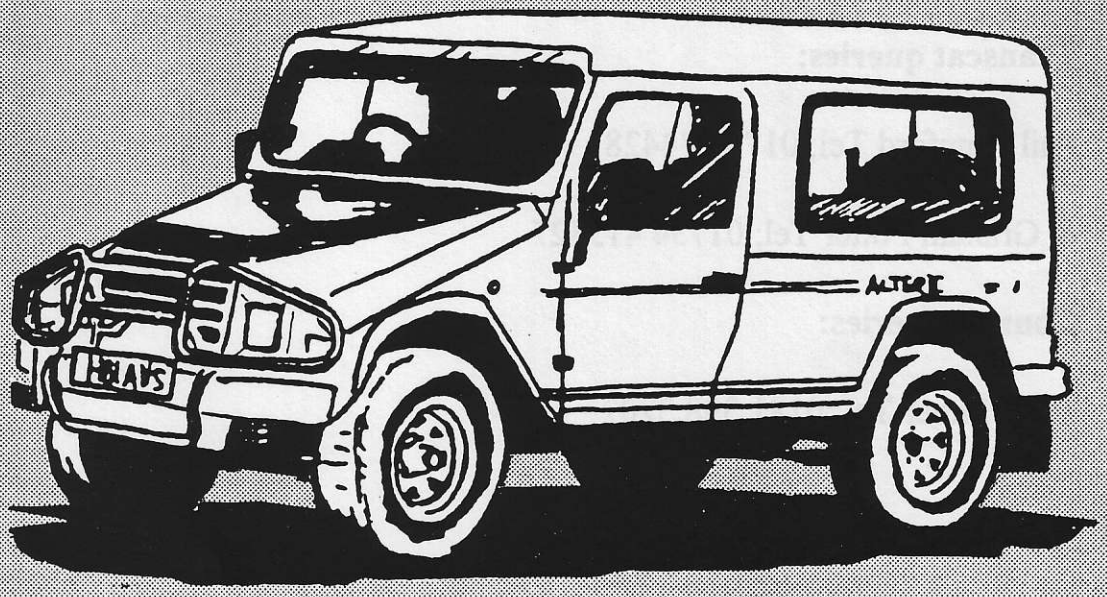
The Ultimate Motoring Magazine



The Newsletter of the UMM Owners Club (UK)

MARCH '96

UMM Owners Club (UK)

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NEWS

PIONEER PROJECT

SMC have had the green light from their financial advisors for a detailed feasibility study to cover both production methods and sales potential for the Pioneer. The study is likely to take around 3 months and provided no unforseen problems are encountered, the Pioneer could be available in around 12 months.

The initial plan is to import major body and chassis components in knocked down form from Portugal. Vehicle assembly will be in the UK using both "traditional" and alternative components as necessary. For example, track rod ends and other ball joints will be utilised from a more reliable source. SMC also have design rights and have already re-designed some aspects of the vehicle, noticeably the front has been made "softer".

PORTUGAL

Sean Leather, of Warrington, has recently returned from a holiday in Portugal. Whilst out there, he managed to arrange a visit to the UMM factory. In fact, he managed to have a short interview with someone within "the management"! Sean reports that since moving the factory across Lisbon, no new vehicles have been built, or are likely to be built, unless orders of 1,000 units (or more) are received. The factory is busy building and stockpiling spares to maintain the current vehicle base around the world. It seems unlikely that new vehicles will be built until the current world recession improves.

He also reports, that on the office wall are several large glossy photographs of UMMs, including a rhd in Alfa Romeo Racing Red - which used to belong to Les Dufty, but now, by a strange quirk of fate, belongs to Sean!

THE UMM OWNERS CLUB (UK)

1996 sees the UMM Owners Club (UK) enter its third year. I would just like to say how pleased I am that the club has progressed so steadily. When I first started the club, I was unsure of what the members would expect from it. My intention has always been that the newsletter would be a distribution centre for information received from individual members. And I still believe that that is the only way the club will work, you supply me with information and articles, and I'll distribute it.

At the time of writing, there are 69 members and each month sees a steady influx of additional members. (Currently waiting for the return of 5 application forms). In some ways, more members means more work - more newsletters to staple and place in envelopes and more envelopes to address. But in other ways, it's made things easier, in as much as more of the membership are contributing input to the newsletter. And judging from the letters I receive and comments in the off-road press, the newsletter seems to be just about right, with the correct balance of news, tips, info on parts and other more general articles on members vehicles and their activities.

So I'd just like to say thanks for the support from everybody, and although I do not want to single out any individual, special thanks must go to Graham Potter and Pip Whiston for their continuing help and enthusiasm. But before we get too complacent, the newsletter and the club, will only continue to work if that information continues to come in. So keep up the good work!

T SHIRTS

A suggestion received from members who attended the National Off Road Show was for club T/Sweat shirts. I can get top quality T/Sweat shirts printed up for £10.81 (sweat shirts) and T shirts for £5.11 (coloured) and £4.58 (white) for a minimum order of 12 (plus £1.50 p&p). SMC have given the club permission to use the UMM logo which I am incorporating into the design. I hope to include the design in the next newsletter, together with an order form.

THOMAS SIPPEL-DAU - MEDIA STAR!

