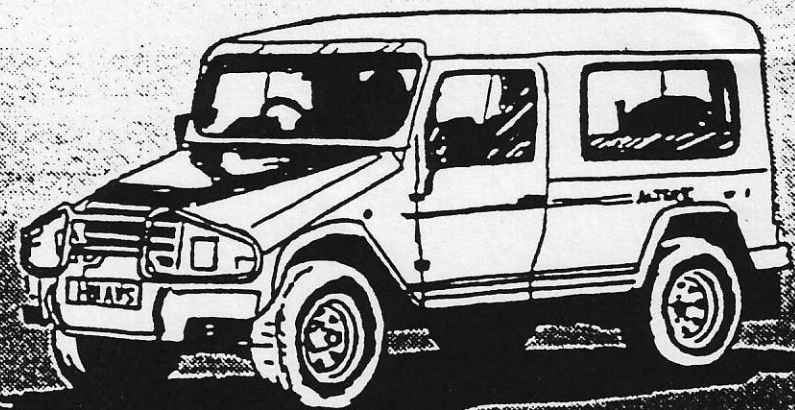


THE

Ultimate Motoring Magazine.



THE NEWSEETER OF THE UMM OWNERS CLUB (UK)

NEWSLETTER No. 1

MARCH 1994

Hi! Sorry this is late, I had hoped to get something out before the end of '93, but what with Christmas and everything I've just not had the time. The other little problem is that I'm not sure I know what to put into the newsletter, or what you expect from it. The club really needs to be a two way thing, I'll need input from the members in order to fill the newsletter, otherwise, it will end up being a diary of my off road forays, and that will be very boring. Anyway, we'll see how it goes, as I've said previously, I've not done this sort of thing before.

Incidentally, if anyone feels they have more experience at running this sort of thing, or feels they could do a better job than me (not difficult!), please don't worry about offering your services. My objective was to start a UMM owners club, which I feel I have achieved. The next step is the ongoing running of the club, maybe someone out there is more qualified, or has better ideas than me, if so, let's hear from you.

UMM OWNERS CLUB (UK).

Please reply to:

8, ELWORTH ROAD, ELWORTH, SANDBACH, CHESHIRE, CW11 9HQ.

Tel: 0210 768522

NEWS.

As you will probably be aware, I've written to Off Road and Four Wheel Drive and International Off Roder (now incorporating 4X4 magazine) informing them that the club has been started and to include my address in the club sections of their mags. I've also had permission from OR&4WD to use the UMM drawing from their Database section as part of the clubs logo - many thanks to them. I've also written to SMC and a copy of their helpful reply is included with this newsletter.

One by-product of having my address in the off road mags is the unsolicited mail I've received. I have info on the '94 Cape to Cape Challenge (Cape Tarifa, Spain, to Cape Nordkapp, Norway) at £2,660.00 per entrant and the '94 Arctic Super Challenge (taking place in Scandinavia) at £2,883.00 per entrant. If anyone is interested, phone me, and I'll give you some details. I've also had a few phone calls from prospective owners, and hopefully I've allayed any fears they may have about purchasing a UMM.

Bob Jones has sent me a cutting from the Portugal Post/Algarve News, an English language Portuguese newspaper, a copy of which I enclose with this newsletter. It appears that due to a cancelled military order, there is a large stock of vehicles at the UMM plant, and production has not re-commenced following the '93 summer holidays (as of September 24th). SMC appear to be unaware of any problems and are receiving regular supplies of parts from Portugal. If you get any more news, Bob, let me know.

STOP PRESS;

Just read in the March edition of OR&4WD that the problems in Portugal have been sorted out and UMM production is being moved from the Setubal factory to a new factory in Queluz, the company HQ near Lisbon. Production is set to re-commence in March or April. The article also stated that UMM are considering granting licenses to companies in other countries for UMM production. That could mean that SMC (say) would be able to build UMM's in the UK - an interesting proposition.

