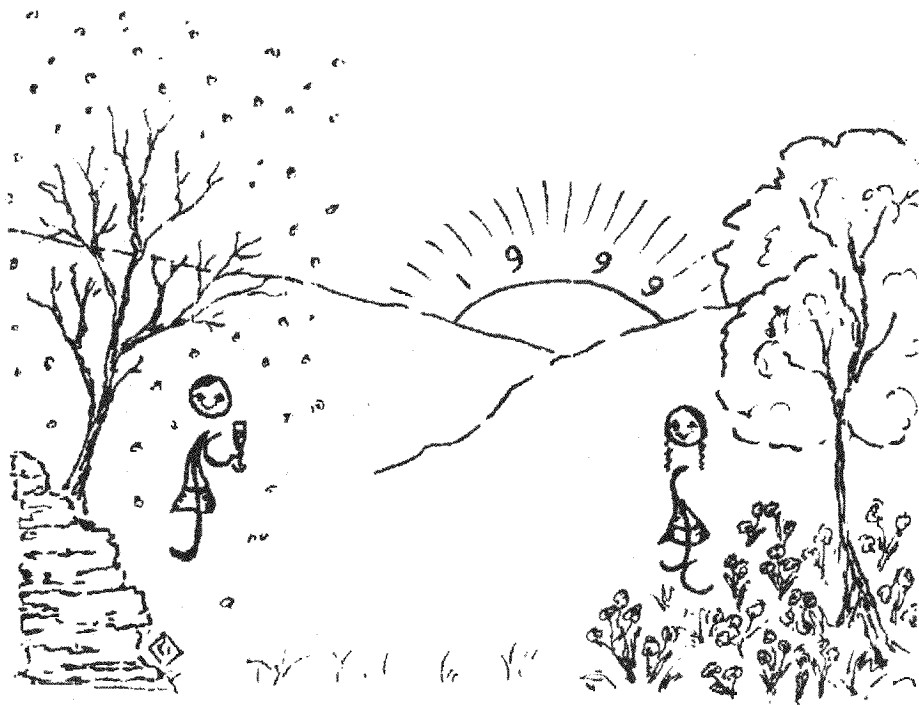


**TENTH ANNIVERSARY YEAR**

**AUTO-SLEEPER  
OWNERS' CLUB**

**1989 - 1999**



**NEWSLETTER 124  
JANUARY 1999**

Hello.

A New Year already and the Tenth Anniversary Year of this Club of ours. You may have noticed a slight change to the cover of the Newsletter to celebrate this fact. If you didn't notice it - **LOOK NOW!** It hardly seems possible that such a good, lively and still growing Club could have started from such a small gathering of people - our Founder Members. But they put their minds to providing the basis for such a Club and their successors have carried on in a very similar fashion. Just think, for the Inaugural General Meeting in 1989 they expected "maybe 40 or 50 vans" to turn up. In fact the maximum capacity of the room booked for the buffet lunch was 400 - and we reached that figure! Let us hope that the next ten years are as successful for the Club as the last ten. It is, as always, up (or down!) to you, our members. In the meantime *Sheila and I* would like to wish you all a happy, prosperous, healthy and safe New Year.

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## **It's Impossible...**

At last year's Annual General Meeting changes were made to the Constitution which created an impossible situation. The constitution, as amended, allows resolutions and nominations for Committee to be received by the Secretary up to 30 days before the date of the meeting and requires them to be circulated to members no later than 28 days before the meeting. This allows only one day for the resolutions and nominations to be type-set, posted to our printer, printed, put into over 1,650 addressed envelopes, stamped, posted and delivered to all parts of Britain.

As this time-table is impossible, it is unenforceable. However, to meet the wishes of members and to give as much notice of resolutions and nominations as possible, I will circulate them with the March Newsletter *provided that I receive them no later than Monday 15th February 1999.*

Your co-operation in helping me to overcome this impasse this time will be much appreciated. Proposals will be made at the AGM to rectify the problem for future years.

*Ray Whiley*  
Secretary.

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## ITALY

Cascina dei Peri is an organic farm in the foothills of the Apuan Alps, one of 200 listed in the "Guida del' Ospitalita Rurale". This is a guide book listing some 1,700 farms offering accommodation and/or meals in the Italian countryside. The pitches are next to the farm house, shaded by olive groves, with spectacular views of the coastline and of the hilltop town of Castelnuovo Magra. Electric hook-ups, water and waste disposal are provided but no toilets or washing facilities. Meals may be had at the farm, if desired.

