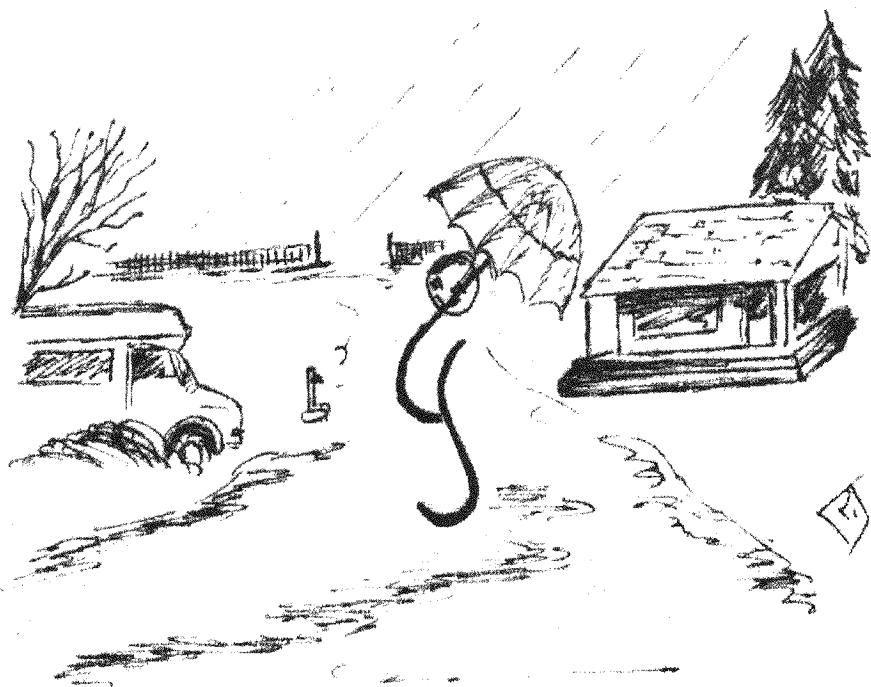


AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 123
DECEMBER 1998**

Hello.

Merry
Christmas

Well, well! December already. Unlike a certain town which shall be nameless, even if not shameless, *Sheila and I* would like to wish you all a very Happy Christmas and, of course, a safe, happy and prosperous New Year for 1999. We've heard of Political Correctness but it can be taken much too far. So please, all of you, enjoy the season and like us look forward to happy motor caravanning next year.

Don't forget to keep your letters coming in to me. It is **YOU** who make the Newsletter. All I do is put it together. And Budding Artists, please send in your sketches for the covers. They are always welcome. They should preferably be in clear black, ink or pencil doesn't matter as long as it is clear, and they must include the letters ASOC (whatever that means!) somewhere in the picture.

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***That Special Time of Year.....
.....when ASOC subscriptions are due.***

With this Newsletter you will find the usual renewal form. Please fill it in and send it to me (with your cheque for £15.00, unless you pay by Standing Order). Your membership cards for 1999 will be sent to you as soon as possible, but remember that I need to wait for confirmation from the bank that Standing Orders have been paid. If, for some reason, you are leaving the Club please still return the form and let me know why. Even if you no longer own an Auto-Sleeper you may continue to receive the Newsletter by paying the subscription but, of course, you will not be able to come to rallies.

If your membership number is **3372 or higher** you joined on or after 1st September 1998 and no further subscription is payable until January 2000.

You have until the end of February to renew. If you do not pay **and send me the form** by then you will no longer be a

member, so no more Newsletters! If you rejoin later I will supply missing Newsletters until they are 'out of print' but remember that I try to order each month as near as possible to the exact number needed, so there is no guarantee that there will still be stocks.

Ray Whiley

Membership Secretary.

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Tenth Anniversary

I, along with your Committee, am asking for ideas to celebrate the 10th year of our Club. It was formed on 1st April 1989. Please send any ideas you may have to me by the end of December. I can assure you that **ALL** suggestions will be examined. My address is 22 Bampton Gardens, Bridlington, East Riding of Yorkshire, YO16 7HQ or you could try telephoning on 0126 267 1762. Many thanks.

John Cox

For those newer members who do not know who *John* is, his membership number is 1 and he is the guy who started it all! Your Editor has received one or two suggestions when previously requested and these have been put before the Committee.

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Replacement Tyres

I have been astonished to learn from recent Newsletters just how much members have been quoted. A recent set of four Michelin Agilis 8-ply tyres for my Talisman cost only **£178.00**, or **£44.50** each including VAT, fully fitted and supplied by the local Peugeot main dealer who regularly services my vehicle. The specification of the new tyres exactly matches that of the factory-fitted Kleber tyres when the van was first purchased and which lasted for seven years before crazing of the side walls indicated that renewal was prudent. I admit that a local trawl around various suppliers did produce wide variations but I cannot imagine why *Brian Ratcliffe* (October) was quoted almost three times the price I paid. Even his so-called budget tyres at **£60.00** each were much more expensive than my Michelins!

