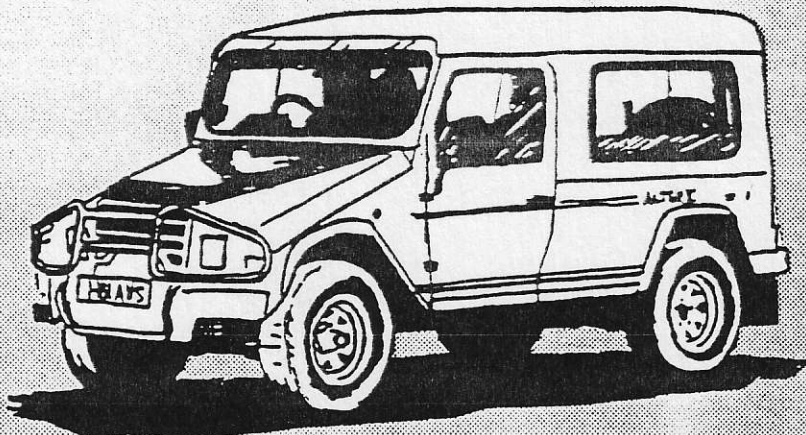


THE

Ultimate Motoring Magazine.



THE NEWSLETTER OF THE UMM OWNERS CLUB (UK).

NEWSLETTER NO; 3

DECEMBER 1994

NON SMC SOURCED PARTS

With this edition of the newsletter is the first draft of the alternative UMM parts list. Unfortunately, there has to be a word of caution. SMC are expecting, for the foreseeable future, to support the vehicles currently in the UK. That includes all models, from Transcat to the Alter II and all parts, from brake components to body panels.

Whilst presently the owners club, compared to the number of UMMs on the road, is quite small, and therefore unlikely to influence things at the moment, it has to be remembered that if SMC perceive that their turnover from spares is dropping off, then they must, from a commercial viewpoint, question if it is profitable to remain in the (UMM) spares business. While it can be obviously less expensive to purchase some parts from sources other than SMC, many parts, particularly body parts, can only ever be sourced from the importer. I'm not saying we shouldn't identify alternative parts where relevant, but we shouldn't over look the fact that long term, we may be doing ourselves a disservice.

I have no idea of what the correct approach should be - other than what my pocket dictates. However, I do know that members are using non UMM approved parts anyway and I'd rather we adopted a common policy and identify parts that we know work, and more importantly are safe, for the purpose intended.

UMM OWNERS CLUB (UK).

Please reply to;

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

Tel: 0270 768522

NEWS

SMC are still in discussion with potential partners and hopefully a decision will be made early in '95 with regard to both the partner and a location for the factory. The new (UK built) vehicle will be known as the Pioneer (apparently Rover are more than a bit miffed about this!), although there is a possibility that the Transcat name may be resurrected at some time. It is not clear at the moment whether they will be UMM Pioneers or just Pioneers. Rumours of design changes include a new, rounded bonnet and a new one piece rear door with heated rear window and wash wipe. Rumours also include a new spare wheel carrier that is not incorporated into the door hinges.

Once negotiations are finalised and production has commenced, SMC are hopeful of a more aggressive marketing campaign than previously experienced for the Alter II. SMC are also hopeful of building an improved dealer network.

Meanwhile production has still not recommenced in Lisbon and it seems that the Portuguese factory will only produce vehicles for large corporate/military orders of around 1,000 vehicles. However, vehicles are in production in other licensed factories around the world including a new plant in Angola.

Due to the current shortage of vehicles in the UK it is quite probable that the second hand value of UMM's is likely to increase, which cannot be a bad thing, since the perceived second hand value is currently grossly underestimated - unless you are wanting to buy one!

PARTS LIST.

With this issue of the Newsletter, is the first draft of a list of alternative parts for UMM's. Although several members have sent me details of parts, when I finally got around to typing them up in order; Alter II turbo and non turbo, Alter and Transcat, it became obvious that we still have a long way to go. So please, if you have any information that either fills in the missing parts or on something I have overlooked, please write in with the details.

