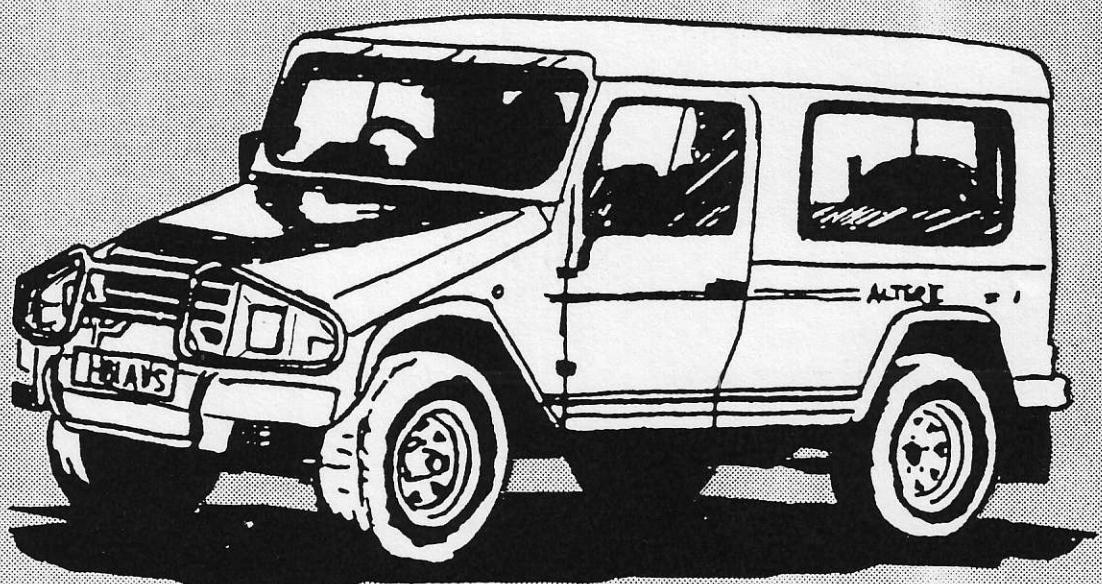


The

Ultimate Motoring Magazine



The Newsletter of the UMM Owners Club (UK)

UMM OWNERS CLUB (UK).

Correspondence to:
8, Elworth Road, Sandbach, Cheshire, CW11 9HQ, Tel. 01270 768522



The drawing of the UMM on the front cover is used with kind permission of Off Road & 4 Wheel Drive magazine.

NEWS

No real news from SMC. They are still pursuing a partnership to manufacture, under license, Umms (the Pioneer) in this country. They hope to be able to make an announcement towards the end of this year, although timescales are still a bit vague. UMM in Portugal have now re-commenced production, but as reported in the last newsletter, are concentrating on large production orders mainly for the South American and South African markets. It seems unlikely, for the foreseeable future, that Portuguese built, RHD UMMS will appear in the UK again. This may not be bad news for members wishing to sell their UMM, since there is definitely a market for second hand vehicles. The current scarcity of good condition vehicles should, hopefully, be reflected in a justified increase of their second hand value.

THE NATIONAL OFF ROAD AND FOUR WHEEL DRIVE SHOW

The Off Road and 4 Wheel Drive magazine National Off Road Show will, once again, be held at West Wycombe Park Estate, Buckinghamshire. The event will be over the weekend of 15/16th July, but this year will include the Friday (14th) (Thursday 13th being set aside for setting up stands, although I have checked with the organisers and it will be OK to set up late Friday afternoon/evening). SMC, not having any new vehicles to display, will not be appearing, so once again the UMM Owners Club will, literally, be flying the UMM flag. Graham will, as last year, be bringing the "club caravan" and an awning and hopefully we will again be able to get some publicity material and bunting from SMC and Harris Mayes.

Graham will be arriving late afternoon on the Friday, whilst I will arrive mid evening (depending on the M6 car park at Birmingham). If any one else intends arriving on the Friday, please let me know.

"Officially", a maximum of four vehicles are allowed on the 15m X 15m stand, and we are only allowed four, free Exhibitors Passes. All other vehicles and visitors are subject to the enclosed ticket application form, for which members of the club are eligible to a 10% discount.

However, if last year was anything to go by, nobody seemed to be counting, so if you turn up with a ticket, park in the car park, come up and see us, and, if we can, we'll get your UMM onto the stand.

Last years event was especially good, with lots to see and do, loads of wonderful machinery to look at and the weather was glorious. The weekend is highly recommended.

THE NATIONAL OFF ROAD SHOW IS NOT ONLY A SUPERB EVENT, BUT IS AN IDEAL OPPORTUNITY FOR CLUB MEMBERS TO MEET ONE ANOTHER.

Please return the enclosed ticket application form to me by June 6th latest. Please make

cheques payable to the National Off Road and 4 Wheel Drive Show. There are two spare free "exhibitors passes", so if you wish to display your UMM on the stand for the duration of the show, PLEASE PHONE ME SOON to reserve a free exhibitors pass - first come, first served!

COMPETITION

Only open to current members. First correct entries opened will win. Win what? A superb UMM lapel badge as described in the last newsletter plus a cloth UMM Transcat badge which only transcat owners will be eligible.

THE COMPETITION - ALL MEMBERS:

What is an ALTER?

THE COMPETITION - TRANSCAT OWNERS ONLY:

Who were the TRANSCAT importers and where were they based?

Transcat owners can win both prizes, Alter owners can only win the lapel badge.

Results in the next newsletter.

TITBITS.....

John Peel, the Radio One DJ, owned a Transcat in '85.