The farm is run by Tonino and Mariangiola Marcoli. This very welcoming couple unfortunately do not speak English although Mariangola does speak French. Tonino will take great pleasure in showing you round the farm where he keeps goats, hens, ducks, guinea fowl and geese as well as vines, fruit trees and a vegetable garden. Mariangola looks after the kitchen and told us that only the bread was bought in - everything else comes from the farm. The meals are wonderful - four courses of the local cuisine and as much wine as you can drink! There are various items of farm produce and Tonino's pride in his work is demonstrated by the spotless modern facilities he has provided for the various processes. The farmhouse also has guest rooms with en-suite facilities. A lounge, a games room and a swimming pool are available together with patios giving extensive views. South of the farm is the Ligurian coast with miles of sandy beaches and safe swimming. To the north are the Apuan Alps with hilltop towns, forests and walks. About 10 kms along the Via Aurelia is Carrara, the centre of the Italian Marble industry, where you can visit the quarries that Michelangelo used for his statues. You can even pick up lumps of off-cuts (if your van can take the weight). Then there is Pisa, also well worth visiting. A little way inland is Lucca, a delightful old town, and one of a number which make special provision for camper vans. This extends to free overnight parking with fresh water and waste disposal points. Opera lovers can visit the lake where Puccini worked (and went duck shooting!). 1998 charges at the farm for a motor caravan and two adults was 40,000 lira out of season. Full details can be found in the guide book.

*Brian Ramsden*

That amount of money looked terrifyingly high so I checked the exchange rate. At present it works out at around the £14.00 mark - but the rates are changing all the time.

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## **Whistling in the dark - no more!**

I should like to thank the members who responded to my cry for help. I am particularly grateful to the two gentlemen who independently contacted me with the solution. The benefit of belonging to ASOC and thus be able to tap into such a pool of knowledge has been demonstrated.

The cause of the "fluting noise" was the wind getting under the rubber seal around the windscreen and resonating between the metal and the rubber. The cure is simple. A bead of silicone sealant has to be applied under the edge of the rubber seal. Since being told of this cure I have covered some 2,500 miles in a variety of weather conditions without any recurrence of the noise. I am surprised that the solution was not known to A-S. Some dealers and Peugeot appear to know it. Perhaps the Company needs to set up a system whereby dealers automatically notify them of problems. The information could then be disseminated to all dealers and to inquirers.

*Brian Ramsden*

As has been said before "it all depends on whom you contact at A-S as to whether they will know the answer or not." You would not expect your milkman to be able to repair your central heating. A-S have an equally wide variety of expertise. But thanks for passing this tip on - our Tiggers will no doubt add it to their list.

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## **Thank You**

Just to say thanks to all our friends in ASOC for cards, phone calls and "Get Well" good wishes after Lee's heart attack on October 22nd. I am pleased to say he is now home and seems to be doing OK. Plenty of rest is now the order of the day for a couple of months. Thanks again.

*Jean Mather*

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## FAREWELL

Goodbye always brings a note of sadness and as we have bought another motorhome, not an A-S, this is our time for leaving the Club. We have made so many friends, had many a helping hand, that it make it very difficult to go. We will still be on the road and hope to meet up with all our friends at the National shows. We wish continued success to the Club and happy rallying to all members.

*Beryl & Jack De Sadeleer*

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We are sorry but we are saying goodbye to ASOC as we are buying a new van. One of those German 'A' class things. We shall miss all the friends we have made through the Club. We would like to take this opportunity to thank everyone who attended and supported us at the rallies we have run. We will always wave to our Auto-Sleeper friends on the road and hope they will wave back! We hope to see you all at the big shows.

*Rosie & Terry Ball*

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## Historic Dockyard - Chatham

After this rally I found the following note on my windscreen. "My Dear Horatio. Thank you for a superb rally. When you get rid of that trollop Moll Flanders, you may call on me and we will pass many a fruitful hour together! Love, Emma"

Would Emma please get in touch, but don't tell Moll (Dorothy.)

Yours aye Horatio. (Baz)

You will have guessed that we went in Fancy Dress! Many thanks to all those who supported us.

