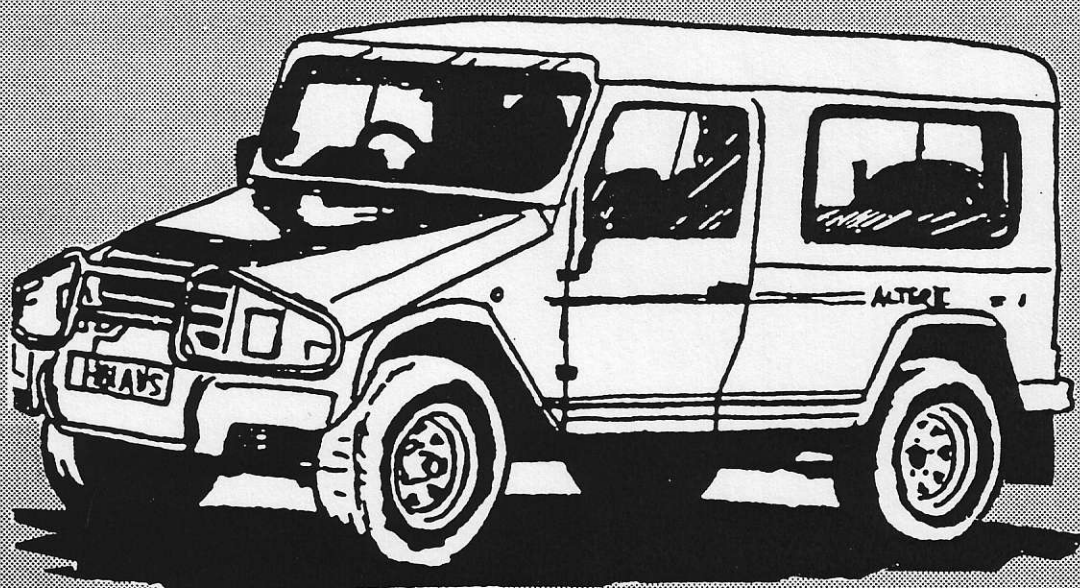


The
**Ultimate
Motoring
Magazine**



The Newsletter of the UMM Owners Club (UK)

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The UMM OWNERS CLUB (UK)

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Between 6 and 9 pm weekdays, All day weekends, But not to late on Sunday nights *please*.
If it is that important you can leave a message on the answer phone during the day.

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Please remember that when telephoning any person on this page that these services are purely voluntary and they have work and family commitments.

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Well I managed the first one,

By GraUMM.

so here's the second.

It's taken me a bit longer to put this newsletter together as I had most of my say in the first one.

Hopefully there are a few new members reading this newsletter and most of you earlier members who have also rejoined for another year.

Any way welcome back for another year of trouble free UMM motoring.

To start with how many of you are coming to either of the shows that are planned this year.

First we have the **CENTRAL ENGLAND 4x4 SHOW** on June 7th & 8th, I am planning to have the Friday and the Monday off work as it's over 150 miles each way for me and even in my 121 five door with the caravan on the back I will be home late on Sunday night and I don't fancy having to get up at four or five 'o' clock on Monday for work.

Hopefully I will have some free passes to get you on the CLUB stand so write in quickly.

Then there is the **NATIONAL OFF ROAD & Leisure Show** at West Wycombe Park on the 20th, 21st & 22nd of June.

Again I will be having the Friday off and I will be setting up on the Friday afternoon / evening. I have included a discounted ticket application form with this *Newsletter* so that you can all order your entry tickets.

PORTUGAL 1997 I have only had a couple of people so far saying they wanted to go I know it's a while yet but we still get some idea of numbers even though there is no limit to the number that can go.

I know I have started with the saga of the things I have done to my UMM, well I had to start somewhere, moving on you will find Phil Romford's thoughts on insurance.

If you think it's a good idea then give him a call, I have also included a write up by

Prest Direct 4X4 Insurance, or are you happy with your present insurance company the choice is yours, But if you're paying well over £200.00 for your insurance give them a try.

As for me I paid £204.00 this year for my 121 five door fully comp with max no claims with

AVON INSURANCE Direct Stratford-upon-Avon 0345 626286 Fax 01789 415520.

Any one thinking about changing their steering box will be glad to find out how to do it in this newsletter but I am running out of things to take apart and write about as very few things have broken on any of the UMMs I have owned.

I will try and list as many related parts as I can in each *Newsletter* and starting in this one with the **BRAKING SYSTEM**.

