly enjoyable weekend.

At 6.30pm the Club and Company flags were flown in by a team of skydivers who gyrated down from 2,000 feet to land within inches of their marker. While the mem-

A tranquil setting for the 550 Auto-Sleepers that attended the event.





Auto-Sleepers

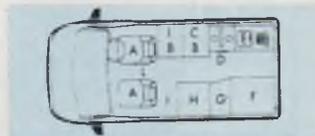
The Complete Range and Specifications of Auto-Sleepers' Quality Motor Caravans

PEUGEOT HARMONY



Length 15'10" Width Exc. mirrors 6'11"
Height 8'9" Width Inc. mirrors 7'9 1/2"

- A** Fully adjustable swivelling cab seats with armrests. A&B form a single bed or with A swivelled, a twin dinette.
- B** Forms an inward facing seat.
- C** Thermostatically controlled heater.
- D** Two burner grill/cooker with cupboard below.
- E** Stainless steel sink and drainer with tilt tolerant refrigerator below and crockery cupboard above.
- F** Shower/toilet compartment.
- G** Wardrobe with gas storage below.
- H** Forward facing seat with A swivelled forms a twin dinette. A&H form a single bed.
- I** Table
- L** Overcab locker.

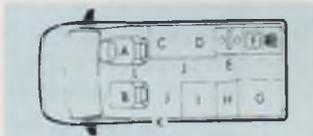


PEUGEOT SYMPHONY



Length 17' 0 1/2" Width Exc. mirrors 6' 11"
Height 8' 8 1/2" Width Inc. mirrors 7' 9 1/2"

- A** Cab seat with armrests.
- B** Swivelling cab seat with armrests.
- C** Inward facing bench seat converts to a longitudinal single bed or with B and I to a double.
- D** Thermostatically controlled heater.
- E** Two burner/grill with oven below.
- F** Stainless steel sink and drainer with tilt tolerant refrigerator below and crockery cupboard above.
- G** Shower/toilet compartment.
- H** Wardrobe with gas storage below.
- I** Forward facing seat converts to a longitudinal single bed.
- J** Table.
- K** Side sliding door.
- L** Overcab locker or optional pull out bed.

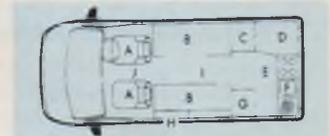


PEUGEOT EXECUTIVE



Length 18' 7" Width Exc. mirrors 6' 11"
Height 9' 3 1/2" Width Inc. mirrors 7' 9 1/2"

- A** Fully adjustable cab seats with armrests.
- B** Dinette converts to two longitudinal single beds, or a large transverse double.
- C** Wardrobe with thermostatically controlled heater below.
- D** Shower/toilet compartment.
- E** Four burner hob with cooker and grill below.
- F** Stainless steel sink and drainer with cupboard below.
- G** Tilt tolerant refrigerator with cocktail cabinet above.
- H** Gas storage.
- I** Table.
- J** Cut away cab with storage lockers or optional bed.

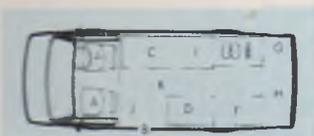


VOLKSWAGEN TOPAZ



Length 16' 7 1/2" Width Exc. mirrors 6' 4 1/2"
Height 8' 4 1/2" Width Inc. mirrors 7' 2 1/2"

- A** Adjustable seats, passenger seat swivels.
- B** Side sliding door.
- C** Inward facing bench seat, using A converts to longitudinal single bed.
- D** Forward facing seat which converts into longitudinal single bed using A. Alternatively A, C & D combine to form a longitudinal double bed.
- E** Stainless steel sink and drainer with refrigerator below and lockers above.
- F** Two burner grill/cooker and lockers above.
- G** Wardrobe with gas storage below.
- H** Shower/toilet compartment.
- I** Thermostatically controlled heater.
- J** Offset dinette table.
- K** Table.