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## SHOREHAM-BY-SEA AIR SHOW

A very big "Thank You" to all who attended this show. In total it raised the colossal sum of £55,300.00 for RAFA after all expenses had been paid. So a big thank you from *Yvonne, Barry, Lyn and Tony* who hope to see you again next year.

*Barry Loveland*

This item may appear to be late but it reached me by recorded delivery. Apparently *Barry* had sent it to me earlier but you know what the post can be like - it never reached me. If he had telephoned me to check we might have got the news in sooner.

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## **BOXER BATTERY COVER**

In November I read the comments about the cover. When the matter was first reported earlier this year I checked our 1997 Executive with our Plymouth Peugeot agent. I got some very confusing information. It was first stated that there was no problem on our particular chassis number. However I persisted because there were distinct signs of corrosion around the battery area. This resulted in a complete respray of the area in the vicinity of the battery including the underside of the bonnet. A battery cover was also fitted together with a new battery. The total cost was nothing - all being done presumably under the guarantee. It does pay to be persistent. I have just checked again and there is no sign of any repetition of the problem.

*Stuart Allen*

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## **AND AGAIN**

Like *Sean Hollands* I had a battery cover fitted because the water was still penetrating the engine compartment even though the modification had been completed when purchased. I was charged £17.17. because the warranty had finished six weeks previously. I telephoned Peugeot to complain that the modification had not cured all the rain from gathering on the battery. Peugeot telephoned the dealer and my money was refunded.

All our problems have now been sorted out. With the exception of rain water running into the gas bottle compartment due to the chassis being 6" higher at the back. This is my second Boxer motorhome. The first was level and never bottomed as this was the reason why dampers are now fitted lifting the van higher. The rain water on the roof runs towards the middle of the van and overflows down the side onto the window frame, down the side of

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the window and into the gas compartment. Due to my age this may be my last van. It is a pity that I must live with a sloping van and water in the gas compartment,

*Eric Jones*

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## **Boxer Security**

Safeways Security Products have now produced a lock which is ideal for the Boxer chassis. It is longer and much more robust than their previous ones. It is fairly easy to fit. I fitted the lock into the door frame with the bolt going into the door. I shall forward this information to the "Tiggers" complete with an explanation on how I fitted mine but it is not too big a job for a DIY person. The firm is at 10 Grange Mount, Birkenhead, L43 4XW and the Tel/Fax no is 0151 653 3414.

*Ron Greenland*

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## **Boxer Gear Change**

We have been experiencing problems with gear changing on our 1998 Petrol Boxer. May we ask if any other members have met similar problems? There have been several occasions and in differing situations when we have found difficulty in engaging reverse gear. These symptoms never show when we try to demonstrate them to an engineer.

When manoeuvring into a pitch after a journey, it is often difficult to get reverse. But after holding down the clutch for a while the gear engages. At other times it will grind noisily, embarrassingly, until one quickly gives in. Then the only way to beat the brute is to stop the engine, engage reverse and re-start the engine. This does not happen in the other gears. However, if the procedure goes on too long then 'first' shows a similar refusal to co-operate.

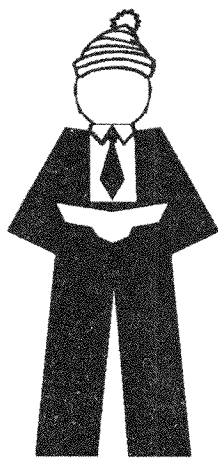
Please tell me, Boxer owners, if you have experienced gearbox changes that are due to clutch, linkage or internal gear stiffness etc. Any information will be valuable. My friendly service engineer is also interested and wants to solve this puzzle.

*John Coates*

Seems reminiscent of the old Bedford CA with the steering column shift. When new the gears were precisely where they should be. But when worn - they were "in the box somewhere"!

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### *Chairman's Chat*



The start of a New Year, and if, like me, you can't believe that a whole year has passed by in what feels more akin to six months, you will understand when I say it will take me at least a couple of months of corrections before I am used to using the new dates.

I suppose I should be putting my mind to New Year resolutions but I have a few left over from 1998 which will keep me going for quite some time to come. And *Betty* has promised to harry me until I complete our list or else! [Leave me out of this - Ed!]

Between now and the early commencement of rallying don't forget to carry out that list of safety checks which really do need to be done for peace of mind. I know I am on my hobby horse but if you don't complete the annual check or arrange with a competent dealer to carry out the task who will? Don't forget there needs only be a relatively small concentration of gas to cause an explosion. Likewise clean the flue on the gas side of the fridge for carbon monoxide is a deadly colourless, odourless gas that can kill you! Don't put off this important routine.