Necessary legal clause. Whilst the parts contained in the list have been researched and recommended by club members and may sometimes be the identical item to a genuine UMM part, they are, nonetheless, NOT GENUINE UMM PARTS, and therefore using any item could invalidate any warranty that may be applicable. The UMM Owners Club (UK) cannot therefore, take any responsibility for any damage or failure that may occur by anyone using these parts. It will be your responsibility to ensure that any item used that constitutes part of the braking system, or any other safety system, is suitable for it's intended purpose. And finally, check that it is the correct part before buying!

UMM REGISTER

Graham Potter is compiling a register of all known UK vehicles, comprising model type, chassis number, registration number and a colour photograph of each vehicle. The vehicles will be listed in chassis (and therefore age) order, together with brief details of the vehicles' owners. In the future, the register will be an ideal reference to check on the vehicles age, history etc. Could I ask you all, at some time over the next couple of months, to take some snaps of your UMM and send one to Graham. Photographs should, ideally, show the front and one side of the vehicle. Also, if you have any information on previous owners, that should be sent as well.

THE NATIONAL OFF ROAD SHOW

Thanks to the hard work put in by Graham Potter, the club stand at the National Off Road Show was a great success. Considering how small the club is, I think our stand was every bit as good as the stands of other, longer established clubs - many thanks Graham.

Graham arrived late Friday afternoon and had got the stand organised by the time we arrived. The whole area was cordoned off with UMM bunting. Graham's caravan and awning were the "office", some picnic tables were placed at the base of an imposing flag-pole - at the top of which were two UMM flags and a UMM Owners Club flag (that Graham had made from a pillow case) - and at the bottom of which, sat imposingly on the picnic table, was proudly displayed the winners cup from the 1990 Driving Force competition, that Grahams UMM (G962 UHU) won.

We had publicity packs courtesy of SMC and Harris Mayes, plus information sheets and membership forms for the club. And of course there were two UMM's on the stand - Graham's on both days, whilst mine was there on the Saturday and Paul Fureys' was there on the Sunday - although Paul is still to join the club.

For me, the great success of the event was meeting other members - at last being able to put faces to telephone voices. It is a shame that I could not have stayed both days, (due to holiday commitments the following Wednesday), but Graham reports that Sunday was just as good. We enrolled several new members and could probably have sold several vehicles had we been a "trade" stand - with vehicles to sell.

The highlights for me were Mike Pithers marvellous Cournil, Les Dufty's "Alfa" Alter (you really should see it!) and Thomas Sippel-Dau's K reg LHD SWB/SW with custom double fuel tanks and the ALL NEW dash board. What a pity that the new spec is unlikely to come to the UK. However, Graham reports that the highlight of the weekend, just had to be Bob Jones' superb K

reg SWB/SW LHD which apparently is magnificent.

I would like to thank Graham for all the hard work he put into making the event a great success, SMC for the bunting, flags and loan of the cup and also Harris Mayes for extra publicity brochures. And everyone got a suntan!

NEW MEMBERS

New members since the last Newsletter are;

Jon Benford of Kettering. Jon was "pulled over" by RAC man and club member Robert Branton, who used his tyre lever to persuade Jon to join the club! Jon's Alter SW was originally owned by Jim Strefford - more of that in a future Newsletter. Jon uses his UMM for both work and pleasure, his pleasure being some quite serious playing at Tough Tracks, Northampton.

Julian and Christine Van Geersdaele of Stamford Lincs who run an H reg Alter II. They discovered (the hard way) about the faulty batch of track rod ends when they unexpectedly drove into a field. Apparently both the UMM and the hedge survived the ordeal.

Thomas Sippel-Dau from London. Thomas' UMM was spotted in the car park at the Off Road show. A very nice red LHD version with a completely new dashboard - what a shame that the current Portuguese spec is unlikely to come to the UK. It is seriously nice.

Keith Norris, from Llanidloes, has two Transcats, a pick up (badged UMM Cournil) and a Station Wagon. He also has a connection with Tuff Terrains and has offered to try and arrange a get together (if enough people are interested) at a reduced (hopefully VERY reduced) costs.

Stephen Lowe a farmer of Smallwood, Cheshire (his is the SWB hard top referred to in the first newsletter) has joined following a phone call to me some weeks ago concerning his power steering. He had the usual problems of heavy steering, lack of self centring etc, and had taken his UMM into a local garage who were considering fitting a new box. I suggested that they first try changing the PS oil and clean the filter. This did the trick. Result; one very happy new member!

