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MAGAZINE 1988

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TWENTY-SEVEN YEARS OF COTSWOLD CRAFTSMANSHIP

It is again, with much pleasure, that I and all members of Auto-Sleepers welcome you to the 1988 issue of our Company Magazine.

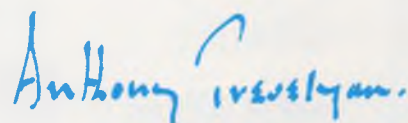
Now in our 27th year, we continue to manufacture motor caravans to the highest standards of design, quality and workmanship. These characteristics always have been, and will continue to be, the hallmark of our Company. This is further underlined by the theme of this year's magazine, Cotswold Craftsmanship.

I'm pleased to report that 1987 has been another most successful year. Our new factory complex, incorporating our Coachbuilt Department, Paint Shop and vehicle storage compound, has now been fully operational for almost a year, a new reception area and customer waiting room has been built at our main factory and we continue to make ever increasing use of our new main-frame computer system. We have further exciting new plans which will be reported in future Company Magazines.

Another aspect of which we are justifiably proud is that of our after sales service. We are always delighted to see customers, old and new, and our aim, as ever, is to guarantee first class after sales service irrespective of the age of their Auto-Sleepers. A warm welcome, also, is guaranteed!

There are two further points about which I am pleased to report. Firstly, we are most honoured to have won the Jamboree Shield for our Volkswagen VHT conversion. Secondly, as you will read elsewhere in this Magazine, we are indeed honoured that one of our earlier vehicles, a Commer Auto-Sleeper, was chosen for permanent display at the National Motor Museum, Beaulieu.

I should like to end by thanking all our Dealers for their loyal support over the past year and also all members of our Company for their hard work and dedication in producing vehicles which we feel are second to none.



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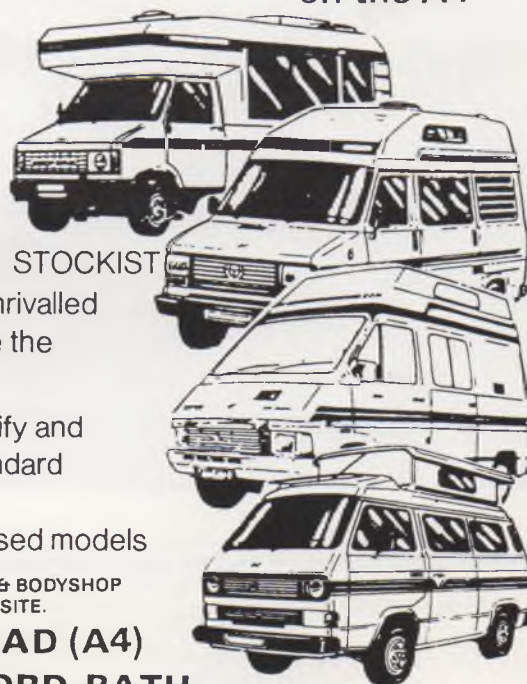
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WESTERN MOTOR CARAVANS

QUALITY, CRAFTSMANSHIP AND REPUTATION

Auto-Sleeper quality of finish is so well known among experienced motor caravanners that it has become a standard to be emulated by others. Dealers may often be heard to remark, "Nearly as good as an Auto-Sleeper," for here is the yardstick by which others are measured.



No carefree tolerances here: the hardwood edge of a door is shaved for a perfect fit.

The best, however, is not good enough for this Company. Every year sees an apparently impossible improvement in quality, not only of finish and appearance, but in the bought-in items which form part of the complete product. Refrigerators, water pumps, cookers and electrical appliances are tested both on the bench and in the vehicle, often to destruction – but if that comes too soon the product is rejected.

Interior layouts come in for some critical appraisal, too. A prototype is first built on the appropriate vehicle. This is likely to be altered time and time again until the placing of every item of furniture, the



Consideration for the user: in addition to water gauge and switches the control panel contains accessible and identifiable fuses.

location of every appliance, has been closely examined by all senior members of staff. I was privileged to attend one of the later discussions about the new Talbot Express hightop which, as this page went to press, had several names still under consideration. I liked the basic layout immensely, and could think of only detail modifications. I left the team still deep in discussion, with 'fors' and 'against' being weighed by the Managing Director.

Naturally, all Auto-Sleepers are converted with the full approval of — and in consultation with — the manufacturers of the base vehicles.

COTSWOLD CRAFTSMANSHIP

As an ex-woodworker and firm believer that there is no substitute for nature's generosity, it is encouraging to find a minimum of man-made materials in Auto-Sleepers' cabinetwork. The core is quality plywood (not chipboard) and edgings to doors, cupboards and worktops are in hardwood. There is little, if any, use of the plastic edging strip beloved of so many manufacturers. As in any real cabinet, Auto-Sleepers' doors FIT; they are not laid on the surface so that it doesn't matter whether

manufacturing tolerances are a mile out. The 'ironmongery' is worth examining too. Hinges are of brass, not stamped iron horrors. The ubiquitous brassed off piano hinge (which eliminates the bother of cutting recesses) is employed only where its use is appropriate.

I am no good with needle and thread but my wife always has words of praise for the materials and workmanship of the soft furnishings. Both will, along with the floor coverings, withstand hard wear and still look good after a punishing life. And the colours are carefully chosen to be neither dull nor dazzling.



the Motor Show, which is run by the Society of Motor Manufacturers and Traders. Auto-Sleepers have beaten all other motor caravan manufacturers in obtaining four of the prestigious Gold Awards.

A fresh award was made for the first time at the 1987 Brands Hatch Motor Caravan Jamboree. This



A resting place of distinction for a retired Auto-Sleeper: at the National Motor Museum.



Mr & Mrs Reid, ex-owners of the retired Auto-Sleeper at the National Motor Museum.

AWARDS AND ACCOLADES

Auto-Sleepers pick up awards by the dozen. At virtually every show where some panel of judges tries to select 'the best', an Auto-Sleeper can be guaranteed to figure in the final selections. There are all sorts of competitions which may mean a lot or a very little. (Personally, I feel that some are more in the nature of a lucky dip.)

One award that stands out from the rest is made every two years at

relied, not on the estimations of a few judges, but on the opinions of those who matter most. Whilst potential customers may perhaps be influenced by showroom appearance, the dealers are those who will prefer to sell a reliable vehicle that will, hopefully, make few claims on the after-sales service. Auto-Sleepers scored high in both respects and the Jamboree Shield for the best Volkswagen conversion went, by public and dealer vote, to the Auto-Sleeper Volkswagen VHT.

The only motor caravan currently exhibited at the National Motor Museum at Beaulieu is an Auto-Sleeper, 14 years old and in pristine condition. It demonstrates that, if you look after your Auto-Sleeper, the initial quality of construction will make it last for a very long time.

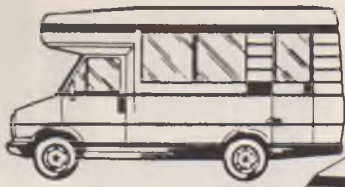
Built on the then popular Commer Spacevan, the Museum's exhibit shows the type of finish and appearance a discerning buyer could expect in 1968. Whilst top of the class in its time, it might not be quite so acceptable by today's standards . . . which explains why Auto-Sleepers' constant striving for an even better product will continue for as long as homes are built on wheels.

John Hunt



Coachlines are painted. It takes longer but gives a better finish.

Nobody could improve an Auto-sleeper! Nobody except Bowers.



When you decide to buy an Auto-sleeper that decision will probably be based on the quality of craftsmanship and design. However many of our more discerning purchasers require a higher level of equipment. But they demand that the fitting of these accessories is carried out to the same high standard. That's what you get if you purchase an Auto-sleeper from Bowers Motor Caravans. So if you want perhaps a hot water system and shower in an Auto-sleeper High-Top, or a cut-away cab in an SV100, or a Zig distribution system with second battery or, in fact, just about anything, if you want it to look as if Auto-sleeper fitted it then consult the experts for a quotation – Consult Bowers.





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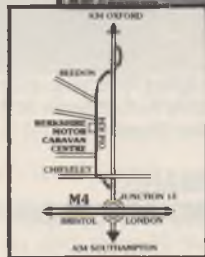
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EARLY YEARS WITH AUTO-SLEEPERS

The design was right from the beginning, says Stuart Bladon, but it nearly landed him in court!

When I first wrote about Auto-Sleepers, I nearly finished up in court, accused of libel! It was not the result of anything I had written about Auto-Sleepers, of course, and there was indeed little to criticise even in those early beginnings when the Company was first established. It all arose from a comment I made about another firm.

After the founder of the Company, the late Calverley Trevelyan, had used his design skills to evolve a new and well thought-out motor caravan, his next step was to get someone to produce it for him. So he submitted it to a firm for evaluation. The next thing he knew, that same company was putting its own motor caravan on the market, and its design bore a striking similarity to the Auto-Sleeper prototype which he had submitted to them!

Writing about this other vehicle, I felt obliged to report that there was a dispute over the origins of its design, and when this was published, the balloon went up in the biggest possible way: I was going to be sued for libel! However, as I was able to substantiate the comment that 'a dispute existed', and as it was clearly in the public interest for this to be known — the two essentials for a defence against libel — it all fizzled out.

More significant, too, is that it was the Auto-Sleeper, whose registered design was alleged to have been 'pinched' by another manufacturer, was the one which survived. It has, of course, always offered the two features which assure success: appeal and value.

It's often wrongly commented that the Auto-Sleeper is the oldest motor caravan. Well, it may have been as long ago as the late 1950s that the first conversion was completed and taken on a family holiday, which was to lead to many improvements to the design in the light of practical experience; but it was not until March, 1961 that it was put on the market. When I recorded its announcement, I did a quick run-through of my latest list of firms engaged in building motor caravans, and declared that the name Auto-Sleepers brought the total to 22!

I never needed much persuasion to jump into my little Triumph TR3A and zoom off to distant places, so when I had a call telling me about a new motor caravan somewhere in the Cotswolds, I said that I would 'pop over and see it'. There was no M4 or M40 in those days of course, but then there wasn't so much traffic either, and the run from Stow-on-the-Wold to the lovely Cotswold home of the Trevelyan family at Wood Stanway was a delight.

Ambitious-sounding plans were revealed. A factory was being set

up near Broadway, and if we went over to a garage near Toddington (not the one on the M1 — the Toddington in Gloucestershire) we could inspect the prototype.

Mrs. Trevelyan led the way, flying along in an Alfa Romeo GT Sprint at speeds which left me hard put to keep up in the TR3A. Only later did I learn that she had been a demon racing driver before the war and had also raced at Le Mans! But what I *did* know was that they both had a soft spot for *The Autocar*, on whose staff I then worked, since it had been an advertisement in the magazine (for a used Alfa Romeo — not a marriage bureau) which had brought them together!



A very early Auto-Sleeper, based on the Austin 152 van.

"What will it cost?" I asked, as I admired the sensibly laid out and beautifully finished interior of the new motor caravan, which was to be called an Auto-Sleeper.