NEWSLETTER NAME.

There were several suggestions, but the one that really stood out (at least for me) was the "Ultimate Motoring Magazine" which was supplied by Darren Willey. The runner up was "UMMbilical - Keeping You In Touch" from Geoff Kay. The other suggestion was The Seriously Ugly Car Club, which I decided to ignore!

So, with thanks to OR&4WD for the picture, and the help of a

sharp scissors, the caption at the top of this newsletter was created.

WEIRD OR WHAT.

I've had my UMM for almost two and a half years, and in that time, I've not seen another UMM in Cheshire, until the other week, when I saw three! A SWB panel van, a H reg SWB Station Wagon, and most impressively, a brand new LWB 5 door Station Wagon in a very attractive red colour - I want one!

TYRES.

I changed my Camacs at 43,000 miles. They were still road legal, but were getting quite useless off road. On the recommendation of a friend, I fitted General Grabber AT's. So far, I am very pleased with them. They are quieter on tarmac and give better road holding, whilst off road they are as good as the Camacs were, but seem better at shedding mud and clay from the tread.

PROJECT.

I've nearly completed a project, started early in '93, to smarten up the dashboard on my UMM. It started last year when I built a cover around the heater which extends up to join the dash. The side panels are covered in carpet, whilst the lower of the two front panels is covered in black leathercloth. The top section is of stained and varnished plywood and houses the radio, some supplementary gauges and the heater controls.

The installation of the radio meant some modification to the underside of the dash, which resulted in loss of windscreen demisting! Part two of the project was the complete removal of the dash. Some copper pipe was fitted into the under side of the dash to enable a new route for windscreen demisting, the pipe work also extends to either side of the dash to enable side window demisting. The top of the dash was then covered in black leathercloth, whilst the lower section was painted with black Hammerite. A three way speaker system was installed, with the tweeters being fitted to the dash top, the mid range units fitted on the side of the new heater cover and bass units fitted under the dash. Some matching stained and varnished plywood will soon be fitted to the dash front (under the grab handle) just to set it off. It looks very nice and a by-product is the amount of engine and heater noise that has been reduced.

Other mods I've made include a shelf fitted above the windscreen to house cassettes and a CB. I had a full length roof rack made, which usually lives behind the garage, but I have a ladder permanently bolted to the back over the rear side rear window. I've made a combination bracket to take the CB aerial and a rear facing Work Lamp, fitted above the rear off

side window. I've cleaned the chassis and painted it with Hammerite, mud just falls off now when I visit the pressure washer. I've also made a shelf which fits across the width of the vehicle just inside the rear door. Two speakers are fitted to this and I will eventually fit a small fluorescent lamp to aid loading stuff into the back, in the dark. And of course, fitted to the bull bars are the obligatory pair of 100w spots.

WHAT HAVE YOU DONE TO YOURS?

OFF ROAD.

Had a few forays recently in North Wales and the Yorkshire Dales. A friend (Suzuki owner) and myself drove the Wayfarer track in N.Wales and then found a few other tracks, which looked very interesting, but were too boggy to sensibly proceed (it would be worthwhile returning in the summer, when the peat dries out). I managed to get the UMM quite spectacularly stuck in a drainage ditch, (that's the penalty of being lead vehicle!- where was the camera when I needed it!) and had to be towed out by the Suzi! But we got our own back in the Dales when the Suzi got stuck on Cam Fell, in a snow storm, in the dark! Incidentally, there is a superb old slate quarry near the Horseshoe Pass which is ideal for playing in.

I'm quite prepared to waffle on and on about off road outings, but is this what the membership expects from the club magazine? I really don't want to be the only person writing for it. Please send me something on what you use your UMM for.

GET TOGETHER.

If any one wants to arrange a meet somewhere, for off roading or just a get together to meet each other, please let me know. (A photo of a group of UMM's would look great in the off road press).

FREE GIFT!