Jeremy Irons, the actor, currently drives a LHD Alter II.

UMM used to have a salesman that insisted on wearing ear defenders whilst driving UMMs to prospective dealers. Unfortunately, he used to wear them whilst demonstrating the vehicles. He got sacked!

Which leads very nicely to.....

SOUNDPROOFING KITS

B J Acoustics Ltd of Oldham are established specialists in DIY soundproofing kits - something that is very desirable in diesel powered 4X4 machines. They now have a kit

tailored specifically for UMMs and are offering 30% discount to members of the UMM Owners Club. There is a choice of sound proofing material, one with a "standard" finish, the other with a vinyl-coated finish.

The cost to non members is £95.00 standard, £150.00 vinyl and to club members the cost is £66.50 standard and £105.00 vinyl. These costs include VAT but there is an additional charge of £5.00 for mail order delivery. Fitting instructions are included with this newsletter.

B J Acoustics can be contacted at;

Bob Christie, Product Manager.

B J Acoustics, Unit 6, Middleton Road Trading Estate (off Neville Street), Chadderton, Oldham OL9 6LD Tel; 0161 627 0873

Please mention the UMM Owners Club in any correspondence in order to qualify for the discount.

B J Acoustics are also the sole agent (to the 4X4 market) for the Low Loc vehicle immobiliser system, as currently advertised in the off road press. The Low Loc is, according to club member and RAC patrolman Bob Branton, "The only vehicle immobiliser system I could not remove at the side of the road". Bob Christie is currently re-negotiating the manufacturing costs on the Low Loc and will hopefully be able to offer club members a discount on this item once costs have been finalised.

PARTS UPDATE

ALTER II Tdi BITS

Fuel Filter; Crossland part No. 522

Air filter; Crossland part No. 9609K

Front Brake Pads; Girling part No. GDB329

Alternator drive belt; Lucas part No. KDB875

Water pump drive belt; Lucas part No. KDB999

Power Steering drive belt; Lucas part No. KDB105

Water pump and handbrake cables are unique to UMM

Land Rover "Ivory" is a very close match to the white on UMM roofs and should be available in aerosol form from Land Rover stockists.

Les Dufty has identified the GKN part number for the Alter II front UJ bearing replacement kit. Unfortunately, just like the original, the replacement is not drilled and fitted with a grease nipple. The GKN part number is HS441. Unfortunately, GKN have discontinued this kit! It may be possible to cross reference the part number to another bearing supplier. Les is looking into alternatives. However, Harris Mayes also do a front axle UJ replacement (with fitted grease nipple) at £33.00. Harris Mayes can be contacted on 01923 224026.

Colin Bloomfield has also identified some Transcat parts;

PROPSHAFT UJ's; Hardy Spicer Repair kit, part number HS166

MASTER CYLINDER; Lucas Repair kit - part number 552279

All parts are entered into the Alternative Parts List and an updated list will be issued periodically, depending on information received.

SMC Engineering (Bristol) also stock genuine and non-genuine UMM parts and are offering 10% discount on parts to club members. You should ask for Saul Woolf (0117 9538888) and mention that you belong to the club. Saul, with a wealth of UMM experience behind him, is also happy to answer any technical queries members may have. Saul has also donated a number of "I've been Altered II" car stickers which have been distributed with this newsletter. (to Alter II owners).

SMC Engineering (Bristol) still have stocks of side steps at £160 + VAT a pair and lamp guards at £25 + VAT for a set of 4 (front and rear).

SPRING (IS IN THE AIR)

At 67,000 hard earned miles, which include three fully laden expeditions to the Alps, I've just had my springs re-set. I suspected that my shock absorbers may have been a bit past their sell by date (even though I have two per wheel?), but my local Munroe stockist had a look and pointed out my tired and deformed springs. They cost £40.00 per springset (plus VAT and labour to remove and replace). Apart from the improved ride the UMM is nearly three inches higher from the road - and they don't clunk anymore!

KENLOWE

And whilst talking of the Alps, you may remember from a previous newsletter that I had fitted a 14.5" "sucking" fan in place of the engine driven original. I am still more than happy with this fan, but last year, whilst climbing a 3,000ft high switch back road (see newsletter No.3 for details) the fan just couldn't cope with the heat generated. To (hopefully) overcome this problem (this year we are going to the Picos de Europa - Northern Spain and the Pyrenees - loads of high passes to negotiate), I have fitted an additional 12" "blowing" fan. The 12" fan just fits between the oil cooler and the metal work at the side of the radiator, although you do have to reposition both horns and trim some metal off the plate that fits between the chassis rails. I will report on the performance in the next newsletter.

DRIVERS HANDBOOK

Bob Branton has sent me a spare copy of an Alter II drivers handbook. If someone could lend me a copy of a Transcat drivers handbook I will get them both photocopied. I can then

produce copies for the several members who don't have these items and keep master copies for future use.

MEMBERS NEWS

COURNIL. JIM MAYNE, from Bangor, Northern Ireland, has recently acquired a Cournil. He first noticed the vehicle, a soft top, in 1983 in a garage in South Armagh. He told the owner (a farmer) that when he (the farmer) had finished with it, he'd be prepared to buy it. Well, time went by, the farmer died, his widow refusing to sell. The Cournil was pushed into a shed and left there.

Then, in October '94, the garage phoned to say that it was for sale and Jim bought it "there and then". It was in a bit of a state. The bonnet and bumpers were covered in green moss and the hood was badly ripped. However, it started on a tow and sounded well - the recorded milage being 27,460 miles.