Ian MacBean

MORE ON TYRES

Many thanks to *Margo and Colin Lumb* for their input on a problem experienced with the VW T4 (October Newsletter). As we were booked to go to Italy on a Caravan Club Holiday in early September, we went ahead and had the master and slave cylinders replaced. (The immediate reaction of my 'other half' upon learning the cost, was a muttered "I used to be able to get replacement seal kits and re-build these things".) It might be an interesting exercise to collate data on the problem if there was sufficient available, but there is still the unquantifiable fact of a vehicle "standing". We enjoyed the holiday, covering 2800 miles with no problems.

The October Newsletter was in the mail awaiting our attention and after reading the letter from the *Lumbs*, I read *Brian Ratcliffe's* about Kleber tyres. Yes, you've guessed it, we have Kleber tyres fitted, complete with surface "crazing" (at least that was what we called it)! We've talked to five major tyre fitting outlets and the information we've gleaned is interesting. Many Rolls Royce owners experience the same problem - because their vehicles do few miles - and they can pay £300 each for a tyre! One day we were told Kleber had gone out of business - then we learned that Kleber are manufactured by Michelin who, incidentally, own ATS. We were offered some Avon 5-ply tyres by one outlet. When checking on the price from another, we were offered Avon 6-ply and told that Avon don't make 5-ply tyres. It is difficult to compare EXACTLY "like for like" as most outlets have a "tie-in" with a major manufacturer and it is for these that the best prices can be obtained.

We are not first owners and assume these are the original tyres, mileage is 25K. There is far more than the minimum 4mm tread all round so they are not "worn" but we have been told 3 conflicting statements, all by tyre agencies. (a) The tyres are illegal. (b) It would be wise to replace them now. (c) There are signs of surface perishing but they are not illegal or dangerous and would pass the MOT inspection which states a maximum of 3mm depth for "cracks". (In fact, the MOT was issued end July without comment.) We are still pondering!

Joan Jocelyn

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And There's More!

We have an 'R' reg Executive in which we have travelled very nearly 17,000 miles and spent 270 bed-nights over the last fourteen months. In fact we have spent more nights in the van than we have at home. This is just padding before asking other owners of 2.5 litre Turbo-diesel Executives what tyre pressures they use. And if they have "Aire-Ride" fitted what pressure do they use there?

When we took delivery we were more than a mite disappointed with the standard of finish but as a result of some very positive action by A-S to deal with our complaints our attitude started to change. This included action by a Peugeot dealer in concert with A-S to change the double rear road leaf springs for single ones. Our attitude changed to one of delight when we had Beeny slide out drawers, one on each side, and the "Aire-Rides" fitted. What a transformation these latter items made. Up to then the only thing that had pleased us was the delights of driving the Peugeot turbo-diesel. We currently run on Pirelli L6 195/70 tyres and use 62 and 65 psi front and rear and 30 psi for the Aire-Rides.

Joyce & Michael Thomas

May I refer you to the Tigger News where there is an item about tyres which may help. But I was amused that *Joyce and Michael* referred to their "2.5 cc Turbo-Diesel" etc. I do hope their engine is a bit bigger than that!

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Spain

As a recent joiner may I ask for some advice, please? We have taken our Duetto to France but have never visited Spain. We intend to do so early in 1999. We shall be very grateful for any advice from more experienced members regarding any particular "do's" or "dont's" as well as any recommendations on sites in the South of Spain between, say, Alicante and Gibraltar. We plan to use the Channel Tunnel and drive through France and down the East coast of Spain. Thanks for your help. Our telephone/fax number is 0143 587 3149.

Ian Wordsworth

For obvious reasons I have omitted the actual dates of travel.
No doubt you will be told when you telephone!

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A Spring Weekend

The Annual General Meeting will be held over the weekend of 8th - 11th April 1999. The organising sub-committee has arranged a Tea Dance on Thursday afternoon. This will be in the Ballroom at Wicksteed Park. It will be from 2.00 - 4.30 pm. Some of the sub-committee attended such an even whilst visiting this year and reported that the scones and cream alone were worth the effort of attending. Our parking area will be open from 10.00 am on the Thursday to allow you to park and get ready. We hope that this event will be well attended and will add a new attraction to the weekend.