VOLKSWAGEN CLUBMAN



Length 17' 4 1/2" Width Exc. mirrors 6' 11 1/2"
Height 8' 10 1/2" Width Inc. mirrors 7' 11 1/2"

- A** Fully adjustable cab seats.
- B** Dinette converts to two longitudinal single beds or, with C, a transverse double.
- C** Table.
- D** Wardrobe with thermostatically controlled heater below.
- E** Shower/toilet compartment.
- F** Two burner/grill/cooker with oven below.
- G** Stainless steel sink and drainer with cupboard below.
- H** Tilt-tolerant refrigerator and cocktail cabinet above.
- I** Cut away cab with storage lockers.
- J** Gas storage.



RENAULT RAPPORT



Length 15' 2 1/2" Width Exc. mirrors 6' 3 1/2"
Height 8' 5" Width Inc. mirrors 7' 0 1/2"

- A** Luxury cab seats (passenger seat swivels).
- B** Dinette converting to two front facing seats. Alternatively A & B convert to two longitudinal single beds or optional double.
- C** Large table.
- D** Small table.
- E** Wardrobe with externally-flued heater below.
- F** Sink and drainer, cupboards below and above.
- G** Cooker/grill, cupboard below and above.
- H** Extractor fan.
- I** Refrigerator/freezer with cupboard below. Crockery cupboard above.
- J** Side sliding door.
- K** Drop-down overcab bed.
- L** Chemical toilet.
- M** Gas Storage.

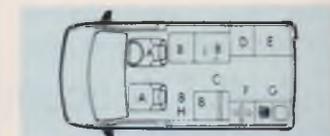


RENAULT RIMINI



Length 15' 11 1/2" Width Exc. mirrors 6' 11 1/2"
Height 7' 0 1/2" Width Inc. mirrors 7' 0 1/2"

- A** Luxury cab seats.
- B** Dinette converting to two front facing seats. alternatively
- A & B** convert to two longitudinal single beds, or optional double.
- C** Table.
- D** Refrigerator with cupboard below.
- E** Large wardrobe.
- F** Two burner grill/cooker with cupboard below.
- G** Sink with cupboard and chinaware below.
- H** Side sliding door.
- I** Chemical toilet.



PEUGEOT LEISURE



Length 15' 10" Width Exc. mirrors 6' 11"
Height 8' 9" Width Inc. mirrors 7' 9½"

- A** Swivelling cab seats.
- A&B** Form a single bed or with A swivelled, a twin dinette.
- B** Forms an inward facing seat.
- C** Thermostatically controlled heater.
- D** Two burner grill/cooker with cupboard below.
- E** Stainless steel sink and drainer with refrigerator below and crockery cupboard above.
- F** Toilet compartment.
- G** Wardrobe with gas storage below.
- H** Forward facing seat, with A swivelled, forms a twin dinette.
- A&H** Form a single bed.
- I** Table.
- L** Overcab locker.

VOLKSWAGEN TROOPER



Length 15' 3¼" Width Exc. mirrors 6' 3"
Height 6' 10¼" Width Inc. mirrors 7' 1¼"

- A** Adjustable cab seat.
- B** Adjustable swivelling cab seat.
- C** Offset table.
- D** Two burner/grill cooker with refrigerator below.
- E** Sink with cupboards and drawers below.
- F** Storage locker with removable baskets.
- G** Dual access wardrobe with gas locker below.
- H** Parcel shelf with storage below.
- I** Dinette seat with drawer below.
- H&I** Convert to double bed.
- J** Table. Bed above H, I & J.
- K** Chemical toilet in special cupboard.
- L** Side sliding door.