Since then Jim has dismantled the doors, roll cage etc, and cleaned off the surface moss and rust and the body is now nearly ready for a respray. He also discovered that it has been fitted with Land Rover axles, although of which type he has yet to figure out. Jim is very keen to get some information on military versions of Cournils, since he is intending on spraying it white and using it as a UN lookalike vehicle for shows. A friend of Jim's thinks the Irish army used them at some time, although this has still to be confirmed.

Interestingly, there is a transfer on the spare wheel mounting reading;

"1978, 3 Cournil left Paris, 3 arrived Daakar".

Details of Jim's Cournil are;

Type SCD14

NDE Serie 300224

GEVAAM, St Germain, Laval, France.

Moteurs Diesel, Saviem 720 et Peugeot Indenor.

OUCH (1). Ever wondered how UMMs fair in a collision. Well JOHN GRACE knows. He crashed his '88/'89 Alter, whilst towing a large trailer, into the end of a solid concrete wall at 40 mph! John reports that the UMM protected its passengers (John and his son - who were not wearing seat belts!) plus all component parts of the vehicle despite the extreme violence of the collision. (John does not state if he and his son received any injuries). John states that UMMs are really unbreakable and the design gives outstanding protection to the component parts and passengers.

The accident was severe enough to push the near side chassis rail back by about four inches, twisting the radiator, breaking the windscreen, straightening the near side section of bull bar and bumper, breaking the indicator lens, twisting all doors including the rear door! John thinks that there will be a fair bit of panel beating involved to straighten the vehicle, but

accepts that UMM steel does not bend easily. The photograph he sent is very impressive!

John is not too despondent though. Prior to the accident he had purchased another Alter - an '87 model with an almost identical chassis number bar, the last digit a "3" as opposed a "1", making his other vehicle an '87 rather than the '88/'89 model he'd previously thought!

The "new" Alter is festooned with extras and he seems very pleased with it. He plans to straighten the damaged vehicle and convert it into a soft top - just the thing for the summer.

John is interested to know if he is the first in the club to have such a serious accident in a UMM?

CYLINDER HEAD. JOHN GOLDEN has had serious problems with his cylinder head. Although there were four cracks in the head, which, judging by the amount of black sealant he found in the bottom of the radiator, had been there for some years, there was no loss of performance from the engine. At least, not until a con rod bent under hydraulic pressure!

Then the problems started. UMM dealers would only sell a set of four. Other sources were tried (twice) without success, but eventually (third time lucky) a con rod was sourced from a Ford dealer. The problem is that normal con rods have a gudgeon pin size of 30mm, but the Alter Turbo is 32mm (sounds familiar!).

The UMM is now back on the road running well and John reports that the con rod cost £116.51 + VAT from a Ford dealer, the cylinder head cost £425.00 + VAT, the head gasket set (less bolts) cost £40.00 + VAT, both from his local Peugeot specialist dealer.

DAREN WILLEY (famous for conjuring up the Ultimate Motoring Magazine title of the newsletter) has sold his Transcat to a local farmer and purchased a white M reg Alter II panel van which he is very impressed with. (M896 UGR - TW4B11G1L00032848)

STEVE FERNYHOUGH decided not to sell his second Transcat, but has broken it for spares. I think that to date, there is not much left for sale, many parts being sold via the club. He has also sent me a superb set of pictures depicting his other Transcat "rescuing" a flooded 1wb Land Rover from a deep section of the lake at Weston Coyney. When I say deep, the water is at bonnet level! (Steve has fully waterproofed the engine, including a home made raised air intake - fabricated from some B&Q down pipe!). Steve's Transcat has also been successful in a back-to-back tug-of-war against another Landy. The two vehicles were tied together and set off slowly in low box, only the landy, despite being in forward gear, was dragged backwards by Steve's Transcat. The landy suffered a broken transfer box and significant loss of pride! Steve is now looking for a Cournil. Steve can be contacted on 01732 550132.

OUCH (2). I had a bit of an accident over the Easter bank holiday whilst waiting to park in a car park in Carmarthen. I was in a slow moving queue of cars looking for spaces. I had stopped, waiting for the car in front to park, when an Astra tried to overtake me on my near side. Unfortunately, his impatient manoeuvre coincided with my turning left into the next space.

I was quite shocked at the damage. His off side front wing was pushed in and back into the drivers door, which in turn was buckled and could not be opened, plus the door mirror was hanging limply from it's socket. As drivers of UMMs will testify, you do not park these things at speed, however, 1.6 ton of best Luxembourg steel, even driven slowly has a certain unstoppable impetus, as the driver of the Astra must now regret. He obviously must have felt guilty since, after the exchange of a few heated words, he drove off, never to be seen again!

Oh, and the UMM? It scraped a tiny bit of paint off the bull bar and put a bit of red paint on the plastic wheel arch! Anyone know where I can buy a stencil of an Astra.....

NEW MEMBERS.

Richard Allatt, Doncaster; Alter II Tdi panel van H91 YRB TW4B11G1L00032869

John Collins, Devon; Transcat Station Wagon B100 RFX

Paul Comer, East Grinstead; Transcat Station Wagon 5 AXW
TW4A11B0L00023026

Nick Heath, Bucks; blue Alter II Station Wagon G880 DPK
TW4B11G1L00032739

Paul Jones, Newport Gwent; red Transcat panel van with side windows B64 WFL
TW4A11B0L00023878

Shaun Leather, Warrington; blue Alter panel van D616 UHH
TW4B11G1L00026421

James Mayne, Bangor, Northern Ireland; light blue Cournil soft top SCD14300224D

Roy Radmore, Plymouth; J reg metallic green Alter II pick up with white alloy top and side seats. Also D reg Transcat.

