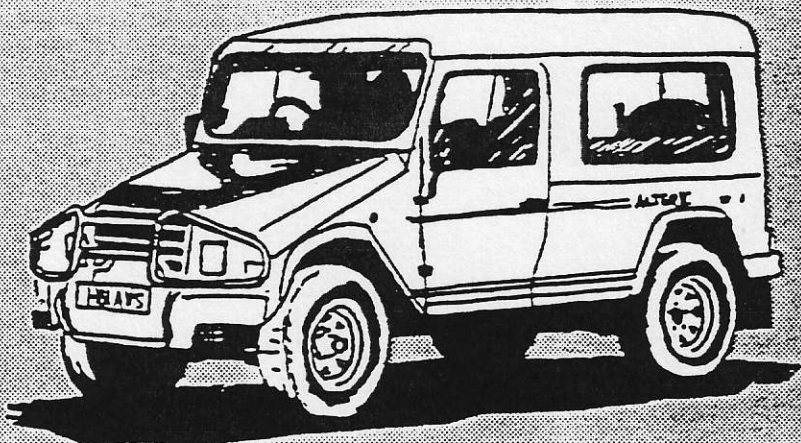


THE

# Ultimate Motoring Magazine.



THE NEWSLETTER OF THE UMM OWNERS CLUB (UK).

NEWSLETTER NO; 2

JULY 1994

## INTERNATIONAL OFF ROADER - BUYING SECOND-HAND

The June issue of International Off Roader featured an article on the UMM Alter II in the regular "Buying Second-hand" series. Even though the article featured information from Graham Potter and Les Dufty, I found the overall tone of the article a bit negative, (I sent a seven page letter and two photographs and was completely ignored!).

Owning a UMM is obviously a bit of a risk. They are relatively unknown in the UK, although that does appeal to many peoples' sense of individuality, the dealer network is thin on the ground, parts can be a problem not to mention expensive!. But the vehicle is quite superb in it's basic honest glory. The purpose of the UMM Owners Club is to smooth out the negative aspects of owning a UMM and to share information and advice that owners have collated. To that end, I was hoping to include the first copy of an "alternative" parts list with this newsletter, but time, as usual, has been against me. Whilst members have sent me quite a lot of info on spares, I have just not had the time to type it all up. But it will definitely be ready for the next newsletter.

What is included with this issue, is the first draft of the History of UMM. The article is based on information researched from books and magazines. I'm sure that it contains many mistakes and oversights and I'm hoping that those amongst you with more information will add to the article, so that eventually, we'll have the definitive history of the marque.

## UMM OWNERS CLUB (UK).

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## NEWS.

### RHD UMM

UMM vehicle production is expected to re-commence in the next two to three months at the new factory in Queluz. However, unless large bulk orders are received from the UK, which is unlikely (300/400 vehicles), no more RHD UMM's will be produced in Portugal.

SMC are still working hard (with a "partner") to complete plans to build RHD UMM's in the UK - an announcement can be expected towards the end of this year. However, UMM are contracted to NATO to supply UMM spares for the next 25 years and SMC is still keen to support the vehicles it has imported into the UK so far, as long as it is profitable to do so.

And whilst on the subject of spares. Consider this little equation. UMM (in Portugal) purchase and import parts from Peugeot in France. SMC in the UK then purchase and import those same parts, from UMM, to the UK. UMM/SMC UK dealers then purchase those parts from SMC. Those same dealers sell you and I those same parts. Now add on the profit margin for each link in the chain, multiply/divide by the exchange rates applicable at each link in the chain. Now check the cost of the same part from Peugeot. Now answer this question; What happened to the EC and the single European Market?

### STAINLESS STEEL EXHAUST SYSTEM.

SMC are now able to offer a stainless steel exhaust system for the short wheel base (100") Alter II turbo. Approx. price is a very reasonable £280.00 plus VAT and SMC should have them in stock by the end of July. Depending on take up, they may expand the range to cover other models.

### NEWSLETTER

Following my pleas in the last Newsletter, I have had some interesting mail from several members concerning the way they use their UMM's. I shall put together an article for a future Newsletter called something like, Me and My UMM, or, Readers Rides, or, .....

### NEW MEMBERS

Although, each month, I get several phone calls for information, and send off copies of the first issue of the Newsletter and an application form, I do not always get a



reply, so in future, I'm only going to list people who have "sent in the stamps".