VOLKSWAGEN TRIDENT



Length 15' 5¼" Width Exc. mirrors 6' 3"
Height 8' 6" Width Inc. mirrors 7' 1¼"

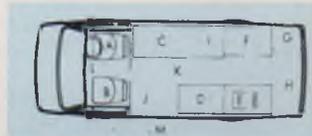
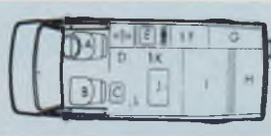
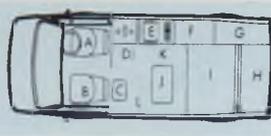
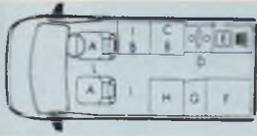
- A** Adjustable cab seat.
- B** Adjustable swivelling cab seat.
- C** Offset table. Storage locker, chinaware and cupboards above.
- D** Two burner/grill cooker with refrigerator below.
- E** Sink with cupboards and drawers below.
- F** Storage locker with removable baskets.
- G** Dual access wardrobe with gas locker below.
- H** Parcel shelf with storage below.
- I** Dinette seat with drawer below.
- H&I** Convert to double bed.
- J** Table. Bed above H, I & J.
- K** Chemical toilet in special cupboard.
- L** Side sliding door.
- M** Stainless-steel roof rack and ladder.

VOLKSWAGEN TROPHY



Length 17' 0" Width Exc. mirrors 6' 4½"
Height 8' 5" Width Inc. mirrors 7' 2"

- A** Fully adjustable cab seat.
- B** Fully adjustable swivelling cab seat.
- C** Inward facing bench seat which converts to longitudinal single bed.
- D** Forward facing seat which converts to longitudinal single bed. Alternatively, C, D & K combine to form longitudinal double bed.
- E** Stainless steel sink and drainer with refrigerator below and lockers above.
- F** Two burner grill/cooker with oven below and lockers above.
- G** Wardrobe with gas storage below.
- H** Shower/toilet compartment.
- I** Thermostatically controlled heater.
- J** Offset dinette table.
- K** Table.
- L** Cutaway cab with storage lockers.



RENAULT RECRO



Length 15' 2¼" Width Exc. mirrors 6' 3¼"
Height 8' 3¼" Width Inc. mirrors 7' 0½"

- A** Adjustable cab seat
- B** Adjustable swivelling cab seat.
- C** Offset table.
- D** Two burner/grill cooker with refrigerator below.
- E** Sink with cupboards and chemical toilet below.
- F** Storage locker with removable trays.
- G** Dual access wardrobe, with cupboard below.
- H** Gas storage with rear access at floor level.
- I** Dinette seat with drawer below converting to large double bed.
- J** Table - above H, I & J foldaway roof bed.
- K** Side sliding door.
- L** Cutaway cab with storage lockers and chinaware.

FORD AMETHYST



Length 20' 0¼" Width Exc. mirrors 7' 2¼"
Height 9' 1" Width Inc. mirrors 8' 3¼"

- A** Fully adjustable heated cab seats with armrests.
- B** Two rear-facing seats/headrests.
- C** Two forward facing seats/head rests with B&C convert to longitudinal single bed.
- D** Wardrobe with thermostatically controlled heater, and Fanmaster warm air fan heater below.
- E** Shower/toilet compartment.
- F** Four burner hob with cooker, grill and oven below.
- G** Stainless steel sink and drainer with cupboards below and lockers above.
- H** Tilt tolerant refrigerator with cocktail cabinet and storage cabinet above.
- I** Gas storage.
- J** Inward facing settee converts to longitudinal single bed. Alternatively B C & J combine to form transverse double bed.
- K** Table.
- L** Cutaway cab with storage lockers or optional overcab bed.