To those who travel south to warmer climes. Don't forget to send off your application for our Spring Holiday Weekend and AGM at Kettering. This year the event begins on the Thursday 8th April 1999. Please book now if you are thinking of coming along to this event. It is much easier for us to cancel an attendance than to accept a late application, so please don't delay. Also please let the Secretary have any resolutions for consideration at the AGM as soon as possible. It will make life much easier for us all.

We are trying a new format for this year by including a Tea

Dance on the Thursday. In addition, meals will be available on Friday evening. You will have read last month that there will be two speakers to try to cover a wider range of subject than just vehicles.

Looking forward to rallies for what will be the last year of the 20th century, *Neil Rogers* our Rally co-ordinator, says that he has some 33 already arranged. But he can manage more so keep looking and thinking of new locations. As ever check with *Neil* for dates before you arrange anything! Please!

I can't resist the urge to tell you that by the time you are reading this in the New Year *Betty and I* will be enjoying ourselves in the winter sunshine (about 75-80F) on the banks of the Nile at Luxor in Egypt. I have always had an interest in Egyptology since the evenings when I read about the Ancient Egyptians with my torch underneath the bedclothes at home long after my mother had called for lights out. I can't help but be thrilled that this Yorkshire man has had the chance to visit Egypt and its sites, to stand and admire the obvious skills that the Ancient Egyptians had. I don't want to bore you with my addiction but when we explore these ancient buildings and examine the decorations and the various columns and admire the precision with which the craftsman have divided up the segments I can't help wondering that these ancients must have known about the theorem of Pi or their version of it. Finally let me wish you a happy, healthy and interesting 1999, and a year which is full of smiles! I'll leave you with a poem that *Brian Metcalfe* sent to me entitled "Smile Please".

Smiling is infectious, you catch it like the 'flu.  
When someone smiled at me today, I started smiling too.  
I passed around the corner and someone saw my grin,  
So when he smiled I realised I'd passed it on to him.  
I thought about this smile, and realised its worth.  
A single smile like mine you see, could travel round the earth.  
So if you feel a smile begin, don't leave it undetected.  
Let's start an epidemic now and get the world infected.

*Andrew Entwistle*

I thought that Pi was a very vulgar fraction of 22 over 7 and that Pythagoras was the fellow with the theorem! And on the

theme of smiling, I have always believed in the old saying "If you see someone without a smile, give them one of yours!"

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## Bedford Spares

Our worthy President, *Charles Trevelyan*, has sent me details of Adrian Bailey Classics who appear to offer a useful range of spare parts for Bedfords. There are not too many A-S vans based on the Bedford but if you need bits, the address is Unit 11 & 12, Tower Works, Globe Road, Leeds, LS11 5QG and the telephone number is 0113 245 9569 or fax 0113 244 2570.

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## Duetto Musings

We own a 2.5 diesel Duetto, just over 2 years old and with 18,600 miles on the clock. In mid November we broke down, some 95 miles from home. The symptoms were a dramatic loss of power and dense black smoke coming from the exhaust. After the van was relayed home we took it to a diesel specialist. The problem was a faulty E.G.R. valve which sits somewhere in the manifold. The total charge for replacement was £216.00. We asked the fitter if, in his opinion, this part should have failed so early and he suggested that it should not. We have written to Ford's Customer Service Centre and still await a reply.

We were always under the impression that motorvans kept their value better than cars. We have just been offered £6,000.00 less than we paid for it two years ago. At this rate of depreciation we are seriously thinking of packing up motor caravanning for good!

*Pat & Jim Allen*

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## Public Highways

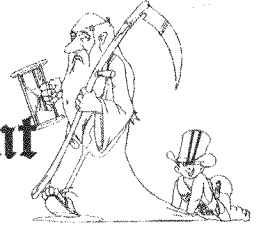
I am sure that there are Publicans all over the country who are rejoicing at the prospect of having their signs renewed and the CAR PARKS resurfaced by the Highways Authorities. That is according to *Andrew Entwistle's* remarks (December Newsletter) about a pub car park being regarded as part of the highway. I am sure that there



# January 1999

## Rally Supplement

### Happy New Year.



**N.B.** The Larmer Tree Rally, 26<sup>th</sup> -28<sup>th</sup> March will no longer take place. The marshals have left the club.