Don Rasberry, Kings Lynn; blue Transcat A400 JVF
TW4A11B0L00022828

Adrian Slade, Old Amersham; white Alter II Station Wagon
J553 RRD TW4B11G1L00041460 also, Transcat soft top C633 FHB
TW4A11B0L00023904

Pip Whiston, Hertfordshire; white Alter II lwb 3dr Station Wagon J886 NPP
TW4B13G1L00034800

OFF-ROADING.

We (the Suzuki and Discovery owners and myself) had a great day out at the end of January, playing in the snow in Derbyshire. The tracks we drove are not that demanding, but since they are on high moorland and quite exposed, they were subject to some significant snow cover. Whilst some tracks had deep drifts of snow, which had to be "bulldozed" through, others appeared to have less depth, but covered deep ruts, so we all took it in turn to get stuck, requiring several tows to complete the journey.

We have also been to the Rights of Way office in Mold and are researching a network of green lanes that provide a circular off road route in the hills around Llangollen. The route is mostly quite easy and takes in some of the superb scenery that surrounds the town, but it does include a river crossing and also the notorious Allt Y Baddi hill, (which the Discovery owner declined to drive a second time!).

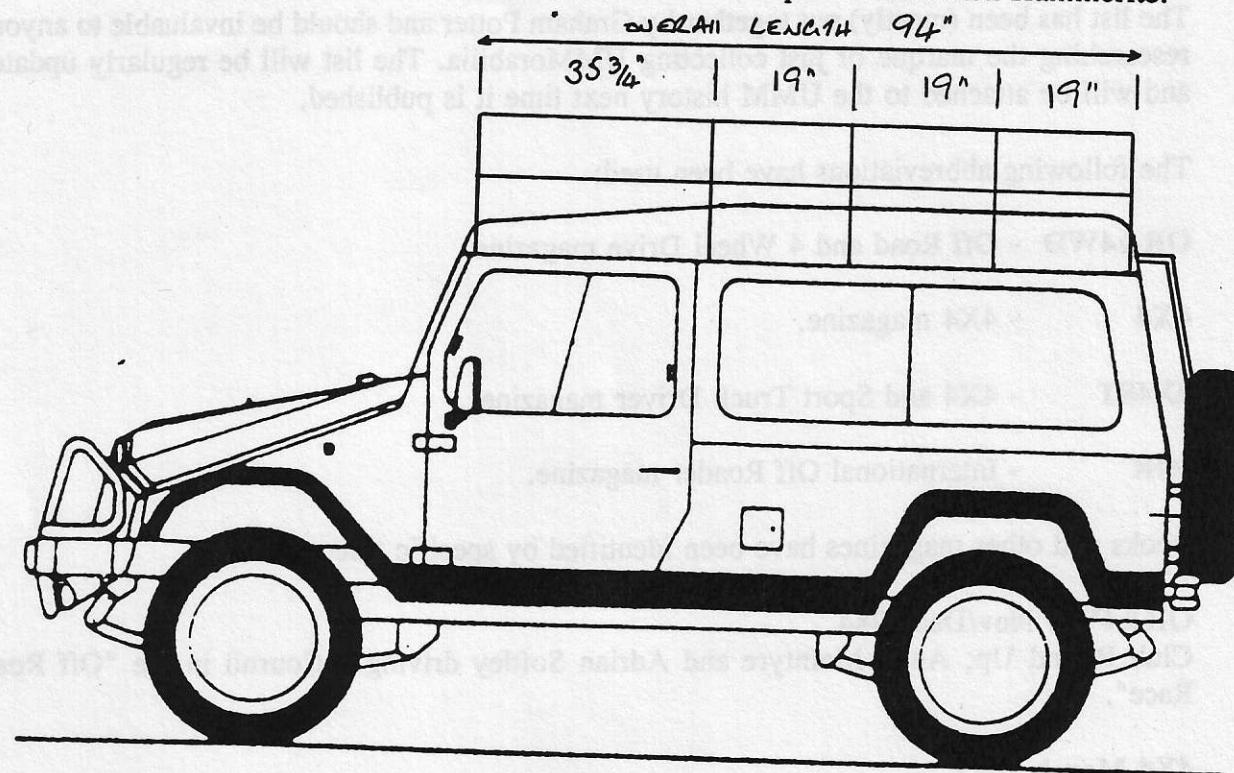
VEHICLES FOR SALE

COURNIL: Lyn Softley (0181 668 2456) has a good condition, MOT'd, soft top Cournil for sale. It is one of the original 10 UMM Cournils imported into the country prior to the introduction of the Transcat. Of that original 10, he believes that, at the most, only 6 remain. He is asking around £1,000.00. He also has a lot of original Cournil parts that he needs to dispose of. He also has records of early owners - maybe Mike Pither could get in touch?