Thomas's red Alter II is featured in the regular Second Thoughts feature in the January edition of Off Road and Four Wheel Drive magazine.

STARTLED OBSERVATION FROM AN HGV TRUCKER

".....it was on the M6, near Chorley. I was being overtaken by what I thought was a white UMM like yours. But it seemed to be about four times longer. I mean it was really long, and it had what looked like a patio at the back...." HGV driver describing Tom Ashworth's lwb Crew Cab UMM.

PARTS UPDATE

ALTER II AXLES

Many axle parts, including track rod ends, bushes, some brake components (including flexible pipes and hoses) and bushes **appear** to be sourced from the Jeep CJ series. Try B&H Autokraft, 3, Balby Road, Doncaster DN4 0RA Tel; 0302 368774 (ask for Trevor).

ALTER II SHOCK ABSORBERS

Rancho part numbers.

Rancho RS 5000 5113 (front and rear)
Rancho RS 9000 9113 (front and rear)

Monroe (gas) shock absorbers:

M4460 (front)
M4461 (rear)

HEATER SWITCH

The two way switch used to control the two speed heater fan is probably a Renault 4 item. (Incidently, the cost from SMC for an original UMM replacement switch is £87.83 plus VAT!!!!!!). However suitable switches are available from Radio Spares and other electrical dealers for around 60p! (ask for a two way 10A/240V switch). You will have to transfer the resistor coil and by-pass wire from the old switch to the new one - which is easily done using a soldering iron. Alternatively, you could fit the switch without the resistor and have the fan run at full speed permanently, which is probably the best option given the amount of heat produced by the heater! Full details in the next newsletter.

GRAPHICS

Graham Potter has found a company that can produce custom graphics which can be applied to the side of vehicles. If your original ALTER 4X4 body graphics are tatty and you want to replace them (or following a respray) give Graham a call for details, on 01734 415327.

CLUTCH SLAVE CYLINDER

Graham Potter was spot on when he wrote (Newsletter No 2) that it is virtually impossible to remove the (Alter II) clutch slave cylinder without either removing most of the inside of the vehicle, or removing the gearbox (!), or cutting an access hatch as described in his article (recommended option).

Whilst the slave cylinder is a standard Peugeot 505 part, the Girling equivalent is approximately half the price. Part numbers are; (complete slave cylinder) Girling 3296644, Repair kit; Girling SP 4595.

SPEEDO CABLE

Replacement of the speedo cable (UMM part number 1621501 - a very reasonable £16.16 plus VAT and P&P) is quite straightforward. One of the reasons that the speedo cable fails is due to the route that the cable follows between the instrument cluster and the transfer box. From the instrument cluster the cable does a sharp turn and drops down behind the turbo heat shields and passes along the drivers side of the gear box before doing two further sharp bends in order to reach the speedo drive on the passengers side of the transfer box.

When replacing the cable, it is better to reroute as follow;

From the bulkhead, a gentle curve over the top of the engine takes the cable down alongside the bell housing breather tube (use cable ties to secure cable) and past the fuel pipes (use cable ties again) followed by a final gentle curve to the transfer box speedo drive.

NB. It is necessary to remove the steering wheel to gain access to the back of the instrument

cluster, plus removing the gearbox sound proofing cover (self tapping screws between chassis rails - if fitted), will give better access to the fuel pipes.

PASSWORD

Could members wishing to take advantage of discounts from various companies clearly state that they are members of the UMM Owners Club (UK) and also mention my name and post code as proof of membership. That is; Glenn Jones CW11 3HQ.

V6 TRANSCAT IMPLANT by Mike MacLurg

I decided to put a more powerful engine into the Transcat following an embarrassingly slow journey home towing a Land Rover laden trailer. This, together with several failed hillclimbs at the local 4X4 club trails competitions, made me look at the various engine options (or lack of them) available.

The Rover V8 was the most desirable but because it has a shallow 'Vee' (90 degrees) making it quite wide, I had to look elsewhere, finally settling on the Ford 3000cc V6 which has a fairly narrow 'Vee' (60 degrees). I chose petrol over diesel because the instant throttle response is helpful in trialing.

The 2.3 diesel was whipped out leaving the gearbox and transfer box in place, and since the diesel had only covered 35,000 miles it was soon sold (to go into a Sierra).

I noticed that the gearbox bellhousing was completely round, similar to a Series 3 Land Rover, so I made a few measurements for comparison. I had originally thought of using the extension plate that had been between the Peugeot engine and the gearbox bellhousing, but found too many problems with adaption and alignment. When it was centred on the V6 the sides covered some of the bolt holes and location dowels. The comparative measurements revealed that the difference between the diameter of the Land Rover bellhousing and the Transcat's was only about an inch. This revelation led to 'phone call to Ford V6 into Land Rover specialist's Steve Parker Landrovers to compare sizes. Having done several Land Rover conversions I knew that his adapter plate for V6 to Land Rover was a well finished alloy casting which of course was completely round, to fit the Land Rover bellhousing. This left a double flanged plate to be made to bring the smaller conversion plate out to the larger Transcat bellhousing. For this job, a friend of mine, Val Roberts, who is incidentally a CNC turner, was called in and in no time had made a plate out of some inch thick steel plate. This was turned down to 7/8 inch and drilled to fit the Steve Parker conversion plate, then drilled and tapped to accept bolts for the bellhousing. He also made up a phosphor bronze spigot bush to replace the original. This was extended to around 40mm overall length, as we reckoned the shaft would be a bit on the short side.