The Friday evening get together in the Ballroom for the usual meeting of friends old and new will be improved by the availability of hot or cold meals. NOT bar snacks but food of the high standard that Wicksteed Park provides. We shall have two speakers for Saturday afternoon. For the ladies Susie Cork will talk on "My Box of Quilts". For the gentlemen Solar Panels will be discussed by Mr Bee. Both may be of equal interest (and open) to either sex, of course. You can have your say in the running of the Club at the AGM on Saturday morning and the Open Forum which follows. It is not the stuffy meeting that some members seem to think. We are sure that the weekend will be enjoyable and look forward to a good attendance.

Come along. Enjoy the Tea Dance. And the Dinner and dancing on Saturday night. Also the Salvation Army service on Sunday morning. Meet your old and new friends. Don't be shy!

Ray Young
Chairman, AGM Sub-committee

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Tigger News

Ideas sheets nos. 38 (Ford Flair) and 40 (panel van retractable step) are now available. We also have details of "Travel Power" - the mounting of an additional generator under the bonnet to provide an independent AC (220v) supply. The disadvantage is that your diesel/petrol engine has to be kept running. This may be OK out in the wilds but would make you very unpopular on a recognised site! The supplier is Electrolux/LucasKienzle.



One member has reported that he has fitted swivel seats in his Clubman and has had the front, low level, partition at the end of the long cushions cut back to give a clear gangway and more room for reclining. The mods were done by A-S and agreed by VW. Another member has provided photos of mods done to the Talisman/Amethyst crockery cabinet. Details of both can be provided.

It is now possible to fit a Long Life bulb into your van's mains light. They are now available from Homebase with a miniature screw fitting. The advantage is that they give a much better light, don't get hot and last for years! Having got some data from both Continental and Michelin we are hoping to provide an Ideas sheet on Tyres. If any member has any data they think might successfully be used please send it to me.

Maurice Payne

The address is 3 Clermiston Road North, Edinburgh, EH4 7BL.

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Homologation Again

David Mayne's response in Newsletter 122 to our earlier piece on this subject was much appreciated. But since writing we had taken the matter up with both A-S and a Peugeot dealer. Both were more than helpful. The situation is, so we were told, that the 320 chassis can be fitted with one of two road springs. Either a single or double leaf unit both rated exactly the same. The only

difference being greater flexing with the single necessitating a hefty rubber bump stop as against a stiffer ride with the double. According to the Peugeot dealer we would hardly ever require the stiffness of the double spring unless perhaps carrying a hefty motor bike or such on the back.

A decision was taken to change the double for single leaf springs as we were assured that this would not change the overall pay load. These certainly lowered the rear bringing it level instead of the nose-down rear-up attitude which one so often sees with double rear leaf springs. But it also increased the noise levels within the van, according to *Joyce*. Being a mite deaf I couldn't argue. So to cure the noise problem we had "Air-rides" fitted which has improved the whole outfit no end. However the nose-down rear-up stance has returned but not so acute as it was originally.

What did all this cost? Well, as we had taken issue with the manufacturers from day one the only cost to us was the fitting of the "Air-rides" which have brought other beneficial advantages.

Joyce & Michael Thomas

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An Unhappy Boxer Talisman

Our 1997 van doesn't like the summer unless it is raining and is only happy during the damp winter months! How do we know? Well, it creaks and groans when on the move and on site unless we drop the corner steadies. The loading of the van doesn't seem to make any difference either. Fully loaded or with only ourselves on board we have a continual creaking. It makes such a noise at times that we can't hear the engine!

We asked A-S how we could keep our van quiet when the weather is dry but they said it was a Peugeot problem. Our Peugeot garage tried spraying the rear suspension with some lubricating agent, a form of WD 40, but it made no difference. Our lovely van is still only happy when it is raining! Has any member any ideas how we stop our Talisman being so unhappy that it has to keep complaining? We would love, next summer, to enjoy a little peace and quiet. From two caring owners whose phone number is 0132 364 6192.

Jackie & David Hines

The way this letter reads it suggests that they should leave the steadies down when on the move! And if they do, well there's more noise! But seriously, can anyone help, please?

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Green Field Traction

We bought our Ravenna in May having towed for 25 years. We would be happy if any member could give us the benefit of their experience. Having been totally stuck on a green field site in October, we are thinking of investing in the "Spikes Spider" traction system. We have obtained their literature and it sounds good. But if any member has actually tried it out it would be most helpful to hear from them. Our telephone number is 0188 334 4872.

David Anderson

Can't say I've heard of this system. But since I bought some tyre chains at Malvern two or three years ago we haven't been stuck at all! Must be bicycle-ogical or something!!

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Vanishing Currency.

Since my note last month I have heard of several other people with similar problems with foreign exchange. Perhaps it is then more a matter of horses for courses - or a horse of a different colour! Mainly the "tri-color" - an example of what we can all perhaps expect in the future - if the government gets its way!

Roger Yeatman

I'm not even sure that I want to buy fuel in litres - but I have to!