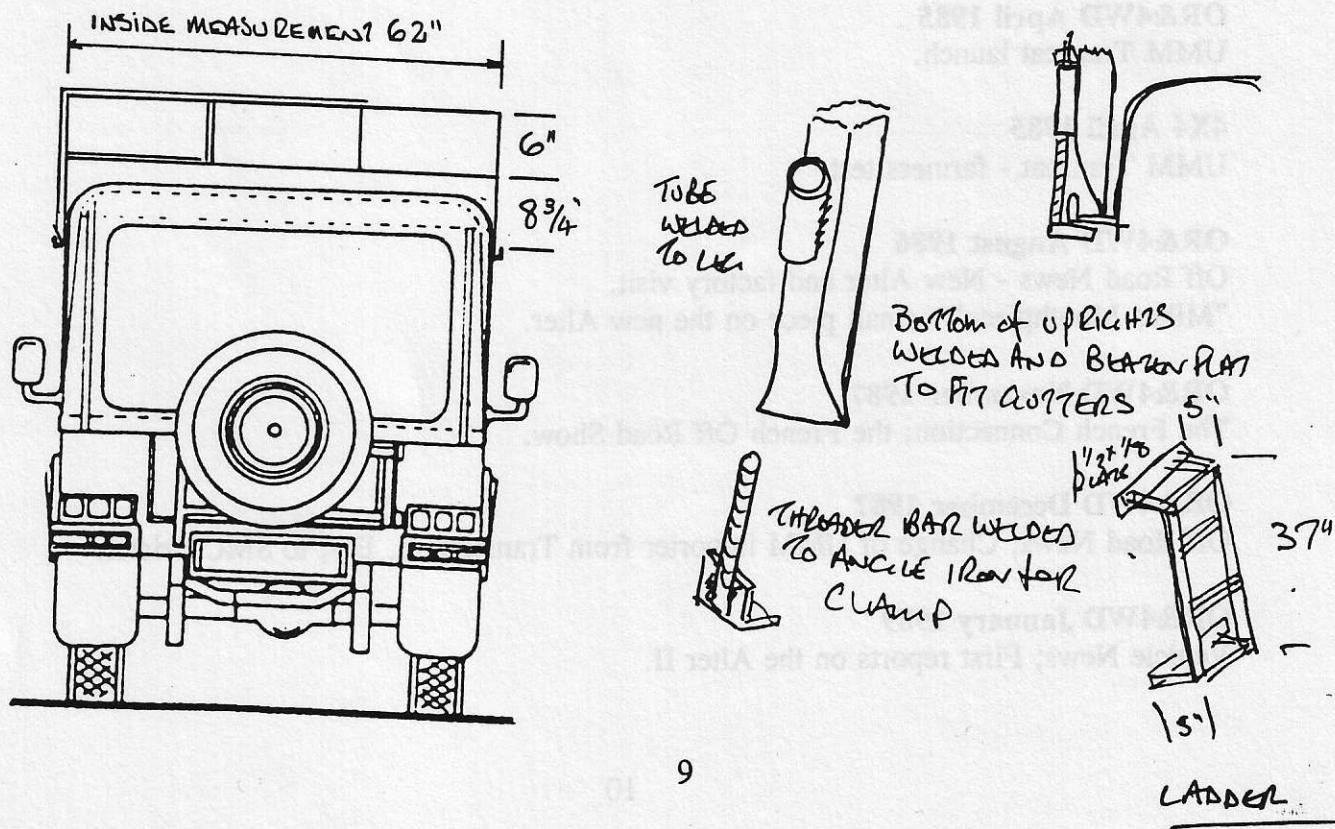
TRANSCAT: Dave Drain (0151 639 5066) has an excellent condition MOT'd F reg Transcat Station Wagon for sale. Owned and serviced from new by Dave, the Transcat has only 20,000 genuine recorded miles. The vehicle is blue, with many extras, including replacement wheel arches in stainless steel. Dave is asking around £4,000.00 and is only selling due to illness.

ROOF RACK

Several members (including John Grace) have enquired about my roof rack. I had it welded up by a local sheet metal engineer. It is fully welded from 3/4" square steel tube. The sketch below indicates its vital statistics, but apart from the fact that it must fit the roof gutters and clear the roof, other measurements can be adapted to suit. Mine cost me £100.00 (cash - including the ladder) and all I had to do was degrease it and paint with black Hammerite.



STATION WAGON 100



UMM IN THE PRESS.

The following list represents all that has been published on the UMM marque, in the UK (and some European) press, unless you know differently.....

The list has been (mostly) put together by Graham Potter and should be invaluable to anyone researching the marque or just collecting UMMorabilia. The list will be regularly updated and will be attached to the UMM history next time it is published.

The following abbreviations have been used;

OR&4WD - Off Road and 4 Wheel Drive magazine.

4X4 - 4X4 magazine.

4X4ST - 4X4 and Sport Truck Driver magazine.

IOR - International Off Roader magazine.

Books and other magazines have been identified by specific title.

OR&4WD Nov/Dec 1984

Club Round Up; Andy McIntyre and Adrian Softley driving a Cournil in the "Off Road Race".

4X4 March 1985

UMM Transcat launch.

OR&4WD April 1985

UMM Transcat launch.

4X4 April 1985

UMM Transcat - farmers test.

OR&4WD August 1986

Off Road News - New Alter and factory visit.

"Mikes Mouthpiece" - small piece on the new Alter.

OR&4WD November 1987

The French Connection; the French Off Road Show.

OR&4WD December 1987

Off Road News; Change of UMM importer from Transterrain, Ely, to SMC Bristol.

OR&4WD January 1989

Vehicle News; First reports on the Alter II.

OR&4WD June 1989

News; Update on UMM import progress.

OR&4WD September 1989

Altered Image; Full (off) road test on Alter II.

OR&4WD October 1989

Portugal 1000; Off road race results, UMMs finish 3rd, 5th, 6th, 8th, 11th, 12th, 14th, 16th, 19th and 20th!

OR&4WD November 1989

Straight from the Hartley; Off road race preview.

OR&4WD December 1989

Parkfield British championship.

Easy Pickups; Road test on Alter II 100" pickup (G813 UWS).

Competition Corner; Parkfield championship results.

OR&4WD January 1990

Seven Up; Road test on Alter II 100" Tdi Station Wagon (G962 UHU - now in the proud possession of Graham Potter).

OR&4WD February 1990

Army off road trials.

OR&4WD May 1990

Alter 121 launch.