"We haven't quite decided," replied Mr. Trevelyan; "but we think we can do it for about £900."

"Well, I really need an exact figure," I explained. So then and there, in the showroom of the garage (which I recently noted is still there), we discussed the price, and decided that £889 would sound good.

The only dubious aspect of the new Auto-Sleeper was that it was a conversion of what was known as the BMC J2 van. Even by the standards of those days, it was unbelievably bad, with a shocking ride, appalling roadholding, and a steering column mounted gear-change which sometimes defied all attempts to achieve first or second gear, making it necessary to move off in third.

"But we're also going to do it on the Commer," I was told. Produced by the Rootes Group, with Hillman Minx engine, the Commer was a well-liked van — the only real rival for that other good van, the Bedford. The Volkswagen Microbus was not a strong contender at that time.

The difference in price between the Commer van and the dreaded BMC J2 was only £16, and this established a price of £905 for the Commer.

Cars were subject to purchase tax, which increased their cost by about 50 per cent; and motor caravans were tax-free. Those were the days, motor caravanners would say. For the same money, just over £900, you could have bought a Ford Zephyr, a Morris Oxford V

De Luxe — remember the days when *everything* had to be De Luxe? — or a Vauxhall Victor estate car. So it made the motor caravan good value, and the Auto-Sleeper prices compared very well with the other makes which were on the market.

I left with the firm agreement that we wouldn't spoil the happy relationship by testing the BMC J2, but would wait for a Commer to be available. I had set my sights on a grand camping tour of Spain and Portugal, for which a Humber Super Snipe had been booked, so the Editor of the magazine — the late Maurice Smith — who was always keen on motor caravans from the start, and who eventually bought an Auto-Sleeper for his retirement — undertook to write the first ever test of the Auto-Sleeper.

It had the 1,494 c.c. engine, although later that year the capacity for the Commer van was increased to 1,592 c.c., and he wrote that '50 mph was very satisfactory for sustained cruising.' Yet he took it on holiday all the way to the South of France, averaging 21.4 mpg for 1,654 miles.

On his return, I took the Commer Auto-Sleeper to our local test venue for performance testing. It gave a top speed of 63 mph, and accelerated from rest to 50 mph in 32.9 seconds — not bad for those days!



The Commer Auto-Sleeper was a popular replacement for the old Austin/Morris model.

Comparing notes, we agreed to a final paragraph in the test declaring that this Auto-Sleeper conversion was the 'most practical solution so far' of the 15 we had tried, and that it had the additional distinction of being 'thoroughly well built, with the fullest attention paid to detail finish.' At last here's one company which has always known the meaning of the word 'quality', which is not so often heard today.

Two years after that initial introduction in March 1961, we tested the Auto-Sleeper again, this time with the 1600 c.c. engine, which gave slightly better acceleration, but surprisingly it still could not better 63 mph as the top speed.

Again we were full of praise for the conversion, but began to feel the need for firmer damping to iron out the Commer's tendency to a rather plunging, undulating gait which was accentuated by the forward control cab layout.

By the time *Autocar* came to test an Auto-Sleeper again, it was

September 1966, the conversion included much more comfortable individual seats with reclining back-rests in the cab, derived from the Sunbeam Alpine, while the engine had graduated to the final 1725 c.c. form.

Even with this larger power unit, we still could not better that magic 63 mph maximum speed. It was almost as though the body came up against an aerodynamic block at that speed, but there were useful gains in acceleration times. Also notable was the big improvement in cruising speed which is, after all, the important thing! The test no longer talked of being 'able to cruise at 50 mph', but mentioned how 'with a strong tail wind, the van raced along at almost 65 mph'.

A special feature of this conversion was the provision of walk-through — or perhaps it should be 'climb-through', since the engine was still in the centre between the seats! — access from the cab to the caravan area.

This feature pushed the price over the £1,000 mark for the first time; and it is astonishing on looking back to recall that you could still buy a four-berth Auto-Sleeper without the divided bulkhead and reclining seats for £993 — just £88 more than at the launch, over five years earlier.

Three years later, in September 1969, I tested again the faithful Commer Auto-Sleeper, commenting that it was certainly the most comfortable and best thought-out motor caravan conversion. Further improvements were noted, including substantial widening of the elevating roof. Whilst good value at £1,117, I began to feel that it was time for the Commer to be updated; tougher competition was on the way.

The following year I once again received one of those always exciting invitations to 'come and see'. It was nearly ten years since the first launch of the Auto-Sleeper, and fond memories came flooding back as I flew along the Cotswold roads towards the Willersey factory.

Awaiting my arrival was a superb new model tailored to the latest Bedford CF vans. At £1,366 it was still good value and at last you could get the luxury furnishings, design expertise and quality finish in a vehicle which was vastly better to drive than the ageing Commer.

A whole new chapter of progress for Auto-Sleepers was beginning, which has subsequently resulted in their becoming the most prestigious manufacturer of luxury motor caravans in the United Kingdom; an achievement endorsed by the fact that they are the only Company to have won four Gold Medals for the design and construction of such vehicles in International Coachwork Competitions.



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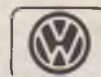


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AUTO-SLEEPABILITY

Disabled but not immobilised

Adapting motor caravans for use by the disabled is not new but the technology now being applied to such vehicles certainly is. For example, modern electronics now make it possible to open motor caravan doors and lower a ramp, all by means of a small remote hand control.

It is almost three years since we at Bromley Motor Caravans decided to take an active interest in providing special vehicles for the disabled. Earls Court in 1984 was the catalyst, when it was realised that there were several visitors in wheelchairs who were obviously interested in the possibilities offered by motor caravans, yet there was no company at the time offering specialist advice.

Motor caravans, unlike most cars, can be adapted for use by the disabled, but some are more suitable than others; side doors, for instance, are a great help, as are vehicles with particularly low floors. Although there is no reason why the larger coachbuilt motor caravans should not be adapted, in practice this happens only rarely because the single entrance doors to such vehicles would inevitably have to be rebuilt; furthermore, the coachbuilt models tend also to have a higher floor level. A high-top motor caravan, on the other hand, almost certainly has wide opening rear doors and probably a wide sliding or hinged door as well.

With no bodywork modifications, any of the standard-size high-top motor caravans can accommodate a wheelchair and its occupant to give adequate headroom. Washing and cooking facilities are standard, a toilet is included either as standard or as an optional extra and a hook-up for mains electricity is now provided on most conversions.

For those who use a wheel-chair yet drive themselves, the Ford Flair has several points to recommend it. It has the option of automatic transmission, it is light to drive and has power-assisted steering as a dealer option. Internally, the layout of seats converting to two single beds makes it relatively straightforward to navigate the space between the wheelchair and driving seat.

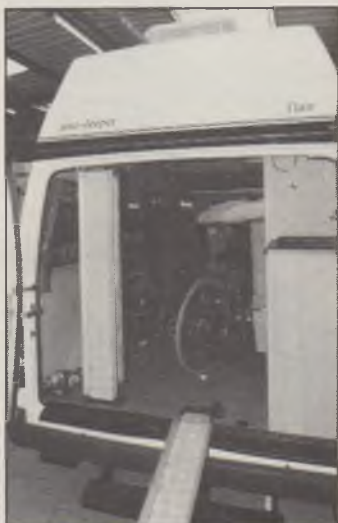
Until quite recently, the normal method of fixing for the wheelchair in the motor caravan was by means of clamps. Today rails are used, allowing variation in the position of the chair and making it possible to attach a full harness of the type used by rally drivers.

At Bromley we currently have a demonstration Auto-Sleeper Volkswagen VHT model equipped with hydraulic lift, hand controls and wheelchair clamps which is used as a basis for discussing the needs of disabled individuals. The uncluttered underfloor of both the Volkswagen and front-wheel-drive Renault Trafic vehicles makes the stowage of removable ramps relatively simple.



A hydraulic ramp is ideal for the Volkswagen's wide side door and tucks away out of sight when not in use.

Auto-Sleepers are now our pre-eminent supplier of motor caravans for disabled customers. The relationship between our two Companies is such that almost anything is possible in terms of the degree of conversion to be retained or discarded. However, all this has not been achieved overnight because, quite obviously, it is extremely uneconomic to interrupt production. The answer has been for our two Companies to work closely together in agreeing which components can be removed without affecting the structural integrity of the vehicle.



Extending ramps have been fitted to this Ford Flair and the interior has been modified to provide ample space for a wheelchair.

The result is that we can now advise our disabled potential customers without always having to refer to the manufacturers, until we are clear about their precise requirements.

Finally, on a practical note, there is the matter of tax exemption and the criteria for it. Simply, the requirements are that there should be the means of loading and unloading a wheelchair or stretcher, a means of securing it and that such modifications should be permanent. Lastly, of course, the

vehicle concerned must be for the use of a disabled person. However, on these points, as with any technical questions, we are always available to discuss any matter which needs further clarification.

Amongst the specialist conversions we have undertaken, there has been a vehicle with a respirator, into which its electrical supply could be quickly fed, and another where, for short journeys the wheelchair did duty, but on longer trips a

rotatable captain's chair with safety harness could be substituted. For the very many disabled people in our society, it may be that a motor caravan could prove to be the means for giving mobility.

The practical details of the adaptation are usually a matter for common sense, but the new technology can often add the final ingredient to turn a practical thought into reality.

*Colin Doman
Bromley Motor Caravans*

WHY AN AUTO-SLEEPER?



Harry and Elsie Bennett taking delivery of their new Ford Transit Auto-Sleeper Flair from Hayes (Leisure) Ltd of Darlaston.

Before he retired, Mr Bennett was an upholsterer and a large retailer for quality fitted furniture and this influenced him when he decided to buy a motor caravan. He has recently changed his CF Bedford Clubman coachbuilt for the smaller Ford Flair high-top.

Since taking delivery he has reported:— 'driving has been a pleasure with its all round visibility and comfortable seating' — 'large wing mirrors giving maximum vision on all sides' — 'Auto-Sleeper have

obviously drawn on their vast experience and achieved the ultimate in fitting all the essentials in the right places' — 'the quality of the cabinets and electrical equipment is superb' — 'how nice to see hot-plates, grills and sinks in the modern finishes now seen in one's own kitchen at home' — 'as a retired upholsterer and fitted furniture retailer, I feel qualified to make these comments' — 'Elsie and I are absolutely delighted with our Flair'.

PERSONAL EXPORT

An increasing number of potential motor caravan owners are becoming aware of the fact that they, if eligible, can purchase a motor caravan free of car tax and VAT, representing a saving of over £2000.

Into this category fall members of H.M. Forces and Foreign Office personnel who are posted abroad. Overseas visitors, too, qualify — namely those who are resident outside the United Kingdom but wish to purchase a motor caravan in this country.

Bowers Motor Caravans are one of the foremost Auto-Sleepers dealers who handle Personal Export Sales. Interestingly, one of their recent customers was Zola Budd who purchased an Auto-Sleeper Talisman for use as both accommodation and a hospitality unit whilst touring the European Athletic Circuit.

