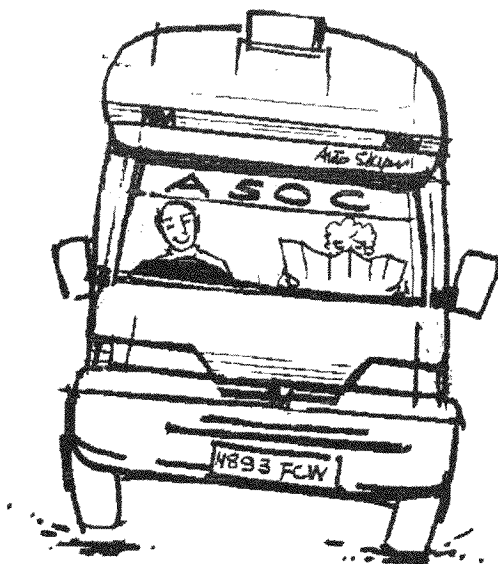


TENTH ANNIVERSARY YEAR

**AUTO-SLEEPER
OWNERS' CLUB**

1989 - 1999



Happy days are here again

**NEWSLETTER 125
FEBRUARY 1999**

Hello.

It would seem that one or two people haven't yet noticed that *Ray Whiley* is our Membership Secretary. I say this because some notifications of change of address, resignation from the Club and such like have been sent to me! I only produce the Newsletter. *Ray* prepares the labels for the envelopes and needs to know who is still a member and who is not. So please, **Pretty Please**, send details of address or vehicle changes and such to *Ray* at 21 Elcar Rise, Eaton, Norwich, Norfolk, NR4 6HR. Send cheques for renewals to him but don't ask him to accept your credit card details because the Club has no such facilities. And even if you pay by standing order (note: NOT a direct debit - we don't operate those either) remember to return your pink form to him.

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Thank You

To all Members who returned their pink renewal forms promptly. The first batch arrived on 1st December, and *Barbara and I* have been busy ever since. Where there were no mistakes, we managed to send off membership cards within twenty-four hours except for a (well-deserved?) break over Christmas. Inevitably, I suppose, some cheques had to be returned as the bank will accept no other wording than Auto-Sleeper Owners' Club - no abbreviations or variations.

A reminder - your membership number appears every month on your newsletter label.

Many thanks also to those members who sent us Christmas and New Year greetings, and who made helpful comments on their forms - these will be passed to the Committee.

Ray Whiley

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Press Officer

I have taken this post and find that the late *Geoff Scholey* is a hard act to follow. Living in Essex I can't get to rallies all over the place. I am therefore concerned that my reports may be biased towards events in the South East. I would welcome any items which you may feel merit a wider audience. Photos are also welcome but cannot be returned. My address is on the Regalia order form enclosed with this Newsletter,

Ian Ross

Health care for Travellers to E.E.A.

(European Economic Area - all the member States of European Community (E.C.) plus Iceland, Liechtenstein and Norway).

I have been told that French medics, Doctors, Dentists, Pharmacists, Hospitals and the like, will not accept a Form E.111 that has been issued in a previous year. They will accept only those issued in the current year. Perhaps this also applies to medics in other countries too. I do recommend that members who are going abroad should renew their Form E.111 each year. Complete 'Application for Form E.111' which is included in the booklet 'Health advice for Travellers'. The booklet is obtainable from Post Offices and you should return the completed application to the Counter Clerk for signing and stamping. Form E.111 cannot be used if it is not signed and stamped by the Post Office.

I would also suggest that you carry a few photocopies of the valid Form E.111. You may be required to leave a copy with the person(s) giving medical treatment.

Arthur Irving

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PUBLIC HIGHWAYS

In reply to *Bob Measom's* letter (January) and in defence of our worthy Chairman, it is a good many years since I retired from the police service. But I am sure that *Andrew Entwistle* is correct regarding pub car parks which have access onto the public highway as being, for the purposes of the Road Traffic Act, part of the highway. To the best of my recollection my Chief Constable successfully prosecuted a driver for "driving without due care and attention". It was on a hotel/pub car park when the man damaged a stationary car whilst parking before going into the hotel. You can certainly be prosecuted for drink/car related offences whilst on what you might regard as private land belonging to the hotel/pub. The prosecution have only to prove the likelihood that you will drive your vehicle. If you're going to sleep on such car parks after drinking, make sure that you make the necessary arrangement with the landlord first.

For *Kath & Dave Fulbrook*. After 42,000 miles I needed to replace one of my Kleber tyres on my T4 Trophy. I rang round all the local tyre/exhaust specialists who said they could supply a replacement. But I got the best deal from my local VW dealer at £56.00 including fitting and with the peace of mind that it was VW recommended "Uniroyal". I run my tyres at the pressures recommended on the label on the driver's door frame. I use a small compressor run from the cigarette lighter socket and I also invested in a quality tyre pressure gauge. The compressors are usually advertised in national newspapers at around £15.00 and if you are a member of the Caravan Club they published the results of tests of different models in a recent publication.