**Ralliers please note that rallies start & finish at 12 noon, unless otherwise stated. Early arrivals and late leavers can invalidate our Exemption Certificate.**

#### **For new members :- How to apply for rallies.**

The rally supplement is intended to give members information about forthcoming rallies. We try to give at least 2 months notice of a rally. The information in the supplement is as supplied by the rally marshals. If you wish to apply for a place on a rally please complete a rally slip in full. These slips are to be found at the end of the rally supplement.

Send the completed rally slip to the marshal with a cheque for the total amount required. This includes the rally fee & site fees. Cheques should be made payable to the rally marshal. If you require confirmation of acceptance on the rally then please enclose a SAE. To have a good chance of being accepted on a rally it is essential to apply as soon as possible as places may be limited. If you are accepted on a rally and you later find that you cannot attend, please inform the rally marshal ASAP to enable him/her to fill the vacancy. The marshal may, subject to the conditions of the agreement with the site owner, return your site fees but keep the rally fee which may have already been allocated for rally expenses. Some rallies such as the AGM & the Club & Co. have special, separate application forms which will be issued with the Newsletter at the appropriate time. Full details about these rallies will be found on these forms. Other large rallies at shows such as Peterborough, Stratford, York & Shepton Mallet involve sending the rally fee to the marshal and the site fees to the show organisers. Please read the rally information carefully as it will state the closing dates for applications. If you apply after the closing dates you will not be able to rally with the Club at the show.

*Please remember that all our marshals are volunteers and they freely give of their time so that we may enjoy ourselves.*

#### **6<sup>th</sup> -20<sup>th</sup> June 1999 Camping Le Bohat, Brittany, France.**

If you are interested in this rally please contact Dennis Oxley for further details as soon as possible. Tel.No. 0121 705 4006. This is an extremely popular rally so early application is essential.

#### **14<sup>th</sup> -17<sup>th</sup> January (3 nights) White Water Caravan Club Site, Stockton-on-Tees.**

Site Tel.No. 01642 634 880 (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,14screen 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 \*\*.

**18<sup>th</sup>-21<sup>st</sup>.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.**

Enclosed with this Newsletter is the provisional rally list for 1999.As usual rallies can still be arranged during the year.If you are interested in running a rally then please think ahead.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.

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!**

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

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

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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!**

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: .....

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

Name: ..... Phone: .....

***Please complete both sides of the form!***

is an oversight here in that he meant to say **public** instead of pub car park - or was it a typing glitch? On the other hand it may be a deliberate mistake to get people to write in pointing out the error. If so, you've succeeded!

But I do certainly endorse the remarks about being in charge of a vehicle whilst taking alcohol and being in a lay-by or public car park. It is definitely a "No No". A few years ago we went to a Christmas party with the van and had to park in the road outside our friends' house. It was on a slope so the vehicle was blocked up, the ignition keys were removed and given to our host in the house, and the bed was made up. I did drink and we did sleep in the van. Afterwards it was pointed out by a friendly policeman that even though I could not possibly have driven the vehicle, technically it was still an offence. So be warned!

*Bob Meason*

As I receive Chairman's Chat on disc I can honestly say that it wasn't my typing error - as if I ever make any! But I think that the meaning is still true - even if you are asleep in your van actually off the highway but with easy access thereto you must not be over the limit when technically in charge of the vehicle. It can even be construed that you are still in charge in your own home with the vehicle on your own driveway!

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## **Tigger News**

Ideas sheet 24, entitled "Camper Alarm Buzzers" is available. It covers trailer indicators, mains connection and gas/mains alarms and was submitted by *John Parker*. We have received the latest A-S After Sales Newsletter. This covers leaks in monocoque coachbuilds, removal of varnish from worktops, Carver Rapide reset button on Ravenna, Reimo elevating roof problems and other items. Copies available from 3 Clermiston Road North, Edinburgh, EH4 7BL or telephone 0131 336 3385.



Some members have had problems with VW T4 clutch slave cylinders. It seems to relate to vans put in storage or not used all year - unless you tell me otherwise! The part number for the slave cylinder is 357721261A-1 and the total cost including fitting, VAT and brake fluid is £141.00.

*Maurice Payne*

## Time Flies

(A Poem writ in Yorkshire)

On Friday I'd an accident. Mi watch flew off mi wrist.