FORD DUETTO



Length 18' 2¼" Width Exc. mirrors 6' 7¼"
Height 8' 9" Width Inc. mirrors 7' 7¼"

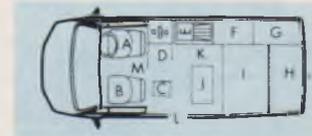
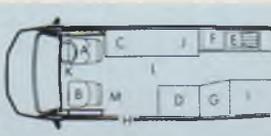
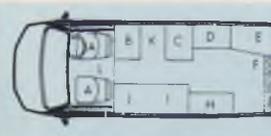
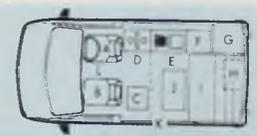
- A** Fully adjustable cab seat.
- B** Fully adjustable swivelling cab seat.
- C** Inward facing bench seat which converts to longitudinal single bed.
- D** Forward facing seat which converts to longitudinal single bed. Alternatively C & D combine to form a longitudinal double bed.
- E** Stainless steel sink and drainer with refrigerator below and lockers above.
- F** Two burner grill/cooker with oven.
- G** Wardrobe with locker above and gas storage below.
- H** Side sliding door.
- I** Shower/toilet compartment.
- J** Thermostatically controlled heater.
- K** Overcab storage lockers.
- L** Table.
- M** Table for twin dinette.

FORD OMEGA



Length 15' 2" Width Exc. mirrors 6' 6¼"
Height 8' 7" Width Inc. mirrors 7' 7¼"

- A** Fully adjustable cab seat.
- B** Fully adjustable swivelling cab seat.
- C** Offset table.
- D** Two burner/grill cooker with refrigerator below.
- E** Sink with cupboards and drawers below.
- F** Storage lockers with removable baskets.
- G** Dual access wardrobe with gas locker below.
- H** Parcel shelf with storage below.
- I** Dinette seat with drawer below.
- H&I** Convert to double bed.
- J** Table. Bed above H, I & J.
- K** Chemical toilet in special cupboard.
- L** Side sliding door.
- M** Overcab storage locker with chinaware and glass.





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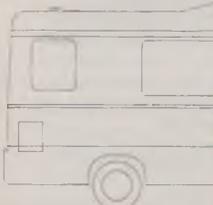


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With rear-wheel drive, and most of its weight concentrated over the front wheels, the Commer van was prone to get stuck on soft ground.



How time flies: the little boy is now a horse vet, and married; the little girl is in publishing. The only thing that hasn't changed is Auto-Sleepers' place at the top of the motor caravan list for quality.

SHAMEFUL RECOLLECTIONS

'DID NOTHING EVER GO WRONG?' — AUTO-SLEEPERS ASKED STUART BLADON

Let us have some of your anecdotes of testing motor caravans in the past, I was requested. Well, nothing ever did go wrong — not with an Auto-Sleeper anyway; but no sooner had I said it, than I had a disaster when testing the new Ford Omega this year.

The test was almost finished, and I hadn't hit anything, as had the previous tester with the vehicle. All I had to do was fill it up to check the final fuel consumption, take a few more pictures, and get it safely back to the works at Willersey.

It wasn't the best choice — the filling station I stopped at was very congested, with a narrow space between the pumps and the sales office, and several other vehicles were being filled at the same time. So I had to squeeze in and do a bit of gymnastic

exercise to get the spout into the filler; but I was careful to make sure I was using the Derv pump and not making the mistake of putting unleaded petrol into the Transit diesel.

As I drove on, I made some mental calculations and thought: good fuel economy, although I've been driving quite briskly. It seemed to have done nearly 30 mpg. But there was an odd thing, I noticed; the fuel gauge seemed to have stuck. It was still indicating about half full, as it had been before. And then suddenly the penny dropped and I realised my folly. Oh, how could I have been so stupid? I had filled the water tank with Derv!

I had to find somewhere to dump 16 gallons of frothy water and diesel mixture, without polluting the environment. Even

worse, I had to call at another garage and pay to fill up again. By a coincidence it took exactly the same — 39 litres — to top up the fuel tank as it had taken to do the same with the water tank.

As I drove along the last few miles towards Broadway and the turn-off to go down the back way into Willersey, I recalled with amusement one adventure there had been with a motor caravan many years ago. It wasn't an Auto-Sleeper, and the make concerned has long since faded into obscurity; but we took our two then very young children with us in a motor caravan to a remote part of Norfolk.