Steve Fernyhough of Leek (Staffs), who has two Transcats, although one is for sale (see elsewhere). Steve has provided information on a source for Transcat axle parts, B&H Autocraft of Doncaster - address elsewhere in the newsletter.

Jim Strefford has eventually got hold of a Transcat, or rather his lad Nathan has. It's a B reg station wagon with overdrive and Nathan is currently having driving lessons in it - good

luck Nathan.

Stephen Martin from the Isle of Jura is probably unique. According to a recent article in Land Rover Owner, every man and his dog on the island seems to drive a Solihull product. Not Stephen, he's just become the very proud owner of a LWB station wagon.

Mike Maclurg of Aberdeenshire runs a D reg Transcat pickup, and according to the picture in the January issue of Off Road and 4X4 Owner, doesn't mind getting it dirty. He's pictured competing in one of the rounds of the Warn Challenge. (How did you get it out of the river Mike?).

Dan Pannett of Sussex runs an L reg LWB station wagon and recommends trying the National Farmers Union for insurance. Apparently you don't have to be a farmer to get insurance!

Geoff Harding in Berkshire runs a Transcat hardtop with side windows and joined after being chased down the road by Graham!.

Nigel Heath of Bexleyheath is desperate to buy a newish SWB station wagon and Haydn Bonadie of Bristol is trying to buy a LHD SWB station wagon, which he intends taking with him when he moves to Portugal.

And finally, good news, after a long, frustrating period of searching for both, Robert Branton and Tom Ashworth.

Robert has acquired his dream vehicle. He has bought the '92 K reg ex-demonstrator SWB Station Wagon mentioned in the last Newsletter. With forward facing rear seats, four speaker stereo, sun roof, side steps and B F Goodrich's all round, it sounds very nice, and I can't wait to see it.

Another dream vehicle is now in the possession of Tom Ashworth. Following several months of telephone calls, he has just purchased the ex-demonstrator LWB Crew Cab Pickup/Station Wagon conversion from SMC. J421 SLJ is the star of one of the current UMM UK publicity sheets - it's pictured towing a Rice horse box.

Currently white, Tom plans to respray it blue in the near future. He's "christened" the vehicle by driving down to Barcelona for his Christmas holiday. Tom has also promised an article for the next newsletter.

An upto date list of members will appear in the next newsletter.

KENLOWE FAN

I have now completed something approaching 5,000 miles with the Kenlowe fitted. The engine is significantly quieter and appears to have a little more power. Most importantly though, my average mpg has improved by 30 miles per tank. My previous average was 250 miles per 40 litres, that's 28.5 mpg. I now average around 280 miles per 40 litres, that's 32 mpg. 3.5 mpg improvement may not be significant, but I average 20,000 miles per year! And an extra 30 miles per tank, the equivalent of a "free" gallon of diesel every time I fill up, to me, that's an improvement.

The automatic fan has a "normal" speed and a "turbo boost" speed, selected via a dash mounted switch and indicator lamp. During normal driving, (that's mostly all of the time in the UK, apart from "cone counting" on the motorways - and off roading), the fan does not operate, the radiator being cooled naturally by air blown through the rad as the vehicle is in motion. When it does operate, it is only on (at normal speed) for a few minutes before cutting out.

The only problems I have had so far was on holiday (in temperature of between 32° and 34°), whilst climbing a 2,000ft high switch back road in the Alps. The road was too steep to drive quickly and even with the fan on "turbo boost" the engine coolant "high temp" light came on. (Incidentally, it comes on when the needle on the temp gauge enters the first red mark on the dial). Once over the pass, and back to normal speeds, the temp gauge quickly dropped back to normal, but the high temp light will not go out until the "normal" temp has been maintained for around 20 minutes. Or you switch the engine off and go for a beer - as we did!

One reason why the fan cannot provide sufficient cooling - in extreme conditions, may be that the 14.5" fan only covers approximately half of the radiator. The other problem is that the oil cooler is in front of the radiator and the fan is dragging in hot air off that as well. It may be worth thinking about moving the oil cooler.