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Rallies

I suspect that, in general, ordinary week-end rallies are becoming more involved and complicated to run. Therefore more daunting for prospective marshals. As an example I quote a recent successful rally where Thursday had a coffee meet, Friday a fish and chip supper, Saturday an American supper and of course the traditional Sunday coffee and raffle. In addition there was a treasure hunt.

I have only admiration for these marshals and absolutely no criticism is intended. Organisers such as these are to be heartily congratulated and I only wish I had their enthusiasm and stamina. They obviously enjoy the work and, of course, it gives immense enjoyment to others. But those members who may be considering organising a rally for the first time should not be overawed.

Probably the most enjoyable rallies we have attended have been the most simple, but where the venue has been well researched and selected. The initial greeting is very important, then for the remainder of the week-end we have plenty of things to see and do. The Sunday meet is a good way to say thanks and goodbye. If fine weather is also organised, so much the better.

Very best of luck to all rally marshals. Most of them go through all sorts of emotions and worries prior to the event. But they always end up giving pleasure to the majority who come along. So if you are considering running one yourself for the first time there is a lot of help now given by the Club. So **DO IT - IT FEELS GOOD!**

Rick Lockyer

This is by way of a "swan song" from *Rick* who tells me that he is leaving the Club because he has bought an "A" class van - the type which A-S does not make!

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BOXER SEAT BELTS

I spent some time at my local Peugeot dealers (a very large dealership) and spoke to both the Service Manager and the Chief Mechanic, the latter being a very experienced man with both vans and cars. In all their experience they only knew of one instance of the seat belt being rendered u/s as a result of an emergency stop as opposed to a crash.

There is a pyrotechnic device in the seat belt pre-tensioner unit which is designed to fire and lock the belt should the vehicle come to a sudden halt. This restricts the free movement in the belt and secures the occupant securely in the seat. Once the device has fired the belt becomes unusable and the vehicle is therefore illegal



DECEMBER 1998

Rally Supplement

Happy Christmas to all members



Help required. We have a provisional booking for a rally at Larmer Tree, Tollards Royal, Wilts. 26th - 28th March. Is anybody willing to take this rally on? If so please contact me ASAP.

6th - 20th June 1999 Camping Le Bohat, Brittany, France.

Due to various administrative problems more detailed information regarding application for this rally will hopefully appear in the January 1999 Rally Supplement.

10th - 13th December (3 nights). The Hollies, Little Budworth, Nr. Chester.

Site Tel.No. 01829 760 414 (Emergencies only).

Rally Marshals: Gill Hopkins & Margo & Colin Lumb.

Site Fee: £3.00 per night. Electricity: £2.00 per night. (20 available, possibly more but book early!)

Rally Fee: £2.50. (We have to pay for heating the room this year!).

Booking slips to: Mrs. Gill Hopkins, 46 Elizabeth Crescent, Queens Park, Chester, CH4 7AZ.

Tel.No. 01244 675 180. Cheques payable to M.G. Hopkins.

N.B. There are limited toilet & shower facilities at this site.

Attractions. We have the use of a heated clubroom, well stocked farm shop with specialities, vegetables, fruit, provisions & garden centre. Christmas trees for sale! Herb garden/pub 600yds, other pubs within 2 miles. Chester 12 miles, Tarporley 4 miles, Little Budworth 2 ½ miles.

COACH TRIP TO CHESTER Saturday £3.00 per person (If sufficient people interested). Please send money with booking slip. Also possible Ramble and/or Birdwatch Friday - please indicate on slip if interested in either.

Directions: On A49, site on left 1 ¼ mile South of A456 and ½ mile before A54. Site at rear of Hollies Garden Centre. (GR 117/583679).

31st December - 2nd January Hidden Valley, Devon. Fully booked.

14th - 17th January (3 nights). White Water Caravan Club Site, Stockton-on-Tees.

Site Tel.No. 01642 (Emergency only)

Rally Marshals: Pauline & Neil Rogers.

Site Fee: £ 5.00 per unit per night. Electricity: £ 2.20 (1999 costs not yet known). *Electricity fees payable to the Warden on arrival.* Rally Fee: £2.00, Singles £1.00.

Booking slips to: N.C. & P. Rogers, 3 Appleby Close, Aldbrough St. John, Richmond, North Yorks. DL11 7TT.

Cheques payable to: N.C. & P. Rogers. Tel.No. 01325 374 540.

Attractions: Some hardstandings possible, grass very firm. Family room available for use of all on site.

Beefeater Restaurant just outside site, Tees Barrage, 14 screen cinema, bowling alley plus 50,000sq. ft. of retail shops and fast food outlets closeby. Stockton market Saturday can be reached by bus or walk by river.

Bus stop nearby. Hartlepool Historic Quay & Jacksons Landing Factory Shopping Outlet. National Glass Museum at Sunderland, approx 30 miles.