Customers who are eligible to purchase an Export Motor Caravan can only do so through a dealer

who holds an Export Licence. He then issues a booklet (H.M. Customs & Excise Notice 705), which explains, in detail, the procedure involved in purchasing an export vehicle, and submits form VAT 410 on behalf of the customer to H.M. Customs & Excise for clearance.

A motor caravan free of taxes may be used in the United Kingdom for a maximum of 6 months, after which it must be taken abroad. It must then remain outside the country for a minimum of 6 months before being reimported. Thereafter, the vehicle must be out of the country for a minimum of 6 months each year. If, after 3 or 4 years, an owner wishes to import his motor caravan into the United Kingdom, H.M. Customs must be notified, who will then assess the Duty to be paid to enable the vehicle to be freed of all import restrictions.

*Roger Ennis
Bowers Motor Caravans*

BEHIND THE SCENES



The entire Auto-Sleeper staff outside the new factory.



Anthony Trevelyan, Managing Director.



Charles Trevelyan, Director.



Bob Halling, Works Director.



Tony Johnson, Sales Manager.



Stuart Clements, Production Sales Manager.



William Cook (L), Accountant, with Anthony Trevelyan.



Joyce Stanley, Secretary to Managing Director.



Margaret Ellison, Sales Administrator.



Pam Hadley, Sales Office.



Hazel Smith, Assistant to Accountant.



Carol Hailing, Wages Clerk.



Neville Jelfs, Foreman, Conversion Factory.



Alan Beale, After Sales



Alan Major, Foreman, Coachbuilt Factory.



Doug Yates, Manager, Paint Shop.



Talbot, Renault and Volkswagen head the three production lines in the main factory at Orchard Works.



Ford and Talbot chassis-cabs will soon receive Legend and Talisman bodies at the coachbuilt factory.



An electric nibbler is used to cut the apertures for windows.



Window apertures and other cut edges are treated to prevent rust.



Two operators fit and seal the windows



An example of the thorough insulation on the Ford Flair.



The aperture for a roof vent is cut before the hightop is mounted on the vehicle.



Fitting the hightop roof to a Volkswagen VHT.



Carpet laying in a Ford Flair. Note the thorough insulation of sidewalls and window surround.



Hardwood edges for worktops and furniture are now bonded by microwave.



The kitchen is assembled before being mounted in a Ford Frisky.



The refrigerator is located in its recess in a Talbot SL.



The special Auto-Sleeper control panel is installed in a VW.



Legend and Talisman bodies are fitted out in the spacious coachbuilt factory.



Installing a trim panel, with insulation, in the roof of a Ford Legend.



Fitting the lined chintz curtains to runners above the sliding windows.



Legend and Talisman have stainless steel roof racks and ladders.



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The Ford Transit Flair is no exception.

It combines the ultimate in luxury caravans with the latest in Ford technology.

The Ford Transit is a vehicle that has passed all the milestones of its much lauded predecessor achieved, breaking new ground in economy, comfort, ruggedness and reliability.

The Flair offers the mobile home owner the last word in interior design and craftsmanship, making it as pleasurable to live in, as it is to drive.

First, the kitchen. Superbly appointed, it boasts features that even the most serious cordon bleu chef wouldn't sniff at.

Stylish dark brown laminate surfaces house a glass topped cooker, grill, fridge freezer, and an abundance of storage space.



w.c. have not been forgotten.

Co-ordinated furnishing fabrics add the final touches to this superior caravan.

If you would like more information on the Ford Transit Flair,

write to: Auto-Sleepers Ltd, Orchard Works,
Willesley, near Broadway,
Worcestershire WR12 7PT.



FORD TRANSIT.

THE AUTO-SLEEPER FORDS

The new Ford Transit is a delight to drive and so easy to park.

Ford Motor Company struck an ideal balance when introducing the new Transit just over a year ago, combining an aerodynamic body shape with tried and trusted mechanical components. The rear wheel drive gives better traction on wet grass — a point which will appeal to users of campsites — yet the power house is at the front and easily accessible for those who prefer to do their own maintenance.

That curved and sloping front profile allows it to slip through the air without fuss or wind noise, as is apparent if the driver's window is lowered when travelling at speed, for there is then no draught or buffeting. The low line of the cab windows makes for ease of parking in confined spaces and, on all three Auto-Sleepers models, there is a good view rearwards from the substantial door mirrors (extended for

full vision in the case of the wider coachbuilt Legend), plus the fitted interior mirror.

Seats are fairly firm yet supportive, as I found on a 200-mile journey with infrequent stops in an Auto-Sleeper earlier this year. My passenger and I arrived fresh and relaxed, enjoying the drive so much that we could have gone on for another 200 miles! Controls are light, the vehicle has no vices and its road manners are impeccable. The five speed gearbox and two litre engine fitted to all Auto-Sleepers allow effortless cruising beyond our legal maximum but gentler driving leads to fuel economy unmatched by most of the rivals. Automatic transmission and a diesel engine are among the options available. The Transit is in all respects a comfortable vehicle to live with, yet is no longer than many estate cars.

FORD FRISKY

Sprightly and compact, garageable like a car

With low overall height of less than seven feet, the little Frisky is ideally suited to day-to-day use in addition to motorcaravanning, for it will often be garageable like any other car. There are four individual forward facing seats for travelling. During picnic or longer stops, it is the work of moments to turn the front seats on their swivels to face twin tables — one on either side, leaving the centre gangway clear. In fine weather, the 'dining room' has direct access to the exterior via the open sliding door. Alternatively, the side door may be closed and the seats arranged as two inwards facing settees with a table in the central gangway.

The four seats may quickly be converted to twin single beds, still with a gangway between them, or a double which stretches the full



Little and lively: Auto-Sleepers' Ford Frisky.

width of the vehicle. With the easy rising roof raised, there are two full length stretcher bunks, hidden when not in use.

At the rear of the vehicle, neatly hidden when not in use by Auto-Sleepers' incomparable cabinet-work, will be found cupboards galore, a stainless steel cooker with two burners and grill and a

matching sink and drainer. The latter is fed from a large underfloor water tank via an electric pump. A water level gauge situated in the electrics control panel is standard on all Auto-Sleepers. There is a capacious wardrobe and a refrigerator with freezer compartment, operated by gas when stationary or by the car's alternator when

running. To complete the equipment there is a four-place crockery set in its own rattle-free housing and a floor level cupboard is provided in which is housed a chemical toilet.

'Frisky' is well named, being a sprightly and compact little run-about which is also a well equipped travelling home.



Twin dinettes and open side door.



Twin single beds of ample length are quickly ready.



Alternative double bed spans width.



Two drawers in storage space beneath kitchen.



High level fridge/freezer with control panel above.



Flair's smooth high roof reduces wind noise, matches coachwork.

FORD FLAIR

Modern as the minute, a triumph for the designer

The name is equally appropriate, describing a vehicle which is stylish both inside and outside. The smooth flowing hightop complements the good looks of the vehicle and, being aerodynamically shaped, preserves the excellent fuel consumption for which the Ford is noted.

The front seating and sleeping area emulates that of the Frisky but the provision of permanent standing room inside, throughout the length of the vehicle, allows space for a generous, upholstered, upper double bed, high level cupboards and opening roof windows which ensure cross ventilation when needed. With both beds in use, the rear kitchen area is completely unobstructed. The arrangement of the furniture here is entirely different from that of the Frisky, with a refrigerator on a high plinth facing a wardrobe. The two make an effective visual screen between leisure and working areas and, for additional privacy, a roller blind may be lowered. This allows the kitchen to become a spacious dressing or toilet room, with hot and cold running water and a chemical toilet housed unobtrusively in a floor level cupboard. An electric extractor fan ensures that the air is always fresh.

Provided with mains electricity made safe by an earth leakage trip, the Flair's refrigerator/freezer has three-way operation. There is also an electric socket for domestic appliances such as a kettle, fan heater or television. When mains is



Twin dinettes leave centre gangway clear of obstruction.



Water heater above wardrobe, sink unit beyond.



Cooker, refrigerator, control panel and crockery cupboard.

not available, a battery monitor ensures that there is enough 12 volt electricity to start the engine next morning.

But it is right at the back, away from the seating area, that Flair really lives up to its name for elegant style and design. On the nearside is the vitreous enamel cooker, with an easily cleaned glass cover, set into a dark brown laminate worktop. Opposite are matching vitreous sink and separate drainer. Both units have generous cupboards below, fitted crockery and cocktail cabinets above. A chopping board and gold lustre taps, towel ring and soap dish emphasise that the name 'Flair' is wholly appropriate.



Perfect combination: body by Auto-Sleepers, chassis-cab by Ford.

FORD LEGEND

A complete home for the discerning motor caravanner

Here is a purpose-built motor caravan with body styled by William Towns (responsible for the shape of the Aston Martin Lagonda). It is immensely strong, being of mono-coque reinforced glass fibre construction — and beautiful, complementing the sleek line of the Ford.

The seating area is based upon the same concept as that of the Frisky and Flair but there is greater width and therefore more space. Both of the cab seats may be swivelled to face the rear, when tables may be mounted on their individual legs to provide two dinettes, with individual seats for four people. The wide centre gangway remains unobstructed. If more people need to be accommodated, the cushions may be quickly rearranged to provide settees along one or both sides of the vehicle.

At night, there is the choice of twin single beds of ample length or a generous transverse double bed. (When the double bed is used, the cab seats may be left facing in their travelling position, ready for an immediate getaway if necessary.) Above the cab is another big double bed, beloved by children but easily able to accommodate two adults. If this bed is not required, Auto-Sleepers will fit a set of cupboards to take its place and match the rest of the furniture. Whether it be a bed or cupboards, it is possible to walk to the cab seats without bending during the day-time.



Dinettes below, double bed above in the luxurious interior.



Built-in Cassette Porta-Potti in the toilet compartment, now heated by ducted warm air.

The kitchen, with full oven cooker, is at the rear, well away from the seating area. There is an opening window with venetian blind and curtains, enabling the cook to adjust light and temperature to suit all conditions. The stainless steel, highly polished sink has an integral drainer and next to it is the full oven cooker with hob and grill. When not in use, the whole kitchen is hidden in a cabinet. The refrigerator nearby



High quality cabinetwork for kitchen, toilet and wardrobe.

is topped by a useful working surface or sideboard and above that is the glass-fronted cocktail cabinet. The fitted crockery set lives in one of the attractive wall cupboards. Other standard fittings include mains electricity with earth leakage trip, running hot and cold water, a thermostatically controlled space heater with blown air and, generally, ample storage space at both high level and in cupboards beneath the worktops and under the seat cushions, plus a good sized wardrobe.

The separate toilet/shower

room is one of the attractions of the Legend. The new cassette chemical toilet, with exterior service door is fitted as standard as are the vanity unit, foldaway wash basin, towel ring and ducted heating. Even a removable carpet is provided to protect the shower tray.

This is probably one of the most attractive coachbuilt motorhomes on the market suitable, with its high level of equipment and thorough insulation, as a home in summer or winter. Yet the Legend is compact and as easy to handle as a car.