John Johnson

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CASCADE WATER HEATER - 1998 TALISMAN

Jean and I do not often need to use the water heater in our Talisman but on a recent occasion we did. We found that whilst the heater appeared to function correctly the hot water at the kitchen tap only reached a lukewarm temperature. This was the case for both gas and mains electric operation.

Fearing some major fault we referred the matter to the supplying dealer. They discovered that although the shower trigger valve was closed both hot and cold taps for the shower were open. Operating the hot tap in the kitchen caused cold water to cycle between the hot and cold supply pipework in the toilet room. Result - lukewarm water in the kitchen. The "fault" was resolved by closing both toilet room water taps. Once the supplier told us that the quick drain valve (positioned in the upper left hand corner of the heater - looking from the outside) had been left open when they drained the unit after test, the water heater worked well and a good supply of hot water was obtained. I hope this experience may be of help to other members.

Brian Wise

I have always kept all taps closed - except when the van has been "winterised" and fully drained. Then they are all left open to allow for water expansion as it turns to ice.

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From a new member

We now own an immaculate '89 vintage Legend. We decided, after visiting the rally area at Shepton Mallet, that we must join ASOC. In consequence we were able to attend our first rally in November at the Chatham Historic Dockyard. We both thoroughly enjoyed it despite rain on Sunday morning. We were very impressed by the way the weekend was organised and run by *Dorothy & Baz Wellard* and helpers and with the tea and coffee on tap most of the time. The Saturday night meal appeared to be a success although we didn't have a meal for medical reasons. But we did attend and so did Horatio himself. It goes without saying that we were able to chat with members to exchange views etc. and now we cannot wait for the new season and to start rallying again.

Now an idea I have adopted since owning a Transit van. This might be helpful to others concerned with water on batteries under the bonnet. Until a more suitable material is available I have carefully cut and shaped a polythene sheet which completely covers the under bonnet area. It starts from the underside lower windscreen body panel to the underside of the front panel above the radiator with neat cut-outs for radiator expansion reservoir and top radiator hose. The cover is held in place with suitably located and glued two inch pieces of Velcro, out of sight, and can be fixed or removed in seconds. A highly visible piece of coloured tape attached to the steering wheel reminds the driver to remove the cover before starting. I have used the cover for over 12 months with great success and am sure that most water damage takes place during lay-up periods and not while being driven.

Now I have a query which someone may be able to answer. I like to renew my flexible gas pipe once a year. I am having difficulty tracing where the pipe runs at the rear of the bottle locker. One member believed access may be gained by means of the locker directly behind the heater in the wardrobe space. But on my model nothing appears to be removable. We thought it better to ask first rather than cause damage.

Pat & Roy Pethers

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SOME QUESTIONS.

I wonder if any members would care to comment on the following queries?

1. Can someone produce a definitive list of correct tyre pressures for each of the models? I get very vague replies when I ask people about the pressures on my Legend.

2. Everywhere we go people seem to have dogs. In fact, we think dog owners buy motor vans mostly for the convenience of their pets. Could someone suggest a few campsites which are particularly easy for dog owners? Mainly things like safety and walks from the site. May I start with the Caravan Club site called Low Manesty in Borrowdale?

3. Would it be a good idea for you to encourage members to report generally on sites they have enjoyed? Or does everyone want to keep their favourites to themselves? I hope not - I've already told you ours (so far) - Low Manesty.

Michael Skuse

So far as I am aware nobody has produced any list of tyre pressures. This is an old chestnut which goes back to the start of the Club - and before! So much depends upon what weight is being carried. You need more pressure with four 15 stone people and luggage for three months in Spain than you do for two seven stone weaklings popping out for the weekend. As for reporting on sites - there probably wouldn't be enough room in the Newsletter if everyone joined in!!

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Executive Suspension

I have been reading, with interest, the correspondence regarding the rear suspension on the later Talbot Executive. It seems to have been triggered by *Joyce & Michael Thomas* and their need to correct the nose down attitude when parked. I note the very drastic action they have taken in an effort to overcome this. Faced with the same problem I opted for the following:

(1) To assume that the Sevel engineers decided to fit double leaf springs to improve the load carrying ability of the 320N chassis

since, by then, they had some three years user feedback data. The modification certainly was not a cost saving exercise by the Production engineers. It seemed to apply to us motor caravanners since we load to somewhere near maximum when touring - even without a motorbike on the back, (2) To assess the "problem" - is it really that significant (for me). I came to the conclusion that it was not as in the majority of my siting situations, i.e. rallies, shows, farmers fields etc., ramps are required under one or more wheels anyway. On most formal sites the so called level pitches often have a fall for drainage purposes. So by parking "up the slope" the tilt can often be halved - acceptable in my case. In some cases I have used the out of level feature to my advantage.

