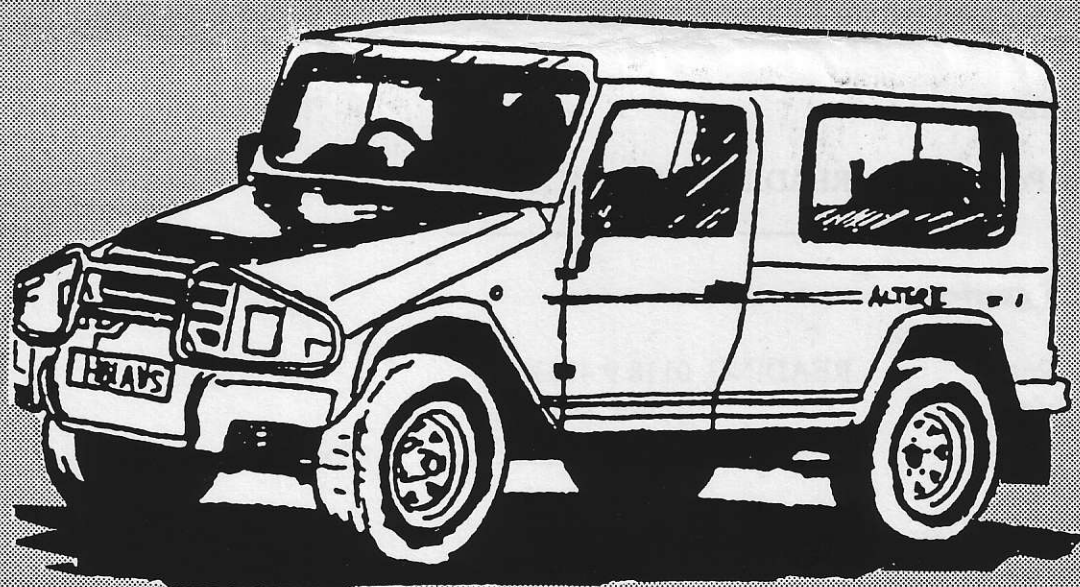


The
**Ultimate
Motoring
Magazine**



The Newsletter of the UMM Owners Club (UK)

01 Nov 1997

The UMM OWNERS CLUB (UK)

All correspondence to.

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

Your first consideration for parts must be S M C of Christchurch Depot or their agents

GraUMM's Bit??

Welcome to another thrilling issue of **The Ultimate Motoring Magazine**, I hope you have had a goodyear (*and not tired*) with your UMM and are looking forward to 1998 and to all of you who have called me for advice I hope it was of some help.

I hope that so far you have enjoyed the show reports and hopefully it will make you think about joining the entrepeneurs that make the effort to come along. I know it leaves me to do the setting up and the clearing away afterwards but I suppose that's part of the task of running the club, My thanks do go to anyone that stays behind to help.

Next year I am thinking about planning a camping week-end or two, So do you have any park-land type areas near you that we could use or do you know of an area of interest that we could use for a get together.

On the other hand do we have any Farmer members who would be willing to let us spend a week-end in one of their fields and if successful may be an annual event ???.

On the get together front are there any country shows or 4x4 / classic car type shows in your area that I could bring the CLUB road-show along to.

On to the technical articles I hope you have found them useful and informative.

There are times when I am struggling to find things to write about as my 121 five door just keeps going, I know there are a few outstanding jobs to do i.e.: fit new rear brake shoes and replace both rear brake cylinders as the bleed nipples have sheered off, Then bleed the system right through to change the brake fluid.

But this all depends on when I can get the parts for my 100 inch station-wagon and put it back on the road again.

On the good news side of things I have just purchased for the CLUB about half a ton of ALTER parts and I hope to start listing them in the next *Newsletter* with a price guide.

There are some mechanical parts and some body fittings but don't write or call me till I have had time to get them listed.

I am waiting on a reply from an exdealer in Ireland with a lot of UMM parts to sell and as soon as I get things organised I will put it in the next available *Newsletter*.

I have recently made contact with the company that made the stainless steel exhaust systems for S M C and they are prepared to continue to stock systems for all models of UMM at around £220 for a 100 inch turbo system plus carriage of course and a lot less for TRANSCAT and non turbo ALTER systems.

Lets have your pledges and I will make further arrangements.

I am just starting a new job with more regular hours and this should give me more time to get things done.

Has any body read the CLUB ROUND-UP in the October issue of INTERNATIONAL OFF-ROADER.

In reply to Frank Elson's query about the tyre company, The problem was an outside supplier not the tyre company.

And as for the shows, The CLUB has less than seventy members at present and most of the subscription goes towards the cost of the *Newsletter* and postage so the cost of getting the road-show to these events comes out of my pocket not out of a budget of thousands and no sponsorship of any kind unless we double the subscription fees.

Please read on

Thanks GraUMM.

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WESTON PARK INTERNATIONAL

30th & 31st AUGUST 1997.

This weekend started with me still having to get at least one more new tyre for the caravan, Had no luck finding a part-worn tyre again so I had to buy another new one. That makes nearly a hundred pounds I have spent this year caravan tyres and I still need two more to complete the set.

Now on to the show, Got the caravan ready a few days before the show and did the final loading on Friday morning.

Left home around nine and the hundred and thirty five mile trip took just over three hours and after stopping for something to eat arrived at WESTON PARK around one.

