

The  
**Ultimate**  
**Motoring**  
**Magazine**

# UMM OWNERS CLUB (UK)

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FP 1 2022

## **MY FIRST WORDS OF WISDOM ??** **or WHAT THE HELL HAVE I DONE**

by GRAUMM.

Well it had to happen in the end. But thanks to GLENN the CLUB is up and running and with three successful shows behind us we can only look forward to even more success in the future. I know that you have seen my name many many times in the newsletter and over many years of owning UMM,s I have always wanted to start a club but never knew just how. I have set my self a target to try and solve the mysteries of this computer and produce at least one page for the newsletter each week.

### **WELL !! HERE GOES.**

As this is my first Newsletter and the start of my first CLUB year as secretary this Newsletter contains a new CLUB membership renewal form.

This Newsletter has been sent to every recorded member of the CLUB for several reasons.

First being the start of the new CLUB year your subscriptions are now due

Second to re-establish contact with members who's membership has lapsed for any number of reasons.

For all those wishing to rejoin the CLUB please answer all the relevant questions on the form please don't put the same as last year or as before.

For those members who have SOLD there vehicle and do not want to rejoin the CLUB please complete the relevant part of the form and return it so that we can close down your CLUB record .

To all those members rejoining welcome back and to all new members welcome.

To all members who have joined or rejoined for 1997 welcome and hopefully there will not be a renewal form with this newsletter.

All those members that renewed there membership late in 1996 can you please let me know the last newsletter number you had and I will try to up date you with any back numbers.

I'm sorry if the Newsletter was a bit erratic in the past but when a labour of love comes in to conflict with the pressures of work and every day life, well some things got to give.

Most times you say Ill do that tomorrow or next week but then it becomes a monster and starts to grow out of control, that's the time to say enough and pass it on to some one else and GLENN did wisely so before it got to far out of hand.

The only reason I took so long to take on the job was I wanted to see how entheastic the membership was to find a replacement for GLENN.

Under whelmed to say the least.

So I have had to go out and buy at my own expense a computer and the mammoth task for me to learn how to use it.

Having had no previous experience in doing this kind of thing the height of my writing ability was a note for the milk man.

I do how ever have experience in the running of a club as I have been the registrar and senior committee member for the ISETTA OWNERS CLUB for over ten years.

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I'm sorry if at first you don't get the information you want but it is going to take me time to re-sort all the CLUB paperwork and get in a routine for doing the Newsletter.

Then I will start on the alternative parts list.

I have a few ideas that I would like your support with to build members interest and involvement as you will see in this Newsletter and the ones that follow.

As most of you have said in the few of your letters I have read, you say these are wonderful vehicles when they are going, they are an iristable force and to lesser vehicles they are an . immovable object.

The only reason they have never sold in great numbers is that they have never been marketed properly from the start.

Its all right aiming your product at the service industry but when half your model range are recreational vehicles you can loose a lot of sales.

I know they have there down side every one says they are ugly, but then look at the Mercedes G wagon at least U M M remembered the front indicators.

Now with U M M s people are starting to see how good they are and they are becoming a sort of cult vehicle if you like.

There are some classic cars today that when they were current vehicles or good second hand ones nobody wanted them so they were just thrown away so now they are even scarcer and this could happen to U M M s with the lack of dealers and the price of parts from S M C if and when you can get them this will result in vehicles being broken for spares for the sake of gear box or axle parts.

As a CLUB and for the future of all UMM's I can only say please don't brake them even old transcats are still wanted by someone somewhere.

Well I have had my say for now and now its all up to you let me have your stories tips and part numbers to pass on to help others keep there vehicles on the road.

All letters where posible will be answered through the pages of this newsletter for the benefit of all members.

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## THE ULTIMATE MOTORING MARATHON. PORTUGAL 1997.

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Some time ago I suggested in the newsletter a trip to PORTUGAL in a convoy of UMM,s to include a visit to the factory.

Having talked it over with several members they all agreed it was a good idea but at that time no one was prepared to stand up and say follow me I'm right behind you so to speak

Then just after Christmas I received an unexpected phone call from club member

Bob Branton the clubs tame R A C man saying that he wanted to get the PORTUGAL trip up and running and was I interested and how many more members would be willing to join the trip.

I said O K I'm in and I have a list of about six others at present that were interested in going. So if you are interested in going and have two weeks to spare here's the outline plan of the trip.

The planed departure date is September or October this year taking the ferry from PLYMOUTH to BILBAO in SPAIN a journey time of about twenty four hours.

Hopefully cabins will be available if required.

