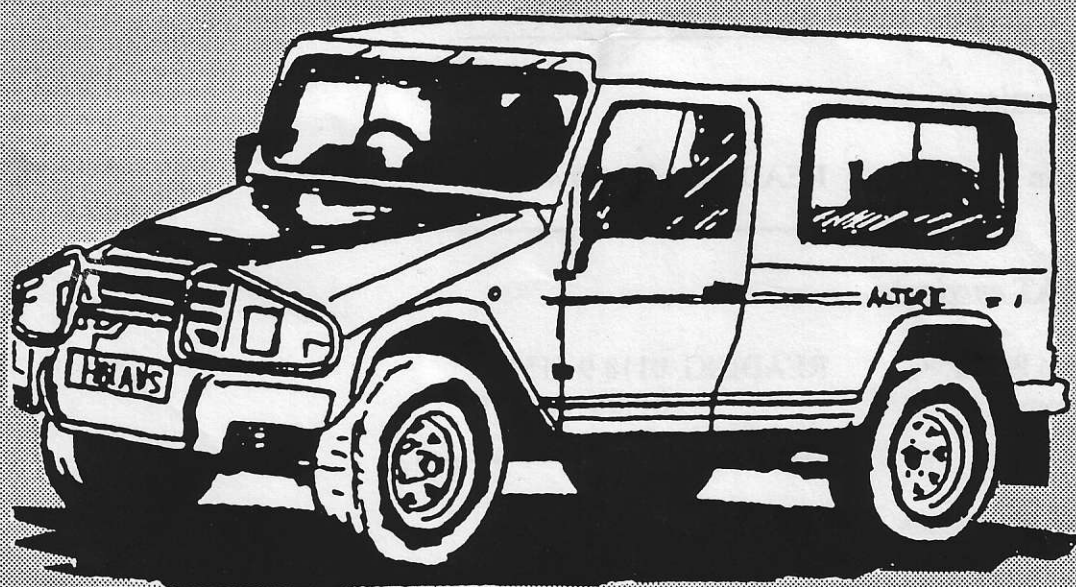


The
**Ultimate
Motoring
Magazine**



The Newsletter of the UMM Owners Club (UK)

The UMM OWNERS CLUB (UK)

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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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The illustration on the front cover of this Newsletter is used with the kind permission of OFF ROAD & 4 DRIVE MAGAZINE.
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Yes It's me again??

by GraUMM.

First of all let me say sorry that the last Newsletter was all single sided but because of a break down in communications between me and the printers it only got printed one side.

Now some bad news the PORTUGAL trip will now not take place as Bob Branton who was going to organise the tickets and the route planing with the R A C due to unforeseen circumstances can not get the time off.

Hopefully we will be able to organise another one within the next two years.

One more point the ferry tickets were to cost nearly £500 per vehicle and party discount starts at ten vehicles.

But this is the cost for going to BILBAO or Santandar in Spain.

The other alternative is to go across to France and drive down and round through Southern France and Northern Spain but this will put several days on the trip.

It's the difference between a two or a three week trip.

To make up for this big disappointment I have booked a club stand at the

WESTON PARK INTERNATIONAL

4x4 military & all wheel drive family show

30th - 31st August 1997

Weston Park. A5 Between Telford in Shropshire & Cannock in Staffordshire.

*I will be travelling up on the Friday to get there around midday to put up the club stand. They are running a competition for club stands and the only original idea I can come up with is a **Garden Party**, I have some garden tables and chairs and three large umbrella's, The idea being If there is enough room to put the cars round the edge and the tables and chairs in the middle, If you have any else to bring along or any other ideas let me know.*

I am looking for two large shows at different times of the year, One in or near the midlands and one some where in the south to give me a chance to meet more members and talk about the club and any thing that you want to put on or have put in the Newsletter.

My thanks do go to any one that stays behind to help clear up and put things away.

The CENTRAL ENGLAND 4x4 SHOW

This weekend was the culmination of a catalogue of delays and disasters that started at the end of April for me.

My first outing of the year with the caravan was to be the A G M and rally of the ISETTA Owners Club of which I am the registrar and senior committee member, Being held in Leicester in the middle of May.

The caravan had not been used since last July and the tyres on it were some part-worn tyres I had fitted over eight years ago they were getting badly perished and needed replacing.

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Now comes the tricky bit, The tyres I had on there were 175 x 13, 4ply car tyres and these are now becoming hard to get in part-worn,s.

It's not worth fitting new tyres as thay will only perish long before thay wear out.

The alternative was to fit 175 x 13, 6ply but these are commercial tyres and not easy to get in part-worn,s ether.

I phoned a few places I new of locally that did part-worn tyres and found one that just happened to have two 6ply,s £15 each I thought great problem solved. (NO?)

My next stroke of luck was that for the rest of the week I was working in the area of the tyre company so I was able to take the wheels with me and get the tyres fitted during the day.