If you want to get any of your major or minor disasters in print don't delay write to day and if you can put it on disc even better or better still do you want your own column or page I don't mind if you write it, It saves me having to bore you some more.

Starting in this newsletter and hopefully continuing in the next two or three I am going to list all the UMMs known to the CLUB starting this time with those only listed by their registration number, If you can add the rest of the information or even add a few more to the list even the ones that have been scrapped.

In the next newsletter I will start with the earliest transcat type chassis number known and eventually the latest known ALTER II.s.

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IN SEARCH OF THE ULTIMATE DREAM

Well it all started about three years ago when on a parts trip to

HARRIS-MAYES COUNTRY CARS in WATFORD.

While talking to Peter Harris-Mayes and gleaning chassis and registration numbers from his records for the club register.

I sent my two boys Adrian and Martin out to look in the work shop as there were two UMM,s in for repair.

A little while later they came back in and said come and look at this,

And there in the work shop stood two UMM,s a green 100 inch hard top and a red 121 five door fully loaded as they say with four steps, twin sun roofs, four speaker stereo and the rest. I was moved this was the one for me but as I thought only a dream.

After seeing it G962UHU (sticky) just didn't look so big any more but like all UMM,s it just keeps on going and pulling every thing I put behind it.

The following July at the **ALL WHEEL DRIVE SHOW** amid the general UMM talk and the derogatory remarks about the LADA,s on the next plot to ours some one said there was a five door coming up for sale.

Well that did it on the Monday morning after the show I rang Harris-Mayes and told Peter how the show went and I just happened to say that I had heard there was a five door coming up for sale, Peter said yes the red K reg that was in the work shop the year before so I said put my name on it as I want it.

Now comes the tricky bit as at this time I was between jobs, Peter said that the five door would not be available till after Christmas so I had at least six months to get my credit rating up.

Having achieved the almost impossible and bounced in and out of several jobs I got the loan agreed in February and made arrangements to get it at the end of the month.

As by this time the M O T had run out on sticky and what I thought was going to be a quick job to get it through turned out to be bottom swivels not front wheel bearings as I had thought so it would have to wait till I could put it off the road and do a front axle rebuild but that's another story.

Now comes the tricky bit I wanted to keep it a secret until the **FOUR WHEEL DRIVE SHOW** and try and do as many things as I can to it to make it the star of the show.

Having been asked on several occasions how's your UMM going and having to reply fine (smirk smirk).

The hardest part was having to deny all knowledge of it when asked about other UMM,s around (sorry Pip) It's hard being a big kid with a new toy and not being able to tell any one. Even more so as this is only one of about thirty 5 door's in the country it makes it even more special as at present there only eight 121,s on the CLUB register including three 5 door station wagons.

Having had a good look round it in January and agreeing a price with Peter I sat down at home and started to make a list of all the things I needed to do to it to get it ready to tow my caravan and fit a few extra lights and other things.

I then phoned D V L A select registrations on 0181 200 6565 as I wanted a more distinct number as K 159 YKX seemed a bit boring.

I had some numbers in mind like A 2 UMM or A 11 UMM but when I phoned I was told that these had been issued so I had to think again, I said how about A 5 UMM no gone so what next it had to be different I said K15S ME but I thought no that's a bit Julian Cleary and in

the end I settled for K 5 UMM and then all I had to do was to send them a cheque for £250 with my name and address on the back and the number I had reserved by phone, All the forms were back with in a week and all I had to do as soon as the car arrived was to go to the local vehicle registration office and transfer the number and change ownership of the vehicle at the same time.

They issued me with a tax disc and stamped the M O T with the new number and a new V 5 came through the post a few weeks later.

And that's how we took delivery of the fire engine as we call it as it's big and red.

Having started with a **TRANSCAT** then moving on to an **ALTER II** and now on to the latest spec 5 door the changes are immense.

The **TRANSCAT** is very basic but a very capable vehicle it's only real down side is that it is noisy but plenty of thick carpet helps.

Moving on to the **ALTER II** with it's more powerful engine, better seats and sound proofing but still with all the qualities it started with.

And now the latest grey trim spec there have been many improvements inside from the first **ALTER II**s.

The dashboard has been improved with square face vents not round ones and the top of the speedo housing has been lowered.

The overall effect of changing to the grey trim inside from beige with the colour co-ordinated seats makes for a very pleasant interior and the twin sun roof's make it very light and airy.