OR&4WD August 1990

All Wheel Drive show guide.

OR&4WD January 1991

Alter 121 dropside pickup launch.

Road Test; Alter 100 Tdi Station Wagon (H61 AWS).

OR&4WD March 1991

Letter from Graham Potter together with a picture of three 121s (taken from the first, and arguably the best, Alter II brochure).

4X4ST May 1991

Red Panel Van road test - H74 YAT.

4X4ST August 1991

From Leeds With Love. UMM (H74 YAT) on convoy to Romania.

OR&4WD September 1991

Off Road Test; Alter II 121 Crew Cab Tdi.

4X4ST November 1991

UMM Alternative. Pick-up road test - G712 WTC.

4X4 November 1991

Report on the new UMM range.

OR&4WD January 1992

News; UMM model update.

Road Test; Alter II 100" Tdi Hard Top.

OR&4WD February 1992

Buyers Guide; Alter II 100" Tdi Hard Top.

OR&4WD May 1992

Road Test; Alter II 100" Hard Top (J984 RLJ).

IO&4WD May 1992

Military Overview - UMM.

OR&4WD July 1992

Letter plus picture of Station Wagon.

OR&4WD August 1992

History of UMM.

Road Test; 121 pickup.

OR&4WD June 1993

Road Test; Alter II 121 Pickup.

IO&4WD June 1993

Alter Ego. Station Wagon road test - K382 UFX.

OR&4WD July 1993

Road Test; Alter II 100" Hard Top (J984 RLJ).

IO&4WD April 1994

SMC/UMM update.

IOR&4X4 June 1994

Buying Second Hand (K382 UFX).

The following French off road magazines were purchased whilst on holiday for their UMM content. The attitude to UMM's in France is markedly different to that in the UK. Many are rallied and raced and there is one rally "le Passe Partout" specifically for UMMs. Whilst the articles are, naturally, in French, there are usually masses of colour photographs.

Reference below to "new spec" is the blue/grey interior colour scheme and associated

improvements that were introduced to the UK in '92.

AUTOVERTE September 1991

Tyre test using 2 Alter II's - Station Wagon and Soft Top.

The Lisbon Express. An article about the UMM Marathon - a rally prepared soft top.

Val d'Isere show report - photo's of UMM.

UMM, the New Generation - new spec UMMs including a REALLY NICE lwb Station Wagon.

TOUTE TERRAIN September 1991

UMM "Popemobile" - honest!

Feature on the new UMM range.

Baja report - red soft top.

Le Passe Partout - French rally for UMMs.

New UMM test drives - panel van and lwb variants.

TOUTE TERRAIN July 1992

Baja report - white soft top.

AUTOVERTE August 1992

Rally TT - "yumping" white soft top.

Baja report - V6 T3 "fast back" Baja special! (A real mean machine).

Sand ladder test - using black soft top.

Balloon Race feature - multi coloured UMM SW support vehicle.

4X4 August 1992

Baja report - white soft top.

Tour of Portugal - dark blue SW (with alpine lights).

Val d'Isere report - white SW.

Finally one of what must be many off road books that feature UMMs:

The Off Road Four Wheel Drive Book

By Jack Jackson.

Published by Foulis/Haynes.

Information on Cournils (WJD 55S), Transcats (C107BAE) and very briefly about the Alter - it's quite an old book.

Finally, I've been told that there is at least one book of military vehicles that features Cournils and UMMs.

Any additions to the above, you know where to send them.

ADMINISTRIVIA

MEMBERSHIP

If the envelope that this issue of the newsletter arrived in has a large asterisk on the back, that means that you have not yet returned the '95 application form together with a cheque for £5.00. Please can those members return the forms (and money) quickly, otherwise this will be the last newsletter you'll receive. The £5.00 covers photocopying and postage. You will save at least £5.00 a year in reduced parts cost by being in the club.

NEWSLETTERS

As requested in the last newsletter, ALL members should now be in possession of four newsletters - this one (number 4) and issues 1, 2 (with the first draft of the UMM history) and 3 (with the first draft of the alternative parts list). If anyone is missing anything, it's down to my pathetic attempts at filing. Please let me know what you've not got and I'll post them off to you.

Also, you will have noticed that membership cheques took some time to clear. Again that's down to me, since I never thought about opening a bank account! Still, that's organised now. The account is (naturally) the UMM Owners Club.

AXLE BREATHERS/SPLIT CHARGE

Due to my determined attempts to get this newsletter out in May, these mods will have to wait until the next newsletter, as will an up to date members list (since not every one has returned the '95 application form yet).

ADVERTISING

It is not my policy to accept adverts or "plugs" unless they are of direct benefit to members. However, where companies do offer a very real service to members, either of a technical nature or in the form of discounts, then I see it as a service of the club to pass that information on. That's why B J Acoustics (30% discount), SMC Bristol (10% discount plus technical tips) and Grosvenor Garage (very reasonable rates to club members) are currently mentioned.

PC

Still haven't got one! Maybe after the summer hols? (The pigs are fed, watered and ready to fly). However, I have started to "smarten up" the newsletter, I just hope that everybody is happy with it.

OFF ROAD & 4 WHEEL DRIVE

Reading the very positive reviews of the UMM Owners Club newsletter in the "Club Magazines" section of OR&4WD makes me want to join!

UMM HISTORY

Does anyone have any comments/amendments/updates/corrections to the UMM history that appeared in the second newsletter? I plan to reprint the article as a separate document together with some photos and other bits later this year.

GET TOGETHER

If anyone is interested in a club "get to know each other and look at our UMMs" weekend, please let me know. If there is sufficient interest I'll organise something.