On the Wednesday I got the tyres fitted, Wednesday after noon when I got home went to fit the wheels on the caravan, As soon as I put the load on the tyre I noticed that the tyre walls had ripples all the way round (the kind you get when a tyre is run flat) and when I had a good close look at the other one that was not up to the standard I need for the caravan to cope with the load and the speeds.

I took the tyres back on the Thursday, He said sorry about that and he would try and get me some more.

Two weeks later going away Friday afternoon, Spoke to him Thursday, He said he mite have one so I said if that one's O K you better get me a new one at £38.

Finally got the tyres for the caravan Friday morning.

Next disaster.

Up to this time I had on order some new wheels for my UMM from SHADOW 2000 in Reading and as these were American wheels and coming from the states it took four weeks to get here and thay arrived at SHADOW just over a week before I was going away.

When thay arrived I went down to get the tyres sorted and test fit the wheels.

The wheels were made to fit five inch or five and a half inch P C D stud settings.

As the UMM has five and a half inch P C D and a large centre boss for the free-wheel hubs on the front the centres of the wheels had to be machined out and this took nearly a week and thay did not arrive back at SHADOW till midday on the Saturday that I was going away.

Well the plan was to get the wheels and tyres fitted before I went away.

Arrived at SHADOW around three 'O' clock.

So the wheels were there and thay had some part-worn tyres I was going to have to tide me over till I could get some new ones.

But after closer inspection two of the tyres were not up to the standard I wanted and the other two were of a slightly smaller size any way , So in the end I said forget it for now as I still had a three hour journey ahead of me and this was half past four.

And still no wheels.

Tried over the next three weeks to find some acceptable part-worn tyres of the right size but no luck.

So it was a Friday morning rush again to get four new tyres fitted and get back home as CLUB member Pedro Prata was meeting me for the trip up to Catton Hall.

The journey up uneventful as usual that reliable diesel engine rumbling away steadily at the front with the turbo whistling merrily away like a cylinder vacuum cleaner.

The new tyres had been fitted unbalanced yet up to sixty miles an hour there was no shake or wheel wobble, Not bad for cheap Korean tyres.

On the way up we stopped at a salmonella wagon (tea van) in a lay-by near the M40 to show Pedro the out standing quality of British road side catering and to check that every thing was O K with the caravan.

We arrived at Catton Hall mid-afternoon the weather was showery and windy.

In one of the dry spells we marked out the club area with UMM bunting and put the flag pole up ready for the next day, Afterwards we put the caravan awning up as a refuge as the

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weather was so changeable.

We spent the rest of the afternoon and evening sitting in the caravan drinking tea and coffee. Saturday arrived as it doze after Friday put the flags and banner up in the morning.

During the rest of the morning had a few people around asking questions about the vehicles. Saturday afternoon club member Phil Romford and his wife arrived from Somerset in there green H-reg turbo hardtop / windows so at least we had some one else to talk UMM,s to. After thay had set there tent up behind the caravan on the club stand we spent the rest of the evening in the **BEER TENT**.

Sunday arrived and I was up and about by seven out side it had the makings of a good day brilliant sunshine and getting warm but it was still windy and this wind was to bring rain latter in the day.

Around nine 'O' clock non-member Brian Berry from Anstey in Herts. arrived with a blue J-reg non-turbo pickup on a trailer that he had phoned me about wanting to sell so I said bring it along.

Mid-morning club member Geoff Rolands arrived with his blue D-reg ALTER non-turbo hardtop / windows and a little later club member Murry Collins from near Colchester in Essex arrived with his family in there silver K-reg turbo station wagon.

Three 'O' clock came and we had been invited over to the arena for a short parade and I was asked to take the lesson (no sorry that was Sunday morning) To give a short talk on the vehicles over the P A, Another first for me as the nearest I have ever been to a microphone was to put a message on the answerphone.

Just as we were about to go in to the arena it started to rain but this wasn't just any old rain, It was more like the local Fire Brigade were having a practise session, For about five minuets it just pored down almost solid water.

This made every one run for cover and when it stopped I lead the line in to the arena with one circuit and then we all stopped in line then I gave my little talk on the P A but as every one had run for cover when it started raining there was no one to listen to me anyway.

All this time club member Pedro Prata who is studying photography at Reading university was acting as club photographer and was tacking pictures furisley from all sorts of places with a multitude of different lenses on his cameras.

As I lead the line out of the arena we did one more drive round then we drove slowly to a clear spot near the club stand for a group picture and all this time Pedro was still tacking pictures.

Afterwards it was time to start packing up every one went on there way then Pedro, Brian Berry and I dismantled the club stand after a cup of tea.

As the caravan awning like every thing else was still wet we just folded it loosely and loaded it in to the back of the caravan with all the blocks of wood and the flag pole and things for the trip home.

VERDICT 1.

The club stand created a lot of interest even for most of Saturday with only the two vehicles on display but I think the main attraction was my 121 five door with the big shiny wheels. Most people had never seen one that big or some had never seen them or herd of them at all. Sunday was a very good day with six vehicles on the stand that had never been seen together before.