I weren't doin nothin with it, I just give it a twist.

The silver thing departed; it flew past *Ian's* ear

"Do you see where it landed? It must be pretty near!"

Well, we looked as hard as hard can be. We looked both high  
and low

But where that blessed bit had gone we simply didn't know.

We assembled a search party. People joined it in a rush.

They shifted gravel wi t' fingers, I shifted it wi t' brush.

And though we searched meticulously the bit we didn't see.

So at last we give up lookin and sat down and sopped our tea.

On Saturday a group set off to walk six miles or so

But when you haven't got a watch the time don't half go slow.

Off and on throughout the day the time I went to check

But no watch was there, just a pale white band, and a dirty little  
speck.

Inside every cloud, they say, a silver lining lurks

And in my case, I must admit, that yes, it really works.

Well, not a silver lining - but a knight shining like they say

'Cos *Brian Smith* he bought me one. He really made mi day!

So now it's fixed. If you want the time just give me a shout

I'll roll mi sleeve up sharpish and wiggle it about.

In future, if I lose things, I'll not whinge or whine

'Cos you can't despair, not ever, not with friends like mine.

*Jean Sellers*

Just in case our readers are feeling slightly lost

The "thing" that *Brian* bought *Jeannie* was just a little post

The springy bit round which the strap which holds the watch  
just goes

And that's the tale. That was the "bit". Now everybody knows!

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## UW T4

This old chestnut keeps coming up. The T4 Diesel clutch (master and slave) cylinders. I can only offer my experience. My slave cylinder failed after 3/4000 miles. I had a modified slave cylinder fitted. Now, to any intelligent person, this means that there was something wrong with the original design. No company like VW would modify a component if it was working well. On further investigation I found out that thousands of these slave cylinders were being replaced. I wrote to Milton Keynes explaining that it is no disgrace to modify a component after trials. We don't live in a perfect world. Of course items have to be modified. That's life. They replied and said that I had not had my vehicle serviced by their agents. I cannot see how a vehicle which had only done under 4000 miles needed to be serviced. This was totally irrelevant to the faulty slave cylinder. The commercial attache at the German Embassy took up my complaint with VW in Germany. I sent them photo copies of my service record because my vehicle had been serviced by approved agents. My chief concern was that if a clutch failed at speed the outcome could be horrendous. After about 20 letters I realised that what VW meant was that my vehicle had not been serviced by the same agent. How could it? I have only lived on the Isle of Wight for 18 months. They beat me, but with hindsight I should have taken the case up with the Office of Fair Trading. I feel confident that they would have pressed VW for a produce recall on the grounds of safety.

*Jack Milford*

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With reference to *Joan Joselyn* and her Trident. We have had trouble with gear change problems and this was solved by putting a new clutch slave cylinder on. If you look at the cylinder it is not obvious - no dripping fluid. The fault is probably failure of the "O" rings internally. Clutches used to be cable operated but now VW have gone to hydraulic clutches. To make the problem harder - on the T4 the clutch master cylinder seems to be fed from the brake master cylinder, hence the possibility of the strange related braking problems. So we would advise changing the slave unit. If this doesn't solve it look at the seals in the master cylinder.

Tyres. We have a Clubman on Kleber tyres. We note that these do not seem to be very popular. Where should we get replacements when they wear out? Most tyre firms seem to deal only with cars. What pressure should Clubman tyres run at? How do members pump their tyres up? We find only HGV pumps will do the job. We have to check the pressures cold at home then drive to a garage to put the extra pressure in.

Regarding *Gerry Underhill* and a manual for the T4. There is one published by Peter Russek, Little Stone House, High Street, Marlow, Bucks, SL7 1AN. Tel: 0149 444 0829. This manual is small, condensed and useful but not as comprehensive as a Haynes manual. I would say that to use the manual you need to have a fair degree of technical competence. I would recommend caution before trying to service a T4 as it is complex and hard to access without the proper tools. The manual costs £8.20 by mail order.

*Kath & Dave Fulbrook*

We have a Clubman and I usually run at 50 psi all round. I have found that our local Tesco has an air pump which does the job adequately. But I agree that servicing is best left to the experts. I used to do my own servicing in the days of the old J2 Morris (and before) but my ability to do contortionist tricks to get at various bits and pieces is somewhat limited now!