The sound proofing has been improved as well making driving at any speed very pleasant and more relaxing.

As I need several extra power feeds I am about to fit a second battery and split charging.

I have fitted a 17 line fuse box ex Vauxhall astra plus several relays and brought all the electrical controls under the dashboard on the left hand side fitting a full width box that houses the original fuse boxes and now the new fuse box and all the relays plus three line switches so that I can switch out unwanted circuits when I am not towing the caravan.

I have also moved the front fog lamp relay from the right hand front wing under the bonnet to under the dashboard as well to protect it from the weather.

Further changes planned for the electric's include two front driving lamps, Curtsey light switches on the rear doors and red warning lights and white step lights on all four doors.

I have fitted twin amp meters with the split charging a 60 - 60 gauge for the main electric's.

This is not an easy job as the wiring harness behind the dashboard has to be opened up and the main power wires from the battery, ignition and alternator cut and changed.

While doing this I fitted a main power feed from the battery to the heater plug relay as the heater plugs take in excess of 60 amp's so this can't go through the amp meter.

I have also fitted a 30 - 30 amp meter for the second battery and covering the out put to all the secondary lighting and extra power outlets.

So far I have six relays under the dashboard and I have ideas for a few more, At present I have relays for split charging, caravan battery charging, caravan fridge, front fog lights, front driving lights and a switching relay for the rear fog lamps so that with the front fog lamps on I can have the rear fog lamps on with out the head lamps on.

And every circuit is fused.

I have fitted a vacuum gauge to the brake warning lamp out let to measure the vacuum in the brake servo tank.

On the rear the tow bar is of 3/8 flat steel plate and 2 inch box section not the 1 1/2 inch tube type fitted to most **ALTER**'s.

So this was modified with a 2 foot by 1 foot chequer plate step I had been given that came off a machine in a brewery. (sorry I only understand English measurements)

This was fitted over the tow bar with extra stiffing underneath to move the ball hitch clear of the spare wheel to make coupling of trailers and the caravan easier and a better step to get in and out of the rear door.

I have fitted two pieces ¼ by 1 ½ inch strap iron bolted through the chassis and the tow bar to improve tow bar security and back up the four bolts that secure the tow bar to the bottom of the chassis.

I have also fitted two ball hitches, the normal one to pull most trailers and one four inches lower for the caravan and an anti-sway bar attachment as well.

The only down side of this is that with the extra chassis length and rear over hang plus lower tow bar means any serious off roading will be restricted.

I have fitted two trailer sockets, one each side inboard of the rear bumpers below the rear door, this requires a longer lead from the trailer but as I have two spiral cables off the back of an articulated lorry on the caravan these stretch to reach the sockets OK.

As soon as I finalize the home for the second battery probably under the rear seat on the right hand side in the space between the rear seat box and the door.

I will then fit a 70 amp socket on the rear, this is a direct line to the caravan battery and an outlet to plug my jump leads in or a wander lamp.

I have modified the rear exhaust box outlet changing it from going out the back to out the right hand side behind the rear spring shackle, this is to stop the exhaust soot from staining the caravan or any thing else I have on tow and reduce the build up of exhaust fumes in the vacuum behind the vehicle that can find there way inside.

I had previously done this modification on sticky my 100 inch but with the extra 8 inches of rear over hang on the 121 body work the center of the rear exhaust box lines up with the rear spring shackle and the new pipe has to be routed to the rear and then out the side not out between the spring shackle and the rear wheel as on the 100 inch.

The exhaust systems on both vehicles will eventually be changed for stainless steel depending on which comes first rust or funds.

Well that's as far as I have got for now but I still have lots of things planed and with the summer coming hopefully I will get a lot more things done.

UMM Insurance.

By Phil Romford.

A while back we were asked to forward our experiences regarding insuring our UMM,s. Well, here is my tale:

When we brought our Transcat back from Portugal we had to have it insured before even setting tyre on British soil! Luckily we had a friendly broker who was able to sort this out for us in advance. They found that Eagle Star were prepared to classify it along with Land Rover short wheel base, non turbo diesel. For the year 95/96 that cost £169 for third party fire and theft.

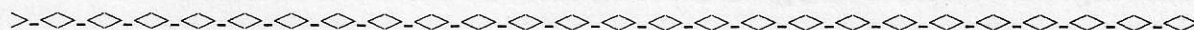
Last August we bought an Alter II turbo diesel and reinsured with the same broker. Again Eagle Star were able to cover it. Firstly they wanted to put it in the same category as Land Rover Discovery, however, after fully describing the simplicity of the vehicle they agreed to put it in the same class as Land Rover Defender 90 turbo diesel. To my surprise, the cost of this was only £179 for fully comprehensive with cover for glass too.