Is it true there have never been this many UMM,s together since leaving Portugal. Club wise a very good weekend a lot of interest in the vehicles mainly curiosity.

VERDICT 2.

The show was a bit of a disaster for I think many reasons.

Number one the weather being wet and changeable, It tends to put people and the traders off from going.

And the general feeling was that it had not been advertised properly so nobody knew it was on. Yet the site itself was very good, The grass was short and the ground was fairly level.

Water was available and the toilets were very clean.

I don't know what the off-road course was like but it appears to have been very very muddy but then again that's down to the weather.

I would like to go again and with a bit more promotion it could get bigger and better.

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The OFF ROAD & Leisure Show.

In the week leading up to the I had been watching the weather forecasts and all they kept saying was rain and more rain with scattered showers so it was with trepidation (that's a good one) that I finished loading the car and caravan on Friday morning, (at least I didn't have to worry or chase around to get wheels and tyres anymore).

Friday had started dry but by the end of the morning it had started to rain again and by mid-afternoon when we left for the short trip to High Wycombe it was pouring down.

We arrived at the rally site about five 'O' clock it was still raining on and off and the road or to be more precise the mud run in to the site was getting very wet.

As we turned in to the site we locked the front hubs just in case as there was every chance that we would be needing total traction soon.

Drove right in to the site through all the surface mud and wet grass and up a slight hill as well in two wheel drive with no problems at all.

It was not until I had to manoeuvre the caravan on to the club stand area did I select four wheel drive as the hill was steeper and the four wheels on the caravan created a lot of resistance to turning.

The next problem was to try and get the caravan level as the place where we had to set up the club stand sloped in two directions, So it was out with the planks and blocks of wood that I had put in the caravan for that reason.

I had to raise the one side of the caravan over a foot off the ground to get it level.

As the caravan was off the ground and on a side slope I hooked my steel tow-rope to the front of the caravan then pulled it taut and hammered a large steel spike in to the ground before I unhooked the car just in case the brakes and wheel-chocks slipped.

By nine 'O' clock the caravan awning was up and the flag pole with some of the area marked out with UMM bunting.

Listening to the wind and rain during the night wondering what Saturday would bring.

Eight 'O' clock Saturday morning it was brilliant the sky was clear the wind had dropped and the sun was getting warm but it was not to last.

About ten thirty club member Pip Whiston (membership sec) arrived in his white J-reg 121 three door station-wagon and by one 'O' clock club member Thomas Sippel-Dau arrived in his red K-reg left-hand drive station-wagon followed soon after by club member Phil Romford and his wife in their green H-reg hard-top / windows.

They put their tent up on the club stand behind the caravan ready for the night.

The afternoon was spent walking around the show ground between heavy showers of rain and hailstones.

Saturday night was the same, Strong winds and heavy showers all night long.

Sunday morning started dryish but we soon had showers again and this went on all day brilliant sunshine then very heavy showers.

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Mid-morning club member Bob Branton (the clubs tame R A C man) arrived in his green K-reg station-wagon with it's raised roof-line (you can now see out the side windows when sitting in the rear seats) (how about the story Bob).

Around lunch-time club member Geoff Harding arrived in his beige & white A-reg TRANSCAT station-wagon.

The afternoon was spent looking around the show again between heavy showers and showing people around the vehicles.

Having a variety of vehicles on the stand created a lot of interest again.

About four 'O' clock most people were drifting away from the show ground so Bob Branton being the last one left on the club stand gave me a hand to pack every thing away and as the caravan awning was wet again this was just folded up loosely and put in the back of the caravan along with the big heap of timber.

SHOW VERDICT.

The show this year was not as good as previous years, For some reason they had elected to change the show format.

One big omission was the Auto-Jumble as we all know one persons rubbish is some one else's heaven and with the addition of a car-boot sale it would have upheld the great British tradition of having a good rummage and collecting junk.

There were many trade stands and mini off-road courses to be driven round plus the displays in the arena with over the weekend became more and more of a mud bath as did the road-ways in to the site along with some of the walk-ways.

The facilities on site were good, There were at least half-a-dozen catering vans selling every thing from do-nuts to roast chicken.

The toilets were clean and well kept and there were no queues any where, But that was due to the weather as a lot of people didn't want to pay £8 to come through the gate and get wet and covered in mud.

There was no King of the Hill event this year unlike last year when you had a minority of people racing around a very dusty course at great speed which in turn covered every thing and every one on the show-ground in thick dust.

The shows here have been very good over the years, But the attendance over the last two years has fallen off, We know the weather had a lot to do with it this year, But even last year the weather was good apart from the odd shower, The only other answer must be the price to get in.

My final point is that we would have liked to have seen some one from the magazine to come up to the club stand area to say hello as we are part of there attraction as it costs the clubs and there members a lot of money to get there and put on there displays and all they get in return is four free tickets. **WOPPEEE !!!**

WHEELS & TYRES.

or for beginners the round things between you and the ground.