Directions: From South on A1(M). Turn off at Junct. 57 signed Darlington & Teesside. Follow A66 for approx 16 miles. About ¼ mile past A1045 junction turn off left via slip road at signpost Teesside Park. In 200yds at end of slip road turn left at traffic lights, signed Barrage/Teesdale. ** In ¼ mile at roundabout continue over Barrage bridge. Follow caravan site signs onto White Water Way to site.
From A19(South). turn off via slip road onto A66(s.p. Middlesbrough, Stockton & Darlington). Turn onto A66(Stockton) and stay in lane, then take left slip road signed Teesside Retail Park. Turn right at traffic lights signed Teesdale/Barrage. Then as above from **.

18th - 21st February (3 nights). Grouse & Claret, Rowsley, Nr. Matlock, Derbyshire.

Site Tel No. 01629 733 233 (J.Miley, Landlord Emergency only).

Rally Marshals: Nora & Ven Venables assisted by Sheila & Ivor Barnett.

Site Fee: £6.00 per night. Electricity included. Rally Fee: £2.00(couples) £1.00(singles)

Booking slips to: Mr. & Mrs. V. Venables, 15 Langley Gardens, Merry Hill, Wolverhampton,

West Midlands. WV3 7JN Tel. No. 01902 332 105. Cheques payable to Mrs. N. Venables.

Attractions: Use of clubroom & boiler, bar meals in Grouse & Claret, Chatsworth Park & Garden Centre/Farm shop, Mill & Craft centre. Bus stop outside site buses to Matlock or Bakewell for shopping. The area is a walkers paradise. Extra nights can be arranged with the landlord.

Directions: On A6 between Matlock & Bakewell.

Rally commences AFTER 2.00p.m. Thursday.

Limited to 29 vans.

Before booking rallies on rally fields attached to caravan sites please contact me for some important information about such sites.

Rallies for next year, 1999, are now being planned we have 31 already pencilled in. If you are interested in running a rally then please think ahead. The provisional rally list will be published in the January 1999 Newsletter. As usual rallies can still be arranged after this date but they will not feature in the list. Good advance publicity is essential for a successful rally. Please remember to check the availability of dates with me **BEFORE** booking with a site.

New or possible rally marshals should contact me, or the area assistants, for further information or advice on running rallies. It can be fun and a very fulfilling experience.

Bookings are now being made for the year 2000. If you wish to run a rally on a specific date please think about booking early.

A guide to rallies for new members will be published early in the new year.

Please note that **ALL** information concerning rallies, dates, booking of sites and rally details for the Newsletter should be sent to the Rally Co-ordinator:

*Neil C. Rogers,
3 Appleby Close,
Aldbrough St. John,
Richmond,
North Yorks,
DL11 7TT.
Tel./Fax. No. 01325 374 540*

Local assistants: Jerry Haxton (01 483 223 476) Woking, Surrey.
Jeff Worley (01 935 424 049) Yeovil, Somerset.
Bob Brindle (01 777 711 588) Retford, Notts.

Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.
POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!
X-----

Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

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Payment **MUST** accompany this slip - cheques payable to marshal.
POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!

Rally: Date:

Your name and address (please PRINT)

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

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Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name: Phone:

Please complete both sides of the form!

to drive. Should the deceleration be so severe as to cause the device to fire the passenger side could also fire irrespective of anyone occupying the seat. The airbag(s) may also inflate. Leaving you in a right old pickle!

The Peugeot dealer declined to quote any price for fixing all this as there are so many variables in what may need to be replaced. If under warranty you should be covered if you haven't actually had an accident which caused the firing. If out of warranty it could be pretty expensive. However, we don't think anyone should be worried about this. Your brakes would have to be 100% and your right foot like a pile-driver to cause a firing in the normal course of events. And if you do hit anything, the device could save your life!

The member who reported this incident was quoted the cost of reset as £250.00 and the cost of replacement £450.00.

Brian Smith - T.I.Group.

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Trident Trouble (Update)

Further my letter in August I would like to bring everyone up to date. I telephoned the VW Customer Relations at Milton Keynes explaining my problem. They advised that I should contact my nearest commercial depot which is in Blackburn. From the moment I talked to them I felt more confident. They arranged to pick up the Trident and take it to their depot. After three days of testing and running they explained that there was one leak at the back of the timing case and a bolt needed tightening elsewhere. These were dripping into the larger sump guard tray. That was why there was no oil showing when parked up. The oil must have "slopped" out while travelling.