NEXT NEWSLETTER

Hopefully, late September/early October (I'm on holiday in August). Issue No. 5 will include a report on the National Off Road Show and all the bits that were left out of this issue, plus the result of the competition. Until then, good, safe driving, on, and off road,

C. Lunn

BJ ACOUSTICS LTD

Vehicle Soundproofing Specialists

Tel: 0161 627 0873 Fax: 0161 627 0934

UMM ALTER 100 - FITTING INSTRUCTIONS

Contents of full kit: 20 items + 4 pads

Items marked with an * are adhesive backed and should be applied to clean surfaces only (to allow the adhesive to bond). We recommend the use of a small roller to apply the correct pressure.

- | | | |
|----------------------------|--------|--|
| <i>ENGINE COMPARTMENT</i> | 1-5* | Remove the manufacturers underbonnet cover and fit these items to the recesses under the bonnet lid (by their shape). Re-fit the manufacturers cover. |
| | 6-7* | These items adhere to the top of the inner wings in the engine bay. Item 6 passenger side and item 7 drivers side. |
| <i>INTERIOR OF VEHICLE</i> | 8-9* | These items adhere to the side of the bell housing. Item 8 drivers side and item 9 passenger side. |
| | 10* | Item 10 adheres to the dashboard, in front of the gearsticks. |
| | 11 | Item 11 fits under the carpet around the gearsticks. |
| | 12-13 | Place these items on the front floors. Item 12 drivers side and item 13 passenger side. |
| | 14-15 | Place these items under the front seats. Item 14 drivers side and item 15 passenger side. |
| <i>REAR DECK</i> | 16-17* | These items adhere to the rear wheel arches. Item 16 drivers side and item 17 passenger side. |
| | 18-19* | These items adhere above the rear wheel arches. Item 18 drivers side and item 19 passenger side. |
| <i>DOOR PADS</i> | 20 | Place item 20 on the rear deck floor.
Remove the interior door trim panels and fit two pads to a clean surface on the skin of each door. Re-fit the interior trim panels. |

THE FITTING IS NOW COMPLETE

B. J. Acoustics Ltd.

Soundproofing Specialists

Independent Octave Analysis Tests Carried Out By Acoustic Control Systems

Vehicle - Land Rover Discovery

Reg. No. TO 300

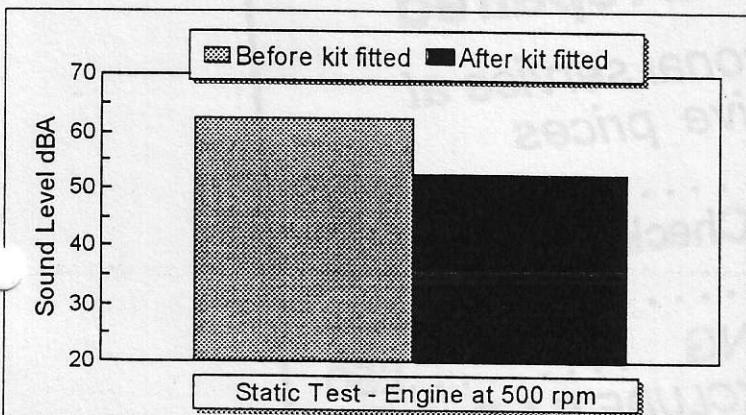
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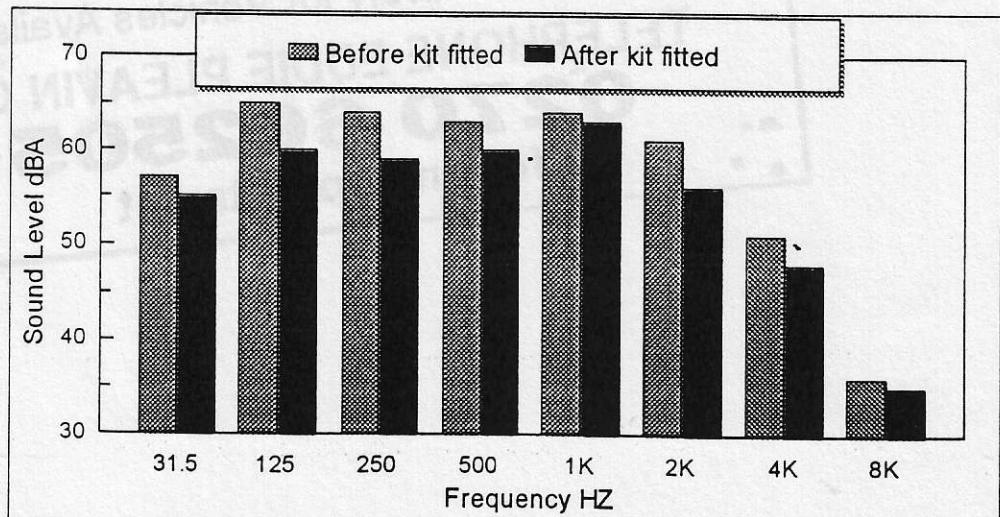
Test		Frequency HZ							
		31.5	125	250	500	1K	2K	4K	8K
Static Test Before kit fitted	62.5								
Static Test After kit fitted	52.5								
Before Kit Fitted at 50 mph	71	57	65	64	63	64	61	51	36
After Kit Fitted at 50 mph	68.5	55	60	59	60	63	56	48	35
Before Kit Fitted at 70 mph	74	57	65	65	67	67	63	53	40
After Kit Fitted at 70 mph	72	55	63	64	65	66	62	50	36