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Then to drive down through NORTHERN SPAIN and in to PORTUGAL Then on to LISBON.

The exact route has yet to be planed but the outline plan is to spend a day in LISBON.

A day visiting the factory and a day in at least one other Town or City.

And not to forget a day by the coast for Sun, Sea, Sand and ----- four wheel drive (what did you think I was going to say).

Hopefully there will be a good chance of some off road driving as well.

Bob Branton said that he can get most of the route planing overnight stops possibly bed and breakfast and ferry tickets booked through the R A C at a discounted rate.

If you want to go bearing in mind that it will cost at least a THOUSAND POUNDS per vehicle and be prepared to pay a non refundable deposit nearer the date.

All names numbers and vehicle registration numbers and any ideas you may have for the trip to me at the new club address and I will pass them on to Bob and put more details in the next newsletter.

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## **CENTRAL ENGLAND 4x4 SHOW**

### **JUNE 7th & 8th 1997**

CATTON HALL

JUST OFF THE A38 SOUTH OF BURTON on TRENT

( R A C SIGNED )

Well how many of you want to have a get together and put on a CLUB stand at this new show I am prepared to bring my caravan along and all the club flags & bunting at my own expense.

There will be a full range of things to do and see like all the big shows.

This will give those of you living north of WATFORD the chance to meet me and tell me what you want from the CLUB .

There is no limit on the number of vehicles we can have so lets try for a big one .

The best we have had at the ALL WHEEL DRIVE SHOW was seven so we must be able to do better than that with all the midlands members we have .

Entry is very reasonable at only £5 per car with up to seven people

Car parking is free .

Camping is only £5 per unit per night for those wanting to stay the weekend .

And there is surprise surprise an off road course as well.

There are some free weekend passes up for grabs to the first members to write in wanting to go or shall I put them in like a prize draw and the first three names out of the hat get in free .

Lets have all your replies back to me soon so that I can book the space.

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## **CLUB STANDS AT CLASSIC CAR SHOWS AND OTHER EVENTS**

**Is there any one or a group of you willing to have a go at putting  
on a CLUB stand at classic car shows and rally's in your area.**

**Lets get the CLUB known and help to find more members.**

**Write to me at the new CLUB address and I will  
put it in the next newsletter.**

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NATIONAL

## OFF ROAD & *Leisure Show*

West Wycombe Estate Buckinghamshire.

Well it's here again but under a new name much the same as before but even more now. The show this year has been moved forward about three weeks to the 20th 21st & 22nd of JUNE.

I will be taking the caravan along again so that we can all stand in the awing when it rains and keep the tea on the go.

We have a good turn out every year but let's do better we've got the flags and the bunting and the banner so lets have the vehicles.

I will be getting there on Friday evening to start setting things up as its less than an hours drive for me even with the caravan in tow.

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## The U LTIMATE M OTORING M ERCHANDISE

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With all the SHOWS that you are going to attend this year with your UMM you will need to be dressed correctly and here is just what you have been waiting for.

**WOOLEN V NECK JUMPERS** in a range of colours to match your UMM with the UMM logo on the front in blue, green and white about the size of this newsletter.

A second design is shortly to be available with a smaller logo in the breast pocket area in a single colour.

Here is a list of the colours.

**SILVER**  
**BEIGE**  
**BLACK**

**RED**  
**GOLD**  
**FRENCH NAVY (dark blue)**

**WHITE**  
**BOTTLE GREEN**

To order just send a cheque for £25 inc p&p made payable to GRAHAM POTTER stating what colour and design.

There may be a short wait for it to be made.

And for TRANSCAT owners **WHITE** sleeves to match the hard top but these are a special orders only.

I have had these jumpers knitted by my sister at my own expense and any profit after expenses and a donation to CLUB funds will go back in to research new items like "T" shirts and baseball caps or may be polo shirts with the CLUB logo embroidered over the breast pocket but these would around £20 to £25 each.

.Any other ideas or contact addresses for these types of things wanted when funds available.

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### ALTER I REBUILD.

A letter was passed to me by GLENN from new member SUNIL SURENDER asking a list of questions regarding his **ALTER I** and I will try to answer them in turn.

#### 1/ front / rear brake shoes.?

The rear brake shoes I know they are LOCKHEED LS 1330 or FERODO FSB 115 these fit the PEUGEOT 504 pickup .

The front shoes I can only suggest at present that you take them along to a good motor factors i.e.: BROWN BROTHERS or EDMUNDS WALKER to try for a match from there BENDIX catalogue.

If all else fails you can get them relined I know that EDMUNDS WALKER do it.