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## **Traction on Muddy Fields**

In his letter in December *David Anderson* asked about traction systems, especially the 'Spikes Spider' for use on muddy green field sites. Although I have no knowledge of the system mentioned, I do know that any such attachment will provide the necessary traction but will cause absolute havoc to the site! To use one is, to say the least, rather unfair on the site owner who will have to stand the cost of reurfing the damaged area. As most such sites are on farms there is usually a tractor available to tow a van out of mud and much less damage will be caused. AND you will be welcome to make a return visit! Tractors are usually available at Show Ground sites too as visitors to the Peterborough Show in 1998 will be only too aware.

I have had complete success using traction mats made from the base section of bread trays. Two trays will make four mats and they are light to carry. I obtained two damaged trays from our local refuse tip. Obtaining them by any other method is not recommended!

*Alan Chennels*

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## Obituary

We have learned that *Geoff Scholey* passed away on Friday 27th November 1998. You may recall that he was for a time our Press Officer and he will be well remembered by those who attended the Spanish Rallies. Our sympathy and condolences are offered to *Betty* and the family.

#####

So many members of the Club will be saddened at the news that *Geoff Scholey* has died. We will always remember his wonderful sense of humour and his unlimited fund of jokes. But *Geoff* also had a serious side to his nature and any job he undertook on behalf of the Club was carried out with the utmost care and consideration. His time on the committee, his duties as PRO and all the hard work that he and *Betty* put into the organisation and running of the 4 Los Gallardos rallies are evidence of this.

*Geoff* will be greatly missed by all his friends. Our sympathy and sincere condolences go to *Betty*, Glen and family.

*George Wane*

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I would like to thank most sincerely all my Auto-Sleeper friends for the many cards and letters of sympathy that I have received. *Geoff and I* enjoyed our membership of the Club and valued the friendships we made.

My family and I were deeply touched that over 40 members of the Club, most travelling long distances, joined us at the funeral service. The donations at the service and those received separately will go to the Yorkshire Cancer Research Fund in memory of *Geoff*.

Thank you all for your kindness.

*Betty Scholey*, Glen and family.

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## FOR SALE

External Silver Screen and bag, new and unused. £37.00. Set of seat covers, little used, new this year (£130.00). £40.00. Both for "face-lift" Talbot Express Rambler. Tel: James Willcox on 0122 546 4012 or write to "Greenways", Darlington Place, Bath, BA2 6BY.

#####

Ford Flair, 'E' reg. 2.0 ltr petrol, manual 5-speed. 38,000 miles. 2+2 berth. H & C water, Propex heating, 3-way fridge, hob, mains hook-up. Motor Chalet side tent. Taxed, MOT. Excellent condition. £8,000.00. Tel: Jean & John Walters on 0187 385 7007 or write to 82 Poplars Close, Mardy, Abergavenny, Gwent, NP7 6LQ

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To fit Boxer Executive. Hope Safe-T-Bar with tow bar. £275.00. Silver Screens: External, insulated - £40.00, uninsulated £10.00. Large Top Box 130, £125.00. Safari Room (Beige) to fit 3m awning. £220.00. Folding wheelchair ramp (new). £200.00. "Sporti" GRP fully enclosed trailer (cost £900.00) accept £480.00. Tel: Brian Betterton on 0123 482 2364 or write to 4 & 5 Monks Row, High Street, Pavenham, Bedford, MK43 7NS.

#####

Legend GL, May '90 (G). Ford automatic. 33k miles. One owner, FSH, Air Rides, Scorpion alarm, Silvers screen. MOT April '99, Tax May '99. Excellent condition. £12,250.00. Tel: Gordon Denham on 0130 673 1092 or write to Coneyhurst Cottage, Wonham Way, Peaslake, Surrey, GU5 9PA.

Thanks for the donation.

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Omnistor Compact awning (with gutter mountings). £125.00. Silver Screens for VW T3 (front and rear). £60.00.

Tel: Brian Perrins on 0181 979 3329 or write to 24 Rivermead, East Molesey, Surrey, KT8 9AZ.



Thanks for the donation.

#####

Clubman GL. 'N' reg. 11,500 miles. Excellent condition. Extras include: Alarm/immobiliser, extraction fan, awning, "Modesty Curtain". £25,000.00. Tel: Roy Coldrick on 0160 089 0974, E-mail: royco@SymondsYatRock.Freeserve.co.uk or write to The Old School House, Symonds Yat Rock, Coleford, Glos. GL16 7NZ.