(Incidentally, the Kenlowe instructions state that the sensor, which controls the temperature at which the fan cuts in, is connected to a fused supply via the ignition switch. In other words, the fan will only operate if the engine is running. I found this to be a disadvantage, in that I wanted the fan to continue cooling the radiator when parked, after all, it's only going to operate if the engine gets too hot. So I fitted a direct (fused) connection from the battery. It works fine now. The next mod is to fit an over-ride switch, so that I can switch the fan on, prior to any long, slow uphill climbs in 34° temperatures.

We also had further problems on holiday; the top hose developed a leak and on another day, the thermostat jammed shut. I visited the local Peugeot dealer for a top hose, but despite searching their parts bins, could find nothing to fit. The manager of the parts department, knowing that a burst top hose would impact on our holiday, jumped in his car, indicated that we should follow, and shot off across town. He led us to a local motor factor, who quickly sorted us out with a "fit anything" emergency hose. The thermostat was less of a problem, I just wedged it open and put it back in until our return to the UK.

OFF ROADING

Whilst on holiday in France, we drove quite a few scenic green lanes, nothing difficult, just very picturesque. We also utilised the UMM to carry our gear up to a cave that would otherwise have required a two hour walk.

The track is an old forestry track cut into the side of a deep, steep sided gorge. The track goes up very steeply, alternating between bedrock and scree, with a steep cliff on one side, and an even steeper drop on the other. At just the width of a vehicle, it's a good job that not many vehicles attempt it, as the only place to turn round was in a deep, narrow river bed, at the top of a waterfall, conveniently near the cave entrance. The track continues past "our" cave, but a fallen tree stops further progress. Maybe, next year, we'll see if we can move the tree and follow the track further.

Since we've returned from holiday, we've had several days out in the mud. We have been green laning in the Peak District, the Yorkshire Dales and North Wales and we have also attended two "fun" days, one at Brymbo, the other at Trentham.

Two friends (the Suzuki owner and a newly acquired Discovery owner) wanted to go for a "picnic", so we all set off for the Peak District. It's strange, that given the all hype about the Camel Trophy, the Discovery and Land Rovers in general, it was only the Discovery that had problems. The problems all seemed to be related to the very soft coil sprung suspension - it is obviously great for extreme axle articulation, but at the cost of some massive body wallow. The new Discovery owner was not very amused when he first ripped off one of the rear light guards - when the body lurched to the right whilst negotiating a rutted section, he then got very worried about his front spoiler whilst climbing a series of stone steps, but the ultimate insult was getting stuck in a mud hole when his wrap around bull bars jammed either side of the hole. We naturally captured all these magical moments on film!

But not to be deterred, the Discovery owner was keen for more, so we had a pleasant, (if not wet and misty) day in the Dales

driving Cam Fell, the Stake Road and Busk Lane. All of which should have offered glorious views if the cloud base had not been several hundred feet beneath us. And true to form, something fell off the Discovery. This time, one of the newly fitted driving lights parted company with the bull bars, landing softly in something rather unpleasant!

The next challenge for the Discovery was the Wayfarer track in North Wales. Here he suffered the embarrassment of having to be towed twice. It was just as well he was getting used to being towed, because the next day - at the Brymbo "fun day", he got seriously stuck in a boggy field and it took the combined efforts of the Suzuki and the UMM to tow him out. The following week, we visited the Club Off Road site at Trentham Gardens and the Disco owner was obviously getting the hang of things since he didn't get stuck and nothing fell off! Although the disc brake cover plates did a nice job of trapping stones between the plate and the disc, causing some very loud squeaks. Other Disco owners looked on in sympathy - it appears to be a common problem!

STAINLESS STEEL EXHAUST SYSTEM

I have just replaced my exhaust system. To its credit, it lasted nearly 60,000 miles, the rear silencer suffering the most abuse having been bounced, on at least three separate occasions, welded twice and the ignominy of having a baked bean tin pop riveted to it, in order to pass it's first MOT.

Just after passing the MOT, I squashed it again (laning in the Peak District), and decided enough was enough, a new system was required. I had previously decided that the replacement system was to be of stainless steel and was pleased to learn that SMC were offering an S/S system at a reasonable price (£262.00 plus VAT, plus delivery, last time I checked). My problem was that just having come back off holiday, I was seriously short of cash.

Having previously set up an account with National Tyres (to purchase my General Grabber AT's) I attempted to get National Tyres and SMC to arrange something mutually to my benefit. Unfortunately, that didn't come off, so plan B was put into action. National Tyres were more than happy to make me a replacement system in S/S, but required the original as a pattern. Realising that there never was going to be a convenient time to be without the UMM for two or three weeks, I decided that now was as good a time as ever to get it sorted.