The Group Services Manager and a driver brought the Trident home and explained that a warranty package was being looked into. Any time it needed servicing they would collect and return it. As I am slightly disabled I really appreciated their offer. Later that week the Manager wrote enclosing details of the "Extended Warranty". The leaflet is called "The flexible NEW

scheme with substantial benefits". The "Approved" cover is extensive, even MOT Test insurance. There is also a "Standard" cover designed to cover all major power-train items. I opted for the "Approved" version. The cost for this from 12 to 24 months is £260.00; to 36 months £340.00 and to 48 months £440.00 subject to a maximum mileage of 24,000, 36,000 and 48,000 respectively. I cannot praise the commercial depot enough. They completely understood my worries and restored my faith in my decision to buy VW in the first place.

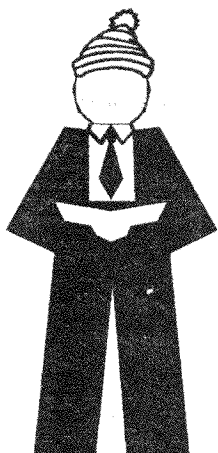
I would like to thank the ASOC members who telephoned with advice and friendly sympathy. It was much appreciated as we then felt so alone. I am aware that the motor caravan dealers and the VW garages all say that if you have your camper serviced regularly with a VW garage then under a "goodwill" measure they will honour your warranty after the initial year. But it didn't seem to work for me. It would be good for A-S if they knew when a customer bought one of their campers on the VW chassis that an extended warranty would be formally offered!

Raymond Simpson

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Chairman's Chat

Betty and I have begun to dry out some four days after the rally we had arranged at Keighley (pronounced "Keethley"). We were not far from the now commercialised West Riding village of Howarth famous for its Victorian authors the Bronte sisters. Also for the Worth Valley Railway which was used as the setting for the film of the Railway Children. We arrived at the Bronte Caravan Park about 11.30am and set up ready for business whilst it was fine. But before we had finished down came the rain, again. That was to be the pattern for the weekend. Rain and more rain with a very stormy wind. Most of the time we were unable to meet all of our ralliers as we went about our routine chores wearing waterproofs. For Sunday morning coffee and biscuits, we were all in waterproofs or holding umbrellas. One person found



it necessary to wear plastic bags over her shoes, didn't you *Barbara!* I think this awful weather brought out that Dunkirk spirit in us all. We must thank all those who travelled to be deluged with rain all through the weekend. *Betty and I* must now hold the Club record for running the coldest and the wettest rallies. What a distinction!

Neil Rogers, our Rally Co-ordinator, has been busy researching the attendance numbers at our Club rallies. The figures show a wide variation. I suppose the terrible weather this year has affected all of us and dampened our spirits when it comes to attending rallies.

In the run up to Christmas and the festivities may I advise you on a point of law which could affect we motorcaravanners and lorry drivers who sleep in their vehicles? If you are attending a function then be warned! If you intend staying the night in your van which is parked on what is regarded by the law as a public area then do not drink alcohol so that one is over the limit. It is accepted that even if one is asleep and in bed then the driver is still "in charge" of the vehicle and subject to the Drink & Drive laws. Please remember that a pub car park is regarded as being part of the highway! Any driver who is found to be over the limit whilst in charge of the vehicle may be prosecuted. The penalty in a case such as this may be a disqualification, a fine and 10 points endorsed on your licence. So take care not to put yourselves at risk.

By now Christmas is fast approaching and I have a list of goodies that I would dearly love to receive. But when I think about all these desirables I can become quite philosophical. Whilst there are many things I would joyfully have, conversely there are not many possessions I really need.

I almost forgot to inform you that the Committee has co-opted *Baz Wellard* to replace *Geoff Scholey* who has had to retire through ill health. Finally, may *Betty and I* wish you and yours a very happy and enjoyable Christmas and one which will put a smile on your face.

Andrew Entwistle

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Wheel Trims - Decorous or Dangerous?

Whilst descending from the Pyrenees into Andorra in very hot weather and over a long continuous downhill run, we lost both wheel trims. More importantly we lost all our brakes due to over-heating. It would appear that a combination of, possibly, water absorption in the hydraulic fluid and lack of efficient cooling, due to the attachment of wheel trims, was the cause.

I contacted Peugeot on our return to ask their advice on periodicity of change brake fluid rather than by mileage as stated in the maintenance schedule. Their advice is to change the fluid every 24 months and they also stated "If you choose a wheel trim (they) would suggest that you choose one which allows sufficient air around the wheel to cool the brakes". I, for one, have decided not to take the risk and have removed the last two trims. I've repainted the rims and left them bare!

Baz Wellard

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Committee News

This is the first of a series of experimental articles aimed at keeping the membership of the Club in touch with what is going on 'in Committee'. Articles will appear about five times a year following the meetings of the Committee and will be short though the Editor assures us that the Newsletter can cope as far as space is concerned. If you, the members, don't find them interesting they can be stopped after a decent interval and nothing is lost. This first one is mostly background information.