During the trial fit (gearbox out of the car by this time) we found that the throw of the clutch was not enough, so we got round this by extending the pivot by 1/2 inch.

At this point I'll include a list of the other solutions without mentioning the background to the problems:-

Flywheel	-	Ford metric
Clutch Plate	-	Land Rover Series 3
Clutch Cover	-	Transcat redrilled
Right hand exhaust manifold	-	standard Granada
Left hand exhaust manifold	-	Steve Parker Landrovers
Rest of exhaust	-	home made separate sided using one Cherry Bomb per side
Engine mounts	-	home made

During the gaps in the conversion, I built the engine to standard spec apart from a Kent V61 camshaft kit and Weber 40DFI5 carburettor.

On the road the V6 has transformed the Transcat to the extent that I now find it a bit undergeared, even with 750 x 16 SATs on, so I'm about to look for an overdrive.

I've also stuck in Lock Right diff locks, front and rear, to give me an unfair advantage in competition and I'm thinking of shortening it.

If anybody wants more detail get in touch with myself on 01467 671515. For conversion plate Ford - Land Rover and advise, Steve Parker Landrovers 01706 854222. For Lock-Right locking diffs, B&H Autokraft 01302 368774.

TRANSCAT CAMPER

Colin Froud, of Horton, near Wimborne, Dorset, has quite an impressive Transcat (B109 VOU - TW4A11BOl00023675) that he regularly converts between a Station Wagon Camper and a doorless, roofless, windscreen down, summer runabout. In the three and a half years he has owned the Transact he has, at various times, "probably taken all of it to bits". He knows the vehicle "inside out" and can "have the cylinder head off in one and a half hours" - a big difference from the first time, when it took him seven hours! As Colin says, "You name it, I've mended it!".

The Transcat is fully carpeted throughout, including the roof. "The easiest way to carpet the roof", he says, "is to take it off and place it on the ground upside down" - quite obvious really!

There are cupboards in the roof, above the back door and a further set behind the front seats. Under a hole, cut in the rear floor, between the towbar and the rear axle is a container holding a gas cylinder, which powers a twin hob stove mounted on the lower, rear door. Water is available on tap, via a container mounted behind the passenger seat, from a tap and electronic switch. A bed can be made by placing the rear seat boards (plus two other boards which are stored under the rear floor carpet), across the wheel arches. A gap cut in the bulkhead between the two front seats gives extra leg room and the rear seat cushions (covered with a tiger skin effect cover) are used as the mattress. The whole effect is completed with the addition of roll up curtains and one way blinds. As Colin says, "Ideal for two people for weekends away in the wilds".

After all this work Colin now has a well equipped and beautifully running UMM, only to find he has outgrown its practicability. He now needs a longwheel base vehicle, but will not settle for anything less than a UMM. "The strength and robustness are", in his opinion, "unsurpassed by any other vehicle available to the public in the UK".

Colin's plans for his lwb UMM - if he can find one, "they're like gold dust", include conversion into a camper with even more fittings, such as fridge and oven. He also intends converting the roof into a hightop! It should be quite an interesting project, he just needs to find a vehicle to convert!

ALTER II STEERING WHEEL

This is a combination of mods that radically improves the driving position of the Alter II, but, since it involves the steering components, be very careful that you know what you are doing.

I have always found that the original 16" steering wheel was, at least for me, too big and set too high and therefore, especially on long journeys, gave an uncomfortable driving position. As reported in an earlier newsletter, I had fitted a 13" steering wheel, but due to the height of the steering column and the small diameter of the wheel, the benefits were, shall we say, dubious. So, the next mod was to fit a 14" wheel. This was certainly an improvement, but it wasn't until the National Off Road Show that I learnt how to make a really significant improvement to the driving position.

I was sitting in Graham's Alter II and the driving position was perfect. He has modified the seat brackets (but that's another story!) and lowered the steering column - and that's the secret.

You need to remove the steering wheel and pull out the instrument cluster. You then need to unscrew the head light stalk and remove the plastic cowl that covers the steering column. You will then have access to the two brackets that locate the steering column. If you slacken off the nuts of the inner bracket by a couple of turns (just above the pedals - they have captive bolts), you can then loosen off the bolts at the steering wheel end. There is enough thread on the bolts to enable a 3/8" strip of aluminium (or some other suitable material) to be fitted between the bracket and bulkhead. You will also need to place a 1/16" spacer under the inner bracket.

All bolts should then be tightened up. Even though the column has been lowered by only 3/8" the effect is to lower the steering wheel by about 1 1/2" - a big improvement. (You may have to carefully trim the plastic cowl before it will fit, and there will be a gap under the instrument cluster that can be trimmed with some 1" X 1" aluminium angle covered in leathercloth - colour of your choice).

Whilst the driving position is now significantly improved, I was still not happy with the size of the 14" steering wheel. Replacing the original (16") wheel only confirmed that (for me) 16 inches is just too big. The answer must be a 15" wheel. Have you ever tried to find a 15" after market steering wheel that doesn't cost an arm and a leg?