#####

Harrison "Enclosure" to fit 3 metre Fiamma awning. Never been used but has got two tiny dirt smudges on whilst in store, hence price of around £75.00. Alba 10 inch remote control colour TV. Mains and 12 volt. Just over 12 months old. £75.00. Tel/Fax John Fisher on 0140 654 0573 or write to 26 Joys Bank, Holbeach St Johns, Spalding, Lincs, PE12 8SD.

#####

Ford Transit items. Seat Swivel, cost £76.00 from A-S factory. £30.00. Silver Screens. £35.00. Haynes service and repair manual, diesel, 'C' to 'N' reg. £5.00. Trigger shower head. £5.00. Ladder guard. £5.00. Door twisters. £3.00. Phone Rick Lockyer on 0189 590 5600 or write to 12 Sylvana Close, Hillingdon, Middx. UB10 0BH.

#####

High top Bedford, 'X' reg. Diesel, 35 mpg. 2 single or 1 double berth. Toilet room, usual A-S refinements. 3 way fridge, 2 burner hob, oven/grill. Unique underfloor heater. Tow bar. Recent new carpet and seat covers. Alarmed. Enormous storage capacity for such a small vehicle. Non-smokers, no children or pets. After seven years of ownership new vehicle forces sale of "Daisy", our much loved and well maintained motorhome. Tax and MOT. £3,995.00. Tel: Tony Lindsey on 0124 354 5147 or



write to 18 Beechfield Park, Hook Lane,  
Aldingbourne, Chichester, East Sussex,  
PO20 6XX.

Thanks for the donation.

#####

1 set of white plastic wheel discs, 16"  
(new) for Talbot Executive or similar.  
£12.00. Tel: Phillip Jones on 0143 283 0463 or write to 3  
Meadow Drive, Canon Pyon, Hereford, HR4 8NT.

#####

VW Caravelle Hi Top, 1987. 1915cc. 62,500 miles.  
Excellent condition. All standard features plus Silver Screens,  
fairly new NR Villa awning. MOT to end of June 99. £6,600.00.  
Tel: Beryl Bain on 0120 638 2432 or write to 23 Goings Lane,  
West Mersea, Colechester, Essex, CO5 8AL.

#####

Talisman II, 1987. 2 litre petrol (unleaded). 49,000  
miles. MOT July 1999. Shower room, water heater, blown air  
heating, cooker, oven. New fridge June 98. New upholstery and  
foam, professionally made. Swivel seats, alarm (Thatcham  
approved), spring assisters, Omnistor awning. £10,750.00. Tel  
Sheila or John King on 0158 262 1354 or write to 26 Westfield  
Drive, Harpended, Herts. AL5 4LP.

Thanks for the donation.

#####

Fiat Cinquecento SX. Reg. 1st August 1996. 13,000 miles  
only. Complete with Car-a-Tow "A" frame and electrics.  
Excellent condition. £4,000.00 ono. Tel: Michael Homer on  
0156 274 5344 or write to 152 St Johns Avenue, Kidderminster,  
Worcs. DY11 6AJ.

Thanks for the donation.

#####

Air-Ride suspension for Peugeot Boxer. Offers around half the normal price please to Tom Pycock on 0197 770 4895 or write to Normans Farm, Darrington Road, East Hardwick, Pontefract, WF8 3DS.



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Amethyst, Feb. 1996, 'N' reg. Ford Transit 2.5 TD, manual. 9,500 miles. 2 berth. Spyball alarm/immobiliser, 2 bike rack, Fiamma canopy, Pioneer RDS Radio/Cassette/Clarion CD. Non-smokers, no pets. All in immaculate condition. £29,500.00 ovno. Tel: Rae & Philip Gledhill on 0148 465 4180 or write to Heth House View, Ridings Lane, Golcar, Huddersfield, West Yorkshire, HD7 4PZ.

Thanks for the donation.

#####

Talisman GL, 2/4 berth. Peugeot Talbot Express, 2 litre petrol. First registered February 1991 (H). Two owners, mileage 33,500. MOT September 1999. Twin cycle rack, exterior storage drawer, cruise control. £14,900.00. Tel: Brian Melville on 0176 328 8389 or write to "Three Chimneys", Wallington, Baldock, Herts. SG7 6SN.

#####

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.

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

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