To return to the question of suspension efficiency I have found that while the ride is a little harsh when running with tyre pressures as specified on the plate on the cab door frame (i.e. 50f 65r) the dreaded "roundabout roll" is non-existent. Directional stability is excellent and diving into that lay-by at the last moment (tut! tut!) is achieved without fear. Tyres are Pirelli P6. The really negative aspect of the double spring is the creaking of the leaf separators but even this is reduced by periodic application of Waxoyl.

Baz Wellard's piece about wheel trims is, I believe, worth noting. When telling me of his experience recently I realised that the severe crazing of the lacquer on my trims was probably also due to heat. I too decided to dress up the wheels and run without trims. Note the bare wheels on the VW Medallion.

I have just had my normally aspirated 'lump' - no sarcasm please - breathed on by T B Turbos. Too early to make a reasoned judgement as yet but the (almost) non stop journey home to the south coast from Blackpool was WOW!! So were the lights!

Harry Roberts

I only hope the lights mentioned were not flashing blue on the top of a car with dodgy headlights!

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DUETTO WOES - P.S.

Ref the breakdown of the EGR valve in our 2 year old Duetto. We have today received a refund from Ford for the full cost of the repair. We have nothing but praise for the way they handled our claim. Well done, Ford.

Pat & Jim Allen

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IS IT YOURS?

Our President, *Charles Trevelyan*, has asked me to return to their owners four photographs which have been used in past A-S Magazines. Please let me know if you recognise the following descriptions so that I can send yours back to you. "In the shadow of Mount Fuji" (page 53, 1998) - colour slide. "Ideal for mains hook-up, perhaps" [also page 53, 1998) - colour print. A coachbuilt van parked in a mountain pass with snow-covered peaks - colour slide. A coachbuilt van photographed against a sunset in mountains - colour print.

Ray Whiley

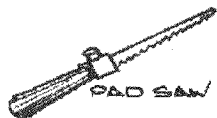
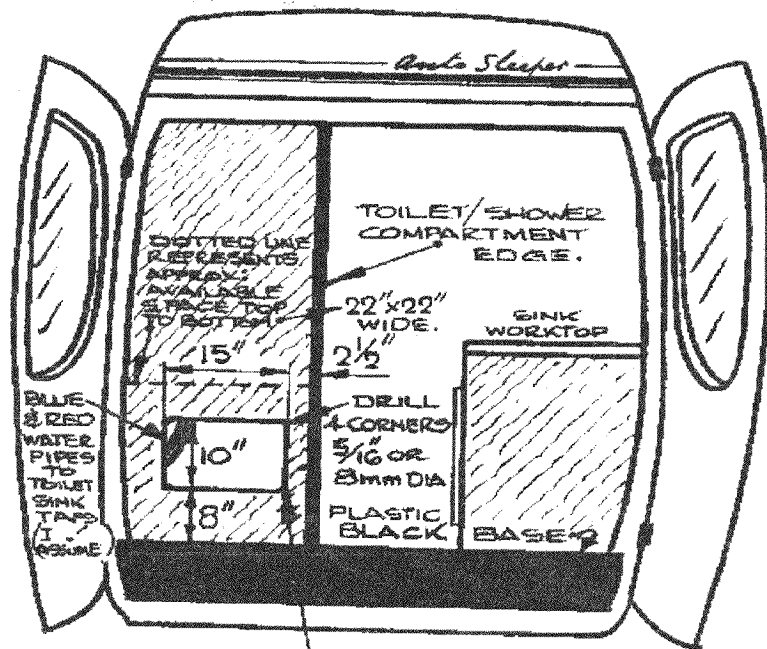
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Equipment Space

During my employment in industry I served a period in 'Value Engineering'. This originated in America (where else?) and was used to assess the value of the 'Function' of a part. A very simple example was that of a table lighter which, in the 70's, cost around £6.00. The 'Function' is obvious - to provide a light. What else could do that? A match, costing a penny (or less). So the 'Function' is worth 1p, the remaining £5.99 is 'Esteem Value'. This backs up another cliché - "Honest Wrong Beliefs" - where the originator fully believes the way a project is carried out is the right one. These comments stem from a discussion at the excellent seven day rally at Moreton in Dorset. I was shown a neat mod carried out at the rear of a Symphony using a door which, I assume, came from A-S. The idea itself was great, but why the door? It serves no useful purpose, costs money and worst of all adds a weight penalty of around 4lb. I enclose a sketch showing a more simple method. This provides a welcome storage space in which I can store the items

shown. I have carried out other mods which I shall try to describe at a later date.