New members since the last Newsletter then, are;

Tom Ashworth of Chorley. Tom is trying to buy a new 121 Crew Cab on personal import. If he is successful, then he'll write an article on how he achieved it. Incidentally, he spent an hour at our house one Saturday, crawling all over my UMM taking photo's to convince his girl friend how wonderful they are (thanks for the photo Tom).

Mike Pither of Surbiton. Mike drives a Cournil (well, two actually!) and has been trying to start a Cournil Register with little success, so he's joined us! Welcome aboard Mike. Mike has info on the history of Cournil and has met the great man himself. Expect to see more on the history of Cournil/UMM soon.

Robert Branton of Northants has joined prior to purchasing a UMM. He works for the RAC and convinced them to purchase a UMM for evaluation. Unfortunately, there are currently no RHD vehicles available. It would have been great to see a UMM in RAC colours.

Danny Barnes of Guernsey has just bought a LHD Station Wagon which has one or two problems, what about an article on overcoming those problems Danny?

Douglas Braid and Lorraine Coles of Fife have just inherited a Transcat, and part of their story will appear in a future article on UMM ownership.

Finally, John Golden of Hull has just purchased a bargain - more in a future newsletter, but he has already contacted the "Brady's" in Hull.

A full list of current members is included with this newsletter.

#### OFF ROAD AND 4 WHEEL DRIVE SHOW.

By the time you read this, hopefully, all the arrangements will be complete for the club's stand at this years Off Road Show. Graham Potter is taking G962 UHU, the winner of the 1990 Driving Force event, plus his caravan, which will act as the club stand. SMC have kindly loaned us the winners cup to display with the vehicle, together with some bunting, a UMM flag and a stack of brochures to hand out. Also on the stand will be my UMM, which fortunately is the same colour (just!) as G962 UHU and the caravan. Not many members took advantage of the discounted tickets, but whoever turns up, please call in at the stand for a cup of tea and to say hello.

## UMM ALTER.

In the last Newsletter, I wrote that John Grace of Bennetsbridge, was querying which model UMM he owned. I had assumed, that since his UMM had a 4 speed box and drum breaks all round, then it must have been a Transcat. WRONG! Jim Strefford (many thanks Jim) has sent me some information on the Alter. The following should set the record straight.

For the 1986 UK Motor Show a new model became available. Imported by Transterrain, the Alter (pronounced All-Terre) appears to have had the improved body style and interior fittings currently available for the Alter II, but with the four speed gearbox and drum breaks of the Transcat. In fact, due to type approval, they only just made the Motor Show and were imported as Transcat (Alters').

Just one wheelbase of 100" was offered (at least, in the UK) and body variants were pick-up, panel van, station wagon and soft top station wagon (although the very glossy brochure also shows, perhaps not surprisingly, a fire tender). Turbo charged and non turbo 2498cc diesel engines were offered together with a 1971cc petrol engine. The Alter also featured the "lift off" door hinges from the Transcat, which are still available and are a direct replacement for the Alter II "expansion pin" hinges.

## TRANSCAT

And whilst on the subject, SMC think that there are just as many Transcats in the country as there are Alters', but they are only aware of a few Cournils'. Maybe Mike Pither will have more info on that one!

## MY UMM PROJECTS.

### ALPINE LIGHTS

I have now had Land Rover "alpine lights" fitted into the roof of my UMM. A local Land Rover specialist - not a dealer, fitted them for £100.00. That included all new parts and labour. The effect is quite dramatic. It is much airier inside, and adult rear seat passengers can now look out at the passing scenery instead of examining the roof lining in the minutest detail.

### KENLOWE FAN

I have also fitted a Kenlowe fan. The 14.5" "sucking" fan (there is no space in front of the radiator for a "blowing" fan). It comes with a "universal" mounting kit - two bent



aluminium rods! Fitting was quite straightforward (once the cowling was removed and consigned to the garage roof), but I had to build a frame-work to support the fan, since the aluminium rods were quite inadequate. The frame-work bolts on to the two brackets, welded to the bottom of the radiator, which used to locate the lower half of the cowl. The two aluminium rods then steady the fan, one attached back to the air filter bracket, the other bolted to the plate between the front chassis rails.