I have insured UMM,s through Wells Insurance Brokers since 1990, with no bother getting covered. However, I have not had to test the system by making a claim. I see no reason though, why there should be any trouble in the event of claiming; provided that the vehicle description is accurate.

My contact at Wells Insurance Brokers is keen to get more business and has offered a potential deal to us as an owners club. If other members wish to take advantage of the deal, we could benefit from cheaper insurance.

If this interests you, please contact me direct so that I can compile a list. I will need to know what your vehicle is precisely, i.e. petrol or diesel, station wagon or other and engine size. It is important that the original engine specification and steering has not been altered. It would also be useful to know what you have been paying and with whom.

Contact me asap on 01749 344281. SOMERSET.



PREST DIRECT 4 X 4 INSURANCE NEWSLETTER EDITORIAL

Members will be interested to learn of a new special 4 W D quality Insurance Scheme available through PREST DIRECT 4 X 4 Insurance based in Stockport.

Special features of this Scheme include full insurance cover for non-competitive off road use and the ability to quote for all types of modified vehicles (including 'Q' registrations and hybrids). For families with two or more vehicles, the rates can prove especially attractive and also include such things as free green cards and loyalty discounts at renewal.

A unique feature of the Scheme arrangement is the access to 4 X 4 courtesy cars in the event of a claim occurring and as the Scheme is backed by major Insurance Companies the claims service includes vehicle recovery and a 24 hour help line.

The PREST DIRECT facilities also include low cost Insurance approved immobilisers - the normal charge of £140.00 approx. can be discounted down to only £55.00 in certain cases.

Members are invited to contact PREST DIRECT 4 X 4 Insurance either by telephone on 0161 456-7890 or by completing the quotation request which forms part of the brochure included with this issue of our Newsletter.

Please ensure when contacting PREST DIRECT to advise them of your Owners Club membership for which they have agreed to offer an additional discount of up to 15% on their premium quotations.



CLUB of the MONTH.

*Hope you all read the club of the month in the OFF ROAD & 4 WHEEL DRIVE Magazine
Did anyone notice the furtive character in the main picture with the suspect knees trying not
to look connected with the vehicles behind, Is in fact GLENN JONES the club founder.*

PARTS & SERVICES.

The following companys are recommended by CLUB members as being able to supply parts, services and advice to all CLUB members.

If you have a UMM dealer or ex UMM dealer in your area that can provide parts and services to other members please let me have there headed note paper and I will include them in this list

S M C Industrial Ltd

Unit 1, Airfield way, Somerford, Christchurch, Dorset, BH 23 3 TA

Phone 01202 480414 Fax 01202 480404

The sole UK importer for UMM vehicles and parts.

GROSVENOR GARAGE

4 WHEEL DRIVE SERVICE CENTRE

5-7 COLLINS STREET, CREWE, CHESHIRE.

Phone Eddie Pleavin on 01270 662505.

King fisher Cars

High town Industrial Estate.

Crow Arch Lane. RINGWOOD Hants.

Phone Keith on 01425 480265.

HARRIS - MAYES Country Cars.

Park House, 15/23 Greenhill Crescent,

Watford Business Park, WATFORD, Herts.,

Phone Peter on 01923 224026 or Fax 01923 250341.

COUNTRY VEHICLE SERVICES

LIVINGSHAYES COTTAGE,

SILVERTON, EXETER, DEVON, EX 4 4 JT.

Phone 01392 860604

B & H AutoKraft.

For most axle and brake parts.

TRANSCATS and ALTER Is & IIs

3 Balby Road DONCASTER.

Phone 01302 368774 / 341799

RODLEY MOTORS of BRADFORD.

ALTER II (Dana) axle parts & trackrod ends ect.

01274 729425 Bradford (ask for Adrian)

NATIONAL POWER STEERING

For service exchange power steering boxes.
Phone 01162 514706 or Fax 01162 628959.

POWER STEERING BOX REPLACEMENT.

This is an article I did for GLENN last year just after I replaced my steering box G962UHU.

First open the bonnet ((but then again that's obvious)).

Now start by removing the inter cooler air intake trunking two spring latches and then the sealing ring.