#### 2/ air filter.?

Is this is the same as the **ALTER II** turbo or non turbo?

The easiest way again is to go to some where like EDMUNDS WALKER to get it matched.

#### 3/ exhaust.?

There is no cheap way round this . You can contact S M C in Christchurch Dorset for an original system very expensive.

or

Find an exhaust company that will make up one off,s again expensive.

#### 4/ radiator.?

S M C again I'm afraid or go to a local radiator company for a quote.

#### 5/ air bleed valve for the rear axle.?

The axle's are GKN / DANA the same almost as fitted to JEEP CJ series or Renegade. BROWN BROTHERS are GKN / DANA agents or try JEEP dealers or breakers.

#### 6/ circular disc component for front wheel drive selector mechanism.???

I'm afraid this is only going to be obtained from S M C if your lucky.

#### 7/ vacuum pump.?

I think the vacuum pump is standard to all PEUGEOT diesels.

#### 8/ heater tap.?

This is easy the heater is a copy of the RENAULT 4.

RENAULT part number RF 77-01-007-674.

#### 9/ Engine radiator thermostat.

This is a standard PEUGEOT part.

PEUGEOT part number 133825.

There is an inherent problem with this engine.

Firstly the mixture of aluminium cylinder head and cast iron cylinder block create a chemical reaction this produces a white powder that blocks the waterways in the cylinder head and the core of the radiator.

The best advise is to keep the cooling system flushed out every year.

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## **REPLACEMENT GEAR LEVER GATER**

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Here it is the part you have all been waiting for  
The gear lever gater on all U M Ms is very thin and soon splits  
a more durable replacement is needed.

The FORD ESCORT mark 3 or FORD FESTA mark 1  
will provide a near perfect replacement.

When fitted to the ESCORT or FESTA it comes in three parts.  
A RUBBERISED COVER OVER THE GEAR CHANGE HOLE  
A NYLON RING THAT SCREWS TO THE FLOOR.  
AND THE RUBBER GATER.

### **FITTING INSTRUCTIONS**

First place the nylon ring over the gear lever centralising it under the carpet  
then mark the screw holes and drill the floor plate.

Now place the rubberised cover over the gear lever with the nylon ring on top  
and screw to the floor.

Put the carpet back in place then put the rubber gater over the gear lever  
and over the nylon ring to hold it in place.

A tidy and very durable replacement.

The FORD ESCORT mark 3 / 1600 comes with a slightly different gater and floor fixing  
but will still make a very good replacement.

Available from most good scrap yards or some FORD dealers.

I am still looking for a suitable replacement for the transfer levers but as these get  
less use they are less prone to splitting.

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## **5 DOOR & CREW CAB REAR SEAT.**

On the 5 door and crew - cab pickup versions of the 121 there is a large box  
under the rear seat that can only be accessed from the rear foot well through  
two small lockable covers.

To improve the access, the rear seat could be made to tilt forward.

First remove the rear seat by undoing the four large bolts underneath.

Now this requires a small boy to be pushed through the front hatch with a  
candle and a large spanner.

or.

You can reach in and undo them your self with a  
17 mm spanner and a torch.

Once you have removed the seat you will be amazed at the space there is.

Now you will require two 18 inch "T" hinges and some small countersunk bolts  
and nuts.

First place the "T" hinges on the seat box in line with the seat bolt holes and place the "T" flap over the front edge of the seat box (hinge bar upwards) and down behind the carpet now drill and temp fit the hinge "T" flaps in place.

With the hinges secure mark the hinge arm from underneath (no don't get under the vehicle)) through the seat bolt holes in the seat box.

When you have marked both hinges remove them again ((I know you have just fixed them but that's the fun of conversions)) now mark them in the centre of the marks from the seat bolt holes and drill them to take the seat bolts.

Now enlarge the holes in the seat box so that the heads of the seat bolts can drop through.

Next bolt the "T" hinges back on the seat box ((I know you have just removed them)) then with the help of an unwilling helper bolt the seat to the "T" hinges. The seat will now tilt forwards when needed just by pushing the seat belts back through between the seat cushion and the back rest.

If you really want to be a smart arse you could fit a gas strut and a locking clip to keep it closed.

I am thinking of cutting the seat back rest uprights to make it fold down flat when tipped forwards and cutting out the rear bulk head to make more room.

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## **STEERING JOINTS.**

*Ball joints no I'm not being rude. Wanted your steering joint sagas.*

Any problems you have had trying to get parts.

Dealer sob stories on trying to get parts from S M C or others.