TRANSCAT,s

There were two types of wheel fitted to the TRANSCAT,

Both plain steel disc with a rim size 5 ½ X 16 centre line fitting.

(This means a wheel rim width of 5 ½ inches and a wheel diameter of 16 inches with an equal amount of wheel width each side of the wheel stud fitting.)

Early ones had a flat centre dish and stamped 8/83 , later ones had a raised pressing between the wheel studs and the wheel rim, I don't know if these wheels had a date mark ,

This type of wheel continued on with the ALTER.

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ALTER,s

There have been three types of wheel fitted to the ALTER & ALTER II during it's production run.

Early versions had the latter TRANSCAT wheel, This type of wheel was also fitted to all commercial versions, i.e.: pickup's and hard top's .

The first ALTER II station wagons were offered with 7 X 15 off set white eight spoke wheels. (This means a wheel rim width of 7 inches and a wheel diameter of 15 inches, The off set means there is 4 inches of wheel width on the out side of the stud fitting and 3 inches of wheel width on the inside, This is the MAXIMUM on the inside as on full steering lock the front tyres rub on the anti-sway bar, You can off set this by adjusting the steering stop bolts but this only reduces your turning circle.)

This wheel was also offered as an optional extra on TRANSCAT,s.

Later ALTER II,s were fitted with 6 X 16 centre line white eight spoke wheels.

*All the wheel options for UMM,s are STEEL WHEELS and as the UMM is a heavy vehicle I would not recommend fitting lighter wheels or wheels from lighter vehicles as this will invalidate your insurance and could be **DANGEROUS**.*

TYRES.

This is where it starts to get complicated .

The original tyre fitment to the TRANSCAT was 700 X 16 AVON Traction Mileage, but this size of tyre disappeared about the same time as these tyres wore out.

Although the early promotional literature shows them fitted with 650 X 16 bar grips or FIRESTONE S A T ,s

Most people have replaced these with either 205 X 16 radials or 750 X 16 cross ply's the only problem is that the 205s lower the overall gearing, Not a good idea with a TRANSCAT. Then the 750s raise the overall gearing good idea but they do fill the wheel arches.

I think most ALTER,s were fitted with 205 X 16 Camac TERRA 4x4 radials.

But early ALTER II station wagons were fitted with LT 235 X 75 X 15 Camac TERRA 4x4 radials on 7 X 15 white eight spokes, These were listed as optional extras at the time.

The Camac tyres were said to be very good off road and gave good road mileage some where in the region of 40 to 50,000 at least and they were about the cheapest off road tyre,

But these tyres have now gone out of production.

I don't know if it was the reason that they stopped producing them but I have had five of these tyres that the cords have separated and started bulging all around the rim.

Has any one else had this problem with Camac tyres.

TYRE DIMENSIONS.

From now on it gets technical.

TRANSCAT,s

The original 700 X 16 tyres had an overall diameter of 30 inches approximately.

The two most popular replacements, The 205 X 16 has an overall diameter of 28 inches and the 750 X 16 has an overall diameter of 31 inches so you can see where the difference in gearing comes from,

ALTER & ALTER II,s

Both the 205 X 16 and the 235 X 75 X 15 tyres have an overall diameter of 28 inches approx.

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I have just fitted a set of 30 X 950 X 15 LT MARSHAL POWERGUARD TA to my 121 five door station wagon with a set of 8 X 15 reversed chrome "smoothie" American racing wheels complete with moon discs (hub caps to you and me) from,

SHADOW 2000 LIMITED.

Unit 3 Kidby Industrial Estate, Rose Kiln Lane,
READING, Berks, RG 1 6 JH,

Phone 0118 959 4940. or Fax 0118 956 6667.

*They stock a good range of 4x4 wheels & tyres, Including American wheels & tyres,
And can get most things to order if not in stock, And reasonable prices.*

TYRE SIZE GUIDE

700 X 16 overall diameter 30 inches, Recommended wheel width 5 to 5½ inches.

750 X 16 overall diameter 31 inches, Recommended wheel width 5½ to 6½ inches.

205 X 16 overall diameter 28 inches, Recommended wheel width 5½ to 6½ inches.

215 X 85 X 16 overall diameter inches, Recommended wheel width 5½ to 7 inches.

235 X 85 X 16 overall diameter inches, Recommended wheel width 6 to 7 inches.

235 X 75 X 15 overall diameter 28 inches, Recommended wheel width 6 to 7 inches.

30 X 9,50 X 15 overall diameter 30 inches, Recommended wheel width 6½ to 8½ inches.

This is the largest tyre I would recommend fitting on the 7 x 15 off set wheels or there is a problem with clearance around the wheel arches.

When using American size tyres on ALTER & ALTER II,s make sure that they are rated LT and not P as these are a lighter tyre but they are suitable for TRANSCAT,s.

TYRE SIZES EXPLAINED

700 x 16, = 7 inch wide tyre tread area, 16 inch diameter wheel.

750 x 16, = 7½ inch wide tyre tread area, 16 inch diameter wheel.