It is too soon to comment on the claimed power increase and mpg improvement that fitting these fans is supposed to provide, but it is significantly quieter, especially once warmed up. It was worth the money if only for that. In two weeks time, we're off on our annual trip to France, 3000 miles should be a good test for improved mpg!

#### TECHNICAL BITS/TIPS.

##### BOOKS

Two useful books are available from SMC;

**Workshop Manual**, £50.00 plus VAT plus postage.

I thought that £50.00 was expensive until I was told that the Discovery manual was £50 and some Japanese manuals are three times that! The UMM manual is A4 portrait format and is excellently produced with separate sections on the engine, gearbox, clutch, axle components etc,. The translation from Portuguese to French to English, is in general, OK. It comes in a very nice UMM ringbinder and is well worth the money.

**Parts Catalogue**, £71;43 (includes VAT) plus postage.

I've only seen one at a dealers, but intend to purchase one later this year. It is A4 landscape format again in a ringbinder and has exploded view diagrams of all major components (including body work) and identifies each part number. It is a good companion to the workshop manual. The Parts Catalogue is also available in microfiche format, at a significant cost saving if you have access to a 'fiche reader. Microfiche's are also available for the Transcat.

**HAYNES**, have several books that can be useful to UMM owners.

The "Jeep CJ Series" workshop manual covers the axles and breaks on the Transcat and Alter. The "Peugot 405 Diesel" book is also applicable to the Transcat and Alter, whilst the "Peugot Diesel Engines" book covers the Alter II.

##### POWER STEERING.

Whilst completely ignored in the Owners Handbook, the P/S components do have some owner serviceable parts, which can be

checked to ensure good operation of the system. The power steering box is in fact the Land Rover Defender "6 bolt" unit (identified by the number of bolts on the top plate), and reading Land Rover Owner on a regular basis shows that this unit has a history of going wrong. I understand that the box is made in Spain and that poor casting is often blamed for it's problems.

First of all, according to the Land Rover Defender drivers hand book, NEVER LEAVE THE WHEELS ON MAXIMUM LOCK FOR MORE THAN 30 SECONDS WITH THE ENGINE RUNNING. Apparently heat builds up within the box due to the pump pushing hydraulic fluid through the very small bores of the hydraulic oil-ways and can damage both the casting, valves and the viscosity of the oil, creating all sorts of long term problems.

Secondly, clean the filter regularly. Unscrew the reservoir cap and you'll see the top of a spring loaded plastic tube. Press down and pull to the side and then lift out. The steel mesh filter is fixed to the plastic tube. The filter should be cleaned, preferably blown out with compressed air. Replacement is the opposite of removal.

Finally, the P/S hydraulic fluid (which is automatic gear box oil - Castrol TQ Dexron IIE for example) should be changed, I suspect, far more regularly than mine. (I have just changed mine at 55,000 miles with noticable improvement to the steering). You will need;

About 3 feet of windscreen washer tubing.

An empty container of at least 2 litres capacity.

3 X 500ml of automatic gear box oil (Castrol do it at £2.19 per 500ml)

#### Method.

Remove the top half of the fan cowl. Connect one end of the tubing to the bleed nipple on the steering box and place the other end in the empty container. Make sure the front wheels are pointing "straight ahead". Switch on the engine (and keep your fingers away from meat slicer called "the fan") and leave on tick over. Unscrew the reservoir cap. Undo the bleed nipple and the old fluid will flow slowly into the empty container. As the reservoir level drops, keep topped up with new fluid. My old fluid came out a very dark red, almost black. It changed colour just after I'd started on the third 500ml of new fluid.

When it changes colour, or when you have got about one third of the way through your third 500ml, tighten the bleed nipple and turn off the engine. Remove the tube, check the bleed nipple tightness again, replace the reservoir cap and fan cowl, and finally count all your fingers - just in case!



I'd be interested to learn if this makes any difference to your steering, it certainly did to mine, and from now on, I intend to change the P/S oil on an annual basis.