Stainless steel ladder and roof rack are standard equipment.

THE AUTO-SLEEPER RENAULTS

Front engine and front wheel drive allows the lowest floor level of all base vehicles.

Auto-Sleepers' faith in the Renault Trafic is confirmed by the fact that four separate conversions are listed among their model range: one elevating roof and three hightops, all on the compact short wheelbase van. Renault have taken advantage of the front engine and drive configuration to provide an unusually low interior floor level which makes these vehicles particularly suitable for those unable to climb high steps. The disabled find that a simple ramp for a wheelchair can be employed rather than an expensive hydraulic lift.

All models have the 1700cc engine with five speed gear-box (optional on the RV50). A diesel engine is also available. All Auto-Sleepers use the short wheelbase Trafic, making them extremely compact and manageable conversions.

Those who have never driven anything other than a small car need have no qualms about setting off in a Renault Trafic. It is just as easy to drive and park, with extremely light controls and excellent visibility. The all-independent suspension gives a smooth ride over indifferent surfaces



and, although the springs feel fairly soft, cornering ability is reassuring, thanks to the front drive. Both petrol engines are noted for their miserly consumption of two star fuel. The Renault vans are also very competitively priced. These are the only vehicles with hinged (as opposed to sliding) side doors — a feature which some people prefer.

RENAULT RV50

A really compact vehicle offering accommodation for four when travelling, dining, relaxing or sleeping

If there is such a thing as a 'conventional' Auto-Sleeper, the RV50 is it. Here is an entirely practical little motor caravan with an interior layout and quality of construction that has made the

name famous. Everything you would expect is there, including four forward facing seats for travelling; twin settees facing a central table for dining and relaxing; two easily made single beds (or optional double) and twin upper stretcher bunks; a kitchen with piped water to the stainless steel sink with its matching cooker/grill; a large wardrobe with shelves for smaller garments; a two-way refrigerator situated at a convenient height and even a chemical toilet.

That's it in brief. Now to examine the RV50 in a little more detail. Opening the hinged side door gives access to the rear single passenger seats which make this so useful as a runabout. At mealtimes, these

seats are converted to settees which face a table in the centre gangway. That is if four are dining. When there are only two people, they may sit on the offside settee with the door open as they admire the view. Again, if the rear seats are not required for travelling, one or both may remain as settees. In this form, they have double the amount of storage space in their base lockers.

Two roll-out stretcher bunks in the space above the side windows are, in the typical Auto-Sleeper search for neatness coupled with convenience, housed unobtrusively in hinged wooden covers which match the rest of the light oak cabinetwork. At night, they are

quickly unrolled for occupation and, while headroom is reduced, all systems below remain accessible and usable. (Many people have found, by the way, that an unrolled bunk makes a wonderful storage area for bedding — just another feature of Auto-Sleeper adaptability.)

The rear kitchen is accessible either from the front seating area or the twin rear doors. On the nearside are the stainless steel sink and drainer with a matching two-burner hob alongside with splash guards of highly polished stainless steel. Below are cupboards, one containing the set of crockery, securely fastened so that even severe road bumps will not dislodge



RENAULT RV50



Twin settees and island leg table — space for four at mealtimes.



Porta-Potti has its own locker beneath settee/face-forward seat.



Twin single beds are quickly made.



Rattle-free crockery storage in kitchen cupboard.

or break it. Opposite is the wardrobe unit with double doors and a neat little shelf unit alongside. Next to the wardrobe is the refrigerator with electronic ignition. It stands at

a convenient height and there is another useful little cupboard in the base. Although this is one of the smaller and cheaper Auto-Sleepers, there has been no skimping on quality. All cabinetwork and upholstery — and attention to detail — is the same as in more expensive and larger models.

One of the features of the famous Auto-Sleeper elevating roof is its ease of operation. There is also a ventilation control. Both side walls may be opened fractionally and secured, proof against rain and intruders. In fine weather, one panel may be dropped completely to give a commanding view to the exterior. There is a roof rack at the front and the low profile keeps the overall height to just over seven feet.

RENAULT RHT

Similar to RV50, the fixed hightop gives certain advantages.

Here is a design based upon the successful RV50 but with a hightop giving permanent standing room within and making the interior both roomy and light. The high roof allows other advantages, too, yet has little effect, if any, on performance or economy.

There is a full size double bed at high level in addition to that down below. In the stowed position above the cab, it provides luggage

accommodation yet can be arranged to give a full-height walkway to the cab seats, thanks to an adjustment provision. There is a flyscreened adjustable ventilator in the roof. Across the back, above the rear doors, a deep recess provides yet more storage space. I found it ideal for books. Flanking this, on either side wall of the roof, are lockers with top-hinged doors. One, glazed, displays the crockery set to advantage and makes it readily accessible. The other provides a set of glasses in holders and frets for wine bottles. Two windows allow a view from a standing position. The whole roof interior is neatly covered with a carpet type material to improve insulation and combat condensation, making this a sensible little caravan for summer or winter use.



Hightop allows crockery cupboard at convenient height.



Upper double bed in RHT. Other hightops are similar.



All Auto-Sleeper Renaults have radio and dashboard shelf.

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Renault Rapport
from Auto-Sleepers



With the introduction of the Renault Rapport, 1988 promises to be a vintage year for motor caravan enthusiasts.

This new vehicle, based on the latest Renault Traffic, abounds in exciting features, all designed to provide the user with the ultimate in comfort and convenience.

Take the kitchen, for example. In the Rapport you'll find it at the rear of the vehicle. It is in the very latest style, with vitreous enamel set into specially chosen laminate working surfaces. The cooker is fitted with an extractor fan as standard to keep the interior free from cooking odours. The sink has a hardwood chopping board plus a sensibly positioned soap dish and towel ring. To complete the kitchen's 5-star specification, there's an eye-level locker for kitchen ware and a large 2 cu.ft. (gross) Electrolux refrigerator with freezer compartment and electronic ignition as standard. The refrigerator is suitable for gas, 12 volt or mains power, with full safety protection.

In the all-new Rapport, our designers have worked miracles with storage space. They've built it into every item of furniture, in

addition to the eye-level lockers.

Sensible space utilisation is also evident in the ingenious seating arrangement whereby, by swivelling the cab passenger seat, you can either have a dinette for two, or an inward-facing dinette for four.

At nighttime your comfort is assured by the two single beds which, if required, convert into an optional double. A further double bed is fitted in the roof. To add to your comfort, there is an externally-flued heater plus full body insulation to keep you snug and warm even in the most inclement weather. Underfoot you will find luxury carpets, and the choice of furnishing fabrics reflects the general ambience of good taste and quality.

Everywhere you look in the Rapport, you'll find detail touches which make this motor caravan so excitingly different. There's a chemical toilet, two 4-way position roof ventilators, a five speed gear box, and radio fitted as standard. If you wish, there's the option of a hot water system.

It all adds up to what is surely the ultimate compact motor caravan ever. Designed and built to the now legendary Auto-Sleeper standards of workmanship.



THE HALLMARK OF QUALITY

AUTO-SLEEPER





A complete little home as short as most cars.

RENAULT RAPPORT

Designed for the connoisseur, with a stylish interior to gratify all tastes.

This, the most recently introduced flagship of the Renault fleet, breaks entirely new ground. Whilst the seating and bedding arrangements follow broadly those of the RCX and RHT, the rear end is entirely different. Just behind the seats is a large high-level refrigerator with electronic ignition and a freezer compartment. Opposite is the wardrobe. These two cabinets make an effective visual division between the seating and working areas. The latter is right at the back, either side of the twin rear doors.

On the nearside, the vitreous enamel cooker has a hinged glass top and is set into a dark brown, laminated worktop. There is a matching worktop above the adjacent refrigerator. Below the cooker is the grill and cutlery drawer and below that a spacious cupboard with twin doors that do not obstruct the central gangway when opened. Above is the extractor fan. Twin cupboards are sited here, one with a glass front to display the fitted crockery set.

Opposite is the sink unit, also in vitreous enamel, with matching drainer and chopping board cover.



Passenger seat reverses to face single dinette, optional for driver's.



Kitchen/dressing room at rear. Roller blind divides from front.

(One thoughtful touch by Auto-Sleepers is the provision of a place to clip the chopping board to

prevent rattles whilst motoring.) The sink unit tops further spacious cupboards and there is a fluores-



The stylish sink unit with separate drainer.

cent light recessed into the wall (easily located when entering by the rear doorway). Above is the drinks cupboard, with glasses supplied and frets for bottles.

A chemical toilet is carried in a seat locker. The rear may be separated from the seating area by a roller blind.

Rapport includes in its standard equipment mains electric linkage with safety protection, control panel with water gauge and battery monitor and an externally flued heater. A water heater is an option and, when this is fitted, the space heater is replaced by the blown air type. If you are looking for a complete yet extremely compact motorhome, the only difficulty will be choosing between the Renault Rapport and RCX!

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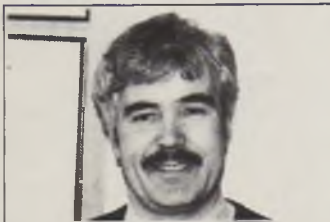
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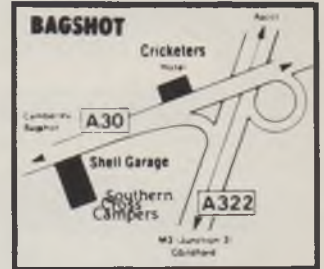


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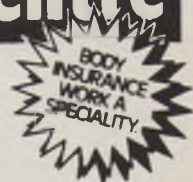
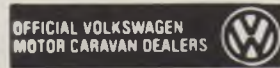
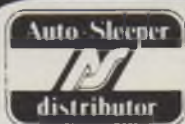
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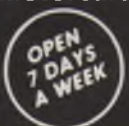
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Hightop follows Renault contours to reduce drag.

RENAULT RCX

Total comfort for four or five in the most compact hightop available.

This hightop model goes one stage further than the RHT, for it incorporates a toilet/shower compartment within its interior, making this probably the most compact motor caravan to boast such an amenity. Naturally, there is piped hot and cold water to both shower and sink unit. The latter is situated opposite the shower room at the rear of the vehicle and is accessible either from the inside of the caravan or the rear doors. A convenient triple-hinged door may be swung across to isolate the rear of the caravan, taking in the sink to form a sizeable washroom and dressing room with showering and toilet facilities. It is possible to take a shower in the little cubicle itself and so avoid spraying water all over the place.

When the back room is occupied the remainder is available for others. It is, for instance, possible to get at the cooker and the refrigerator. There is no excuse for delaying the morning cup of tea because the bathroom is in action! And all this is in a vehicle only 14ft 8in long. It's a little miracle.

Again, the hightop allows for greater convenience. The crockery cupboard is at a high level above the sink and the drinks cupboard tops the refrigerator but leaves a flat surface on which to stand, for instance, a television set.