205 x 16, = 205 mm or 8 inch wide tyre tread area, 16 inch diameter wheel.

215 x 85 x 16, = 215 mm or 8¾ inch wide tyre tread area.

215 x 85 x 16, = 85% of the tread area equals tyre wall height.

215 x 85 x 16, = 16 inch diameter wheel.

235 x 85 x 16, = 235 mm or 9¼ inch wide tyre tread area.

235 x 85 x 16, = 85% of the tread area equals tyre wall height.

235 x 85 x 16, = 16 inch diameter wheel.

235 x 75 x 15, = 235 mm or 9¼ inch wide tyre,

235 x 75 x 15, = 75 % of the tread width equals tyre wall height.

235 x 75 x 15, = 15 inch diameter wheel.

30 X 9,50 X 15, = 30 overall tyre diameter.

30 X 9,50 X 15, = 9½ inch wide tyre.

30 X 9,50 X 15, = 15 inch diameter wheel.

Most of these dimensions are approximations and differ greatly between different tyre manufactures.

Then there is tyre wear to consider as most tyres have around ½ an inch or 10 to 12 mm or more of usable tread depth and in the life of a tyre this will reduce it's overall height by nearly an inch.

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I don't know what tyre pressures you are using but I have found that 36 PSI or 2.5 BAR in the front tyres and 40 PSI or 2.8 BAR in the rear tyres with a slight increase to 42 PSI or 3 BAR in the rear tyres when towing.

If you frequently carry heavy loads in the rear of your vehicle then you can increase the rear tyre pressure up to the safe maximum stated on the tyre casing, But this will make the ride very hard and bumpy when empty.

This is within the pressure settings in the drivers hand book.

But always remember to retain a 2 to 4 lb,s difference in the rear tyres over the front tyres as equal tyre pressures front and rear have a pronounced effect on the steering and handling.

SPARE WHEEL CARRIER.

To stop the ALTER carrier frame pressing in to the spare tyre put a ½ inch UNF nut on each of the three mounting studs before fitting the wheel.

This is even more important if you have fitted wide wheels.

I think that you will have to do this with the TRANSCAT if you have anything other than standard wheels.

I know when I had my TRANSCAT I had to make an adapter bracket to carry the 7 x15 centre line white eight spokes I fitted on the wheel carrier as the studs were not long enough.

PARTS UPDATE

OIL FILTERS

PURFLUX LS468
CHAMPION F104
TJ FILTERS FB5419
MOTAQUIP VFL181
WIPAC CA129
HALFORDS HOF204

*These OIL FILTERS
are suitable for TRANSCATS
and the non turbo ALTER
They can also be used in the
turbo ALTER II for every day use
as long as you change the oil every 3,000 miles*

PURFLUX LS520B
CROSSLAND 2053
SAVARA SO448

*These OIL FILTERS must be used
in the ALTER turbo if you use your
vehicle off road or in very dusty conditions*

AIR FILTERS

DONALDSON PPP10-1246
CROSSLAND 924K

TRANSCAT & non turbo ALTER

COOPERS AZA351
CROSSLAND 9609K

ALTER II turbo

FUEL FILTERS

C A V 296
CROSSLAND 522

*These fuel filters fit most UMM,s
and should be changed at least once a year.*

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MINI TIP. How much free play is there in your clutch pedal, All you need is about 3 to 6mm more than this will affect the operation of the clutch.

There is an adjuster between the pedal arm and the master cylinder under the dashboard.

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The U M M Register.

This is the first part of the Vehicle records with all known TRANSCATs listed in chassis number order.

**** Date Of ****

Registration	** First **	** Chassis **	**Body**
Numbers	** Registration **	**Numbers**	**Type**
83 C 1319 *	/83 *	TW4A11B0L00016602 *	STATION WAGON

A 889 MWR *	* TW4A11B0L00022821 *	STATION WAGON
A 400 J V F *	* TW4A11B0L00022828 *	
D694 S T N *	05/11/86 * TW4A11B0L00022856 *	PICKUP
A 112 T Y C *	* TW4A11B0L00022865 *	STATION WAGON

5 AXW * (reregistered as)

B 166 MWV *	* TW4A11B0L00023026 *	STATION WAGON
C 256 NA O *	/85 * TW4A11B0L00023071 *	STATION WAGON
A 448 J T J *	* TW4A11B0L00023083 *	SOFT TOP
E 676 E P A *	/88 * TW4A11B0L00023089 *	HARD TOP (windows)
	* TW4A11B0L00023093 *	

B 861 N F A *	* TW4A11B0L00023674 *	STATION WAGON
B 109 V O U *	* TW4A11B0L00023675 *	HARD TOP (windows)
A 450 C M O *	15/05/84 * TW4A11B0L00023688 *	STATION WAGON

C 989 T S H *	* TW4A11B0L00023703 *	PICKUP
A 494 F P M *	* TW4A11B0L00023730 *	STATION WAGON

C 110 B A E *	21/10/85 * TW4A11B0L00023737 *	STATION WAGON
	* TW4A11B0L00023738 *	HARD TOP
C 709 A C L *	03/10/85 * TW4A11B0L00023744 *	STATION WAGON ? / PICKUP