#### CLUTCH SLAVE CYLINDER ACCESS.

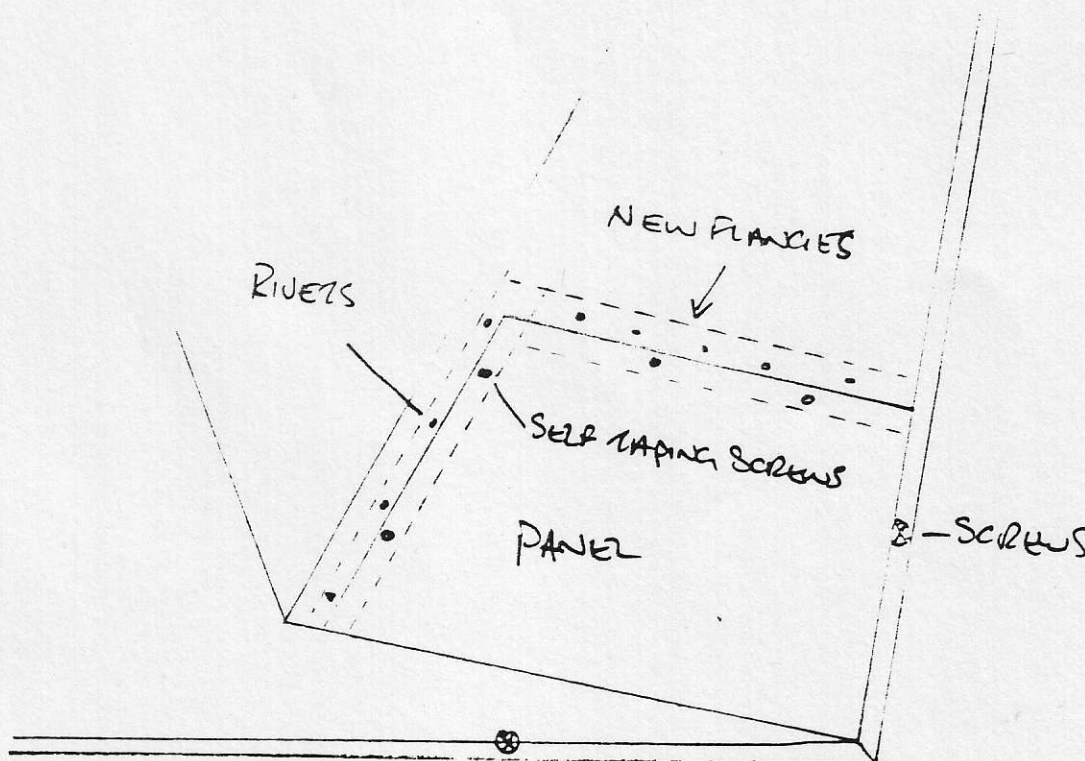
Both Graham Potter and Les Dufty have reported that it is just about impossible to remove the clutch slave cylinder without removing either half the inside of the vehicle or the engine. Typical of the true UMM owner, they have both resolved the problem the same way. You will need;

An electric jig saw with a metal cutting blade.

Method;

Peel back the carpet on the drivers side of the engine cover/heater mounting. Now mark a line about one inch above the lowest cover retaining screw and mark a line (parallel with the bottom edge of the cover) back to the sloping back face of the cover. Mark another line about an inch in from the back sloping edge of the cover and parallel to it so you have marked, an oblongish shape created by the two marks in an upside-down "L" shape. (Hope that makes sense!). Then cut cut along the two lines with an electric jig saw equipped with a metal cutting blade.

Remove the retaining screws, remove the panel and make sure the sound deadening material is still glued to the back. Cut some 1" strips of thin metal to make flanges for the panel and pop rivet them on. When the panel is screwed in place and the carpet secured, It cannot be seen.



## FRONT WHEEL BEARINGS.

The front wheel bearings should be checked for play at a regular interval, although cleaning, re-greasing and adjusting are ignored in the service book. Should you need to adjust the wheel bearings, DO NOT ATTEMPT THIS unless you have purchased an AVM free wheel front hub service kit and some gasket paper first. To get at the bearings, the free wheel unit has to be removed. This is attached by six taper headed allen bolts. The taper beds into the aluminium of the F/W unit (to create a grease seal) and is notoriously difficult to break. What usually happens is that the hexagonal socket in the allen bolt distorts and you end up drilling the heads off. Obviously, with no spare allen bolts to replace them with you will be grounded.

The service kit comes with all servicable parts for both hubs, i.e., 12 bolts, two sets of gaskets (2 per hub - but only one gasket fits - to the aluminium 4X4/4X2 selector so have some gasket paper to hand to make a new one) and some other bits which I've not figured out what to do with yet. The kit costs approx., £12.00 plus VAT and should be available from any Land Rover or 4X4 specialist garage.