Next remove the top cooling fan ducting four spring latches.

Followed by the cooling fan three M6 set bolts 10 mm spanner.

Now remove the front splash plate from underneath if fitted.

next remove the lower cooling fan ducting two M6 nuts and bolts 10 mm spanner this mite be tricky as the radiator rear splash plate is in the way but it can be done.

Now you can remove the radiator rear splash plate two large self tapping screws underneath on rear of cross member.

If you have all the underneath splash plates and covers there will be four more M6 nuts to undo from underneath on the splash plate 10 mm spanner.

Now here comes the tricky bit first raise the front axle just enough to take the weight off the steering and turn the wheels to full right hand lock then remove the split pin and slacken the nut on the track rod end at the steering box drop arm pliers and 18 mm spanner do not remove the nut completely but leave at least the thickness of the nut on the end of the threads.

There are many ways to separate this type of taper joint.

I find that a good crowbar and a club hammer works for me but don't hit the nut threads or the ball joint.

First with the steering on full right lock place the crowbar between the drop arm and the track rod end as close to the swivel as possible with out damaging the rubber GATER now get some one to apply a reasonable downward force on the crowbar as you strike the drop arm on the side next to where the taper joint is.

Now don't be frightened to hit it but then again don't go silly as after several good blows the joint should pop out to be caught by the nut that you left on the end of the thread.

But remember any one can use a hammer but it takes an engineer to use it properly.

If you are not sure how to split the ball joints get professional help.

Now back on top first undo the two bolts securing the steering shaft universal joint and spread the clamps two 11 mm spanners.

Making sure the joint is lose on the column.

Now comes the messy bit undo the two oil pipes on the steering box, one with a screwdriver the other one with a spanner.

Unless you have drained the oil tank or as in my case it had all leaked out.

Lift both pipes up as high as the oil tank to stop the oil running out.

Depending on witch pipe you undo first you mite have to place your finger over the out let on the steering box to stop the oil running out.

Now the last part undo the four bolts securing the steering box to the chassis rail 18 mm socket.

now lift the steering box out with out damaging the radiator.

That's the easy part over with.

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Now to put it back together.

With the steering box on the bench transfer over the oil hose union.

Now with a heavy duty two arm puller remove the steering drop arm and replace it on the new steering box in the same position and tighten the nut up, the final tightening is best done with the steering box in place on the vehicle as it is more secure.

The reassembly is basically the reverse of the removal remembering to fit the steering column universal joint before putting the bolts in for the the steering box lining up the flats on the steering shaft and on the steering box with the bolts on the universal joint.

Then do up the four bolts securing the steering box to the chassis in stages seating it as you go Replacing every thing as you go apart from the top cooling fan ducting and the inter cooler air intake ducting.

Now with every thing back together fill the oil tank with **DEXTRON II** oil.

Now start the engine and let the steering pump oil pressure build up then with an 8 mm spanner open the bleed nipple for a few seconds and then close it again a small amount of air then some oil will come out.

Now make sure the bleed nipple is fully tightened and that's it.

Now put the rest of the ducting back in place and go for a test run and if nessary bleed again but I don't think you will need to.

After a few weeks retighten all the bolts to finish the job.

Then many thousands of miles of extra light steering.

.There are a few things to remember like never keep the steering on full lock for more than thirty seconds to prevent the steering box over heating and damaging the oil ways and seals. When stationary never hold the steering against the steering load of the wheels.

As an addition to this I have just changed my power steering oil after 11,000 miles and there is quite a difference in feel, the steering was starting to get heavy and sluggish but now its reasonably light .again so it pays to change the oil at regular intervals as next time I will be changing it at about 9,000 miles.

One further point try to grease your trackrod ends and steering swivels every 1,000 to 1,500 miles, this will help to keep the steering light and to preserve the life of the trackrod ends, And with the cost of trackrod ends this can't be a bad thing.

This is even more important in wet weather as spray from the wheels washes the grease out.

POWER STEERING BOX OIL SEAL.

If you only have a small oil leak from the bottom of your steering box you can replace the oil seal.

First remove the drag link from the steering drop arm (*using the method described earlier*) then remove the drop arm from the steering box with a heavy duty puller, Now carefully drill two small holes in the oil seal then screw in two self tapping screws with out damaging the seal housing or the steering shaft, Then with some grips pull out the old seal.

With the housing and shaft clean gently tap in the new seal till flush with the casing and then reassemble the trackrods and refill with oil

The oil seal number is 45 X 32 X 6. This number is marked on the out side face of the seal.