It has been passed on to me that Ian Williamson at S M C wants to know what problems you have been having and is willing to pass them on to U M M in PORTUGAL.

You never know it mite get a result.

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## **something else for sale.**

Calling all TRANSCAT owners photo copied work shop manuals 170 pages plus wiring diagram.

This is for the TRANSCAT with reverse gear to the left and forward but the rest of the vehicle is the same.

(has any one got a work shop manual for the other model to lend me and I will try to reprint it and I will send them a free copy in return for the use of it)

To order your copy just send a cheque made payable to GRAHAM POTTER for £25 plus £3.50 post & packing and I will get one in the post to you.

I had thought about reprinting the ALTER II manual but I think this is still available from S.M.C.

TRANSCAT again FAIRY OVERDRIVE parts list and fitting instructions.

£1 each but I only have a few of these.

All profits from the sale of these items will go back in to the Ultimate Motoring Merchandise fund to research other items or to purchase books and manuals for the CLUB.

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## VEHICLES for SALE

### TRANSCAT FOR SALE

1985 Station Wagon in extremely good condition. Newly re-sprayed Taxi yellow (original colour). 2.3 litre diesel. 4 speed gear box. Hi/lo transfer box. Forward facing seats in rear. Carpeted throughout. Only about 9,000 miles since major engine rebuild. Total mileage uncertain, but probably about 110,000. Rear axle rebuilt with new bearings about 10,000 miles ago.

My wife and I bought this vehicle in Portugal when we lived there in 1989. We then imported it to Britain when we returned at the end of 1990. It now bears a 'B' reg plate which corresponds to the year of build. It has done some fairly serious off roading in the Pyrenees, it was excellent on those tracks! However, most of its life has been fairly easy. Reliability has been first class, it has never let us down, not even slightly.

Although left hand drive, I have happily driven this machine the length and breadth of Britain with no visibility problems. However, I do have the necessary parts for a right hand drive conversion. At one time I was going to convert it, but then, I was happy with left hand drive!

This wagon has been well maintained by myself, with engine oil changes at 3,500 mile intervals and annual gear and axle oil changes. New re-spray, since it was rather scratched, not rusty! Underside and box sections wax oiled.

Generally in very good order. Reason for sale? We bought an Alter II turbo and can't justify keeping two 4x4 vehicles.

Price: difficult to say really. Why not phone and haggle.

Phil Romford

Phone: 01749 344281 SOMERSET

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I did get a few phone calls about vehicles for sale but at the time of going to press nothing had been confirmed in writing.

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**USED TRANSCAT PARTS FOR SALE**

Available from Phil Romford. Phone: 01749 344281 SOMERSET

Prices by negotiation.

Diesel injection pump .Type: DPA for 2.3 litre XD2P engine

Set of 4 injectors for 2.3 litre XD2P engine

Cylinder block with crank, pistons, cam etc. Broken timing chain. 2.3 litre

Cylinder head. XD2 with valves, no injectors.

Air filter case

Radiator with header tank

Fuel tank

5 speed gear box. Incomplete

Transfer box. Incomplete

Front prop shaft

Rear prop shaft

Front bumper

front Radiator grille

Set of 4 leaf springs (8 leaves)

Front brake drums, 'A' series. 2 off

Bonnet. Good condition

Windscreen glass. Laminated

Right hand drive pedal box

Brake servo unit

Right hand drive steering box and column

Steering drag link

Wheels x2

Speedometer

Instrument cluster. (fuel gauge etc)

Indicator column switch

Lights column switch

Tow bar, less ball

**coming in the next NEWSLETTER.**

IN SEARCH of the ULTIMATE DREAM. or how I got my latest UMM.

More about the NATIONAL OFF ROAD SHOW.

Hopefully an up date on the CENTRAL ENGLAND 4x4 SHOW.

And most important of all more on the PORTUGAL 1997 trip.

And the part you have all been waiting for, me to try and think of something intelligent to say.

So bye for now **GraUMM.**

**Next planed publication date is the middle of MAY all being well.**

If you don't get a news letter by the end of MAY you had better send the CLUB a cheque as you have not paid your 1997 renewal.

**Copy deadline for any letters or articles is the 30th of APRIL.**

This is to give me time to sort the flood of letters, technical tips and other interesting stories you are going to send me.

the end.???

**STOP PRESS stop press STOP PRESS stop press STOP PRESS stop press STOP PRESS**

**OFF ROAD and 4 WHEEL DRIVE MAGAZINE. APRIL issue**

**Read all about your favourite CLUB in the CLUB of the month.**

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