The exhaust came off quite easily, (I did this at home, not wanting to leave the UMM anywhere for two to three weeks). The rear silencer came off almost in two parts, the middle silencer with some serious perforations and the front pipe sporting a

radial split two thirds the way around it's circumference. A very sick exhaust indeed.

In slightly less than two weeks I took delivery of a very shiny new system. The only problem being the bend radius of the front pipe where it mates with the middle silencer. The bend was slightly out, causing the middle silencer to mis-align with the hangers, and therefore the rear silencer not to match up at all. In fairness, it is very difficult to ensure everything is "spot on" with out having the vehicle to try it on.

Two days and a re-adjusted front pipe later and the new system was fitted in less than an hour - everything now lined up a treat. It seems quieter than the original, but then that's not surprising since the original was so full of holes. And speaking of the original, I've kept it, so if anyone wants to borrow it, or parts of it, for use as a pattern, so that their vehicle does not need to be off the road, give me a call.

The most difficult part of the whole operation was being without the UMM for two weeks and having to accept a lift to work in a Discovery!

TIPS

BREAK FAILURE WARNING LIGHT

Four things can activate this warning light!

1. Imminent break failure!

2 & 3. There are two switches that can operate the light, one on the servo and another (a pressure switch) connected to the break pipes and bolted to the off side inner wing.

4. There is also a switch on the fuel filter which operators when there is excess water in the filter bowl - believe it or not, this operates the break failure lamp! This is the most common reason for the lamp to light, and usually indicates that the fuel filter water bowl needs emptying. Instructions for doing this are in the drivers handbook.

DOOR HINGES

Door hinge life can be extended by inserting a tapered, conical, wooden wedge into the bottom of the hollow expansion pin and then filling the pin up with oil (3 in 1 or WD40 etc).

A grommet can then be placed into the top of the pin to keep the oil in place and can be easily removed to top up the oil.

FLOPPY DOORS

The door stiffeners welded around the door edge break at the weld just below the door lock. The following tip is to repair the break without welding. Although welding can be utilised, it may result in paint damage. If yours has not yet broken, I suspect that this tip may actually stop it breaking in the first place.

First of all, you'll need to remove the door trim by undoing the self tapping screws and removing the door release catch cover. You will then need two pieces of mild steel (one for each door) measuring one inch by six inches and bent (in the middle) to the same angle as the door stiffener (see sketch).

The steel brackets should be pop riveted on the inside of the door frame (a coating of underseal should be applied first) as per the sketch overleaf. This will stiffen up existing floppy doors and hopefully prevent weld break on sound doors.