Camp sites were rare in those days, and one didn't bother to use them when motor caravanning. We had found a super plot not far from the sea, and settled down to make tea before going for an afternoon walk. The tea, when it came, was absolutely revolting.

We soon realised what had happened, and what the funny smell had been. Someone (and it wasn't me that time) had evidently put petrol in the water tank. We had boiled it merrily away and made tea with it!

The problem then was that we were all very thirsty, and had no other water with us, and nothing else to drink. I decided on a glass of cider. Little daughter was just about two years old, and was very insistent: if

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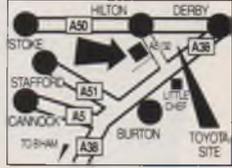
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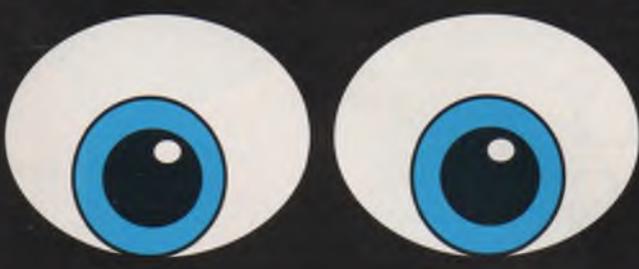
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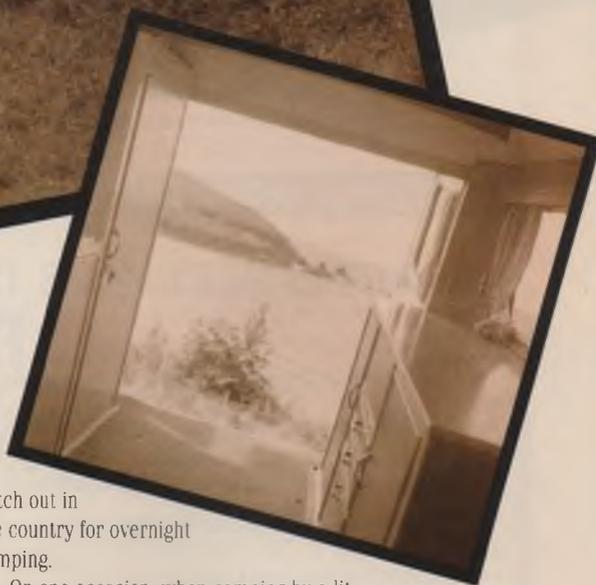
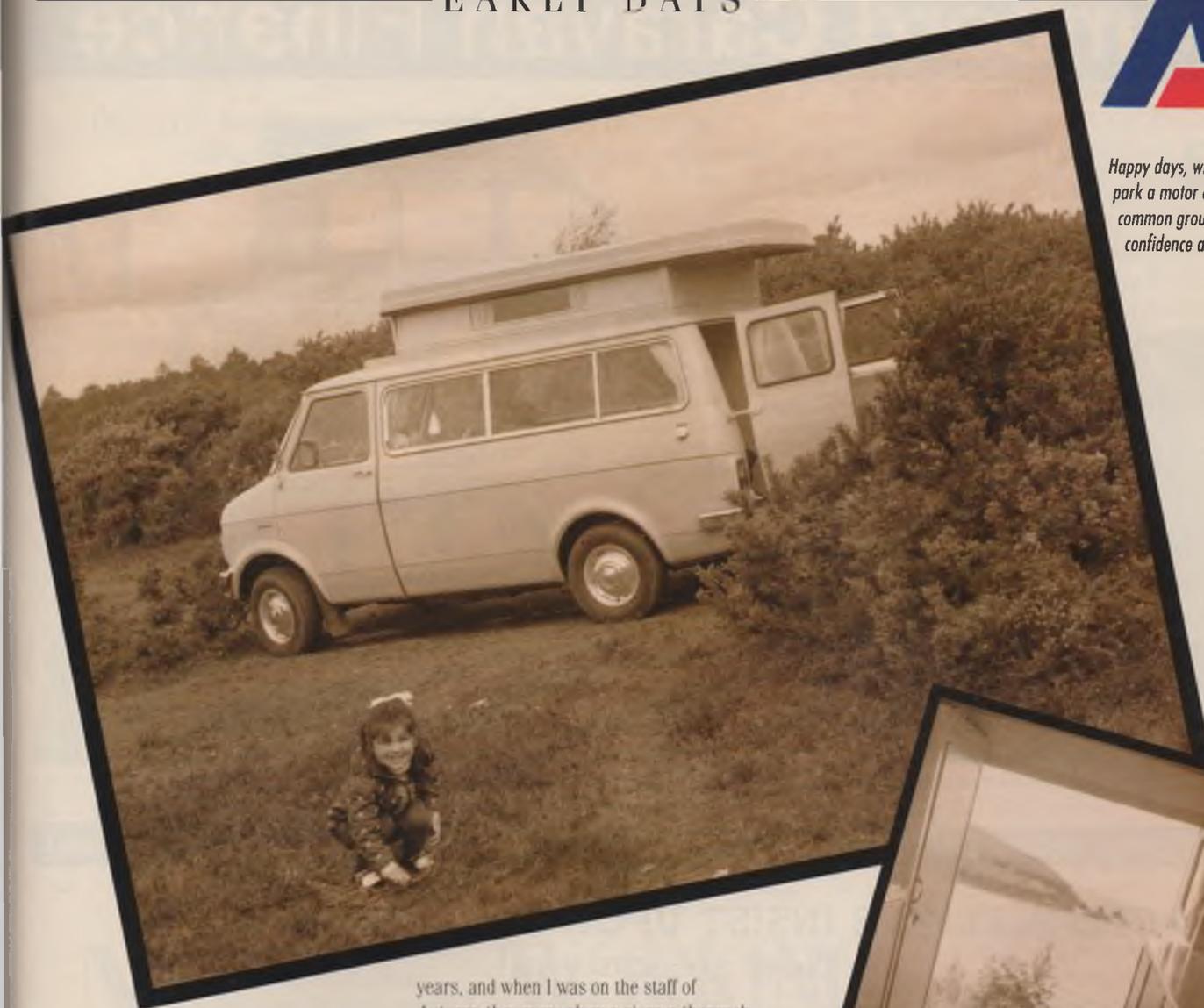
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Happy days, when one could park a motor caravan on any common ground anywhere with confidence and impunity.