You will need a two and a sixteenth (52mm) AF box spanner to adjust the the bearing lock nuts.

## ADMINISTRIVIA

Please check the attached list of membership details and let me know of any errors in either the address or vehicle details. It has become obvious that not everyone has returned the application form, no problem, but I would like to have the following details of your UMM; Registration number, Model, Chassis number.

I'm on holiday 'till mid August, then I'll start typing up the parts list for the next newsletter!

If I don't see you in the Off Road Show, have a good summer, and why not write and tell me what you and your UMM got up to on your holidays.

Glenn.

[illegible]



## UNIAO METALO MECANICA- UMM, A POTTED HISTORY

### TRACTEUR COUNIL

The history of UMM goes back to 1960 and Frenchman Bernard Cournil, a garage proprietor, living in Aurillac, south west France. Monsieur Cournil used to maintain and repair agricultural equipment and vehicles for the farmers of that region and realised that, at that time, there was no vehicle available which fully met the requirements for a competent all round "do everything on the farm and go to church on Sunday" vehicle. Consequently, he decided to design and build such a vehicle himself.

Just like the original Land Rover, the early Cournil was designed at the outset specifically for the needs of the agricultural community. Although as a road vehicle it was quite crude, it was designed to duplicate the role traditionally played by the tractor and therefore was available with a three point linkage so that the Cournil could tow the full range of agricultural equipment.

The Cournil was originally of very short wheelbase, although during the period 1960 to 1970 longer wheelbase versions were produced. The base vehicle had part time four wheel drive with a three speed gear box and two speed transfer box. Trac-Loc type rear differentials were fitted as standard and options included front, rear and centre power take off's, winches and hydraulics etc. The body was strongly constructed of steel plate welded to a tough ladder frame chassis riding on leaf sprung beam axles - much the same as the UMM of today.

Since Cournils were built to individual order, Monsieur Cournil would fit any one of a variety of engines. Early vehicles had Renault or Hotchkiss petrol engines and the diesel alternative came from Indenor (Peugot) and again Hotchkiss.

The Cournils fame spread and the vehicle was used as a base for many variants in the service industry, notably the fire service in south east France where there was a need for a small, highly manoeuvrable fire tender which was needed in areas such as Marseille, where forest fires are a regular occurrence to this day. In fact a recent Channel 4 documentary on forest fires in southern France featured a UMM fire tender.

Exact figures are unavailable, but it is estimated that about 1,000 Cournils were built during that 10 year period. In 1970 Bernard Cournil decided to sell out and, ever a shrewd business man, agreed for the vehicles to be built under license elsewhere.

The first Cournil designed vehicles built under license, were manufactured by Gevelot, who developed the vehicle for military purposes and were produced with SAMO and Fennec badges. However, the Gevelot connection proved short lived and it was not until the SIMI company took over manufacture of the vehicle that production stabilised. The SIMI company later became AUVERLAND and Cournils produced at that time were called Tropics. (In fact, early versions of the Auverland, notably the A2, were quite obviously based on the Cournil and demonstrate how the Cournil/UMM could have evolved).

Engine options during the SIMI period of production now included a 3595cc Saviem diesel and several European military authorities took delivery of the SIMI Cournil. Some examples of the SIMI Cournil were imported into the UK in 1978, but the vehicle never caught on here at that time. Chassis lengths were either short (80" wb) or long (100" wb). Imports ceased and production of the vehicle was transferred yet again, this time out of it's home country of France to Portugal and the premises of Uniao Metalo Mecanica, near Lisbon. This move, whilst being the most dramatic to date, was also to prove the most successful.

#### **UNIAO METALO MECANICA**

The UMM plant, under it's parent company Mocar, had been set up as an assembly plant for Land Rovers and various other British Leyland products. The company also had an established relationship with Peugeot, whose vehicles it both built and imported and the company also build various Nissan vehicles, it therefore had a good background in motor vehicle manufacturing. When UMM took over manufacture of the Cournil, it therefore turned to Peugeot as a source of engines, gearboxes and various other mechanical components.

