

UMM OWNERS CLUB (UK)

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NEWS

No real news on the Pioneer Project at the time of printing this newsletter. SMC still hope to build UMMs in the UK, but timescales are still vague.

UMM OWNERS CLUB UK - CHANGE OF DRIVER

As you will have read in the last newsletter, not only was my UMM up for sale, it has now been sold. As some members will have noticed at the National Off Road show, I now drive a Jeep Cherokee. (And no, I didn't get a real Jeep to counteract all the people that called the UMM a Jeep!). The Cherokee is a company car, and I'm now expected to spend more time in work earning my promotion and company car, which is making it very difficult (with all the other things that make demands on my life) to dedicate time to the UMM Owners Club. Therefore, I have, very reluctantly, decided that this will be the last newsletter that I will produce and further, I am resigning as Secretary of the club. I would also like to apologise for the lateness of this issue, again for the reasons described above.

I also need to apologise to several new members who have sent in their cheques and have been waiting patiently for something in return. I hope that this apology goes some way to explain the delay. Cheques have not yet been cashed, in fact they will have been returned with this newsletter, together with a new application form, and an invitation to resubmit their membership application to Pip.

And now for some good news. Graham Potter has agreed to take over the role as Secretary and Newsletter producer. As many of you will be aware, I started the club nearly five years ago, and I am more than happy that Graham is moving into the hot seat. His knowledge and enthusiasm is well known and I am confident that the club will improve now that Graham is in the driving seat.

Finally, I would like to say thanks to all those wonderful people who make the UMM Owners Club such an interesting club to belong to. Owning a UMM takes a special breed of person, some would say an eccentric breed of person. Well, everyone that I have met or talked to, through the club has been just that, wonderfully, not to mention eccentricity, enthusiastic. Good luck to you all for the future, and I'll see some of you at the National Off Road Show each year.

And now another apology. I have had to leave out several (what are now becoming) regular features, such as "UMMONYMOUSE" and "From Potters Pen", otherwise I just would not have had the time to produce this until the new year (hence this rather "slim" edition), so on that note, may I wish you all best wishes for Christmas and the New Year.

GRAHAM'S SINGLE DECKER BUS

The big surprise (or should it be long rather than big, or both!) was that Graham now has a long wheel base 5 door estate in (what appears to be) London Transport red. This leviathan

was used to transport several club members and their families to the chippy on the Saturday night of the National Off Road Show, to the great amusement of High Wycombe. What can I say Graham, it's a monster!

PARTS UPDATE

TRANSCAT WORKSHOP MANUALS

Reprints of these sought after manuals are available from Graham Potter at £25.00 each, plus P&P. Phone Graham for more details. (Number is inside front cover).

Alter II (Dana) axle parts (track rod ends, ball joints etc.,) can be obtained from Rodley Motors of Bradford. Phone 01274 729425 and ask for Adrian.

DOOR KEYS

If needing to have replacement/extra keys cut (for Alter IIs) specify that they are cut from Alpha Romeo blanks.

UMM JUMPERS

Superb hand knitted jumpers, in various UMM colours, featuring the UMM logo are available from Graham Potter

UMMONYMOUSE - The everyday story of a new UMM owner.
(Postponed 'till next Newsletter).

FROM POTTERS PEN - Graham Potter
(Postponed 'till next Newsletter).

MIKE MACLURGS V6 UPDATE.

Following Mikes article in the last newsletter, he has now fitted an automatic gear box, which has made a huge difference to both on and off tarmac performance. He has also shortened the Transcat by 12". Using his trusty angle grinder, mike first of all cut the Transcat in half, then removed 12" from the rear half, then welded the whole thing back together again, using strengthening plates where necessary.

FROM THE INTERNET

(from W.J. Markerink, a subscriber to rec.autos.4X4 on the Internet):

In article <9606170905.AA00577@kzin.mon.rnb.com.mon.rnb.com>, "Hugh J.E. Davies" <hdavies@kzin.mon.rnb.com> wrote:

>We saw one of these (a UMM) on Islay this year, and wondered
>who made them and so on. They sure are ugly!