there was nothing else to drink, she'd like some cider too.

Against my better judgement I poured a tiny bit in a glass for her, but could never have imagined what the result would be. We thought at first that she was putting on a little act, when she started giggling and falling about, but then we realised that even that little bit of cider had made her tipsy. I had to take her for a walk in the push chair while she slept like a log with two red blotches on her cheeks.

Having written earlier that nothing ever went wrong with an Auto-Sleeper, I recalled one occasion when it did, and again it left us with a water problem: the water pump failed.

After making do for the rest of the test, the pump suddenly started working again, just before the vehicle was handed back. Subsequently, Auto-Sleepers ran repeated stop-start tests of the same unit but could not reproduce the trouble we had experienced, and I suspect there may have been dark suspicions that perhaps the silly journalist had imagined it!

This was certainly the only problem ever experienced with the caravan side of the many Auto-Sleepers I have tested over the

years, and when I was on the staff of *Autocar*, they were always given a thorough work-out by the Editor, the late Maurice Smith. An Auto-Sleeper was his automatic first choice for holidays in the South of France; and after his retirement, he purchased one. He used to tow his ancient and beautifully restored steam-powered vehicle, called the *Craigievar Express*, to steam events, and live in the Auto-Sleeper for the weekend.

When refrigerators started to be fitted in motor caravans they were initially wired direct to the electrical system and one had to remember to switch over to gas on parking the vehicle; otherwise, one returned to the motor caravan only to find that the battery was flat. I never suffered this experience, nor did I hear of it happening with an Auto-Sleeper — probably because they always wired the refrigerator through the ignition, but some who did forget about it with other motor caravans returned with tales of pushing the vehicle down the road to get it going.

My more usual disaster was getting stuck, especially with the Commer, which had all its weight at the front and only needed a glimpse of wet grass to manage to get bogged down. It was all a bit more of an adventure when one could stop on any quiet

patch out in the country for overnight camping.

On one occasion, when camping by a little fir plantation with a motor caravan on test in November, the police suddenly arrived, and wanted to know who we were and what we were doing. After producing lots of evidence, we allayed their suspicions and convinced them. I asked what it was all about, and it turned out that the local farmer thought we were thieves who had arrived to pinch his Christmas trees!

Motor caravan testing is all much more analytical and organised these days, but although the vehicles are so much better, and the Auto-Sleeper conversions go from one superlative to the next, one does hanker after more carefree times. Thirty years ago one would have felt quite safe just to set up camp for the night with a motor caravan by a lake or in some attractive area of wild, deserted terrain; and there was no law against it, provided one was not on private ground. It's not everything, alas, that has changed for the better.

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AUTO-SLEEPABILITY

DISABLED? DON'T MISS OUT ON THE FREEDOM OF MOTOR CARAVANNING. NICK HARDING EXPLAINS.

Motor caravanning is all about freedom. A motor caravan offers unrivalled flexibility — everyday transport and a self-contained home from home, with high seats so you can admire the views. In length about the same as a large estate car, a motor caravan offers much more than just a car. If adaptations meet HM Customs and Excise requirements, you can buy your Auto-Sleeper without paying VAT, with further savings on servicing, accessories and spares — all tax-free.

A specially adapted Auto-Sleeper offers all the qualities of the UK's leading marque, plus tailoring to suit your needs. Simply prove that one of the users is disabled — not necessarily the driver, but any member of the family, including relatives.

All Auto-Sleepers are built to the standards required by the joint SMMT/NCC Habitation Code for Motor Caravans, and to the approved specification of the base vehicle manufacturers.

Solid construction is a key factor. Inside

each Auto-Sleeper, superbly crafted cabinetwork doesn't just look good, it is strong enough to support extra grab handles and wheelchair clamps etc.

Visit your local specialist Auto-Sleeper dealer to find out what can be fitted and what savings can be made. Auto-Sleepers have an enviable network of the country's leading dealerships, in most cases with workshop facilities and specialist knowledge to carry out the adaptations you require, e.g. hand controls, cruise control and automatic clutches. Auto-Sleepers now offer power-assisted steering as standard across the majority of their range; options like automatic transmission and electrically operated windows and mirrors are widely available.

Wheelchair access is one of the biggest problems. Auto-Sleepers often require minimal modification to take a standard wheelchair. Usually the side door is the easiest access point for ramps, but some Auto-Sleepers have layouts with passage down the length of the van, allowing rear door access.

Auto-Sleeper conversions provide for total independence: most importantly a refrigerator, operating at all times to keep vital medicines cool. Heating ensures you keep warm. And you can prepare your own meals, or a cup of tea. Every Auto-Sleeper is fitted with a portable toilet — most have separate washrooms with fitted toilet and shower facilities.

When changing vehicles, ramps etc can be carried over to your next Auto-Sleeper, enabling you to sell the vehicle as a standard model. Secondhand Auto-Sleepers are sought-after and have the lowest depreciation rates.

Auto-Sleepers open new doors for disabled motor caravanners. Forget hotels which 'cater' for disabled people, but may not; no more relying on other people, or struggling into cramped cars with poor views.