The first Portuguese version of the Cournil was introduced to it's home market in 1978, and as part of the licensing arrangements, it was now proudly badged "UMM". Consequently the Cournil name disappeared.

In this guise, the vehicle sold better than ever before. UMM now embarked on an ambitious export programme, targeting European countries where import restrictions for Japanese products gave UMM's a good chance at becoming established. By the early '80's the UMM was selling well, not only in it's (new) home country of Portugal, but also in Spain, France and Italy. The UMM was still built and marketed as a "service" vehicle, and it's main purchaser's were military authorities and service industries. The vehicle was known as the Dakary, Alter, Africar and Transcat, depending on it's country of sale.



## TRANSCAT

The first UMM's came to the UK in 1985 and these had the "new" body styling which had been introduced in 1984. Called (for the UK market) the UMM Transcat, they were imported by Transterrain Ltd, of Ely, Cambridgeshire, and backed by an organisation called TransCat Marketing Ltd, which promoted the vehicles.

The "new" styling was not markedly different to the previous "Cournil" design - they were still impressively ugly. Three body styles were available, all with a 100" wheelbase and the 67bhp Peugeot XD2 2304cc diesel engine, namely; panel van, pick-up and eight-seater station wagon. Despite the introduction at the 1986 Paris Motor Show of the 110bhp intercooled and turbocharged engine as an alternative to the naturally aspirated Peugeot diesel, the Transcat did not sell well in the UK.

Despite having a distinctly ugly front end, the sharply sloping front wings provide superb forward visibility, a useful attribute that has remained with the current Alter II. The Transcat also sported windscreen wipers located at the bottom of the windscreen. It would be interesting to learn why they were moved to the top of the screen for subsequent models. Likewise, the rear door was all steel, with a window insert, just like the Land Rover, unlike the Alter and II, with their two piece construction of steel bottom section and all glass top, which obviously makes fitting a rear wash/wipe difficult.

Interior fitments were sparse, it was quite a basic vehicle, but with a name like "TRANSCAT" what a shame it did not become more popular so that the model name could have continued. The Alter may be a famous, wild, Portuguese mountain horse, but it is meaningless and totally devoid of street cred in the UK, "Transcat" had much more going for it.

## ALTER

For the 1986 UK Motor Show a radical new model became available, well radical for UMM anyway! Still imported by Transterrain, the Alter (pronounced All-Terre) appears to have had the improved body style and interior fittings currently available for the Alter II, but with the four speed gearbox and drum breaks of the Transcat. In fact, due to type approval, they only just made the Motor Show and were imported as Transcat (Alters').

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shows, perhaps not surprisingly, a fire tender). Turbo charged and non turbo 2498cc diesel engines were offered together with a 1971cc petrol engine. The Alter also featured the "lift off" door hinges from the Transcat, which are still available and are a direct replacement for the Alter II "expansion pin" hinges.

## ALTER II

In 1989 the franchise passed to SMC Industrial Products (formally of Bristol and now located in Dorset). The Sandringham Motor Company is an established company which used to specialise in the Sandringham conversion to Range Rovers. They now concentrate on the installation of Nissan diesel engines into Range Rovers (amongst others) and, of course, the importation of UMM's.

About the same time, the Alter II became available in the UK. Now sporting a 5 speed gear box and ventilated disc brakes on the front wheels. SMC were able to adopt a more aggressive marketing campaign than was previously possible, although compared to say, Ford or Rover, advertising was still low key, and remained focused on the service industries. It may be that if it wasn't for the type approval problems, the Alter II specification could have been in the UK two or three years earlier.

## UMM PRODUCTION.

Vehicle assembly - prior to 1993/94, was carried out at Setubal, 30 miles from Lisbon, the 2mm thick steel body panels being formed at a plant several miles away. Due to the thickness of the Luxemburg steel used, no shaping for rigidity/stress is required, so most panels have only simple folds, which can be done in-house. The curved steel roof panels for hard tops are pressed by a contractor, likewise the glass fibre roofs for other variants are contracted out.

The production line is short and slow-moving as more than one job is completed at each work station. The bodies are assembled and welded onto the 4mm steel chassis and whilst painting is done by hand, modern equipment is used throughout. The whole process is reminiscent of a low volume prestige car manufacturer. Output is around 3,000 units a year.