And now for something that sounds like something from a Blue Peter Program. Enclosed with this Newsletter are some home made UMM Owners Club car stickers. To use them you'll need;

Clear sticky backed plastic - Fablon or something similar from Woolly's.

Yellow headlight film from Halfords.

A sharp scissors.

METHOD;

Carefully cut out the UMM Owners Club car sticker. Cut a piece of yellow headlight film about one inch bigger than the sticker. Remove the backing from the headlight film and stick the car sticker to it FACE DOWN, so that the car sticker design now has a yellow tint to it. Trim the headlight film to the exact size of the car sticker

Cut some clear Fablon, or similar, about one inch bigger than the car sticker, and stick the car sticker to it, FACE UP, so that you have a sticky border all the way round. Trim this border to about 1/4" all round, and apply to a suitable place on one of the UMM windows. The effect is a waterproof, yellow tinted car sticker. If you have access to a photocopier, you could make several copies before you start the sticky stuff.

TECHNICAL STUFF.

In the initial letter I sent out last September, I asked if anyone had a cure for clunking front and rear springs. I still find it incredible, that given the history of leaf sprung motor vehicles, UMM's produce such awful noises in car parks (maybe ALL leaf sprung vehicles do it, but I've not noticed Land Rover's, Toyota's, Suzuki's or even Mahindra's making the sort of clunks that mine makes. I can't help wondering what the MOT man will make of it in September when it takes it's first test).

Anyway, Phil Romford has replied;

Front spring clunk is due to movement of the spring leaves between the restraining yokes, the folded "U" shaped bits riveted to the lower leaf and through bolted at the top. The cure is to cut out some stainless steel strip that is thick enough to take up the slack on both sides of the springs for all yokes. Cut them long enough that one can bend the ends outwards to locate them around the yoke. Leaf springs should be regularly lubricated with heavy oil. I am probably the only bloke left in the world who does this!

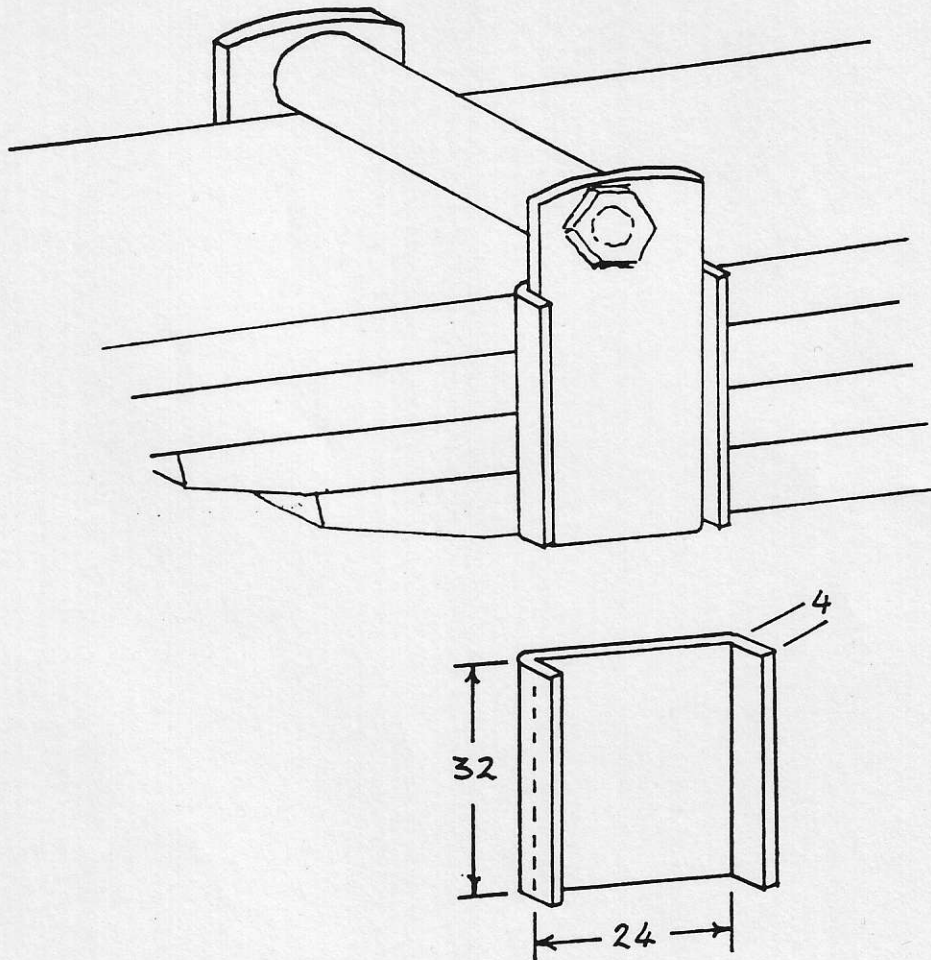
Phil has rebuilt his rear axle and discovered that it's a Jeep axle, so parts can presumably be sourced from Jeep dealers. You will need to know the axle type, A or C type. This is cast into the main casing as the prefix to a number. You will also need the tag numbers on a small metal tag bolted to the casing cover. However, all bearings can be sourced from bearing specialists (see Yellow Pages) provided you have the ID numbers of the original bearings you are replacing.