Octave Analysis dBA/dB

Test Data For Static Test and Test at 50 mph

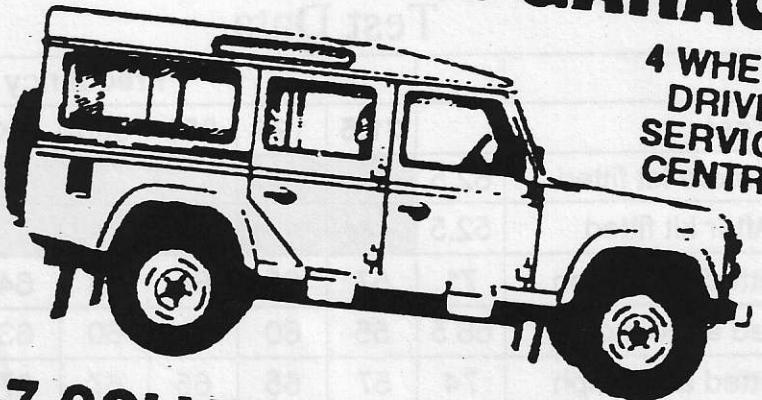


Octave Analysis Static Test - Engine
at 500 rpm



Octave Analysis Test
at 50 mph

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OFF ROAD & 4 WHEEL DRIVE SHOW

West Wycombe Estate Buckinghamshire
14/15/16 July 1995

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CR9 2TA

TEL: 0181 - 686 2599
FAX: 0181 - 781 1158

29th March, 1995

Mr Glenn Jones
UMM Owners Club (UK)
8 Elworth Road, Elsworth,
Sandbach, Cheshire
CW11 9HQ

Dear Glenn

We are pleased to confirm the dates of the 1995 **National Off Road & 4 Wheel Drive Show** as 14th, 15th and 16th July at West Wycombe Estate, Buckinghamshire and, as in previous years, invite four wheel drive clubs from all over the UK to take a free static display stand to promote the club and attract new members.

West Wycombe Estate offers not only idyllic scenery, but for practical reasons is an excellent site for the show. As you will see from the enclosed site plan, this year the layout has been re-designed to maximise the flat ground, bringing the club stands into the main show field and close to all the action which will include a Central Arena Trial, motorbikes, mountain bikes, quads, specials, military vehicles and plenty more.

Another new development is that this year we are opening to the public on the Friday. However, if you are unable to man a stand on this extra day, provided you are able to be in place and set up by 9.30am then you may attend for just the Saturday and Sunday.

Each attending club will be given an area of approximately 15m x 15m and may display up to four vehicles. Four free exhibitors passes will be allocated and further



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tickets may be purchased at the very special rate of an additional 10% off the already discounted advance rate. Applications should be made on the attached form and forwarded with the correct remittance by the 3rd July.

Camping is available on the designated site at a cost of £5.00 per unit per night but is not permitted in the show field.

This is the ideal opportunity to boost your club's profile and sign up new members as well as being part of an action-packed weekend so return the attached application form and participate in the UK's largest off-road show!

Yours sincerely,

Janet Belton

Janet Belton
Exhibitions Manager

OFF ROAD & 4 WHEEL DRIVE SHOW

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GET OFF THE ROAD!

Every year the 4x4 market grows and so does our show.

It's grown in volume -

All the major manufacturers will be there, showing off their vehicles. And you can get a ride in any new vehicle you like, from a Lada to a Range Rover, on the manufacturers' own dedicated course.

The Public Off Road Route, always one of the most popular attractions, will let you take your own 4x4 on a challenging route round the hills and woods - this route is non-damaging and closely marshalled.

Off Road racing, with all the drama that goes with it, will be well represented. A Central Arena trial will pit the best trialers against the clock and obstacles like rows of cars, vertical climbs and precipitous descents.

The King of the Hill challenge will have the monstrous All Wheel Drive Club racers surging round the course, big V8s growling, wheels spinning and mud or dust flying.

The show has also grown in breadth -

We've got stacks for the family, everything from kiddies quads to a bouncy castle to Quasar laser shooting in twisting tunnels. Adult children get looked after too, with a bungee jump, a chance to ride trials bikes under tuition, or learn how to drive off-road with our 4x4 school, or gawp at the military vehicles thundering through the Central Arena.

The show has also grown in height -

Every day the show will be targeted by the Nissan Parachute Display Team, spiralling down to land in the Central Arena.



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Off Road & 4 Wheel Drive has teamed up with **Land Rover World** magazine to bring in a Land Rover village and autojumble. There is an extensive caravan and camping site, along with massive car parking areas.

Admission is £7.00 per person, and just £2.00 for anyone up to 16 years old. You can camp for the weekend at £5.00 per pitch per day. Opening times are 10.00am-6.00pm Friday 14th/Saturday 15th July and 10.00am-5.00pm on Sunday 16th July. Access is easy, being signposted off the M40, junction 5. Current issues of **Off Road & 4 Wheel Drive** carry advance ticket coupons or you can pay at the gate.

Press are welcome all over the weekend, but we'll be able to look after you best on Friday 14th July. Give Janet Belton a call on 0181-686 2599 ext 390 if you want to come along and have a go at some of the events yourself. We look forward to seeing you.

Issued by: Exhibitions Department, Link House Magazines Ltd., Link House, Dingwall Avenue, Croydon, CR9 2TA.

Press Release No. 1. 21st April, 1995

NATIONAL OFF ROAD SHOW

West Wycombe Estate Buckinghamshire
14/15/16 July 1995

KEY:

* EXHIBITORS ENTRANCE (BUILD UP & BREAKDOWN ONLY)

— MANUFACTURERS DEMONSTRATION ROUTE

— EXHIBITORS ACCESS