Tom Nunn



AFTER DRILLING FOUR CORNERS, CUT OUT THE PANEL WITH AN 'ECLIPSE' PAD SAW OR SIMILAR, & DISCARD (WEIGHT SAVING ~ ONE POUND!)

THE DEPTH FROM THE CUT OUT TO THE REAR OF THE TOILET / SHOWER COMPARTMENT IS 4 1/2 INCHES & ONCE INSIDE, YOU HAVE AN AREA OF 22 X 22 INCHES X THIS DEPTH TO PUT WHATEVER ARTICLES YOU WISH. WE PUT IN THE 20METRE MAINS CABLE, 2 PLASTIC COLLAPSIBLE WATER CONTAINERS, THE PLASTIC WATER FEED PIPE (SITE TAP TO CONTAINERS) PLUS ANY OTHER SMALL ITEMS, WHICH OTHERWISE WOULD TAKE UP VALUABLE SPACE IN OTHER AREAS OF THE VAN.

DUETTO SWITCH INDICATORS

I have modified the control panel and other members may find this useful. I needed to know, at a glance, when the switches are operated so I have fitted 2 LED indicators. One green, to show that the main 12 volt switch was ON and one red to indicate that the water pump was switched ON. The parts required were supplied by Maplin Electronics. 1 x 5mm green LED 12v (CK49D) and holder (YY40T) - 45p and 12p. One 3mm red LED 12v (CJ66W) and holder (YY39N) - 45p and 9p. Length of insulating systoflex sleeving - 19p. Length of connecting wire 399mm.

Disconnect the 12 volt supply once you have ascertained which connections are to be used. The LED's were fitted onto the control panel immediately above the switches after carefully deciding where to drill the holds. The wiring to the LED's (which are polarity sensitive) should be extended a few centimetres and should be inserted into the connection block of the appropriate circuit, very easy to follow thanks to A-S wiring practices. The LED's were rated at 12 volts so no series resistors are required. Finally carefully enlarge the letterbox shaped hole in the side panel to allow the LED's on the control panel to be inserted back into its original position. Time for the whole job about one hour. What a shame that these are not fitted at manufacture as the cost by buying in volume would be about 31.5p per vehicle.

Eric Ferrand

The cost mentioned does not take into account the additional labour charge for the time to fit nor the problems of storage and issue. One very important point, however. If you are not entirely sure what you are doing with the electrics - DON'T TOUCH!

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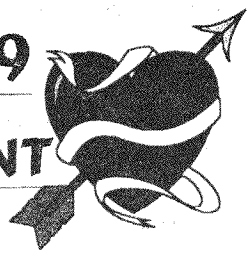
Oils - and GRP Bodies

Further to the question of synthetic versus mineral oils and which to use in diesel engines. The case quoted by *Andrew Entwistle* in the November Newsletter was perfectly correct. But the test referred to was a very limited one in that the engines involved were newly reconditioned. That fact alone rather evades the question whether to change to synthetics or not. A recon engine is very



FEBRUARY 1999

RALLY SUPPLEMENT



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

N.B. Green Field rallies are those where there are No facilities, except for Elsan emptying and drinking water. There may be limited toilet access, see rally details.

We are now using a modified rally slip to cover the requirements of the DoE. Please complete all relevant sections before sending to the Rally Marshal.

The Northern Motorcaravan Show at York will be held on the 10th-12th. September

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

This rally is now **FULLY BOOKED.**

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.

THIS RALLY IS NOW FULL.

8th -11th. April. A.G.M., Kettering. Use the special booking sheet enclosed in the January Newsletter for this rally, note the closing date. Please support this rally as decisions concerning the future of the club are made at this meeting.

15th -18th. April. Square & Compass Public House, Normanton-on-Trent, Notts.

Emergency Tel.No. 01636 821 439 (Pub.) Marshal's mobile 07775 911 906.

Rally Marshals: Joan & Ray Young.

Site Fee: £2.00 per night. NO Electricity. Rally Fee: £1.50.

This is a Green Field Site Toilets are only available during pub hours, not all day.

Booking slips to: Mr. R.J. Young, Sharnbrook Cottage, Main Road, Langton, Horncastle, Lincs. LN9 5JL.

Tel.No. 01507 523 467. Cheques payable to R.J.Young.

Attractions: Drinking water & Elsan point. **Good food and Ale.**

Friday. Trip to Brownhills with free lunch. Please note on booking slip if interested. Cost approx. £2.00 per head for coach.