Phil is also considering converting his engine to turbo. Does anyone have any knowledge or tips they can pass on for this conversion. Similarly Phil would like to fit an overdrive unit,

**STAINLESS STEEL INSERT TO STOP CLUNKING FROM
FRONT AND REAR SPRINGS.**

(Courtesy Phil Rainford)

Two inserts per spring, one per yoke. Spring leaves should be levered to one side, the gap should be measured and choose a suitable gauge of stainless steel to fabricate the insert. Phil's are 16SWG. Assemble with lithium grease and lubricate the spring leaves with old engine oil.



ANTI KNOCK SPRING INSERTS.

can anyone recommend a suitable unit.

Finally, Phil recommends that chassis drain holes are kept clean and that the insides are regularly Wax Oiled. He is considering sealing his chassis and filling with oil.

EXHAUST.

My rear silencer (Tdi) has blown again. I had it welded the first time, and I'll try and get it welded again, but it's getting very tatty and may not be repairable. So, is there an alternative source for exhaust parts? I've phoned a few companies who make stainless steel exhausts, but none of them have produced patterns for UMM. They are prepared to make me up a complete system, but require the original as a pattern. The obvious problem then, is how to get around for up to two weeks whilst the exhaust is off.

TIPS.

The pipe from the clutch master cylinder to the clutch slave cylinder passes very close to the off-side engine mounting. Close enough to rub and (as happened to me) perforate. Check that yours is not rubbing and fit some old rubber tube around the pipe (secured with wire or tape). Incidentally, following a tow home from National Breakdown, I replaced the damaged pipe myself, but could not get the slave cylinder to bleed out all the air. My local garage towed it in and had to use a "power bleeder" to bleed it.

You will probably know this one. When changing the (Tdi) oil filter, it makes things so much easier if the fresh air intake scuttle is removed from the bulkhead first. Two bolts either side need to be slackened off, and the scuttle slides out - don't drop the spanner!

Do you suffer from very dim instrument illumination at night? If you take out the instrument cluster (two clips, centrally located, one at the top and one at the bottom retain the instruments - a thin knife should do the trick, plus the speedo cable is a clip fit, plus two edgeways connectors for the electrics need to be unplugged - all straightforward) the whole instrument housing will then unclip into two sections exposing the instruments. Two screws at the rear of the housing need to be undone to remove the speedo. Two orange coloured lenses are then exposed. Carefully turning these anti-clockwise allows their removal. Putting all the bits back together is also straightforward. There is then a big improvement in instrument illumination at night. It may be boring white instead of trendy Peugeot orange, but you can at least read the instruments.