The upper double bed is like that in the RHT and also doubles as storage space for bedding. The seating below emulates that model, too, with reversible passenger cab



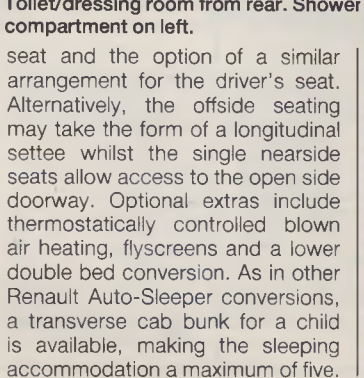
Seats on both sides face forwards or inwards, as settees.



Toilet/dressing room from rear. Shower compartment on left.



Kitchen crockery cupboard, toilet room, wardrobe, control panel.



Overcab bed stowed for full headroom above cab.

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THE AUTO-SLEEPER TALBOTS

The largest standard base vehicle available has a sparkling performance

When the Talbot Express was introduced in 1982 at a low price yet with a high level of specification, heads were shaken: "They will never keep the price competitive." They have done so. "It will wear out," said others with vested interests. On the contrary, it has proved to be exceptionally reliable. It has also been gradually improved over the intervening years (latest modification is to the cab heater) and can hold its own with any others available to UK owners. (I know, having owned one for two years.) What's more, it is big, giving greater internal space than any other similar models.

Yet it becomes easier and easier to drive. Initial problems with sliding doors and awkward gear changes are worries of the past. The latest Talbots are as pleasant to drive as most others yet have a higher speed and better acceleration and

— important to motor caravanners — a great deal of usable space inside.

Although front engined with driven front wheels, the rack and pinion steering is light, with a surprisingly good turning circle. Suspension is on the firm side, giving exceptional road holding ability. Even with a hightop fitted, the Express can take corners as if they were not there. Yet in spite of its sparkling performance (with top speed well above the legal limit and acceleration to match), fuel economy is rewarding, unless the performance is used to the full!

The standard 1.8 litre van is no sluggard but, for fullest benefit, I personally recommend the powerful 2 litre motor (fitted as standard with the Rambler and Talisman). A 2.5 litre diesel, with about the same power output, is available, as well as a 2.5 litre turbo diesel.

TALBOT SL

Unique, noted for its interior space, yet parkable in a car's length.

This is the largest elevating roof motor caravan in regular production, yet it remains suitable for parking in the normal meter bay. Auto-Sleepers have cleverly adapted their standard elevating roof layout to take advantage of the space available. A large refrigerator with freezer compartment and electronic ignition is fitted as standard. There is an additional



An unusually spacious elevating roof motor caravan.



Spacious kitchen unit tops many cupboards and a drawer.



Dinette in SL. Both settees can be changed to forward facing seats.

cupboard alongside the kitchen unit, which is situated at the offside rear, and the unit is commodious enough to take a full oven cooker if this is desired.

Opposite, there is the refrigerator at a convenient height and in place of one wardrobe there are two high cupboards, one with fitted wardrobe rail and the other suitable for a chemical toilet or . . . well, motor caravanners will always



Stretcher bunk neatly concealed behind hinged wooden cover.

welcome some additional storage space! Above the refrigerator there is the electrical control panel with water level gauge and safety trip switch for the mains hook-up.

The front area provides four forward facing seats, quickly convertible to two settees. The table stands between them on its island leg. Front seats may be made reversible at extra cost, when they will form part of a spacious lounge

area. Also optional are the extra cushions to transform the settees into a transverse double bed. (Twin longitudinal single beds are standard.) There are two stretcher bunks in the roof which, although large, remains easy to raise.

The SL is the one to look at if you feel that a little more space, for relaxing or moving about, is what you need. Yet it is still compact enough for daily motoring.



Opening roof windows and two vents ensure adequate ventilation at all times.

TALBOT RAMBLER

An all-new model with some unique features and others incorporating well known Auto-Sleeper design attributes.

The fact that this new hightop replaces the CXL, which was one of Britain's most popular hightop motor caravans, is a tribute to Auto-Sleepers' constant striving for perfection. Restyled at the rear for 1988, the interior is the result of several conferences, in one of which I was invited to take part. The essential attributes of the popular CXL has been preserved — with many notable improvements and some ideas borrowed from other models. For instance, the sink and drainer, which has a lid enabling them to be closed away when not in use, will be found at the rear offside but opposite is the shower compartment. (Auto-Sleepers believe that an entirely separate shower compartment is better than any hole-in-the floor arrangement.) Here is a place where the occupants, tired perhaps after a long journey, can refresh themselves without flooding the rest of the furniture, however careless they may be with the shower spray.

Experience dictated that users wanted a larger roof vent to light the shower room. A four-way model is now fitted. To make the dressing room, a two-fold door spans the gangway, meeting the side of the wardrobe adjacent to the sink and effectively sealing front from rear. So the rear compartment now contains shower, sink and toilet, all



Distinctive new upholstery for this new and spacious hightop model.

Kitchen at the rear, with sink and drainer on offside, cooker and oven on nearside.



Full oven cooker, drawers, cupboards and electrics control panel.



Two-fold door ensures complete privacy in toilet room at rear.



Above the sink, secure storage for crockery and glassware.

refrigerator from the back doorway, without stepping into the motor caravan.

Two tables are provided which, with the reversible passenger seat, provides the option of two dinette arrangements, both easily erected and convenient to use. Apart from that, the seating/bedding area is similar to that of the Talbot SL except that, being a hightop, there is the pull-out upper double bed in place of the stretcher bunks. With the bed in its stowed position, it is possible to walk to the cab seats without bending double. If not needed as a bed, this area provides valuable extra storage space.

It is a stimulating design. The previous CXL was an extremely popular model. Its replacement should break all records.

hinged lid so that when closed the working space is increased.

All the worktops are finished in a deep brown laminate which blends attractively with the light oak finish of the cupboard fronts. Unusual in a Talbot Express, the large three-way refrigerator with electronic ignition is placed beneath the drainer right at the offside rear of the vehicle, making it simple to load the

in a very private place.

The cooker and oven are forward of the toilet compartment, opposite the wardrobe. I tried it out, wondering if the separation of cooker and sink would prove difficult. On the contrary, I found it most convenient. There seemed to be more room when wielding pots and pans. Like the sink and drainer, the cooker is also fitted with a

TALBOT TALISMAN II

Similar in shape, design and layout to the Legend but offering even greater interior space for movement and storage.

This is Auto-Sleepers' biggest motorhome, beautifully designed on the outside by William Towns of Aston Martin Lagonda fame. Again, the length of the Talbot chassis allows something extra to be included — in this case additional cupboard space and a little more worktop.

Outside, that highly polished reinforced glass fibre coachwork really does gleam and, complementing the attractive appearance, a stainless steel ladder at the rear leads to a roofrack of the same material. Lower down, the tinted glass sliding windows in the sides add to the good looks. (Optional double glazed acrylic windows are also available.) Rear steadies are part of the standard equipment. Access to the ventilated gas bottle locker is from the exterior. Master taps inside may be used to isolate individual appliances.

The entrance is at the side, near the rear, opening on to the kitchen area with its stainless steel sink and full oven cooker, all hidden from sight when not needed by the quality cabinetwork which is the hallmark of this old established firm. It is a pleasant place to cook or even wash the dishes, for the window above the sink may be opened or screened with either venetian blind or curtains. A fluorescent light is provided — one of five in this luxury caravan.

The spacious toilet/shower compartment is situated at the extreme offside rear and, as is proper in a coachbuilt, is an entirely



One of the best looking coachbuilts available at any price.

separate unit which does not depend upon any other part of the caravan for its use. Hot and cold water are piped to shower head, wash basin and sink and, as all these units are close together, there is no waste of hot water in long pipe runs. The toilet compartment is beautifully fitted, with vanity unit, shower tray with protective but removable carpet and a large roof vent which has the additional advantage of making the room light and airy.

Forward of the toilet compartment is a large wardrobe where many garments are presented sideways on — so much easier to select the one needed that way. Opposite, there is the big three-way refrigerator with electronic ignition and freezer compartment, with a work-

top and glass-fronted cocktail cabinet above. The fitted crockery set is housed in one of the several wall lockers — all readily accessible without bending.

Seating may be arranged as four forward facers, twin settees or twin dinettes with individual seats, both cab seats being reversible. With the twin dinettes in use, the wide central gangway is left unobstructed, making it easy for the host and hostess to attend to the wants of their guests!

At night there is a choice of bedding arrangements. The twin single beds are of ample length and width and they may also be brought into use as long couches when a large number of people must be accommodated. Alternatively, there is a king sized double bed across

the caravan which leaves the cab seats ready in their travelling position. Another generous double bed is supplied in the overcab area, screened by curtains so that children may retire early, leaving their parents the freedom of the whole of the caravan below. Unlike many 'overcab beds' in other conversions, this one allows, in its stowed position, full height access to the cab seats. A neat set of cupboards is available in place of the bed — an option which may appeal to couples who wish to travel far for long periods with the maximum amount of storage space.

Here indeed is a mobile home in which you will be proud to entertain your friends or happy to take the family on extended tours.



Twin dinettes leave gangway clear but settees and central table also available.



Whether you sleep across or lengthways, the double bed is truly king-sized.



Comprehensive kitchen at rear can all be hidden from sight by the carefully finished cabinetwork.



Easy removal of Cassette waste unit — from the exterior.



Toilet/shower room with fitted vanity unit and heating by circulated warm air.



Now when you've had enough of the neighbours, just change them.

Have you ever wished you could swap the bleating of next door's hi-fi for the baaing of lambs in a next door field?

Consider this. You pack a bag. Leave a note for the milkman. Walk down the drive. Start the engine.

That's it. That's as complicated as motor-caravanning gets.

The Talisman is a perfect example of the joy of a motorhome.

It was styled by Mr. William Towns. (He made his name designing Aston Martin/Lagonda so you can just imagine what he's done with a motorhome.)

Our converters, Auto-Sleepers have taken the result of his labours and fitted it with all the creature comforts.

The kitchen is equipped with a two-burner grill/cooker with a separate oven below, and a stainless steel sink. (And when you're not using it, the whole caboodle can be closed away out of sight.)

There's loads of cupboard space throughout—with china for four and even a cocktail cabinet as standard fittings.

As are the fridge, shower unit and toilet, dinette and table, wardrobe and thermostatically-controlled blown air heating.

So much for the home. What about the motor?

The Talbot Express's powerful 2-litre engine

is front-mounted and front-wheel drive.

So, unlike certain competitors' vehicles, the Talisman has all its motor up front and all its home at the back.

Which is why there's so much more space in the Talisman and all Talbot motorhomes.

The engine also produces more torque than any comparable vehicle. (If you've ever been stuck behind someone trying to haul a caravan up a Welsh mountain-side in the family saloon, you'll appreciate the value of high torque.)

The Express's main claim to fame though, is its economy.

No other comparable compact van has lower fuel consumption.*

However, until you've had a nose around the Talisman and put it through its paces, you'll never realise exactly what you could do with your weekends and holidays.

Of course, it's more than possible that you're firm friends with the folks next door.

No problem. Take them with you. You'll find the Talisman is made to sleep four in total comfort.