A WORD OF WARNING, Check the steering box mounting that is welded to the chassis as this is prone to cracking and braking away from the chassis.

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BRAKE PART UPDATE

Brake master cylinder. ALTER II,	BENDIX	613810
" " " Repair Kit.	BENDIX	552390

(I have been told that the PEUGEOT equivalent Master cylinder is no longer available ??

Has any one considered the L D V 400 Series van, master cylinder and servo as an alternative replacement, It appears to have the right layout with the 400 series van having a gross train weight similar to the UMM and this would be a GIRLING unit with better access to spares, To fit it you may have to redrill the bulkhead and realign the brake pipes.)

The new Generation FORD TRANSIT has a very similar master cylinder and servo assembly and again the gross train weight figures are about the same.

Servo; (Unit or Kit ??)	BENDIX	314393
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Front Brake Callipers	BENDIX	669223 & 669224
Front Disc Brake Pads	LOCKHEED	LPO 438
(VOLVO type)	GIRLING	GDB 875
	BENDIX	346577

Rear Brake Shoes (ALTER II)	LOCKHEED	LS 1330
PEUGEOT 504 Pickup (early model)	FERODO	FSB 115
	BENDIX	326724

Brake Wheel Cylinders	BENDIX	621454 & 62145
" " "	MOPROD	MWC 220 & MWC 221
" " " Repair Kit	LOCKHEED	2762 P
" " " " "	MOPROD	MWR 421

TRANSCAT Front and ALTER Rear (1 1/8 inch dia cylinder)

Brake Wheel Cylinder Repair Kit	LOCKHEED	
" " " " "	UMM	13 . 412 . 000
TRANSCAT Rear		(1 inch dia cylinder)

The Brake wheel cylinder repair kit listed under the LOCKHEED number 2762 P is the same one as the MORRIS 1000 car & van front.

I think the 1 inch dia cylinder kit is the same as the early MORRIS MINOR 850.

WARNING, Brake pipe unions, When I had a TRANSCAT, I discovered that it was fitted with American type unions and I had some difficulty in obtaining replacements.

This is just a few of the part numbers I have so far and these can be cross referenced with your supplier to the make he stocks.

But please remember these are **NOT GENUINE UMM PARTS** but are recognised TRADE Factor Parts and are only recommended replacements.

If you have any more names and numbers or corrections to add to this list please send me the empty packaging or the receipts if you can spare them and I will update the records.

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While we are on the subject of messy things underneath can any one explain the mysteries of the rear brake load compensator on the later **ALTER IIs**.

There are two pipes entering it from the distribution valve at the front then one pipe going down to the rear axle.

There is a leaver arm on the side connected to the rear axle by a spring rod.

I can see what it's supposed to do,

But can you tell me what the two pipes are for, I can understand one being the rear brake line from the master cylinder but what's the other one for. Answers on a postcard please.

One more point on the rear load sensing valve with continuous use with little or no load on the vehicle the valve cuts off the rear brakes and in so doing the rear cylinders get little use and will seize.

A lot of vehicles have now had the load sensing valve removed or at least set in the loaded position.

REGISTRATION NUMBER LISTINGS

I am going to try and print a list in each newsletter of all the vehicles known to the CLUB. I am going to start off with a list of registration numbers that are known to the CLUB if you know these vehicles can you let me have the rest of the information I.e.: chassis number , engine number and any other details missing from the list.

TRANSCAT.

VGC 268 W HARD TOP beige / white

A 427 HBV STATION WAGON

A 252 PEG PICK UP demonstrator

A 256 PEG STATION WAGON demonstrator

A 2 UMM \

A 5 UMM > These three numbers I enquired about when getting my personal number.

A 11 UMM / But they had been issued but to whom and what are they on ???.

B 336 BEW PICK UP

B 337 BEW STATION WAGON red / white ~ demonstrator

B 100 RFX STATION WAGON blue / white ~ member.

B 112 SFX PICK UP red

B 338 UCJ STATION WAGON member.

B 16 UMM or BIG UMM, I was offered this number for £ 399.00 all in.

B 58WFL PICK UP demonstrator

B 69 WFL STATION WAGON demonstrator

C 708 ACL STATION WAGON red / white

C 107 BAE demonstrator

C 450 OHH HARD TOP member.