AXLE BREATHERS

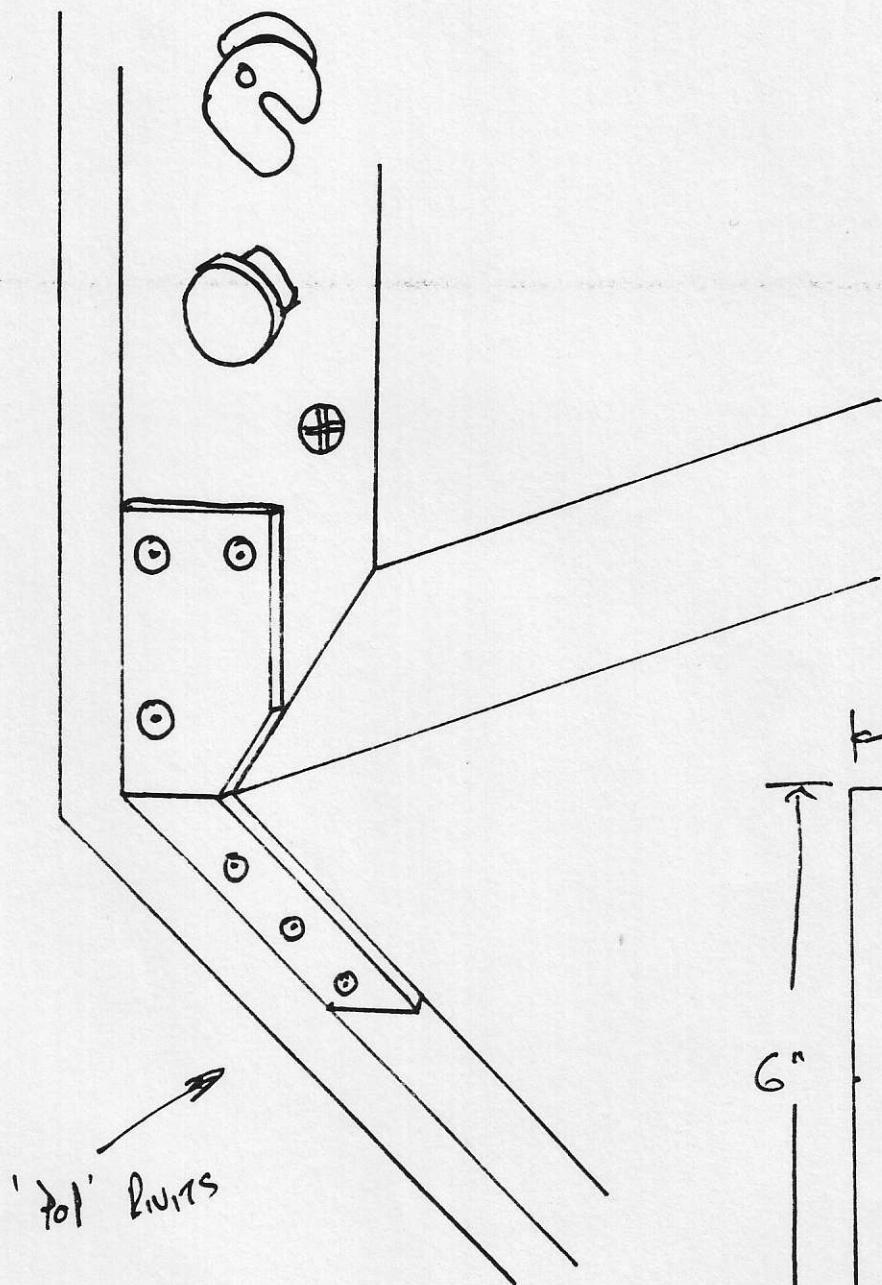
If you do any off-roading which involves deep, muddy water, there is every chance that the axle breathers will get clogged with mud. This will result in excess oil pressure in the axle. The first indication of this is a patch of oil on the drive/in the garage, the next morning, due to the pressurised oil forced past the diff/propshaft oil seal.

The immediate remedy is to make sure the breathers are free. The rear axle breather is situated on top of the off-side axle tube and the front axle breather is situated on top of the diff housing (on the Alter II - other variants may be different). The breather caps should be quite loose. Usually, after wading through muddy water, they will be covered in clag and tight.

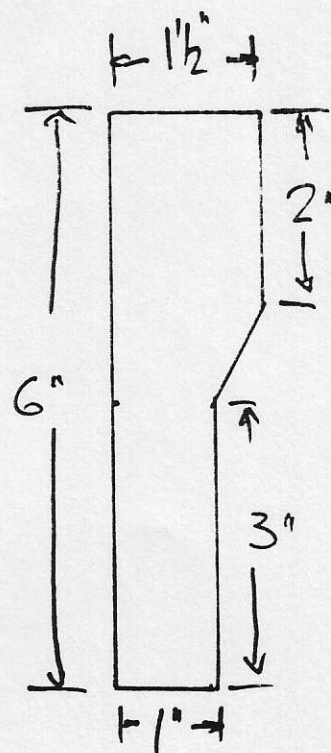
Twisting the breather cap quickly with the fingers is usually sufficient to break the mud away and free them up.

The long term remedy is to extend the breathers, via tubing, to the air filter, this mod, will be covered in detail in the next newsletter.

Incidentally, the oil seal, in fact a double seal - in that it keeps oil in and water out, would appear to be unique to UMM - unless anyone knows differently.



701 RIVETS ON THE 'OUTSIDE'
OF THE FRAME - AS ABOVE.



DANA 44 AXLE PARTS

Parts for the DANA 44 axle (Transcats and some Alters) are available from;

B&H Autocraft, 3, Balby Road, Doncaster DN4 0RA
Tel; 0302 368774 (ask for Trevor).