B 64 W F L *	* TW4A11B0L00023878 *	STATION WAGON
B 338 B E W *	* TW4A11B0L00023886 *	STATION WAGON
C 630 F H B *	* TW4A11B0L00023887 *	STATION WAGON
C 908 U S H *	* TW4A11B0L00023889 *	HARD TOP
C 702 G L S *	* TW4A11B0L00023890 *	HARD TOP

C 633 F H B *	06/01/86 * TW4A11B0L00023904 *	SOFT TOP
C 273 K J S *	* TW4A11B0L00023906 *	PICKUP

B 342 B E W *	* TW4A11B0L00024180 *	STATION WAGON
E 119 N S X *	01/04/88 * TW4A11B0L00024190 *	PICKUP
B 537 K R D *	* TW4A11B0L00024576 *	HARD TOP (windows)

E 58 R B O *	13/08/87 * TW4A11B0L00025043 *	HARD TOP
D 315 C V N *	/87 * TW4A11B0L00025060 *	HARD TOP
E 964 N F D *	/88 * TW4A11B0L00025078 *	PICKUP

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46,15,48,36

VEHICLES & items FOR SALE.

KINGFISHER CARS
POOLE

Please check the last issue for any vehicles not listed here.

JULY 97 50 miles on road

1993 ALTER II Station wagon. (tdi)

K-Reg Blue, 65,000. miles. £5,500.00.

Phone Terry Lewes on 01420 511538. (9am 5pm)

74000

21 COTE D' EICH

LUXEMBOURG

1992 ALTER II, 121 Hard top (non turbo)

J-Reg, White, 100,000 miles. £2,999.00 + vat.

Phone 01895 674014 RUISLIP area.

I think
this is still
available.

PRIVILEGE SEAT Forward
HAND TOP WITH WINDOWS
MAINTENANCE New

Phil Romford has sold his TRANSCAT.

? 2.5 TURBO DIESEL

KINGFISHER CARS have sold the K-reg ALTER II station wagon.

01202 632309

1990 ALTER II Pick up (non turbo)

H-reg. Blue. 120,000 miles. £2,100.00 ono.

Steven Fernyhough on 01782 550132. STAFFORDSHIRE.

2595

00352 44992

9945

ON HILL, FARM MANAGER

1985 TRANSCAT Station wagon.

C-Reg. 750 x 16 Tyres. Long M O T . Taxed. 60,000 miles. £2,000.00.

REDUCED to £1,600.00 ono.

Phone Colin Bloomfield on 01473 832286 IPSWICH area. Suffolk.

This TRANSCAT was once owned by John Peel the radio one DJ.

959 use on road

DARK BLUE

WHITE TOP

I have had the following parts passed on to me by Phil Romford to sell through the club.
If you have an overwhelming urge to buy these please contact me at the club address.
TRANSCAT.

2 Wheels £10.00. each,

Steering column no leaks £40.00.

Roto-Diesel injector pump with pipes £150.00.

Speedo Head £10.00.

Fuel / Temp gauge £5.00.

There are some other parts to come when sorted, If you have any parts you want to sell through the CLUB you can pass them to me and I will advertise them till sold.

I am on track of a large amount of ALTER parts to sell through the club for the club with luck

??????????????? NEXT Newsletter. ???????????????

Show report from WESTON PARK INTERNATIONAL.

PARTS UPDATE.

UMM Register update. ALTER,s

????????????????????????????????

Proposed publication dates for the next Newsletter and for 1998.

Last copy date. | 16th October 97. | 16th January 98. | 17th April 98. | 17th July 98.

Publication date. | 1st November 97. | 1st February 98. | 1st May 98. | 1st August 98.

Thanks for reading the News from READING. By for now GraUMM.

All products and services quoted in this Newsletter are only CLUB recommendations.
Your first consideration for parts must be S M C of Christchurch Dorset or their agents

The U LTIMATE M OTORING M ERCHANDISE

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.

Here is a list of the colours.

SILVER

RED

WHITE

BEIGE

GOLD

BOTTLE GREEN

BLACK

FRENCH NAVY (dark blue)

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

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.

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.

* * * * *

PARTS UPDATE EXTRA.

REPLACEMENT TRANSCAT TAIL LAMPS.

Visit your local Indespension stockist or trailer centre and ask for PART TL1.

These lamps fit in the rear bumper in place of the original lamps and are almost the same shape

You will have to redrill the lamp or the lamp bracket to fit the lamp.

They cost just over £5.00 each plus VAT.