*1300 Kg fully laden -- 26.65mpg (Commercial Motor, 25.9.82)



Talbot Sportsman SL



Talbot Talisman II



Talbot Rambler

THE AUTO-SLEEPER VOLKSWAGENS

Deservedly popular for over a quarter of a century, the Volkswagen Transporter remains ahead of the times.

The continued popularity of the Volkswagen is one of the success stories of the century. The concept remains the same as when the vehicle was first imported into the UK 40 years ago: a reliable load carrier which is equally suited to transporting people in comfort. Against all predictions, the rear engined 'Beetle' and 'Volks' have become respectively the best selling car and van of all time.

The rear engine of the Transporter provides certain advantages in the way of sound insulation and excellent traction on indifferent surfaces. One of the advantages of the 'new shape' (a smoother outline introduced about ten years ago) is the engine accessibility. A large, insulated panel opens up the whole top of the engine. Auto-Sleepers have, in their conversions, ensured that this panel is readily accessible.

Now, 1988 Volkswagens provide a greater choice of options than any other similar vehicle. Auto-Sleepers use as standard the more powerful 78bhp version of the 1.9 litre watercooled boxer engine with four forward gears. Options include a five speed close ratio box or automatic transmission — or there is the 1.6 litre diesel engine, with or without turbocharging. For greater power, there are two versions of a 2.1 litre fuel injection engine, giving up to 112bhp. Then there is the syncro four wheel drive system which engages automatically whenever traction is about to be lost, on the road or in a muddy field. It is seldom beaten by adverse conditions but there is the additional

reassurance of locking differentials on both axles.

Disabled people find the Volkswagen particularly suited to their needs. The wide, sliding side door readily accepts a hydraulic lift for wheelchairs and this is the only such vehicle with power steering listed as a regular option. Whatever your motoring needs or ambitions, there will be a Volkswagen to suit them. This is one of the strongest and safest vehicles on the road, as has been proved by exhaustive crash tests.

Auto-Sleepers offer three different conversions, two with elevating roofs and one hightop. They are all supremely versatile vehicles, capable of carrying as many passengers and as much load as an estate car but in addition providing living and sleeping accommodation away from home. All have the unique tailgate feature, where a trolley of goods from the supermarket may be loaded and remain concealed beneath a wide shelf. For bulky loads, this shelf may be removed completely.

All offer sleeping for four, on low and high level double beds, and they all have chemical toilets fitted as standard. A thermostatically controlled heater which blows warm air is among the options.

The Auto-Sleeper Volkswagen range is one of the best sellers. Although not the cheapest base vehicle, there is proof here that discerning motor caravanners will pay for that little extra.

VOLKSWAGEN VT20

A unique concept, with seating for four on a U-shaped settee.

The unusual but essentially practical layout provides a very wide double bed at the rear which is quickly made from the U-shaped settee, where four people may travel or dine in comfort. The compact but well equipped kitchen is enclosed by Auto-Sleepers' fine cabinetwork so that, on the road, this looks more like a car than a camper.

The kitchen is near the front of the caravan compartment, behind the cab seats, and accessible directly from the cab or via the wide, sliding door in the side. On the offside there is the cooker and sink, with 12 volt/gas refrigerator beneath. An ingenious lid hides the cooker but may be hinged over the driver's seat to provide more workspace when needed. The fitted

crockery unit is in a separate cupboard behind the cab passenger's seat, where there is ample room for a stock of jars, tins and bottles.

Normally U-shaped, the rear settee may quickly be changed into an L-shape further to increase the already generous floor space. At night, it is a simple matter to pull forward the base of the settee, when the backrest flattens, matching up with the big rear cushion to form a generous double bed. Many people like the extra size of the main bed in the VT20, for it stretches the full width of the vehicle.

To ensure that the VW base vehicle retains the tremendous strength for which it is famous, Auto-Sleepers do not remove the roof bows which, say VW, are part



With the elevating roof lowered, VT20 is better than any estate car.

of the integral structure. This restriction has been used to advantage on all their models. The standing area is in the centre of the vehicle where, thanks to the design, it is the only place where it is needed. A large double bed may be extended from the rear when the

roof is raised. During the day it makes no difference to the available standing area. At night, it still leaves all facilities accessible. The children may be put to bed whilst their parents relax or work in the area below.



From the wide side doorway: kitchen units and U-shaped settee.



Close-up of the unique rear settee, providing places for four.



A special place for the chemical toilet beneath the settee.



Raised or lowered, the Auto-Sleeper roof complements the VW's modern styling.

VOLKSWAGEN VX50

An alternative elevating roof layout with a high level of specification.

From the exterior the VX50 looks almost identical to the VT20 but inside there is a different layout. The rear settee has become a bench (which again makes a comfortable double bed) and the kitchen unit extends right along the offside, giving a great deal of cupboard space and allowing the installation of a large 12/240V/gas refrigerator with electronic ignition and freezer compartment. The cab passenger seat swivels to face the rear and, optionally, the driver's seat can also be provided with a swivel. The two front seats will then make an extra dinette.

The long kitchen unit, constructed to the high standard which all who know Auto-Sleepers will expect, provides a great deal

of storage and working space. Concealed beneath the superb cabinetwork until required, the two-burner cooker with grill is located behind the driver's seat. Beneath it is a cupboard and next to that the refrigerator, then further cupboards. One of these holds the Porta-Potti which is also part of standard equipment. Above is the stainless steel sink and drainer with a drop-down door giving access to another compartment which will take cutlery, washing up materials and other oddments.

To the rear of the sink unit is another large locker with top-hinged lid. This will accept a multitude of items and is tall enough for litre wine bottles. Removable trays ensure that smaller pieces are not lost within its depths.

All these units so far described form a long sideboard with flat top



Optional extra dinette at front of the Volkswagen.

when closed. At the extreme rear is the wardrobe, constructed of the same woodwork but reaching to the ceiling and supplying room for several garments on clothes hangers. Above the wardrobe, an upper locker with a fluorescent light in the centre, extends the width of the vehicle.

There is further storage beneath

the rear settee and, of course, from the tailgate beneath the removable, full width shelf. This VW conversion has a place for everything and allows the occupants to keep everything in place!

Yet it is a fraction under 7 feet high in travelling mode and capable, therefore, of being garaged in many places.



Well appointed kitchen. Outlets for optional blown air heater are shown lower left.



Rear settee may be quickly made into this sizeable double bed.



WINNER OF THE JAMBOREE SHIELD FOR THE BEST VOLKSWAGEN CONVERSION — 1987/1988

SUPERBLY STYLED

The Volkswagen Auto-Sleeper is extremely attractive and is most 'car-like' to drive. The beautifully styled high-top roof has been designed with aerodynamics in mind with the resultant benefit in fuel consumption.

A MOST BEAUTIFUL INTERIOR

The inside has to be seen to be believed — it is superb.

The kitchen has a matching stainless-steel sink and two burner/grill cooker, both of which are fitted with specially designed lids so that they can be closed away when not in use. Below the sink there is a large refrigerator/freezer unit which is designed for use with gas/12/240 volts and is fitted with mains hook-up and full safety protection.

Adjacent to the refrigerator are two large sized lockers for the storage of food, etc, whilst there is further storage in a large locker which has shelves which can be adjusted for position as required.

DESIGNED FOR PRACTICABILITY

Practical features abound in the Volkswagen Auto-Sleeper, the design of which is such that there is always plenty of free floor space. In the front of the

high-top roof there is a large storage locker, adjacent to which there is an eye-level cupboard for the china — even this is supplied as standard.

Behind the cooker and sink there is a sliding window, complete with an integral fly screen and which provides maximum ventilation as and when required. Above the sink there is an electrical control panel which includes a water level gauge so that you can see exactly how much water you have.

Possibly one of the most practical features of the Volkswagen Auto-Sleeper is the fact that it is fitted with a parcel shelf to the rear of the dinette seats which enables shopping, etc, to be put in the area under it and safely out of sight.

LUXURIOUS LIVING

The beautiful rear dinette is designed to seat two people in total comfort. When four people are living in the vehicle there is an option enabling both cab seats to be swivelled and a table fitted between the two of them.

At night-time the rear dinette converts to a large and comfortable double bed, whilst there is a further double bed in the roof.

High-quality curtaining and recessed fluorescent lights are fitted as standard.

Whilst the good insulation will keep you warm throughout, those requiring extra luxury have the option of specifying a thermostatically controlled externally flued heater unit.

A HIGH LEVEL OF SPECIFICATION

The Volkswagen Auto-Sleeper is extremely well equipped and the high level of specification includes full carpeting throughout, a swivelling passenger seat enabling maximum utilisation of the interior space, and even a chemical toilet in a specially designed locker.

The external appearance of the Volkswagen Auto-Sleeper is eye-catching, as not only is there an attractive paint scheme with contrasting coachlines, but the wheel trims, roof rack and ladder are fitted as standard.

A PERFECT COMBINATION

Auto-Sleepers and Volkswagen have produced the ideal combination: a perfectly planned, fitted and equipped interior powered by precision engineering, ensuring economy and reliability.

THE HALLMARK OF QUALITY

AUTO-SLEEPER





WINNER OF JAMBOREE SHIELD 1987/8 - BEST VOLKSWAGEN MOTOR CARAVAN

VOLKSWAGEN VHT

The permanent hightop provides even more storage space.

The VHT follows the same layout as the VX50 but the addition of the hightop makes room for an upper double bed or extra storage space. There is also additional storage in a large locker above the cab roof, alongside the fitted crockery set in its glass-fronted cupboard — ample room for a television set here and more besides.

The double bed, which travels in its compact position above the engine deck, provides further storage space beneath the hightop roof. Bedding or luggage placed there is held firmly in position when travelling by a wooden ladder which spans the full width. At night, this same ladder makes it easy for children or adults to climb to the upper bed. A roof ventilator and opening roof windows ensure that ventilation is under control at all

times. You may arrange a cross draught or sleep snug and warm.

'Downstairs', the arrangement of furniture, seats and bedding is exactly the same as in the VX50, with the attractive long work surface on the offside hiding a multitude of cupboards plus the cooker, large refrigerator and Porta-Potti. Again, the passenger's cab seat swivels to face the rear and there is the option of a swivel beneath the driver's seat, allowing a front dinette to be installed if needed.

The permanent hightop has one more advantage to exhibit. A stainless steel ladder at the rear gives easy access to the roofrack, sturdily constructed of the same material. This and the fitted wheel trims are also part of the standard equipment. Here is a VW which

The high roof is shaped to give maximum headroom where it is most needed, in the centre of the motor caravan.



This hidden 'boot' storage area is to be found on all Auto-Sleeper Volkswagens.



Standard on this well appointed vehicle is a stainless steel roof rack and ladder.

will accommodate provisions and impedimenta to keep a family of four or five independent for a long time!

Whilst this, like all other Auto-Sleeper products is well insulated, the optional thermostatically-controlled blown air heater is worth

considering if you are likely to be camping out of season.

The Auto-Sleepers' craftsman finished interiors complement the rugged good looks and hidden strength of the VW base vehicle. Any one of them is a vehicle you will be proud to own.