Well, by coincidence, I just happened to come across a steering wheel from a Lancia Prisma, which was 15" - BINGO. The only problem was that the "dish" was 2" deeper than the other (three!) wheels previously fitted, and, once fitted, the Lancia wheel was too far from the lights/washer stalks. So once again, the steering wheel was removed and the steering wheel mounting boss modified. (There are four steel lugs about 3" long that support the bush to which the wheel is bolted. These four lugs were shortened by 2" and the mounting bush welded back. Result, what is, at least to me, a near perfect driving position.

UMMONYMOUSE - The everyday story of a new UMM owner.

The parents looked on pityingly as I parked the U.M.M. two feet from the kerb. "*It's a phallic symbol*!!" - "*At his time of life he has to prove himself*!!" - "*How can he justify having one that big*" - "*He blatantly comes to school, spins around and shoots off over the grass. He's far too old for that kind of thing*" - "*He's got it in permanent four wheel drive and still doesn't use it properly*".

Old friends of mine made comments like "W*ell you don't need to bend down to check the exhaust. You just walks underneath*" and "*Is it true that they use your van to tow ships through the Suez Canal*?"

I got my own back after a session of U.M.M. jokes when I asked a Skoda driver "*Why does the Skoda have its engine in the rear? - To give the U.M.M. more grip when it drives over it*!!".

But I digress. The French trip . . . .

Loaded up with 2 sacks of cement, a briefcase (typical townee) and a suitcase, I went off to catch the ferry to Cherbourg. "*The ticket says this should be a Land Rover*!" The man in the kiosk with two very smart gold bars on his shoulder looked up at me. Being perched up in a very superior position I gently explained, down to him that, when I booked the trip over the 'phone I was asked by the booking lady "*What's an OOMM*?" I had said in reply "*It is like a large Land Rover but much better*". (The truth had no effect on her humour).
"*Is it an OOMM Land Rover or a Land Rover OOMM*?"
"*Neither, it is a U for Uniform, M for Mike, M for Mike - a U.M.M. - Portuguese - powered by a 2.5 Intercooled Turbo Diesel engine*" (I love t[illegible]

"Sorry about that" I said. He didn't realise that where I come from, this apology really means "*Cop that you B-st-rd*!".

I drove off towards the vehicle holding area. I saw three "Directors of Traffic" looking at the approaching white beast. I felt like the girl in the hair spray advert who is being eyed up by the two police men. "*Is she*?" or "*Isn't she*?". In my case they were trying to work out "*Is it*?" or "*Isn't it*?" - should I be put in the line with the Winnebago carrying three motor bikes and a house on the roof, or behind a couple of Fiat Cinquecentos that have been converted into touring caravans.
"*How tall is it mate*?" asks one of the "Directors".
"*Tall enough to make you nervous going under low bridges*" I tell him playfully. I hear the comment "*Smart Arse*" in the shadows nearby and the other comment "*I didn't know they made kit cars that big*!"
"*If it's so big you better park in lanes 2, 3 and 4 then*" says another of the "Directors" jokingly winking at his mates.
So I did - across lanes 2, 3 and 4.
"*Smart Arse*" said the voice from the shadows again.

To be continued . . . . . .

FROM POTTERS PEN - Graham Potter

Well, I suppose I had better introduce myself since my name keeps popping up in the newsletter.

I'm Graham Potter, and I am 46 years old, separated and look after my two boys, Adrian, 17 and Martin, 14. I am presently unemployed, mainly because of RSI in both elbows following 13 years working as a drayman, delivering beer and moving heavy beer barrels. I hold a class 1 HGV license and drive BIG LORRIES part time. I do all my own servicing and repairs and at present I am also restoring a 1959 BMW Isetta bubble car. I am also the registrar for the Isetta Owners Club, a post I have held for the last 9 years, keeping all the club vehicle records up to date.

I have been a UMM owner for nearly 10 years, first with a 1985 Transcat Station Wagon and for the last 5 years with a 1989 Alter II Station Wagon.

I suppose there were many reasons why I chose a UMM. I attend many classic car shows with my bubble car, and was, for many years, looking around for a reliable tow car. I was on my third Morris Marina 1.8 estate and had ruled out anything Japanese due to initial high prices and body rot problems when they get to about 5 to 7 years old. Land Rovers also seem to suffer from similar problems of high initial price and body rot and were also ruled out.

Then at a classic car show in the summer of 1984, I saw my first UMM - a Transcat Station Wagon. After crawling all over and under it, I said, "that's the car for me!".

The hunt was on. As I could not afford a new one I began scanning the Auto Trader for

OFF ROADING

In mid November, the two Suzukis and myself joined up with some other members of GLASS and joined a superb expedition which started in Llangollen (at the notorious Allt-Y-Baddi track) and ended around 30 miles south of Machynlleth. We travelled via BOATs (Byways Open to All Traffic) for almost all that distance, only occasionally driving on tarmac.

Allt-Y-Baddi is a steep, narrow track up the side of an overgrown hillside. Whilst the surface is mostly loose cobbles, the tricky bit is a right hand bend over wet bed rock. Losing traction here means a reverse and start again. Keeping the UMM in low second with plenty of revs kept the diff-loc operated and we successfully passed that first obstacle. (Only one vehicle had to be towed - an old Shogun).