An Auto-Sleepers specialist dealer told me once, 'The best vehicle for the disabled is a motor caravan ... we can show people the quality of life investing in an Auto-Sleeper brings.'



Not only are Auto-Sleepers leaders in the marketplace, they also take a major role, working with other motor caravan manufacturers, to tackle wider issues affecting motor caravans, their makers and users.

Because the motor caravan is just that — a motor vehicle and a caravan — it must meet standards and legal requirements for both the base vehicle and the habitation aspects.

Consequently, there are strong groups representing the motor caravan industry in both camps. For the base vehicle, it's the Motor Caravan Section of the Society of Motor Manufacturers and Traders, the automotive industry trade association. For the habitation side, it's the Motor Caravan Sector of the National Caravan Council.

Auto-Sleepers are very active with both organisations and Managing Director, Anthony Trevelyan, is Chairman of the SMMT Section as well as a member of the NCC Sector. Auto-Sleeper's Technical Manager has been elected to sit on the NCC Technical Committee.

What sort of issues do they tackle? Probably the most important are the technical and regulatory requirements increasingly being placed on motor caravans. These include laws coming from Whitehall or Brussels (or both) on health and safety in the 'habitation aspect', vehicular safety, environment, design and manufacture.

The industry through its two associations is frequently consulted by the government and the EC on proposed regulations. Likewise it will take

WORKING TOGETHER

AUTO-SLEEPERS AND THE MOTOR CARAVAN INDUSTRY

the initiative by making representations on subjects where regulation could be updated, changed, introduced or even withdrawn.

It is vital this is done, as the industry alone is able to advise on the practicality of proposed laws. The regulator's intent can often be well meaning but implementing change may not be feasible. By working with Government through industry associations, workable solutions which meet everybody's needs are far more likely to be found.

Current issues being addressed include the proposals on European Whole Vehicle Type Approval and the expected Caravan Directive which almost certainly will also be applied to motor caravans. While neither of these will be in force until later in the 1990s, in many respects the industry has already been anticipating them.

The recently introduced joint SMMT/NCC Code of Practice is the latest step in the industry's self-imposed standards programmes. It governs among

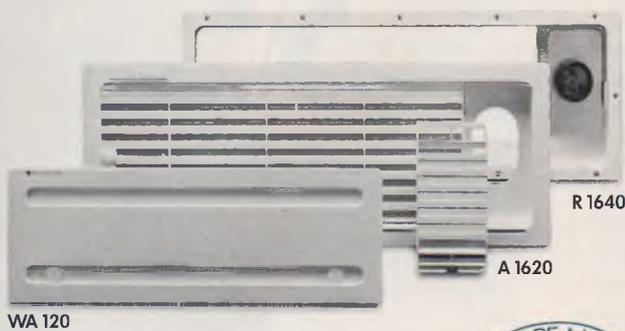
other things health and safety issues such as ventilation, gas, electricity and water supplies as well as widths, dimensions and payloads. To ensure the Code is satisfied, independent inspection and certification for all models produced by SMMT and NCC members is undertaken. Initiatives of this kind are typical of the Industry's determination to give and to maintain customers' total confidence in its products. Not only does the Industry concern itself with technical matters, but it also is active in promoting motor caravanning and helping to look after the interests of the motor caravanner.

Through The Motor Caravan Information Service, an active promotional programme is organised to widen the awareness of the joys of motor caravanning. By advertising, press relations and direct marketing, information is distributed which is designed to set prospective motor caravanners on their way.

Recent issues, where the industry is helping the motor caravanner, include the Government's acceptance of changes to the law regarding finance agreements for motor caravans to prevent sales fraud. Via the Motor Caravan Forum, the SMMT and NCC work together with the leading motor caravan clubs and motoring organisations to lobby on issues such as height barriers and parking restrictions.

By taking an active part in the wider motor caravan infrastructure, Auto-Sleepers maintains the traditions of commitment to their customers for which it is justly renowned.

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