Directions: From the North on A1, exit approx 1 mile South of Markham Moor roundabout, SP Sutton-on-Trent/Normanton-on-Trent and fork immediately *right*. In 1 ½ miles turn *left* by farm and small red post box. Cross level crossing and proceed to village. Site on *left* in about 200 yds. through pub car park. From South on A1, exit at Tuxford, SP Lincoln & Ollerton. At road junction turn *right* under A1 then immediately *right* for Sutton/Normanton-on-Trent, then as above.

22nd -25th April. The National Motorhome & Tourer Show, Peterborough.

Emergency Tel.No. 0589 145 874 (Marshal's mobile available 8.00-10.00 morning & night).

Rally Marshals: Pauline & Neil Rogers & Ben & Evelyn Mansfield plus helpers.

Complete a booking form from either M.M.M. or Which M/Van magazines. Mark the form **ASOC** and **return to the organisers (address on form)** by **31st March** if you wish to rally with the club. After this date you will be sited with the public. *The special rate for ASOC members is £24.00 for up to 4 night.* This includes two adults & three children. Extra adults £5.00 each.

Then complete one of our rally slips and send, with £1.50 Rally Fee to N.C. & P. Rogers, 3 Appleby Close, Aldbrough St. John, Richmond, North Yorks. DL11 7TT. Tel.No. 01325 374 540.

Cheques payable to: N.C. & P. Rogers

No arrivals before 2.00pm. Thursday.

29th April-3rd May. Burn Gliding Club, Nr. Selby, North Yorks. Details next month.

30th April-3rd May. Calshot Activity Centre, Hants. Details next month.

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

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.

Rally Date:.....

Your name and address(Please PRINT).....

..... Post code:.....

Phone No.:..... Van Reg:.....

Membership No..... Day/Time of arrival.....

**Please remember that rallies start & finish at 12 noon,unless otherwise stated.

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

Name..... Phone No.....

Please complete both sides of the form!

f.....

Rally Date:.....

Your name and address(Please PRINT).....

..... Post code:.....

Phone No.:..... Van Reg:.....

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

Name..... Phone No.....

Please complete both sides of the form!

Is this your first ASOC rally? Please tick box. Yes No

Number of people in your van: Adults..... Children.....

Names of Adults.....

Names of Children (including ages).....

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:-

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

Is this your first ASOC rally? Please tick box. Yes No

Number of people in your van: Adults..... Children.....

Names of Adults.....

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**POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT,IF POSSIBLE
PLEASE!**

similar to a new one in that all bearing surfaces and seals are new. But once wear has taken place the situation is very different. Extensive research into the whole question has recently been conducted by a colleague of mine, Dr Malcolm Fax in the thermodynamics laboratories at De Montford University, Leicester. Without getting bogged down with detail I can reveal that basically synthetic oils are good. Their surface tension is better, resistance to chemical breakdown and toxicity is higher therefore they last longer. However the required service intervals must still be adhered to. At the end of the day the rate of wear remains very very similar.

So much for the good side. Throughout all the tests one problem showed itself with alarming regularity. Once an engine has been run in using mineral oil changing over to synthetic resulted in leaking seals. This did not occur if synthetics were used from the start. What this means is that due to the price differential synthetic oils are hardly cost effective. Changing from mineral to synthetic will only result in greater expense, more frequent top-ups and the need for a drip tray. So you pays your money and you takes your pick.

On a totally different subject, I recently had the front spoiler ripped off my Talisman GL. This is a glass fibre moulding. The mounting bolts were torn out and the moulding fractured in several places. I decided that replacement was a better and much quicker alternative to a DIY repair so I contacted the A-S service department. They didn't seem to want to know and referred me to Cheltenham Laminates who supply the mouldings. They had them in stock but could not fit it the next day as they had another van in for repair. But if I could get there first thing on Monday morning they would fix me up. I handed the Tali over at 0900 hours and drove away complete with new spoiler at 1030 hours, £120.00 worse off which I thought very reasonable. I also asked them about a repair to some slight body damage and again the quote was very reasonable, less than half the figure quoted by A-S. This time it took a full day to do the job but they drove *Jean and me* plus the cat into Cheltenham town centre and picked us up again at 1500 hours. All arranged and done within the week. It seems that the two people we dealt with, Graham and Stephen, are in the

process of setting up a repair shop within the Cheltenham company for any type of glass fibre repair - not just vehicles. I can testify that they have an excellent standard of workmanship.

Bill Barry

In fairness to A-S, they build vehicles and buy in the glass reinforced plastic bodies etc. When we had some damage to our Clubman GL (a gatepost jumped out and hit the side!) we too were referred to Cheltenham Laminates. We dealt with Keith Arkle who is the boss there and, like *Barry*, we received excellent treatment by being taken to and collected from town centre.