D 296 DSP PICK UP

ALTER

D 296 ELF HARD TOP/WINDOWS green

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ALTER II

G PBK HARD TOP green. *seen in my travels but I missed the numbers.*
 G 720 RTT STATION WAGON green
 G 320 SNM STATION WAGON red ~ enterprise road test
 G 813 UWS 121 PICK UP demonstrator
 G 712 WTC PICK UP
 G 355 XOR *green. seen in my travels near FAWLEY hants.*

H 24 AFB 121 PICK UP white ~ member.
 H 61 AWS STATION WAGON demonstrator
 H 934 KTF STATION WAGON
 H 868 LJT STATION WAGON maroon ~ member.
 H 251 THO STATION WAGON
 H 74 YAT HARD TOP

J 225 PNO PICK UP
 J 187 REL STATION WAGON
 J 984 RLJ HARD TOP demonstrator
 J 855 TEF PICK UP red
 J 129 YAA 121 HARDTOP white

K 476 ARO 121 STATION WAGON 5 door green ~ member.
 K 725 BFC STATION WAGON green ~ left hand drive ~ written off by Jeremy Irons
 K 185 YKX HARD TOP green ~ member.

L 2 UMM STATION WAGON *seen by my sister in NORTH DEVON.*
 L 284 VNJ 121 CREW CAB PICK UP

M 713 ODP 121 HARD TOP

EUI 9340 121 STATION WAGON 5 door

The majority of the registrations on this list have been taken from various magazines and books and some I have seen in my travels and just managed to write the registration number down.

Some of them are ex demonstrators used in various road tests and now some of these vehicles are being registered with the CLUB.



VEHICLES FOR SALE

1993 ALTER II Station wagon. (tdi)

K Reg all the usual extras full service history, only 34,000 miles. £6,495.00
 Phone Keith at KINGFISHER CARS on 01425 480265 RINGWOOD Hants.

1992 ALTER II 121 Hard top (non turbo)

J Reg White. 100,000 miles. £2,999.00 + vat
 Phone 01895 674014 RUISLIP area.

(add in auto trader and vehicle seen on forecourt when passing recently)

1990 ALTER II Station wagon. (tdi)

H Reg. resprayed many new parts 80,000 miles, £5,000.00 ono.
Phone Adrian Avery on 01243 883252 HARROGATE North York's.

1989 ALTER II

G Reg 54,000 miles £ 2,???.00 *This is all I have, Message on my answer phone
and I have not been able to make contact.*
Phone Edgar Tredwell on 01905 381691. Mobile 0802 176836.

1985 TRANSCAT Station wagon

C Reg. 750/16 Tyres, Long MOT, Taxed, 60,000 miles, £2,000.00 ono.
Phone Colin Bloomfield on 01473 832286 IPSWICH area, Suffolk.
This TRANSCAT was once owned by John Peel the radio One DJ.

1985 TRANSCAT Pickup

C Reg Recon engine 60,000 miles, complete with rear tilt, very good condition.
£2,000.00 ovno. Phone Simon on 01253 728420 BLACKPOOL.

1985 TRANSCAT Station wagon. Left hand drive.

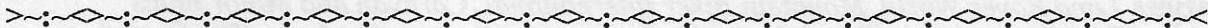
B Reg For full details see *UMM Newsletter* issue 1 /97 £ Negotiable ??
Phone Phil Romford on 01749 344281 SOMERSET.

1965 BOND Minicar Mark 'G'

C Reg Villiers 250cc two stroke twin engine, Rare bootlid saloon 90% complete, in need
of full restoration some new parts, Good restoration project for those hot summer days
when you can't go out and play in the MUD. (With the support of a strong club and
spares scheme) (Full CLUB details with the car.)
£450.00. ono Phone Graham on 0118 9 415327 READING.
And join the world of monotractorists.

Commodore AMIGA 500.

Computer system with two joysticks, mouse, 20 to 30 discs plus large memory card.
£75.00. ono. Phone MARTIN on 0118 9 415327.



HOPEFULLY COMING IN THE NEXT Newsletter

Reports from the CENTRAL ENGLAND 4x4 SHOW and the OFF ROAD & Leisure Show.

PORTUGAL 97 The outline plans for the trip may be sorted by then and bookings wanted.

Plus a further parts update (Subject yet to be decided).

WHEELS & TYRES.

A look at what wheels and tyres that are and have been fitted to UMMs

Next planed publication date is the middle of AUGUST hopefully.
Copy deadline is the 31st of JULY for the unbelievable amount of letters
and discs you are going to send me.