The ASOC Committee is like any other committee in that it deals with the mundane affairs of Club life (boilers, banners and toilets featured in the last meeting), with on-going commitments (mostly Newsletter, rallies, regalia etc.), with keeping the Club solvent (the Treasurer reports to every meeting) and with running the organisation smoothly (Secretary and Chairman). Then there always seem to be issues of a non-routine nature, VAT registrations

and the problems of ACCEO (the Association of Caravanning and Camping Exempted Organisations) are two such and the Chairman has spoken about them in earlier issues of the Newsletter.

This Committee is unlike some others in that it maintains a strong link with the Company (Auto-Sleepers Limited). The majority of meetings are held at the factory in Willersey and *Charles Trevelyan*, in his role as President of the Club, attends many of them. We use the Caravan Club site at Moreton-in-Marsh for camping when there is a Committee meeting.

A lot of work is done in sub-committees. Two of these are 'standing', one each for the two major rallies at Kettering (the AGM) and Malvern (the Club and Company Rally). Currently there are two more, one looking at the Constitution and the other at VAT Registration. Both are temporary and will conclude when their particular task is done.

Individual Committee members will sometimes search out information on behalf of the Club. For example, the Vice-Chairman has recently been looking into the question of Insurance for the Club if ACCEO, our present provider, should cease to exist. More from the Committee next time.

Janet Sutterby
Minutes Secretary

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WANTED



For a 1975 Leyland Sherpa A-S. Rear tailpipe which goes from the box, turns over the axle and out at the rear of the vehicle behind the offside wheel.

We've had the van from new and, apart from this, it is in mint condition. We've tried garages, tyre & exhaust units etc. to no avail. Can anyone help, please? Tel: Richard Miller on 0167 546 2159 or write to 13 Coventry Road, Coleshill, Birmingham, B46 3BB.



#####

Does anyone have any of the older style crockery (circa 1986) that they no longer require? The design consists of grey trellis with pink dog roses and brambles. We would be very pleased to receive any to supplement our existing set. Please telephone on 0132 923 1259.

Dorothy Wellard

#####

Two prospective new members are seeking A-S vans. Can you help, please? The first, Mr M E Fitzgerald-Hart of Ornham Lodge, Boroughbridge, York, YO5 9JH (Tel: 0142 332 4565) is looking for an old-style Legend on the Ford Transit 1987 - 1994 (probably a 1988 model). The second is Mr & Mrs J Craig of 5 Hepworth Road, Barningham, Bury St. Edmunds, Suffolk, IP31 1BP who are looking for a 4-berth Talisman, about 'K' registration.

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FOR SALE



Illness forces sale of VW Topaz, 2.4 diesel. Turbo inter-cooled by TB Turbo, Lancaster. Reg. 1st August 1996, mileage under 9,500. Full A-S spec. including alarm/immobilizer. Non-smokers, no pets. Carefully driven and maintained. Immaculate. Apache awning and gas bottles included. Total cost new £30,000.00. Sensible offers invited around £20,000.00. Telephone Vivian Barlow on 0155 882 4075

or write to her at 9 Ger-y-Llan, Cwmifor, Llandeilo, Carmarthenshire, SA10 7BU.

Thanks for the donation.

#####

Talisman II, 1986. 4 berth, double glazed, shower room, electric cassette toilet, water heater, cooker, oven, twin door pockets, new foam in seating, upgraded vents, swivel front seats, upgraded lighting, roof rack, ladder, lockable ladder cover, large top box, tow bar c/w twin plugs, two bike rack, awning, sophisticated alarm, immobiliser, security etched windows, T & T. £10,600.00 or would be interested in PX for diesel engined

model W.H.Y. Tel: Glenn Wood on
0163 424 3007 or write to 15 Dowling
Close, Snodland, Kent, ME6 5PF.

Thanks for the donation.

#####

Renault Trafic. 'C' reg. Elevating
roof. Good condition, low mileage.
Alarm and electric hook up recently fitted.

10 months MOT. £5,500.00 ono. Quick sale wanted, please.
Phone Jean & David Greenaway on 0127 346 1995 or write to 9
Whitelion Court, Ship Street, Shoreham-by-Sea, West Sussex,
BN43 5DY.

Thanks for the donation.

#####

Peugeot Boxer Executive, 2.5TDi. Reg. October 1996. One
owner, 9,500 miles. Fiamma two bike rack, Silver Screens, twin
door pockets, other extras. Non smokers. Genuine reason for
sale. £28,500.00. Tel: Monty Woolley on 0115 938 3592 or
write to 59 Philip Avenue, Nuthall, Nottingham, NG16 1EB.

Thanks for the donation.