.....
*All products and services quoted in this Newsletter are only CLUB recommendations.
Your first consideration for parts must be S M C of Christchurch Dorset or their agents*

WESTON PARK INTERNATIONAL

4x4, military & all wheel drive family show

Weston Park, A5 between Telford, Shrops - Cannock, Staffs

30-31st August 1997

Weekend after
Bank Holiday

AMPHIBIOUS VEHICLES
ON THE LAKE

THE AWDC HEAVY
VEHICLE BRIGADE

MANUFACTURER'S
DEMO COURSE:-
FREE 4x4 RIDES

4x4

RADIO CONTROL
4WD MODELS

PUBLIC OFF-ROAD SCENIC ROUTE

MILITARY
& 4x4
TRADE
STANDS

**THE GREATEST 4x4
AND MILITARY SHOW
EVER HELD IN BRITAIN!**

SAT NIGHT
60's/70's
OPEN-AIR
DISCO

ATV's
&
QUADS

MILITARY
VEHICLES

CLUB DISPLAY COMPETITION

MONSTER TRUCKS

6x6

FREE CHILDREN'S
ENTERTAINMENT

4x4/MILITARY MODELS

CLASSIC TRUCKS
COMPETITION

**WEEKEND AFTER
AUG. BANK HOLIDAY**

Either drive your own 4x4
off-road or have unlimited
free rides in ours.

CARAVAN, CAMPING,
TRAILER & TOWING
EQUIPMENT SALE

AUTO JUMBLE

MASSIVE 200ft
MUD RUN!

4x4 VEHICLE
SALES AREA

8x8

FREE KID'S
FACE PAINTING

CRAFT MARQUEE

ENQUIRIES/BOOKING:-

TOM McGUIGAN
The 4x4 Trading Company
94 Stone Road
Stafford ST16 2RS

Tel: 01785 224493

"A TRUE FAMILY SHOW!"

Advance booking available,
free family caravan pitches.

ADMISSION: ADULT £4.50 CHILD £2.00

THE 4x4
TRADING
COMPANY

WESTON PARK INTERNATIONAL

4x4, military & all wheel drive family show

Weston Park, A5 East of Telford, Shropshire

30-31st August 1997

SHOW ORGANISERS:-

c/o TOM McGUIGAN
94 STONE ROAD
STAFFORD
STAFFORDSHIRE
ST16 2RS

MON-SAT 9am-10pm

TEL: 01785 224493 FAX: 01785 256960

THE
4x4
TRADING
COMPANY

Please find herein an extremely condensed résumé of WESTON PARK INTERNATIONAL 4x4, military and all-wheel-drive family show. Featuring all types and makes of 4x4, 6x6 and 8x8 vehicle, the overwhelming aim of this event is to provide plenty of choice and value for money via a host of quality displays and unusual attractions. We the organisers intend to bring the 'fun' element back into Summer shows with the emphasis firmly on entertainment for all the family - not just dad! Professionally run by enthusiasts for enthusiasts, it must be stressed this is very much a 'grass roots' show for true off-roaders and not just a purely commercial venture run by some large, faceless company. **Please note:** Although many 4x4 and military clubs have already added W.P.I. to their official Events Calendar, likewise many have not due to previous commitments, a clash of dates or will be "officially attending next year". Whether official or unofficial in '97, individual members are asked to support the event anyway - you will be made most welcome.