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A little (dis?)Harmony

We are motor caravanners of some 30 years experience but newcomers to ASOC - we joined in May 1998. We bought a new Harmony, 2 litre petrol, in the April. We have had a few teething problems most of which have been sorted out. But I would ask if anyone has experience of the two remaining problems which have so far eluded satisfactory solution. The first is water in the engine compartment. This has been mentioned in the Newsletter. Investigation, using a wet sponge on the windscreen, shows that some water appears to be leaking down through the right hand windscreen wiper spindle. Unlike the left hand one this does not seem to have any rubber grommet. Comparison with other Boxer vans shows that this is a standard fitment so the Peugeot agent is unwilling to change anything. We have had the battery cover fitted which doesn't really solve anything. Also a badly fitted seal around the drain grille has been replaced. When I mentioned Technical Circular No. 1495 (October Newsletter) the garage was unwilling to let me see it. However they did subsequently fit a longer drain hose but this appears to be routed so as to drain directly into the engine compartment just in front of the clutch operating lever. This does not seem right as in heavy rain the spray from the end of the drain hose will surely be blown onto the clutch and gearbox housings. This is being pursued with the garage.

The second problem has a safety aspect and is more baffling. Occasionally the front wheels vibrate quite violently for no apparent reason and cause some difficulty in controlling the van.

Gently reducing speed seems to stop the vibrations. At first we put this down to wheel balance. So we swapped the spare wheel with the front wheel that appeared to be vibrating but with no improvement. The problem only occurs intermittently and so far has not been successfully demonstrated to the garage. They have checked the front wheel bearings and suspension. The circumstances when it is most likely to occur are after at least 20 miles motoring, at about 40 mph, going round a right hand bend. It also sometimes happens on a straight road at around 40 - 50 mph and also very occasionally after only a few hundred yards motoring from cold. Both front tyres have been rebalanced (they were only very slightly out) but the problem is still occurring. One tyre centre suggested the possibility of a drive shaft being slightly out of balance but this does not really seem to explain the intermittent nature of the problem. Until it can be successfully demonstrated to the garage there seems little that can be done and the warranty is ticking away...

Has anyone any experience of either problem and if so, what is the solution, please?

Jackie & Barry Grandage

Perhaps our "Tiggers" may be able to help.

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Unhappy Talisman

I was interested to read about *Jackie & David Hines* Talisman. We have one of the same breed which also groans when it has to go out - unless it is raining! When it is dry it creaks, groans and squeals from the rear suspension. It also whistles from the top of the windscreen when it is windy. We haven't found a cure yet either.

Where there are these recognised, established faults on certain models (water in batteries etc.) perhaps owners of these afflicted vans should get together and try to apply a bit of collective pressure in the right direction. After all, we are not after something for nothing. We would gladly fork out, within reason, to effect a cure.

Heather & Colin Moore

#####

Most owners of vehicles, especially motor caravans, have noises emanating from one item knocking against another, a common one being the roller blinds. We eventually found our annoying noise in the space heater where the inner and outer skins of the heat shield were contacting. This was corrected by bringing pressure to hold them apart using screws fixed in one skin to press against the other. *Jackie & David* have a very unusual situation suffering continuous noises when their van is stationary. We have temporary noises when stationary only when we heat the van from cold or as it cools at night. This is due to the different coefficient of heat variation of adjacent items such as timber and glass reinforced fibre. In their saga the noises occur when the vehicle is dry which seems to point to a humidity effect. Then the drier timbers rub against each other to produce the creaks and groans.

To correct the problem, first locate the centre of each noise. You can use a stethoscope (even a toy one) to overcome an often perverse squeak. Having found the cause appropriate action can be taken, such as tightening fixings, gluing in place reinforcements etc. This must be done with care for **ALL** safety aspects. Unhappy noises, creaks and groans can be extremely aggravating so we wish them a speedy solution to their troubles.

Lilian & John Coates.

-----ooOoo-----

Earthing Problems

The following may provide a background to the contributions from *Albert Brown* and *Bernard Spurgin* in the August Newsletter. The oil industry has become remarkably proficient in converting crude oil into the refined products we know as petrol, diesel, heating oil, lubricating oils, etc. There is nevertheless, at the end of the process a black residual goo. On Merseyside this waste material from the Shell Stanlow refinery passes by pipeline to the neighbouring plant of Cabot Carbon. Here the material is converted into powdered carbon. The residual energy that the 'goo' provides ensures that the plant is self-sufficient.

Many industries use carbon but by far the biggest customer is the tyre industry. About seven pounds of carbon goes into the manufacture of each car tyre. Carbon is, of course, a good conductor of heat and of electricity. It is the first of these properties which is needed in tyres. It is essential to help dissipate the heat generated in use. Rubber is traditionally used as an insulator. However, the amount of carbon in a tyre ensures that, in addition to conducting the heat, it will also conduct electricity. This may account for some of the experiences with false readings when testing for earthing. The carbon in the tyres may provide a sufficient path to earth to affect the test reading. One can compare this with the action of the neon in a mains screwdriver. Here the neon lights from the small current passed to earth through the body of the tester!