## UMM - 1994

Maybe it is not surprising that the very large model specifications available in colour, vehicle lengths, trim and engine, from what is basically a small vehicle manufacturer, building vehicles very much in a "hand built" way, resulted, in 1993, in a reappraisal of UMM's policy for the future.



The current situation is that UMM have moved production from the Setubal factory to a new factory in Queluz, the company HQ near Lisbon. At the time of writing production has not recommenced, in fact, due to the move, no new UMM has been produced since last summer (1993). Production is set to commence in two to three months time when the production philosophy will be for large production runs of specific model types to suit contracts for foreign governments, military applications and large corporate users. These production runs are envisaged to be around a minimum of 300/400 vehicles per type and unless a contract of this size was received from the UK (unlikely) then NO NEW RHD vehicles will be produced. No new models/vehicles are planned in the immediate future.

The good news is that UMM are contracted to NATO to produce spares for the next 25 years.

In the UK, SMC has been given approval to research the possibility of manufacturing and/or assembling RHD UMM's in the UK. SMC has brought together a team of engineers to assist and work on this project and is also talking to "partners" to form a joint manufacturing company. Initially, to assemble Portuguese sourced UMM's (received in "knocked down" format - basically a big box of all components prior to assembly), but longer term to assess the feasibility of building the complete vehicle in the UK. SMC has also been given a certain amount of design freedom and one of the first things to change will be the "aggressive" front end. SMC also hope to rectify some of the other aspects of the vehicle that are subject to criticism, but will be keeping the vehicle directed to the service industry - an area where SMC, quite correctly, due to less competition, see their market, rather than the leisure sector.

#### THE FUTURE.

The next six months, as far as the UK is concerned, are probably the most important in the vehicles history. If SMC are successful, then production of RHD UMM's will continue with the UK built Alter II(I?). If SMC fails, then the question has to be asked if it is profitable for SMC to continue to import parts to support the vehicles it has imported. SMC is certainly keen to continue that support, but realistically, it can only do so as long as it is profitable to do so.

Parts will be available from UMM for the next 25 years, how they can be ordered, if SMC are out of the picture, is anyones guess.

Whatever happens though, the current UMM's in the UK will be considered "genuine UMM - built in Portugal". Maybe the real test will be for SMC to build the "best yet UMM - built in the UK - the best 4X4 by far"!

#### **EVEN MORE ADMINISTTRIVIA - 30th August 1994.**

First of all, my apologise for the late delivery of this (the July) newsletter. It was typed up early July, and I had produced sufficient copies to send out with the Off Road show tickets that members had pre-booked. I had intended to photocopy the remainder the week following the show. Unfortunately things did not go according to plan and the three days I had in work prior to my (three weeks) holiday were just too busy. Then, upon my return to work, I was sent to London for four days on a course, plus, whilst on holiday, we had an office move and when I got back the photocopier was a bit too "public" to do any amount of "secret" photocopying.

Although I've managed (eventually) to get this issue copied, I've also had a quote from Prontoprint. To get this issue of the Newsletter copied, it would have cost £25.38. This has now obviously forced the issue of membership subscription. I know that Graham Potter and I talked to several members at the Off Road Show and that most members will be happy to pay £5.00 per year. £5.00 will more than cover postage and photocopying and also put some money into a club fund - for use at next years Off Road Show maybe? Anyway, unless I hear to the contrary, I will send out a new membership form with the next Newsletter requesting £5.00 for 1995 membership. (John Grace and Jim Strefford have already covered '95's subs).

#### **UMM REGISTER.**

Graham Potter has started a UMM register. Could all members please send Graham a colour photo of their vehicle, plus any details that are missing from the information on the next pages.

#### **VEHICLES FOR SALE.**

It is not my policy to advertise UMM's for sale in dealers show rooms unless I get a donation to club funds. But, on the other hand, given the current shortage of new vehicles, I feel that I would be doing a dis-service to members if I did not inform them of available vehicles. Graham Potter has seen the following UMM's in a Watford Dealers - please contact Graham for further info.

'92 K reg 100" TD Station Wagon - dark green - forward facing rear seats - sun roof - radio - side steps - B F Goodrich MT's - ex-demonstrator; £11,950.00

un-registered 121 non-turbo hard top van - blue - ex-demonstrator - 150 miles only; £9,500.00 plus VAT

'87 E reg Transcat - hard top plus windows - dark blue; £2,500.00