- * There will be two showgrounds; one 4x4, one military. Closely linked in life, the two elements stand happily side by side at W.P.I.
- * Most of the major 4x4 manufacturers will be present plus several of the lesser known makes. Trade stands will also feature heavily.
- * The "Vehicle Sales" area will feature a diverse assortment of civilian and military vehicles (*Private: Free, Trade: £15 per vehicle*).
- * Free public passenger rides are being provided by franchised dealers on the purpose-built Manufacturer's Off-Road Demo Course.
- * Extended passenger rides available over a second route via The Japanese 4x4 Club of Great Britain (*Low cost, pay on the day*).
- * Display vehicles will be many and varied. Booked in to date are a civilian version of the American Hummer worth £70,000, coming over especially from Holland is a '4x4 Special' boasting 2 engines and 8 wheels, a Land Rover Series III camper 16' long, from Germany a Mercedes Unimog fire tender, a 6x4 Range Rover 18' long, a 1930's-style Landford 4x4 pick-up, an 8x8 Octad ATV, etc.
- * Clubs, independent groups and organisations attending W.P.I. will be presenting displays and dioramas as part of a competition.
- * Brand new groups will also be present such as The Camel Trophy Club and the first gathering of the Paris-Dakar Enthusiasts Club.
- * Housed within the "Model Village" will be radio control, die cast, electric/petrol-driven miniature 4x4's, off-road slot racing, etc.
- * Do you own an old 4x2 / 4x4 / 6x4 / 6x6 lorry? Enter the "Classic Trucks Display Competition". This is not a Concours competition hence vehicles can be in any condition. If it is unusual, rare or unique - enter it! (*Pre-1971 only. Free entry, trophies await*).
- * Turn out your garage, storeroom or scrap-bin for two "Auto Jumbles" - one 4x4 and other military (*2-day cost: £25 up to a LR/transit-sized vehicle, £45 LR/transit-sized vehicle + trailer or a truck. TRADE MUST BOOK IN ADVANCE - PRIVATE PAY ON THE DAY*).
- * Drive your own vehicle around the 3 mile "Park Drive" off-road scenic route. Open to everyone whether novice or expert, it will have 'Easy' & 'Hard' options along the way thus all types of vehicle can enter with or without spoilers, side steps, etc. (*Pay as you play*).
- * Visit the "Adult's Paddling Pool" (the lake) to see amphibious vehicles 'dipping their headlights' throughout the weekend (*Free*).
- * Enter the "Modern Vehicle Display Competition". If you have an interesting or unusual vehicle (i.e. rare, modified, unique) this is the competition for you. This is not a Concours competition thus vehicles can be in any condition (*Free entry, trophies await*).
- * Have a go at the infamous "Mud Run". Drive it yourself or simply watch others get that sinking feeling (*Free*).
- * Many 'heavies' will be present such as the Russian Ural/Kraz 6x6, British Scammell Explorer/Alvis Stalwart/AEC Militant 6x6, East German Ifa 4x4, American Gamma Goat 6x6, Czech Tatra 8x8, Dutch Daf 6x6 and German Unimog 4x4 to name but a few.
- * Weston Park's own beer tent and barbecue will be open all day Saturday & Sunday, with an additional barbecue on Saturday night.
- * Everyone is invited to join in the fun at the "Saturday Night Fever Disco" 60's/70's disco (*sad but true*). Held within the cobbled quadrangle of the old stables complex, two large coach house doors will open to reveal a 30ft bar complete with bar licence extension to around midnight. This will allow party-poopers the chance of a 'quiet night in' back at the camping area while the rest of us party!
- * Disabled visitors most welcome. Have a go at off-roading with D.O.R.A. (Disabled Off-Road & Access) plus much more.
- * Off-Road Centres will be running an array of charity fund-raising activities including opposite-steer 4x4's, obstacle courses, etc.
- * Oodles of children's entertainment including kid's shows, stilt-walking, magic, face painting and adventure playground (*All free*).
- * Visit the craft marquee, fashion clothes stalls, cakes/sweets, flowers and plants, country clothing, hair, jewellery ... and so forth.
- * Additional attractions incl. ATV's, quads, off-road buggies, monster trucks, customised vehicles, caravans & trailers, towing equip.
- * Set in 1,000 acres, Weston Park's permanent attractions include a stately home packed full of priceless antiques, a miniature railway, pet's corner, museum, tea-rooms, stables bar, gift emporium, church and picnic areas surrounded by rare sheep and deer.
- * By booking a 'FAMILY PACKAGE' you save £13 - this equates to a **FREE CARAVAN PITCH** covering Friday & Saturday nights.
- * Camping facilities include drinking water and permanent toilets! Sorry, no showers... guess you'll just have to wait until September!
- * All off-road activities will be marshalled by Staffordshire & Shropshire Land Rover Club. Medical cover by Herts Rally Rescue.
- * Display vehicles are free at W.P.I. These include all military vehicles (*i.e. bona fide vehicles sporting insignia, regimental markings, etc. - not just a red metallic Land Rover that just happens to have a military spec. bumper!*) plus civilian vehicles over 3.5 tonnes.

FREE TICKETS: Do you know of any interesting all-wheel-drive vehicles in your locality? No matter what size/type, providing they are rare, historic or just plain oddball, we want to see them. If you are responsible for a new display vehicle booking a place at W.P.I. you will receive two 2-day admission passes by way of commission! Give me a call to find out more.

See you in August ... Tom McGuigan (Event Director)

WESTON PARK INTERNATIONAL ... *Decidedly different!*



CLUB MEMBER'S BOOKING FORM

CLUB:

YOUR NAME: YOUR ADDRESS:

POSTCODE: YOUR TEL:

ADMISSION (One day - Saturday or Sunday)

..... (insert number required) adult @ £ 4.50 £

..... (insert number required) child 3-16 yrs @ £ 2.00 £

ADMISSION (Two days - Saturday & Sunday)

..... (insert number required) adult @ £ 9.00 £

..... (insert number required) child 3-16 yrs @ £ 4.00 £

ADMISSION: FAMILY PACKAGE (Saturday & Sunday admission, Friday & Saturday camping)

..... (insert number required) family pass @ £25.00 (i.e. 2 adults, 2 children, 1 caravan: thus saving £13) £

CAMPING

..... (insert number of units) caravan fee per unit, per night @ £6.00 £

..... (insert number of persons) tent fee per person, per night @ £3.00 £

ELECTRIC HOOK UP

..... (insert number) caravans/tents requiring power @ £5.00 per day £

TOTAL:

Please make cheques/postal orders payable to Weston Park Enterprises Ltd.

Send this Booking Form, cheque/postal order and a S.A.E. to:- Weston Park, Weston-under-Lizard, Shrops TF11 8LE. All payments must be accompanied by a Booking Form therefore this form may be photocopied. Contact 01785 224493 for further information. See you in August!