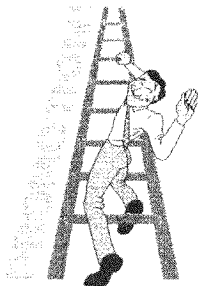
Finally, in answer to *Bernard Spurgin's* query about the German plug. The earthing is by two external 'claws' and it can therefore be rotated to reverse polarity. It is possible to buy a German to French converter plug which can be used to reverse polarity. The rating is 10amps, which should be sufficient, but they are not intended for use out-of-doors.

John Scott

This item has been sitting "on the spike" (on a computer disc to be exact!) for quite a long time waiting for space. *John* did suggest I could use the item "if you think it will be of interest".

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Vice-Chairman's Chat



At the time of writing this our Chairman and his good lady should be enjoying the sunshine away from the cold UK. When you read this we shall have had the first rally of the New Year and be only two weeks away from the second one. Many thanks to all the marshals who volunteer to run our rallies. For me it is the main reason for belonging to the Club.

Your committee is keeping an eye and an ear to the rumours that new legislation affecting our rallies, in particular the green

field sites, will shortly be forthcoming from the Government. So many regulations apply to our pastime now and the size of our Club brings us into range of more and more legislation.

The Club is ten years old this year, as many of you know. I doubt if *Barbara and John Cox* (Number One!) imagined that they would have over one thousand six hundred vans in the Club when they started it all that time ago. Congratulations, *John & Barbara*, and thanks for all the hard work you did then and still do as active members.

No Fireman's stories this month but now doubt *Andrew (Entwistle)* will have more to tell next time. A bit belatedly but a Happy New Year to you all and happy rallying etc. in 1999.

Ray Young

---==ooo000ooo===---

VW T4 2.4 Diesel Trophy

I refer to the apparently multiple Clutch failures associated with T4 Diesels and add my experience with the above vehicle. Warranty 1 year from 9th September 94. Mileage 16,288. Clutch Failure on M6/M5 31st August 97. (First MOT booked for next day). Gearbox failing to respond to the clutch pedal and gear lever. It would change down but refused to change up without stopping and putting into first gear. Pulled off motorway and nursed it home. Delivered it to the VW Garage next day for MOT and subsequent replacement of a defective clutch slave cylinder. For which I made a claim for reimbursement from VW Customer Care in Milton Keynes. I contended that this failure should not have occurred within 16,000 miles. The vehicle had been serviced by that VW Garage from new. I also owned a VW car, 87 vintage & serviced by same garage, which had never had a clutch renewal never mind a new Cylinder. Cost of supply and fitting £156.10. VW offered a 50% reimbursement which I accepted.

I sent this information to M.M.M. vehicle survey with the comment that the number of failures warranted a free recall, but did not receive any response. I would point out that this van is used as a car by myself, whereas my wife uses the VW Golf. I extend my sympathy to Jack Milford and may find myself in the same boat as

himself. On paying for this 1st MOT I was informed that this VW Garage could not do the next one because the Trophy had subsequently been found too heavy for their hoist. (2.3 Tons).

The 4th year MOT has been done by a local Garage since the nearest VW Garages are in Bristol, Swindon, and Cheltenham. Now it appears I would have difficulty in achieving recompense if the clutch were to fail again. I wonder how many commercial users have the same clutch problems? I have found the AA Legal Advice Dept. invaluable in similar altercations with garages in the past.

Peter McGregor

====oooOOOooo====

Boxer Gear Change

With reference to the letter from *John Coates* (January) we have a 1998 Symphony with the 2 litre petrol engine and initially I had difficulty with first and reverse gears. Fifty years of motoring experience with many different makes of car and light van has taught me that most difficult/noisy gear changes are caused by clutch drag.

Investigation showed that during conversion extra carpet is fitted over existing rubber cab floor lining. This has the effect of restricting clutch pedal movement so that it is necessary to depress it with conscious determined effort when changing gear, especially into first and reverse with the vehicle stationary. This may be due to the lack of synchromesh on these gears but I cannot confirm or refute this from the technical data on the Boxer that I have. (I knew someone who lost half his engine power by fitting carpet under the accelerator pedal.)

This action, together with 5,000 miles of bedding in of the gear change mechanism seems to have done the trick in my case.

John Highton

====oooOOOooo====

WANTED

Exterior Silver Screens for 1989 Legend. Locking "Clutch Claw". Rear chrome bumper bar. Tel: Pat & Roy Pethers on 0179 587 3896 or write to 9 Sunnyside Avenue, Minster-on-Sea,

Sheerness, Kent, ME12 2EN.