Typical prices are;

Crown wheel & Pinion	£220.00
Bearing	£37.95
Inner bearing	£24.95
Outer bearing	£19.50
Shim set	£19.95
Wheel bearing	£28.95
Oil seals	£8.50
Brake shoes	£28.00 per axle

FRONT SPRINGS.

John Golden has just replaced his front springs (four out of five leaves were broken when he bought it!). He reports that the new spring sets now contain six leaves, and that they don't clunk! Incidentally, a pair of front springs cost approx. £180.00 including VAT, from SMC.

ADMINISTRIVIA.

EXCUSES SECTION.

This issue is late, very late, should have got to you mid/late November, even sometime December, but here we are at the end of January. My problem is fitting in the typing/photocopying with everything else I have to do in work, coupled with attending courses, meetings etc,. However, hopefully, in April, I shall be getting a PC at home, and I shall be able to type everything up at my leisure, in the evenings. So the next issue may well look different, and may actually settle down to a regular appearance. Again, sorry for the late receipt of this issue.

NEWSLETTER

All members should now have received three copies of the newsletter (issues 1, 2 and this one), plus members up to June '94 will have received a "flyer" for the National Off Road Show. If any members have not received the earlier issues of the newsletter, please let me know. My filing is not that good, and I may (probably) have missed someone out. My apologies if I have - phone me, and I'll get something off to you.

NEWSLETTER COSTS/MEMBERSHIP FEE 1995.

When I first got the club rolling, I had no idea how many owners would join. I have been pleasantly surprised therefore, at the way in which the membership has gradually grown. Initially, I was able to photocopy the newsletter at work and the only cost to me was postage. Four second class stamps for membership whilst the club was getting off the ground seemed quite reasonable.

However, with membership now having passed 30, (plus the copies I send to SMC, IOR and OR&4WD), photocopying is taking a long time, plus, as stated in the previous issue, due to an office reorganisation, I am now having trouble "secretly" photocopying the newsletter.

In order to work out costs, I have obtained a quote from Prontoprint to see how much the previous issue would have cost had I asked them to copy it - £21.60 plus VAT, a total of £25.38. That works out at 85p per copy, plus postage. Given sufficient material, I aim to produce a newsletter (or at least a communication such as the Off Road Show info), four times a year, so I think that a membership fee of £5.00 (as suggested in the last issue), for 1995, is quite reasonable, and since no-one has written to the contrary, you'll find a new form with this newsletter.

COMING SOON.....

In the next Newsletter will be;

- a list of all "UMM" articles and reviews that have appeared in the off road press. Beginning with the launch of the Transcat in 1985 (but including something from '84) up to the present time. The list, put together by Graham, is an ideal starting point for collectors of UMM memorabilia and information.

- details of a mod to waterproof axle breathers.

- a cheap, simple but efficient DIY split charge system.

- an up to date membership list.

There will also be a competition! Ian Williamson, one of the SMC directors, has kindly donated a number of UMM badges to the club. The lapel badges are in chromed metal with the UMM logo picked out in green and blue, as per the current brochures. Also, Jim Strefford has donated a UMM Transcat cloth badge. Both badges, I suspect, are extremely rare. At the moment I have no idea what form the competition will take, I'll

think of something over Christmas, but it will have two elements, one which will be specific to Transcat owners - the cloth badge being the prize, the other competition will be more general, the UMM badge being the prize.

Finally, I hope that by the time I come to type up the next newsletter, I will have received confirmation of the dates for the next National Off Road Show - it will be in July. Hopefully, we will again have a club stand, so keep your diaries free for July, I would like to think that we can get four vehicles on the stand this year.

The next newsletter will be out (I hope!) around April/May, until then, good safe driving,

Glenn

VEHICLES FOR SALE.

UMM Transcat. A reg panel van, VGC - new rear springs, brake shoes, axle seals and front tyres, 12 months MOT. £1,500.00 ono or will break for spares.

Contact; Steve Fernyhough - 0782 550132

UMM Transcat. B reg SWB Station Wagon - Mechanically very nice - new back axle - new clutch - lots of work has been done but needs tidying up. £1,200.00 or nearest offer.

Contact; Keith Norris 0686 412951 (Llanidloes).

The above vehicles will also be advertised free of charge in the first issue of 4X4 Mart.