The Grouse Moor was the second track, more or less straight forward until we reached the moor at the top of the hill. The next section is badly rutted and although we had driven it some twelve months previously, it is now undrivable without incurring serious body damage. Whilst it is quite easy to by-pass this section, all that is happening is that the track is being made wider. GLASS is negotiating with the local council with the aim of doing some repairs to this section of the track.

Several easy, but very scenic tracks followed before using the Wayfarer track to access a little known track at the head of Cwm Pennant. This entertaining and picturesque track has one section that had one of the Suzuki's stuck with all four wheels off the ground. A gentle tug from the UMM soon had the Suzi mobile again and we headed for the forest and a demanding "black run".

The track started easily enough alongside a stream under overhanging branches. We stopped for some time as the lead vehicle (a Range Rover) had to ferry its passenger across the stream to open the gate on the other side. The gate, incidentally, seemed only inches wider than the UMM, so goodness only knows how the Range Rover fitted through! Once across the ford and through the gate the track developed into a gully with large rock buttresses either side. Driving through these buttresses needed care and skill in order to avoid dropping the vehicles body onto them. The track continued in this manner until breaking out in a large area of forestry, which in turn passed through a section used by the Welsh Hill Rally, judging by the orange flags on all the sticks we came across.

Light was beginning to fade and we had to make our way to a mountain top near Cader Idris for an overnight camp, so we set off on tarmac and headed for the final track of the day. Some accurate navigation from Bev located the gate and we set off up the mountain track in darkness.

Driving tracks at night can sometimes be quite difficult, but this track turned out to be quite easy. We quickly arrived at the bivvi site and organised a fire - it was forecast to be -5 that night. However, as soon as we got the fire going and had cooked some food, it started to rain! So instead of telling tales of previous adventures and expeditions around a roaring fire, long into the night, we were all snuggled up in our sleeping bags and tents by 10pm!

holes, had been overplanted with Christmas trees. Just about everybody got stuck somewhere along this section, but following a massive session of digging, winching, towing, plus some good old fashioned pushing, everybody, finally got through.

A short section of forestry track (which was actually quite entertaining to drive) brought us back to tarmac high above Towyn.

The entire weekend had been a great success (although maybe the boggy section should only really be attempted during the dry summer months). Another expedition is planned for later in the year when we aim to drive the Strata Florida track, south of Aberystwyth.

ADMINISTRIVIA

1996 sees the club entering it's third year with a slow but regular growth in membership. We now have 69 members in the club and each month sees a steady influx of new members. The annual membership subscription, which was set at £5.00, this time last year, is still sufficient to cover photocopying, envelopes and postage for a twelve month period. Each new member receives everything the club has produced to date, so that all members have all club information. Members, who have joined during the last few months may be surprised to find a request, with this newsletter, for a further cheque of £5.00 to cover 1996 membership, but please remember that upon joining you will have received five newsletters and the parts list, plus this newsletter and the current parts list, all of which has to be paid for.

To maintain this approach for future years is obviously going to prove overly expensive. I therefore intend changing this approach slightly for future new members. The membership fee will remain (for the foreseeable future) at £5.00 per year, payable with the membership renewal form in this newsletter. All new members joining within a membership year will receive everything published within that year. Publications published in previous year(s), that is back issues, can be bought from the club at £1.00 each, which includes postage.

This approach simplifies administration and removes the overhead on the annual membership fee to cover back issues for new members.

And if anyone should wish to query the £5.00 membership fee, please remember that belonging to the club will save you well over £5.00 on an air filter alone, without mentioning the benefit of various hints and tips found in the newsletter plus the discount we are being offered from various companies on parts and extras.

Finally, although I would like to be able to publish the newsletter on a quarterly basis, it really does depend on material. My own thoughts are that it is better to publish 10 or 12 double sides three times a year if it makes for a better publication, than only around 4 or 6 double sides and an inferior newsletter four rimes a year. What are your thoughts?

PARTS LIST/MEMBERSHIP LIST

With this issue comes the second draft of the alternative parts list and the current

membership list. If there are any mistakes in either of these items, please let me know. With regard to the parts list, there are still many items yet to be identified. Please check the list and if there are alternative parts that you know about, that are not listed, or mistakes, please let me know. After all, that's the whole point of the club.

MEMBERSHIP SECRETARY

Due to the continuing growth of members within the club, it is becoming increasingly difficult for me to manage both the newsletter and the membership details. I would therefore like to thank Pip Whiston for volunteering to take over this task. Any amendments/corrections to the membership list should be sent to Pip at:

Pip Whiston, 101 North Western Avenue, Garston, Hertfordshire
Tel: 01923 465296

FINALLY

The usual apology. This issue should have been posted at the end of December, but other things conflicted with my spare time, I even had to delete the bit that started - "Best wishes to all readers and their families for Christmas and.....". - the word puzzle was intended to be a family affair around a blazing yule tide log fire, mulled wine in hand...ho hum..... So, "Happy New Year everybody!"

NEXT NEWSLETTER

- Details of the '96 National Off Road and 4 Wheel Drive Show - Graham is planning many surprises for this years event and we are hoping to negotiate a double plot so that there will be enough space to get all members UMMs on the stand without being overcrowded as last year.
- Replacing the steering box by Graham Potter.
- Ummonymouse continued.
- Fitting a new heater switch.
- 'What the Paper Say' about the UMM Owners Club (UK).