Check the body work under the black moulded bits attached to the lower body work and around the wheel arches. If used off

road, they will fill up with crap and retain damp. They also flex slightly and where they touch the bodywork, will wear away the paint.

MEMBERSHIP.

We now have 19 members and potential members. Recent converts are Adrian Avery from Harrogate, Stuart Bournier from Kent, Sue and Pete Brady from North Humberside, Julian Van Geersdaele from Lincoln, David Marsh from Shropshire and Chris Putman from Watford. Chris has just acquired a 1988 Transcat and is trying to get hold of a drivers handbook, or at least a photocopy of one. Can any one help? And finally, I've just received a letter from John Grace of Bennettsbridge, Ireland, who is a little confused over which model UMM he owns. He was told that it's an '88 Alter II, but his letter goes on to describe it having a four speed box and drum breaks all round. This specification must make it a Transcat? I'll enclose some details of Transcat and Alter II models (for John) with this newsletter to enable John to decide which he owns.

This brings me to a project I'm currently writing for the next newsletter, a history of UMM. It will not be definitive since it is based on magazine (and book) articles I've collected over the last couple of years. But it will at least be a starting point to which, hopefully, members can add further information.

I'll also print a full list of members (names and address's and phone numbers) in the next newsletter, but for now we have owners living in; Cheshire (that's me), Birmingham, Kendal, Co Durham, Bristol, Shepton Mallet, Surrey, Worcester, Reading, Wigtownshire, Sale, Newcastle-U-Tyne, Harrogate, Kent, North Humberside, Stamford, Watford and Bennettsbridge.

INTERNATIONAL OFFROADER.

This magazine has a feature called "Buying Secondhand" and will soon be featuring UMM's. They require owners to write to the magazine detailing;

How it performs - on and off road.
What has broken or fallen off.
It's worst and best features.

Please write to;

International Off Roader (Readers Reports).
c/o James Taylor, Holly bush Lodge, South Stoke Road, Woodcote,
Nr Reading, RG8 0PL

ADMINISTRIVIA.

My apologies for the change in type face. A job change in work has resulted in the loss of my (works) PC. I'm trying to convince my new boss that a PC will be beneficial to my job!

Finally, not every one responded to my previous letter in September, asking for four second class stamps and a little bit of info. If there's an asterix at the top of this newsletter, you'll not receive anything else until you send something to me!

I'll do my best to get another newsletter out around late spring/early summer, but as I said earlier, I do need input from the membership, otherwise all you'll get is details of what I've been upto, and that's not what the club is all about. What about sending me an article on your UMM. Have you modified it? Do you have any tips to pass on? Do you have any off road adventures to relate? Why are you driving a UMM anyway?

I also want to get together a list of alternative sources for spares. So if you have any information on parts - I know that at least two of you do, please send them in. The club is growing, it's a brilliant vehicle, we need to keep in touch, get writing!

Best wishes,

Glen

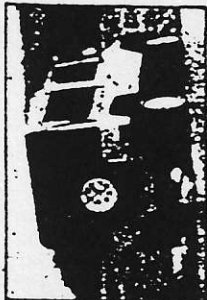
PS. Due to the number of pages and the number of copies, I've had to use the "old photocopier" tucked away at the back of the office, (don't want anyone to see what I'm up to!). The quality is, I'm afraid, not that good. I will probably take the next issue to a "high street" print shop, so be prepared, I will more than likely be asking for money to cover the photocopying.

ure

PJ noses out of joint

The Policia Judiciaria are money laundering, arms trafficking, terrorism and espionage. The supervisory council is made up of the Ministers of Justice, Defence and Internal Administration. It is presided over by the Prime Minister. They have exclusive responsibility for the SIS (service for information and security). The change is the result of a decision by the Supervisory Council of Information and authorises the SIS to gather information about drug trafficking,

to the huge influx of luxury jeeps on offer to the public. The dis-



continued from page 1

were exported to African countries and France, but public interest in the vehicle has not been great. They have largely been sold to military and government authorities on one sort or another. In 1991 only 123 UMMs were purchased by the Portuguese public. Last year that figure dropped to 44. The breakout of world peace has been cited as the main reason for the drop in sales to the military. It has meant a decrease in the armaments budget in many countries worldwide, as they endeavour to combat the effects of economic hardship. The dictionary definition of a jeep is a small, tough, all-purpose motor vehicle designed specifically for military use, hardly applicable