>Made in Portugal, I believe they are related to the Pegaso
>truck devision. They may be ugly, but they do a much better
>job than the pluche crap that is preferred by the yuppie
>'offroader'. An TLC HZJ-75 can't be called good looking
>either, but it is one of the only few choices for a serious
>globetrotter. UMM's are in the same league as Pinzgauer,
>Unimog, and the heavy duty (non-pluche) MB Gelaendewagen.
>Better a not-good looking beefy truck than that pluche crap
>that fails in the first river crossing.

>

>Bye,

>

><w.j.markerink@a1.nl> (a-one & en-el)

OFF ROADING

The last off road trip I undertook in the UMM was to the Nany-Y-Moch area of mid Wales. Wayne and his friend Steve (and their two impressive Suzukis) and myself drove down to the forest wilderness that lies between the Nant-Y-Moch reservoir and Machynlleth over the early May bank holiday weekend.

We drove down from Machynlleth using the spectacular, but notoriously difficult, Anglers Retreat track. The two bog sections on this track (which make it difficult) were quickly passed. The first section was inspected on foot, selecting the best route - an underused technique that is invaluable, and then successfully driven. The second bog, which whilst boggy, is usually driveable apart from a deep ditch at the far end. The wide expanse of deep water filled ruts witnessing the passing of many under-prepared four wheel drive vehicles. Having driven this track previously, we were prepared, and carried some collapsible ladders, that Steve had welded up. These were placed across the ditch, and each vehicle, in turn, was slowly driven across.

We then completed the track to an area of abandoned mine workings where we turned right, into the forest. The plan was to follow a right-of-way that headed north. The first difficulty was a steep bank that was inclined to the left, as it turned right. Not only was it very entertaining to drive this section, it was also very impressive to watch the other vehicles negotiate it. Once on top of the bank, the track led into a beautiful clearing, deep within the forest - an ideal camp site for later that day.

We continued north until the track broke out of the trees at the foot of a huge section of deforested and washed out hillside, which was impossible to drive. We returned through the clearing and drove two more tracks, both of which were quite difficult, before returning to the clearing and setting up camp.

The second day found us at the little village of Strata Florida, where we drove the track named

after the village. This old drovers track, follows the course of the Afon Twyi river, negotiating many fords on route. Whilst quite easy to drive in low water conditions, I would imagine that in winter, this track will be impossible to drive. We then drove the "Soar Y Mynydd" track as a short cut back to the main road. Soar Y Mynydd is notable for the three foot high rock step that needs to be driven up (literally!) at the start of the track, and it doesn't get any easier. (Bev has refused to go there again!). We eventually got back to our camp site for another crisp night around the camp fire, under the stars.

The next day we drove several tracks around the Nant Y Moch reservoir, some of which were very beautiful, some of which were difficult, and one in particular impossible, before finding the main road and making our way home.

We had a superb weekend in a very remote, but beautiful part of Wales and we are already planning our return next year, although what I'll be driving is anyones guess at the moment!

I have owned my UMM Alter II swb Station Wagon for nearly five years and around 86,000 miles and I have to say that I will miss it. It has been a reliable day to day drive to the office, returning around 33 mpg, dropping to about 26 mpg at 70/80 mph on motorways. It has taken me on four expeditions to France and Spain carrying a huge amount of luggage (and sometimes people) and the only things to go wrong were parts that you would expect to replace in the normal course of 86,000 hard earned miles. It has taken me to some very remote places in the UK and Europe and I always felt confident that it would get me back to civilisation. I just hope that the new owner appreciates what he has bought, and that the Pioneer (whenever it sees the light of day) will be as reliable. J436 DKH, thanks for some great adventures.

ADMINISTRIVIA

It appears that one second class stamp was insufficient to cover the amount of material sent with the last newsletter. I'm sorry for any inconvenience that may have been caused.

VEHICLES FOR SALE

Full length roof rack for Alter II (or Alter?). £100.00, buyer collects. Phone Glenn on 01270 768522.

Transcat engine, gearbox and overdrive - price negotiable. Contact Robert Miller on 01593 731384.

Bob Nicholson is looking for a crown wheel and pinion for his '86 Transcat. Bob can be contacted on 01624 880656 after 6pm.