VEHICLES FOR SALE

Details	Price	Contact
Colin Froud has now located a lwb Alter II and is now prepared to sell his Transcat (see elsewhere in this newsletter for description). The B reg Transcat, which has been completely overhauled and is in outstanding condition is now for sale.	£3,000.00 (but Colin is prepared to haggle)	01258 840536
Sean Leather of Warrington is selling his '87 D reg Alter panel van to help finance the purchase of an Alter II Station Wagon. Specification includes; New clutch, new exhaust, 4 new tyres, new brake shoes all round including 2 new brake drums, reconditioned starter motor, taxed until the end of March '96, MOT'd to October '96, mileage - 65,190.	£2,100.00 ono	01925 766488 (n) or 01925 763134 (d)
Andy Laken of Cheddar has a metallic blue, G reg Alter II swb Station Wagon for sale. It is MOT'd for approx 10 months and has inward facing rear seats. Mileage is a genuine 29,000 and it comes with a full size top box and roof rack, side steps (not fitted) and a photocopied version of the workshop manual.	£4,300.00	01934 744287
Simon Taylor of North Yorkshire has an '83 2.3 Transcat Station Wagon for sale. The vehicle is complete and in good condition (including recently overhauled brakes) apart from some upper body rust and a completely destroyed gearbox.	around £500.00 (but may haggle)	01969 663693
GTS Billinghurst Ltd have two non turbo Alter IIs for sale. Both are 1990, one being a H plate, the other a G plate. The H plate is a deluxe, metallic blue pickup with 33,000 miles whilst the G plate is a dark blue hard top with 42,000 miles.	£3,995.00 plus VAT for each vehicle	01403 789323
Jim Rae has a B reg 2.3 (non turbo) Alter pick up for sale. It is taxed and MOT'd to February '96 and is in a "generally good condition" - apart from a seized engine, hence the asking price.	£500.00	01581 500200 or 01776 705312

STOP PRESS: J reg (Sept '91) swb turbo Station Wagon vgc, many extras, £6,500.00 ovno. Phone 01270 768522 for further information.

MEMBERSHIP LIST - FEBRUARY 1996

Richard Allatt,
(H) 01302 329554 (W) 01405 785331
45 Highland Road,
Doncaster. DN12 LF
Alter II Tdi panel van H91 YRB
TW4B11G1L00032869

John Aldridge
(H) 01865 872441
3 Enstone Road, Great Tew,
Nr Chipping Norton, Oxon. OX7 4AE
Alter II pick up L539 WEY
TW4B11G1100032165

Tom Ashworth
(H) 01257 794392 (W) 01257 480221
29 Leeson Avenue, Charnock Richard,
Chorley, Lancs PR7 5NB
white LWB 2.5td Alter II Station Wagon
TW4B13G1L00060763

Adrian Avery.
(H) 01423 883252
31 Hookstone Chase, Woodlands.
Harrogate HG2 7HH
maroon Alter II Station Wagon H868 LJT

Robert Branton,
(H) 01841 64349 (W) 0860 422362
87 Littlewood Street,
Rothwell,
Northants NN14 6DU
green 2.5td Alter II Station Wagon K254 XRO
TW4B11G1L00041719

Danny Barnes
(H) 01481 64349
"Torqetil" Roquaine Road, St Peters,
Gurnsey, Channel Isles GY7 9HT
LHD 2.5td Alter II Station Wagon 52166
TW4B11G1L00032985

Jon Benford
(H) 01850 162436 (W) 01536 514478
The Poplars, 78 Rockingham Road,
Kettering, Northants. NN6 9AA
Alter panel van D791 KDN
TW4B11D1L00026427

Colin Bloomfield
(H) 01473 832286
33 Woolner Close, Ipswich. IP6 0DC
Transcat SWB SW 2.3 non turbo B338 BEW

Stuart Bourner.
32 Victoria Road, Chislehurst,
Kent BR7 6DF

Sue & Peter Brady.
(H) 01482 218550
39 Dover Road, Hull,
North Humberside HV3 1PS
2.5td Alter II Station Wagon PEE 949
TW4B11G1L00034640

Haydn Bonadie
Casa Da
Palmeira, Synagoga
8800
Tavira, Algarve
Portugal

Noel Burke
(H) 0127 51116
(W) 0127 66338
Maulakieve
Bantry, Co. Cork Eire
UMM/Cournil Station wagon 83 C1319
TW4A11B0L00016602

Darren Chamberlain
34E Honey Lane, Cholsey
Wallingford, Oxon. OX10 9NL
red Transcat pick-up/hard top A494 FBM
TW4A11B0L00023730

Douglas Braid & Lorraine Coles
"Kylea", Middlesfield,
Kingskettle, Cupar,
Fife. KY7 7TS
Transcat panel van E58 RBO
TW4A11B0L00025043

John Collins,
(H) 01752 839605 (W) 01752 500121
Whittaborough Farm, Shough Prior,
Devon PL7 5ES
turquise/white Transcat Station Wagon B100 RFX

Paul Comer,
(H) 01342 324355 (W) 01342 324371
18 Musgrave Avenue, East Grinstead,
West Sussex. RH19 4BS
Transcat Station Wagon 5 AXW
TW4A11B0L00023026