Thanks for reading GraUMM.

All products and services quoted in this Newsletter are only CLUB recommendations.

NATIONAL OFF ROAD & Leisure Show

West Wycombe Estate Buckinghamshire
20-22 June 1997
organised by



LINK HOUSE MAGAZINES LTD
LINK HOUSE
DINGWALL AVENUE
CROYDON
SURREY
CR9 2TA

TEL: 0181-686 2599
FAX: 0181-781 1158

22nd January, 1997

Dear Secretary,

Eleven years ago we started the National Off Road Show, an event that matured into a major industry showcase. But nothing stays the same, and we're aware that all parts of every show periodically need refreshing. That's why the 1997 event is going to be called the **National Off Road & Leisure Show**.

The irreducible core will remain. The Public Off Road Route will be there, but it will have options built into it, so people can drive round for just 20 minutes or several hours. The Manufacturers' Off Road Route will continue to demonstrate all the 4x4s on the market. But other attractions will change, mirroring our determination to offer more people more to do. The King of the Hill is to be replaced, allowing members of the public to be driven around in the Comp Safari racers for a ride of a lifetime. Similarly the Central Arena Trial is to be cut right back, so that people can be harnessed in for a roller coaster ride.

The show is to be widened considerably, with the professional expertise of our sister magazines *Land Rover World*, *Mountain Biker International*, *Caravan* and *Motor Boats Monthly*. These magazines will be bringing their own attractions to the show. The Central Arena will reflect this diversity with falconry, trials vehicles, mountain bikes, coastguard demonstrations, towing capers and much more planned

The show will run for three days from Friday to Sunday, **20th-22nd June**, dates which you note bring the show forward to stop it clashing with other major events. We intend this event to be vastly different to previous shows without losing its original identity, and, as in previous years, invite four wheel drive clubs from all over the UK to take a free static stand to promote the club and attract new members.

Each participating club will be given an area of approximately 15m x 15m and may display up to four vehicles. Four exhibitors passes will be allocated for club representatives manning the stand provided that names are supplied in advance as these passes will be non-transferable. Further tickets may be purchased at the very special rate of an additional 10% off the already discounted advance rate. Applications should be made on the attached form and forwarded with the correct remittance by the 10th June.

/Continued...

LINK HOUSE MAGAZINE LTD
LINK HOUSE
DUNWALL AVENUE
CROYDON
SURREY
CR9 2EP

TEL: 0181-686 2280
FAX: 0181-781 1128

OFF ROAD & MOUNTAIN SHOW



20-22 June 1991
at the National Exhibition Centre
Birmingham

Camping is available on the designated site at a cost of £7.00 per caravan and £5.00 per tent per night but is not permitted in the show field.

This is the ideal opportunity to boost your club's profile, sign up new members and sell club related merchandise, so complete and return your application form and be part of this action-packed, fun weekend!

Yours sincerely

Janet Belton
Exhibitions Manager

Sub Total	
Less 10% Club Discount	
Total	
Camping Total	
Final Total	

Please specify number of night (no discount on camping)
Camping @ £2.00 per caravan, £5.00 per tent per night.

Friday Saturday Sunday

CONTACT NAME	
CLUB	
ADDRESS	

Please return completed form with payment to Janet Belton, National Off Road & Mountain Show, Link House, Dunwall Avenue, Croydon, CR9 2EP.

NATIONAL OFF ROAD & Leisure Show

West Wycombe Estate Buckinghamshire
20-22 June 1997
organised by



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CLUB TICKET APPLICATION

Tickets	Sat. 21st	Sun. 22nd	2 day weekend	3 day weekend	Amount £
£6.50 Adult			/	/	
£1.75 Child			/	/	
£11.00 Adult 2 day weekend	/	/		/	
£3.00 Child 2 day weekend	/	/		/	
£14.00 Adult 3 day weekend	/	/	/		
£4.00 Child 3 day weekend	/	/	/		
£6.00 Public Off Road Route			/	/	
Sub Total:					
Less 10% Club Discount:					
Total:					
Camping @ £7.00 per caravan, £5.00 per tent per night. Please specify number of units (no discount on camping)					
Friday: Saturday: Sunday:					CampingTotal:
					Final Total:

CONTACT NAME:

CLUB:

ADDRESS:

Please return completed form with payment to Janet Belton, National Off Road & Leisure Show, Link House, Dingwall Avenue, Croydon, CR9 2TA.