#####

Silver Screen for Peugeot Talisman, little used. £35.00.
Hozelock flat hose pipe, 10 metres, with fittings. Used twice.
£15.00. Tel: Derek Braithwaite on 0155 787 0427 or write to
Henar, Kirkandrews, Borgue, Kircudbright, DG6 4UB.

#####

Safari Screens made by Harrison, complete, unused, to fit
Fiamma F45 2.5m sun blind. Drop 2.35m from side (VW
Clubman GL). Surplus kit to make full enclosure. £160.00 only.
Rambler front seat wooden console. £10.00. Folding wire clothes
horse. £6.00. Square table top, interior fitting. £10.00. Tel:
Roger Yeatman on 0120 248 5063 or write to 173 River Way, West
Christchurch, Dorset, BH23 2QN.

Thanks for the donation.

#####





Ford Amethyst 2.5TD, manual, October 1995 'N' reg. P.A.S. 9,700 miles. 4 berth. Sophisticated alarm/immobiliser, Omnistor awning, Omnistor 4 bike rack, External 12v socket for fresh water tank. Towbar and electrics, lockable ladder cover, Silver Screens. All in immaculate condition. £27,750.00. Tel: Jane or Peter Williams on 0120 269 7721 or write to 3 Upton Way, Broadstone, Dorset, BH18 9LT.

Thanks for the donation.

#####

Front Bull Bar (white). As new. Will fit T4 model. £25.00. Tel Christine Simpson on 0127 087 3191 (after 6.30 pm or at weekends) or write to 22 Woodland Road, Rode Heath, Stoke-on-Trent, ST7 3TJ.

#####

Ford Amethyst 2.5 TDI automatic, June '95, 14,000 miles. Non-smokers, no pets. Gas/Elec blown hot air. Water/waste tanks, 3 way fridge, 4 burner hob, grill and oven. Immaculate. £26,900.00 ono. Tel: Graham Davies on 0192 874 0402 or write to Acorn Cottage, Moss Lane, Manley, Cheshire, WA7 9JH.

Thanks for the donation.

#####

VW Clubman, 2.4 diesel. 'M' reg. 26,000 miles. P.A.S. M.O.T. August 1999. Fiamma awning. Non-smokers. Excellent condition. Reluctant sale due to illness. Tel: Robert Wright on 0134 145 0615 or write to Station House, Bontnewydd, Dolgellau, Gwynedd, LL40 2DF.

Thanks for the donation.

#####

Ford Duetto, 2.5 diesel (2-berth model), 'M' reg. 17,000 miles. No pets and no smoking during ownership. MOT'd until Oct. 99. All standard facilities plus towbar on "Safe-T-Bar" rear bumper. Fiamma cycle rack, two way three speed roof 'Omni Vent'. Including free-standing awning. £20,000.00.

Telephone Gillian & Brian Wilson on
0126 875 3024 or write to 6 Shorefields,
Benfleet, Essex, SS7 5BQ.

Thanks for the donation.



#####

Blue cab seat covers for A-S Boxer,
including headrest and arms. New
condition. Cost £92.00. £30.00 only. Tel:
Margaret & Dennis Pearson on 0121 745 6860 or write to 79
Loxley Avenue, Shirley, Solihull, West Midlands, B90 2QL.

Thanks for the donation.

#####

Silver Screen for Peugeot Boxer Executive (used twice). 4
levelling blocks. New set Track Grips. New Cabanon kitchen tent.
Regret we have to give up caravanning so any sensible offer
accepted. Tel/Fax Roger Gittings on 0152 686 1587 or write to 7
Field Road, Billingham, Lincoln, LN4 4EA.

#####

Why climb aloft? Bak-Paka rear box 42" x 33" x 14" (deep)
on bolt-on steel sub-frame with trailer board. Tailor made for
Boxer MWB (1995 A-S Executive). £200.00. Also swivel seat
base, superior German make, from same van. £50.00. Tel: Jack
Lister on 0163 423 5161 or write to 145 Wigmore Road,
Gillingham Kent, ME8 0TH.

#####

Boxer - Silver Screens. £50.00. One piece front cab carpet
embroidered with A-S logo and Executive. Cost £40.00. Accept
£10.00. Cab seat steel locker fronts, turns the bases into safe type
lockers. £10.00 the pair. Kitchen worktop extension kit, new and
never used - will fit Executive, Talisman, Clubman & Excelsior.
Cost £30.00 at Club & Company Rally - accept £15.00. Rear
stainless steel bumper for Clubman - £10.00. Snow grips in carry
bag, will fit 195 x 15 tyres. Cost £200.00 - accept £100.00. Tel:
Rosie or Terry Ball on 0120 288 3050 or write to 61 Merley Ways,
Wimborne, Dorset, BH21 1QW.

Thanks for the donation.

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The TENTH of the month is the last day for items to reach

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

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

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