Michael Cook
32 Oakhurst Avenue, Bexleyheath,
Kent. DA7 5JL
01322 432113

Karl Driske
(H) 01659 66480
1 Roberston Road
Kelloholm, Sanquhar
Dumfrieshire DG4 6QZ
maroon & white Alter Station Wagon D569 CSF
TW4B11G1L00026024

Les Dufty.
(H&W) 01272 695771
36, Gypsey Patch Lane. Little Stoke.
Bristol. BS12 6LU

Julian Davis
(H) 0850 544578
Townsend Farm
Streeton Grandison,
Ledbury HR8 27G
Alter II pick up K773 ORA
TW4B13G1L00034757

Jan Dil
(H) 01287 660756
Hope Cottage, Houlsyke,
North Yorkshire YO21 2LH
Alter II panel van J950 SPY
TW4B11D1L0003284

Steve Fernyhough
(H) 01538 304391 (W) 01732 550132
71 Folly Lane, Cheddleton, Nr Leek,
Staffs. ST13 7DA
red Transcat panel van D315CVN
TWA4A11D0L0025060

Colin Froud
(H) 01258 840536
Meadow View, Wigbeth, Horton,
Nr Wimborne,Dorset BH21 7JH
blue Transcat Station Wagon B109 VOU
TW4A11B0L00023675

Robert Geering
Church Elms Farm
Redbrook Street, Woodchurch
Kent TN26 3QR
green Alter II Tdi Station Wagon K278 VFX
TW4B11G1L00032725

Julian Van Geersdaele.
(H) 01780 64471 (W) 01234 273727
Hill Top Cottage, Essendine Road,
Ryhall, Stamford, Lincs PE9 4BE
Alter II Station Wagon H175 DEG
TW4B11G1L00034597

John Golden
(H) 01482 794295
95 Newcomen St, Southcoates Lane,
Hull. HU9 3BB
green Alter II td panel van H527 RWX
TW4B11G1L00032706

John Grace.
(H) 0156 27243
Annamult Road, Bennettsbridge,
Co,Killkerry, Ireland.
2.5 Alter panel van 90-KK-2234
TW4B11D1L00026441
TW4B11D1L00026443

Geoff Harding
(H) 01635 865001 (W) 01635 49031
Burnett House, New Road, Greenham,
Berks. RG14 6B0
Transcat panel van with side windows A456 CMG
TW4A11B0L00023688

Nick Heath
6 Aylesbury Road, Cuddington, Aylesbury,
Bucks. HP18 0BD
(H) 01844 292081
blue Alter II Station Wagon G880 DPK
TW4B11G1L00032739

Ian Hayman.
(H) 01388 774648
20, Cheapside. Shildon.
Co Durham. DL4 2HR
2.5td Alter II pick up K541 CEF
TW4B11G1L00032173

Glenn Jones.
8, Elworth Road,
(H) 01270 768522
Elworth, Sandbach,
Cheshire. CW11 9HQ
met green 2.5td Alter II Station Wagon J436 DKH
TW4B11G1L00034610

Bob Jones.
(H) 00 351 82 33 00 30
Casa do Rouxinol, Cordeiros
Apartado 68, 8375 S.B. Messines
Algarve, Portugal
red 2.5td Alter II Station Wagon K756 DMM
TW4B11G1L00045419

Paul Jones,
Brookfield, Penhow,
Newport, Gwent NP6 3AJ
red Transcat panel van with side windows B64 WFL
TW4A11B0L00023878

Geoff Kay.
5 Harrow Road. Brooklands.
Sale. Cheshire. M33 3TJ

Sean Leather
Holm Leigh Farm, Glazebury,
Nr Warrington. WA3 5PP
(D) 01925 763134 (N) 01925 766488
blue Alter panel van D616 UHH
TW4B11G1L00026421
red Alter II panel van with windows G491 VEU
TW4B11D1L00031305 - ex Les Dufty

Steven Lowe
(H&W) 0477 500516
Orchard Farm, Smallwood, Nr Sandbach,
Cheshire CW11 0XE
blue Alter II panel van H634 GNC

Keith Lumb
Warrochwood, Carsluith
Newton Stewart, Wigtownshire DG8 7OY

Steve Martin
(H) 0149 682372 (W) 0149 682231
4 Woodside, Craig House
Jura Stores, Isle of Jura,
Argylle. PA60 7XS
LWB Alter II td Station Wagon M658 SVS
TW4B13G1L00042682

James Mayne,
(H) 01247 466560 (W) 01232 372200
2 Uplands Park, Bangor, Co, Down,
Northern Ireland BT19 6AW
light blue Cournil soft top
SCD14300224D

Tony Mannering.
(H) 01504 361511
21 Crawford Square, Derry,
N.Ireland BT48 7HT
LWB Alter II

Mike Maclurg
(H) 01467 671515
Fauld Cottage, Saphock, Oldmeldrum,
Aberdeenshire
blue Transcat pick up D694 STN
TW4A11B0L00022856

Malcolm Molyneaux
(H) 01257 451234
3 Woodlane, Heskin, Chorley PR7 5PA
white LHD Alter Station Wagon C478 PHG (& JT-64-42)
TW4B11D0L00025649