Dual purpose wooden ladder: keeps luggage in place and aids access to upper double bed.



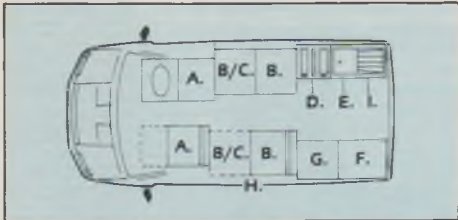
Large overcab locker with fitted china in cupboard beside.

FORD FRISKY



4 berths
Height 6ft 11in

Width 7ft 3in
Length 15ft 4in



- A. Swivelling cab seats.
- B. Dinette converts to two front facing seats. Alternatively, A and B convert to two longitudinal single beds or optional double bed.
- C. Tables.
- D. Cooker/grill with cupboard below.
- E. Sink/drain with cupboards below.
- F. Wardrobe.
- G. Refrigerator/freezer with cupboard below.
- H. Side sliding door.
- I. Chemical toilet.

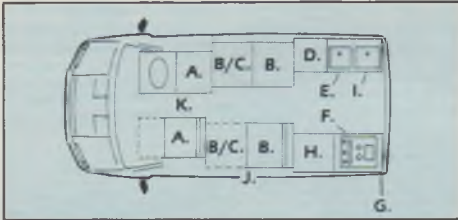
NOTE: WIDTHS INCLUDE MIRRORS

FORD FLAIR



4 berths
Height 8ft 6in

Width 7ft 3in
Length 15ft 4in



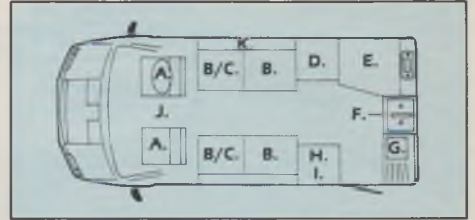
- A. Swivelling cab seats.
- B. Dinette converting to two front facing seats. Alternatively A and B convert to two longitudinal single beds or optional double bed.
- C. Tables.
- D. Wardrobe with water heater above and thermostatically-controlled heater below.
- E. Sink and drainer, cupboards below and above.
- F. Cooker/grill. Cupboards below and above.
- G. Extractor fan.
- H. Refrigerator/freezer with cupboard below, crockery cabinet above.
- I. Chemical toilet.
- J. Side sliding door.
- K. Drop-down over-cab bed.

FORD LEGEND



4 berths
Height 8ft 10in

Width 7ft 10in
Length 17ft 3in



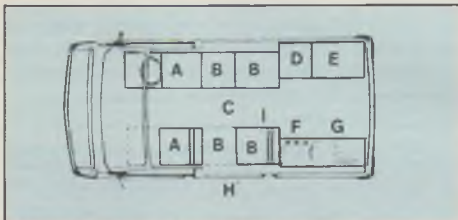
- A. Swivelling cab seats.
- B. Dinette converting to front facing seats. Alternatively A and B convert to two longitudinal single beds or a large transverse double bed.
- C. Tables.
- D. Wardrobe with thermostatically-controlled heater below.
- E. Shower/toilet compartment.
- F. 2-burner/grill cooker with oven below.
- G. Stainless-steel sink and drainer with cupboard below.
- H. Refrigerator with freezer compartment.
- I. Cocktail cabinet.
- J. Cut-away cab with pull-out double bed.
- K. Gas storage with external access.

RENAULT RV50



4 berths
Height 7ft 1in

Width 7ft 0in
Length 14ft 9½in



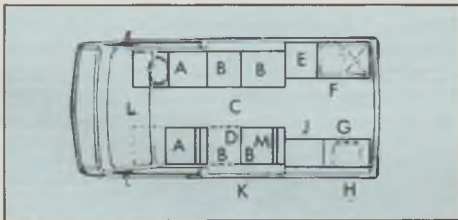
- A. Fully adjustable luxury cab seats.
- B. Dinette converting to two front facing seats. Alternatively, A and B convert to two longitudinal single beds.
- C. Table.
- D. Refrigerator with cupboard below.
- E. Large wardrobe.
- F. 2-burner/grill cooker with cupboard below.
- G. Sink with cupboard and china below.
- H. Side door providing access to rear seats when in front facing position.
- I. Chemical toilet.

RENAULT RAPPORT



4 berths
Height 8ft 7in

Width 7ft 0in
Length 14ft 9½in



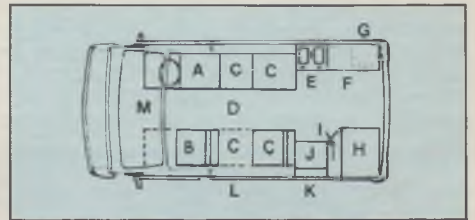
- A. Luxury cab seats (passenger seat swivels).
- B. Dinette converting to two front facing seats. Alternatively A and B convert to two longitudinal single beds or optional double.
- C. Large table.
- D. Small table.
- E. Wardrobe with externally flued heater below.
- F. Sink and drainer, cupboards below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

RENAULT RCX



4 berths
Height 8ft 7in

Width 7ft 0in
Length 14ft 9½in



- A. Fully adjustable luxury cab seat (swivel option).
- B. Swivelling fully adjustable luxury cab seat.
- C. Dinette converting to two front facing seats. Alternatively A, B and C convert to two longitudinal single beds or optional double bed.
- D. Table.
- E. 2-burner/grill cooker (drawer and cupboard below).
- F. Sink with cupboard below.
- G. China cupboard.
- H. Shower compartment.
- I. Wardrobe with cupboard below.
- J. Refrigerator with cupboard below.
- K. Cocktail cabinet.
- L. Side door providing access to rear seats when in front facing position.
- M. Cut-away cab with pull-out double bed.

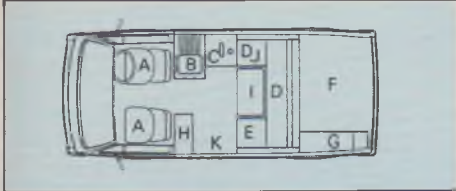
RENAULT RHT — HIGH-TOP

As above, but with hightop roof, pullout overcab bed and 2 roof lockers, one of which houses the china.

VOLKSWAGEN VT20



4 berths
Height 6ft 11in
Width 6ft 10in
Length 15ft 0in

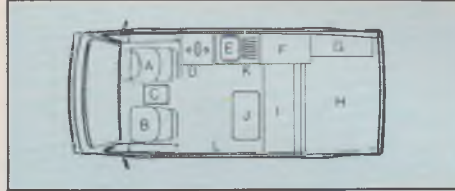


- A. Adjustable cab seats.
- B. Sink with refrigerator below.
- C. 2 burner grill/cooker with cupboard below.
- D. & E. Form "U" shaped dinette.
- E. Fold-away seat.
- D. E. Convert to a large double bed, or, by removing cushions a large load carrying area. By leaving parcel shelf in position, F forms a boot.
- F. & F. Convert to a large double bed, or, by removing cushions a large load carrying area. By leaving parcel shelf in position, F forms a boot.
- G. Wardrobe.
- H. Large storage locker.
- I. Removable table.
- J. Chemical toilet in special cupboard.
- K. Side door.

VOLKSWAGEN VX50



4 berths
Height 6ft 11in.
Width 6ft 10in
Length 15ft 0in

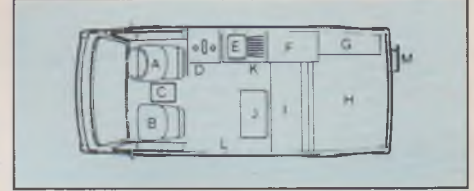


- A. Fully adjustable, luxury cab seat (swivel option).
- B. Swivelling fully adjustable cab seat.
- C. Optional table.
- D. 2 Burner/grill cooker with cupboard below.
- E. Sink with cupboards below.
- F. Large storage locker with removable trays.
- G. Wardrobe.
- H. Parcel shelf with storage below.
- I. Dinette seat.
- H. & I. Convert to large double bed.
- J. Table.
- K. Chemical toilet in a special cupboard. Above H.I.J. double bed.
- L. Side door.

VOLKSWAGEN VHT



4 berths
Height 8ft 3in
Width 6ft 10in
Length 15ft 0in

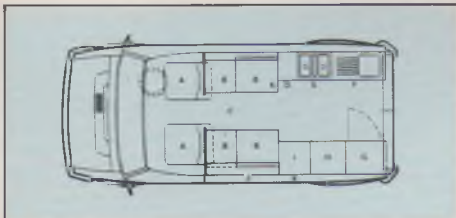


- A. Fully adjustable luxury cab seat (swivel option).
- B. Swivelling fully adjustable cab seat.
- C. Optional table. Storage locker and china cupboard above cab.
- D. 2-burner/grill cooker with cupboard below.
- E. Sink with cupboards below.
- F. Large storage locker with removable trays.
- G. Wardrobe.
- H. Parcel shelf with storage below.
- I. Dinette seat.
- H&I. Convert to large double bed.
- J. Table.
- K. Chemical toilet in special cupboard above H,I,J double bed.
- L. Side door.
- M. Stainless-steel ladder with roof rack.

TALBOT SPORTSMAN SL



4 berths
Height 7ft 2in
Width 7ft 0in
Length 15ft 7in

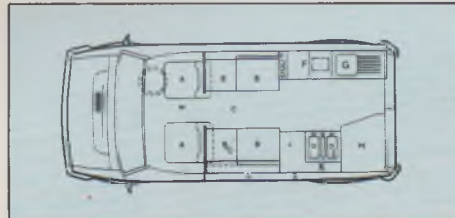


- A. Fully adjustable luxury cab seats.
- B. Dinette converting to two front facing seats. Alternatively, A and B convert to two longitudinal single beds.
- C. Table.
- D. Cupboard.
- E. 2-burner grill/cooker (cupboard and drawer below).
- F. Sink (cupboard and china below).
- G. Toilet area.
- H. Wardrobe.
- I. Refrigerator (cupboard below).
- J. Side door providing access to rear seats when in front facing position.

TALBOT RAMBLER



4 Berths
Height 8ft 6in
Width 7ft 0in
Length 15ft 7in

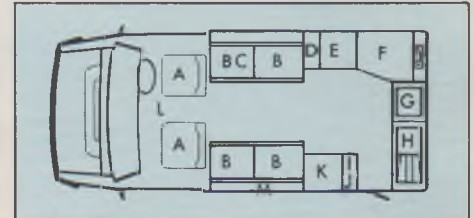


- A. Fully adjustable luxury car seats (passenger seat swivels).
- B. Dinette converting to two front-facing seats. Alternatively A and B convert to two longitudinal single beds or B and C convert to a transverse double bed.
- C. Large table.
- D. Small table.
- E. Pull-out cocktail cabinet.
- F. Wardrobe with water heater above.
- G. Stainless steel sink and drainer with refrigerator below and crockery cupboard above.
- H. Shower/toilet compartment.
- I. 2-burner/grill cooker with oven below.
- J. 2-drawers and cupboard below.
- K. Extractor fan with cupboard above.
- L. Side door providing access to rear seats when in front-facing position.
- M. Cutaway cab with drop-down overcab bed.