'Lost' military order threatens UMM's future

It could be the end of the road for Portugal's contribution to the European automobile industry. *União Metalomecanica* has failed to reopen after the summer holidays and despite management denials of a closure, the future of the UMM vehicle looks bleak.

The official reason for no activity in the stock is that there are plenty of vehicles in stock and that part of it is undeniably. An order for 400 UMMs from the

Angolan government has recently been added to them because Luanda has not authorised the required credit. *União Metalomecanica* was founded in 1978, the ambitious beginning of a Portuguese motor industry. The reliable but basic UMMs become a familiar sight on the roads, largely driven by the GNR and other forces of the law. Annual production has reached 2,300, 70 per cent of which continued on page 6

4 OCTOBER 1993

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TUESDAY 5 OCTOBER 1993

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4 X 4
SOLE UK IMPORTER

9 November 1993

Mr G Jones
8 Elworth Road
Elworth
Sandbach
Cheshire
CW11 9HQ

Dear Mr Jones

Thank you for your letter dated 21 October 1993. This is not the first time that we have received proposals in respect to the formation of a UMM Owners Club in the UK. Certainly the aim of such an organisation would have our support since encouragement can only benefit the UMM owner. In general terms SMC receives highly laudatory reports from UMM users who tend to operate vehicles in the most remote parts of the country. It would be fair to reflect that we also, occasionally, receive letters of complaint in regard to the unsatisfactory wear of some components - e.g. last year we had a spate of door check straps breaking through the use of sub-standard thread!

SMC Industrial is a relatively small company with tight business controls. The recession over the past three years has made trading conditions in the UK extremely difficult and it is our simple aim to ensure that we survive this particular period in order that we can always provide a satisfactory back-up service and support for the many hundreds of vehicles that have been brought into the country in recent years. Over the past two years we have been able to enter one or two minor 4x4 rallies, principally connected with the police and armed forces. You may know that the UMM has performed exceptionally well, indeed, magnificently, against its more obvious opponent - the Land Rover.

The home grown product however will always be invincible in this market.

I would respond to your individual comments as follows:

- Please put all your enquiries in writing addressed to myself or Malcolm Bartlett.
- New vehicle development information from UMM is very scarce. This is not because UMM deliberately avoid the issue but more because the nature of their company is not in keeping with their more sophisticated brethren e.g. Land Rover.
- SMC would be happy to keep you advised of any recall notices. There has only been one recall programme and this involved replacement of the track rod ends arising from a batch material deficiency. This campaign is now complete.



NISSAN DIESEL



UMM have specifically requested that all contact with the company in Portugal, for whatever reason, be directed through SMC. This is not a ploy to avoid giving a UMM contact, it is simply a reality in that any past contacts directly made to Portugal have always been referred back to SMC for response and in this case it will save time and effort.

- Should you wish any information to be circulated through UMM dealers, SMC would be happy to include any of your news sheets with our periodic information letters to dealers.

- SMC has only made available to the after-market relatively few accessories i.e. dog guards, lamp guards, etc. Unfortunately, the vehicle is still not widely known and it has not been considered economic to introduce and design other accessories that can be manufactured and stocked in meaningful quantities.

In conclusion if there is any further information or assistance that can be readily given by SMC we will be most happy to help. In the meantime it is intended to advise UMM of your plans in case they wish to make suggestions to assist your aims.

Yours sincerely



Ian Williamson
Managing Director

cc Commercial Director, UMM Portugal