Neil Mantay
(H) 01909 732434
57 White Avenue
Langold, Worksop,
Notts DN22 6TS
Blue Transcat Station Wagon A889 MWR
TW4A11B0L00022821

Stephen Morris
(H) 01266 658337
176 Cullybackey Road,
Ballymena, Co. Antrim

Kieth Norris
(H) 01686 412951 (W) 01686 412376
Groes Uchaf, Old Hall, Llanidloes.
Powys, SY18 6NX
Transcat Station Wagon A112 TYC
TW4A11B0L00022865

Chris Noakes
(H) 576149
14 Sackville Road, Immingham,
Grimsby, DN4 01EE
Transcat pick up C989 TSH
TW4A11B0L00023703

Graham Potter.
(H) 01734 415327
35, Colyton Way. Purley On Thames.
Reading. Berkshire. RG8 8BL
met green Alter II Station Wagon G962 UHU
TW4B11G1L00031564

Dan Pannett
(H) 01798 875119
28 Chestnut Walk, Pullborough,
West Sussex. RH20 1AW
LWB Alter II 3dr Station Wagon L763 RWV
TW4B13G1L00041120

Mike Pither
(H) 0181 398 3207
95 Rectory Lane, Long Ditton, Surbiton,
Surrey KT6 5HP
Cournil 3.6 pick up/van EYN 809V
6000640
Cournil 3.6 Recovery TUD 386X
6000230

Chris Putman.
84 Meadow Road, Garton,
Watford, Herts. WD2 6TA

James Pace
(H) 01431 821522
7 Braehead Terrace
Portgower, Helmsdale,
Southerland, Scotland KN8 6HN
Blue Transcat pick up C273 KJS
TW4A11B0L00023906

Dave Paxton
(H) 01753 823976
(W) 01973 508844
16 Rixon Close
George Green, Slough,
Bucks SL3 6RH
LHD Alter II Station Wagon PM 8269AW (ex Spanish police)
TW4B11D1L00028917

Geoff Rowlands
(H) 0154 3674736 (W) 01902 334361
116 High Street, Chasetown,
Walsall. WS7 8XG
blue ALter panel van with side windows D717 AVY
TW4B11D1L00026025

Phil Romford.
(H&W) 01749 344281
Meadowbank. Draycott Road.
Shepton Mallet.Somerset. DA4 5HU
2.3 Transcat Station Wagon (convert) B537 KRD
TW4A11B0L00024567

Roy Radmore,
(H) 01752 337829
Gables Farm, Plympton,
Plymouth;
Alter II pick up, met green with alloy top and side seats J reg
Transcat D reg

Don Rasberry,
(H) 01485 600515
19 Low Road, Roydon,
Kings Lynn PE32 1AN
blue Transcat A400 JVF
TW4A11B0L00022828

Vernon Redhead
(H) 01728 603223
(W) 0850 603223
Carlton Green, Carlton,
Saxmundham,
Suffolk IP17 2QE
Cournil pick up JUM 965V
SCD 28 600028D

David Rown
(H) 0181 386 1371
14 Clapgate Road, Bushey
Herts WD2 3NF
Green Alter II LWB Station Wagon K476 ARA

Thomas Sippel-Dau
(H)071 594 6904 (W) 071 385 6540
4 St Andrews Mansions, St Andrews Rd,
Kensington, London W1Y 9SU
LHD Alter II td Station Wagon K477 ARO

Adrian Slade,
(H) 01494 433454
Old Amersham;
white Alter II Station Wagon J553 RRD
TW4B11G1L00041460
Transcat soft top C633 FHB
TW4A11B0L00023904

Emma Stewart,
(H) 0181 885 2219
1 Lock Keepers Cottage
Tottenham Marshes
Stonebridge Lock, Tottenham
London N17 0XD
White Transcat TW4A11B0L00023093

Nathan Strefford.
(H) 01905 22909 (W) 01905 23532
43, Hollymount. Off Tunnel Hill.
Worcester. WR4 9SF
Transcat Station Wagon B338 UCJ

Steven Taylor.
(W) 01539 726436 (H) 01539 730137
18, Greenwood. Underwood.
Kendal. Cumbria.
2.5 Alter II panel van K963 WEC
TW4B11D1L00040738

Sandy Tulloch
(H) 013398 83654
Miltonbank, Corse
Lumphanan, Banchory
Aberdeenshire AB31 4RY
black Alter II Station Wagon H771 DOU
TW4B11G1100032142

Tony Scrase
(H) 0171 277 9496
25 St Asaphs Road,
London 5EG 2ED
Alter II LWB pick up H24 AFB

Malcolm Thomson
12 Hawthorn Road, Bolton-le-Sands,
Carnforth, Lancs LA5 8EH
Yet to purchase UMM

Geoffrey Weeks
(H) 0117 9323811
12 Hillveiw Close, Oldland Common,
Nr Bristol. BS15 6RX
silver Alter II SW K382 UFX
TW4B11G1L00041718

Darren Willey.
(H) 01207 561229
Broomfeild Farm. Chopwell.
Newcastle-On-Tyne. NE17 7AS
white Alter II panel van M896 UGR
TW4B11G1L00032848

Pip Whiston,
(H) 01923 465296
101 North Western Avenue,
Garston, Hertfordshire
white Alter II lwb 3dr Station Wagon J886 NPP
TW4B13G1L00034800