TALBOT TALISMAN II



4 berths
Height 8ft 11in
Width 7ft 7in
Length 17ft 6 1/2in



- A. Swivelling cab seats.
- B. Dinette converting to two front facing seats. Alternatively A and B convert to two longitudinal single beds or a large transverse double bed.
- C. Tables.
- D. Cupboard with shelves.
- E. Wardrobe with thermostatically-controlled heater below.
- F. Shower/toilet compartment.
- G. 2-burner/grill cooker with oven below.
- H. Stainless-steel sink and drainer with cupboard below.
- I. Cupboard with shelves.
- J. Cocktail cabinet.
- K. Refrigerator with freezer compartment.
- L. Cut-away cab with pull-out double bed.
- M. Gas storage with external access.

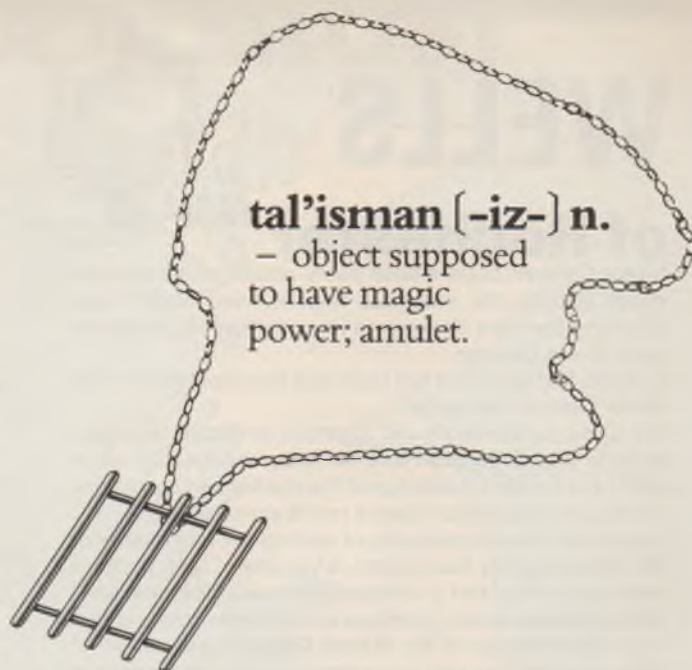


DUCATO AND TALISMAN: WORKING WONDERS

FIAT DUCATO MOTORCARAVANS

www.vwT25camper.info - a useful website for owners and enthusiasts of VW T25 / T3 / Vanagon Campervans

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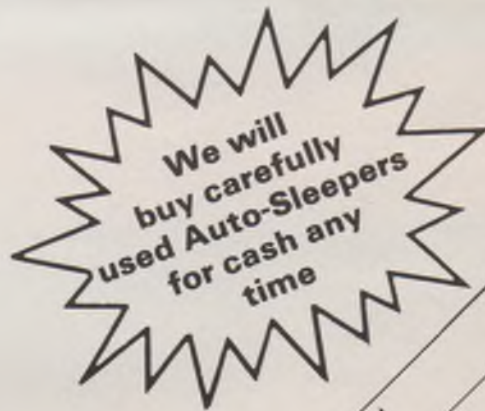
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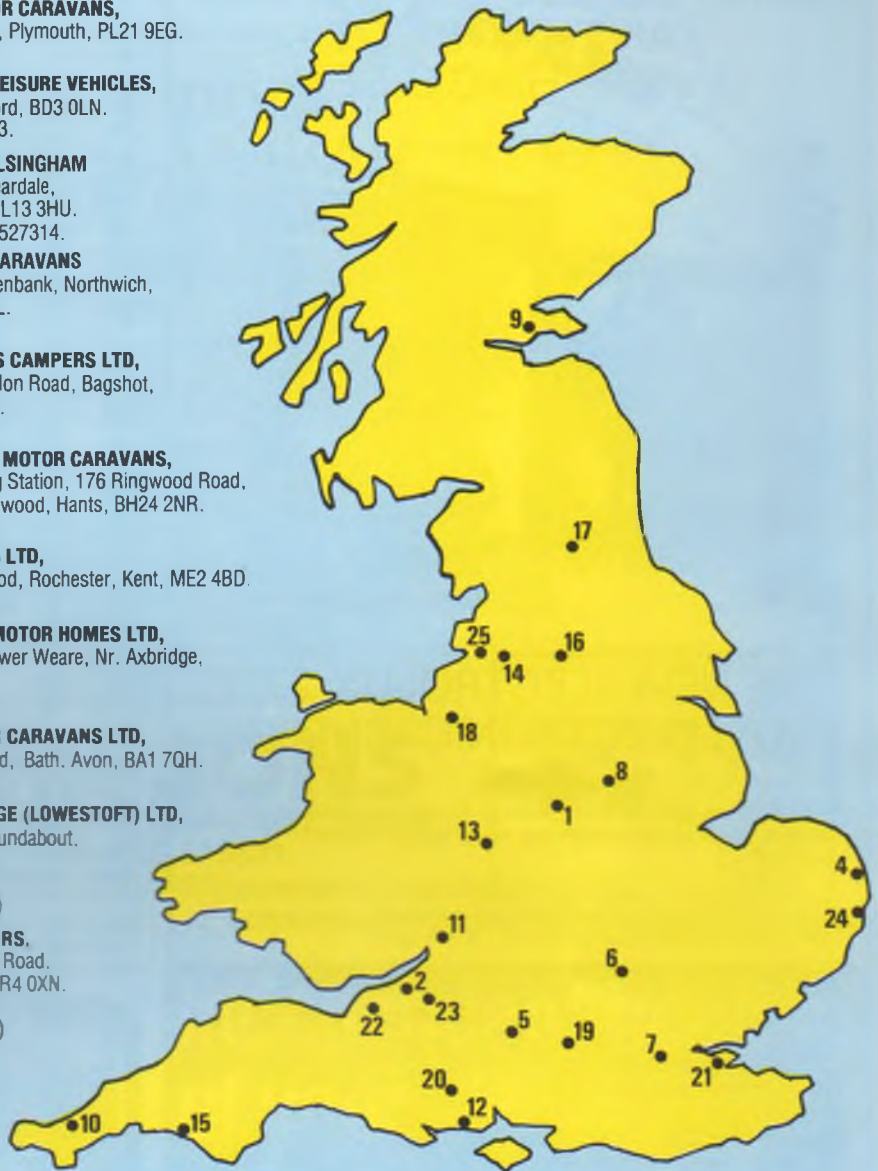


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THE MASTER DEALERS ASSOCIATION

by David Saunders, Chairman

For those of you new to motor caravans let me first of all give you a brief history of our association. Up until 1982 specialist motor caravan dealers were, unlike any other part of the motor industry, very much on their own to the detriment of both themselves and the buying public. At the Caravan Show in November 1982 a small nucleus of specialist dealers met and discussed the problems that we were experiencing at that time and, out of that meeting, grew the Master Dealers Association. Incorporated in April 1983 with an initial membership of eleven it was and still is the only definitive motor caravan dealers' association. The rules for membership at that time have remained basically unchanged since and are that a member must have at least twenty-one new and used units in stock or on order at all times, have comprehensive

workshop facilities with trained personnel, be prepared to carry out warranty on both new and used motor caravans supplied by other members and, just as importantly, have a good reputation within the industry.

Out of the original eleven members (of which eight are still in the association) the membership now totals twenty-two. Meetings are held throughout the year where members not only discuss marketing but are appraised of such information as new product launches, exhibitions and current product legislation. To this end we are represented on the Motor Caravan Section of the Society of Motor Manufacturers & Traders.

We will once again this year be having our hospitality stand at the Caravan Camping Holiday Show, Earls Court, in November. This is operated in conjunction with North

West Securities, who operate our national finance and warranty scheme and of course, needless to say, because it is the only national finance scheme of its type in the country, therefore it is extremely competitive.

How does this help you? Simply that our members are amongst the twenty-two largest dealers in the country, cover an area from Scotland to Cornwall and, like Auto-Sleepers, whose trademark is 'The Hallmark of Quality', must at all times give the quality and service that Auto-Sleepers rightly, expect of them. Indeed, this is why you will find that nearly every member of this association is an Auto-Sleeper Distributor.

Much of the work carried out by the association is, by its nature, carried out 'behind the scenes' and is therefore difficult to write about but the major aims of the initial

eleven members still hold true — to maintain and where possible to improve the total service given to you, our customer.

To find a MDA member just look out for the MDA logo or write to me, David Saunders, Chairman, The Master Dealers Association Ltd, Leigh House, 44/45 Devizes Road, Swindon, Wilts, for an up-to-date list of members.



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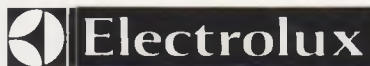
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F.R. Simms, a pioneer of the infant motor industry, thought it wrong that the proceeds of these exhibitions should go to those who had no part in the industry itself, so began by planning the basis of a trade association. He invited some 30 representatives of the motor industry to join him in setting up The Society of Motor Manufacturers and Traders. Membership of this new body carried with it an obligation to support only those exhibitions approved or arranged by the Society, the inducement being that the proceeds of such exhibitions would be fed back to benefit the industry itself.

The idea caught on and, in January 1903, the SMMT's first motor exhibition was staged at Crystal Palace. It was a great success. Nearly 200 manufacturers participated, and a sizeable fleet of demonstration vehicles was kept in almost constant use throughout the event. This ultimately developed into what, nowadays, is known as the British International Motor Show.

Exhibitions, however, are only a part of the SMMT's responsibilities to the motor industry. For many years, most of its work has centred around the activities of its various trade sections, the committees of which meet regularly at the Society's London headquarters to discuss trade and industrial matters, and formulate their collective views on, for example, any legislation likely to affect the industry.

The manufacturers and converters of motor caravans have themselves played an active role in the Society's affairs for more than a quarter of a century. Prominent among the companies represented by today's Motor Caravan Section Committee is Auto-Sleepers Limited, whose Managing Director, Anthony Trevelyan, has again been re-elected as Deputy Chairman of the section and is also a member of Council.

Among other matters, the Motor Caravan Section is the driving force behind a public information campaign, aimed at increasing public awareness of the pleasures of motor caravanning and the versatility of such vehicles — nowadays used not only for holidays and other recreational purposes but also for such diverse activities as shopping, taking the children to school and, in some cases, as a mobile office.

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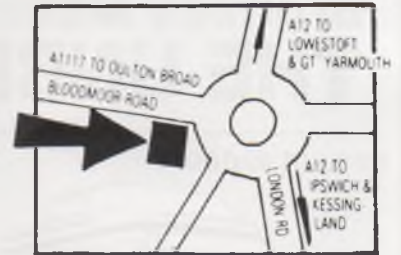
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Installation

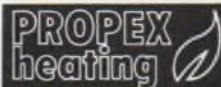
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