Thanks for the donation.

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Inside Silver Screen for 1998 Amethyst. Val & Gar Baxter - for telephone number and address see "For Sale" below.

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Workshop manual or Haynes manual for the Talbot Express 1984, 2l petrol. Also swivel base and seat box top locking plate. In addition I wish to fit a second battery. Has anyone experience of doing this? Is it possible to obtain a larger battery tray, if so where, or is it best to fit a second battery elsewhere? Any help appreciated. Tel: Geoffrey Myatt on 0121 742 1147 or write to 21 Daylesford Road, Solihull, West Midlands, B92 8EJ.

Thanks for the donation.

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FOR SALE

Talbot Express Antitheft rear window grille. White. Easy to fit. Used once. £20.00. Genuine Peugeot workshop manual, Talbot J5. Petrol & diesel, unused. (Changed vehicle.) £30.00. Tel: Doug Keogan on 0145 388 3159 or write to 24 Tylers Way, Chalford Hill, Stroud, Glos., GL6 8ND.

Thanks for the donation.

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Free standing awning, attaches to lip of van. Hardly used. For Ford Legend. £25.00. Tel: David Gunton on 0145 281 3712 or write to Golden Heart Cottage, Tibbiwell, Painswick, Glos., GL6 6XX.

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For Clubman T4. Inside fitting Silver Screens. £40.00. Fly screen (adapted to fit). £15.00. Workshop Manual, Petrol/diesel from 1990 - published by Brooklands. £12.00. Tel: Val & Gar Baxter on 0135 922 1349 or write to The Old Post Office, The Street, Coney Weston, Bury St. Edmunds, Suffolk, IP31 1HG.

Thanks for the donation.





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Talbot CXL 1986. Usual fittings, shower, blown heating plus Fiamma awning. Good all round condition. Any trial. £6,750.00 ono. Tel: Don Bramley on 0175 488 0734 or write to Glaridia, Croft Bank, Wainfleet, Nr. Skegness, Lincs. PL24 4AW.

Thanks for the donation.

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2 Captains chairs (Exec. grey/blue chevrons). £150.00 ono. Stretcher for F45 2.5m awning. £15.00. Sun blocker for F45. £20.00. Internal screens for "facelift" Talbot. £15.00. External lightweight Solar Screen for above. £15.00. Tel: Peter Yeatman on 0170 526 4638 or write to 110 Sunnymead Drive, Waterlooville, Hants. PO7 6BX.

#####

Ford Amethyst, 2.5 TD, manual. October 1995 'N' reg. 10,000 miles. 2/4 berth. Non-smokers. Sophisticated alarm/immobiliser, Omnistor awning, Omnistor 4 bike rack, external 12v socket for fresh water tank, towbar and electrics, lockable ladder cover, Silver Screen. All in immaculate condition. £27,750.00. Tel: Jane & Peter Williams on 0120 269 7721 or write to 3 Upton Way, Broadstone, Dorset, BH18 9LT.

Thanks for the donation.

#####

A-S brown tinted top-hinged bubble window, complete with frame/locks/stay bracket. Size 23" x 25". As new but half price. £30.00. Tel Michael Atwill on 0180 388 2036 or write to Hove-To, 1 Moorings Reach, Brixham, Devon, TQ5 9TB.

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Talbot Express Symphony, 1994 'L' reg. P.A.S. Genuine 10,200 miles. MOT Sept 1999. Foxguard H2M alarm, Freedom battery. All standard facilities. Non-smokers. Excellent condition. Sensible offers, please. Tel: John Rogers on 0120 259 0900 or write to 1 Downlands Close, Ensbury Park, Bournemouth, Dorset, BH10 5LH.

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

Your Editor
 Harry Henthorne
 144 Devonshire Hill Lane
 London, N17 7NH
 Tel: 0181 808 9112

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Committee Members:

Andrew Entwistle	Chairman	0142 284 3057
Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman, C & C Sub-Cttee	0123 576 4782
Arthur Irving		0114 236 5698
Ben Mansfield	Chief Rally Marshal	0172 336 9769
Neil Rogers	Rally Co-Ordinator	0132 537 4540
Ian Ross	Press Officer & Regalia Officer	0170 822 8075
Janet Sutterby	Minutes Secretary	0150 746 2449
John Tidbury	Treasurer	0123 553 8593
Baz Wellard		0132 923 1259
Ray Whiley	Secretary & Membership Secretary	0160 345 2593
Ray Young	Vice-Chairman & Chairman, AGM Sub-Cttee	0150 752 3467
Charles Trevelyan	President	0138 685 3338