After a bit of a search found the organiser and he said to park up down the bottom of the field and he would show me where to put the club stand in a short while so I said O K and found a spot near to where the club stand was to be.

So I waited and put the kettle on and waited, Had a chat with several people and polished the car to pass the time and had several cups of tea.

Several times I went and found the organiser and he said that he would be over in a short while, By six 'O' clock I was getting a bit peeved as they say to the point where you felt like going home.

So I said this will do and put the caravan in position on the end of the line, The field was level and I didn't have to build a ski ramp this time.

Set up the club stand with the caravan awning and some tables, Chairs and umbrellas with the area marked out with UMM bunting.

By the time we went to bed Friday night no body had been down to say You can't put that there, So this is where we are going to stay.

Listened to the rain during the night but at least the caravan roof didn't leak this time and wondered what Saturday was going to bring.

Woke up just before six Saturday morning and looked out of the window it was still a fine drizzle and to my surprise there was a dark blue ALTER II, hard top windows parked outside this was club member Dave Shirley H 15 UMM (was H 830 GJB)

Who had arrived during the night from Faringdon in Oxfordshire.

Around mid-morning it had stopped raining when David Drain arrived from Liverpool in his much Customised, Stainless steelised blue TRANSCAT, station wagon JIL 4504 (how about a progress report David) who was enrolled in the club during the day.

A little while later John Grace and his wife from Ireland came over to the club stand with his maroon Irish registered ALTER I, hard top / windows.

Then Jeff Rolands appeared with his family but he had left his blue ALTER I, station wagon D717AUY in the car park.

Most of the day there was a lot of interest in the vehicles and as usual most people had never seen one like my 121 five door.

And with having a selection on the stand ranging from David drain's shiny TRANSCAT station wagon and John Grace's ALTER I, non turbo to Dave Shirley's 100 inch turbo hard top / windows and my 121 five door turbo station wagon.

By the end of the after-noon we had enrolled another new member James Rotherham from near Sheffield who has a K-reg ALTER II turbo pickup but not knowing the club stand was there came in a boring car.

There was also a membership enquiry from someone who has a 121 hard top, Hopefully another new member.

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During the after-noon I met with some members of G.L.A.S.S. the green laneing association asking if we as a club were interested in becoming an associated member but this would cost £45 a year or another pound on the membership but at this moment in time with the clubs small membership and the very limited funds that the club has I don't think it wise to commit the expense on something that would only benefit a very few members or am I wrong (your comments please) I think most members look towards the club for technical help and advice, And for those of you who do a lot of green laneing I recommend that you join G.L.A.S.S. (see PARTS and services) if you haven't already for the exalant help and advice thay can give you on all aspects of green laneing.

Well that's the end of the commercial brake now lets get down to the serious business of Sunday.

It rained on and off during the night again and Sunday morning started wet and over-cast and that's how it stayed with rain on and off all day and with some thunder and lighting just for sound effects.

Around lunch time John Grace and his wife with there ALTER I came back on to the club stand.

The afternoon was spent with the odd visitor to the club stand and wandering around the show ground in-between showers.

By mid-afternoon a lot of the stall holders were starting to pack up and around three 'O' clock it started to rain very heavy and the field was more like a water meadow with three to six inches of water in places and being at the lower end of the field it was like a river coming down from the higher ground.

This lasted at least half an hour then it stopped and we had brilliant sun shine but by this time the field was very wet and the road-ways were becoming very muddy and most of the heavy vehicles were having to be towed off the field.

After packing away the flags, Flag-pole and bunting we then took down the caravan awning but as it was still wet we just bundled it in to the back of the caravan along with the tables and chairs and every thing else I had to bring along.

Then it was off across the field through all the mud and water, Half way across the field it went up hill to the gate where it was getting very muddy in deed.

I set off across the field in high range first not even bothering to lock the front hubs.

As my caravan is very nose heavy this helps with the traction on the rear wheels, With a little bit of slipping on the up hill part and as long as I kept to the more grassy areas then there was no problem in getting off the field.

VERDICT

The show it self has the makings of a good show with plenty for every one, There was a bit disorganisation on the Friday with no site plots marked out and no one knowing where thay were supposed to go.

Most of what was on the poster was happening in various parts of the field.

The only thing that really spoilt it for every one except for those that were playing in the mud was the rain and most of the stall holders were trying to keep every thing dry.

As a club stand we are creating an interest in the vehicles and this can only be a good thing. There are very few ways of promoting the club other than the 4x4 press which has a limited market any way.

That's the end of another years events for the club stand, See you next year.

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Salvage U M M Parts all models is there a market.

Are there parts that are just unobtainable in the U K with out having to cannibalise other basically good vehicles.

We know that axles, gearboxes and some body parts for the TRANSCAT are wanted.

And some similar parts for the ALTER.

We have connections now within the CLUB to source and possibly transport recovered second hand parts from scrap yards in Portugal or even France.

If you agree with this then you must consider the following points.

First / *The legal side must be considered what documents do we need to ship these parts from Portugal or France.*

Secondly / *Are we infringing on S.M.C,s domain by supplying second hand parts as they only supply new parts.*

Thirdly / *Do we have to give any kind of guarantee with these parts other than to replace if found to be faulty .*

Do we have any legal eagles in the CLUB that could answer these questions and give advice on what we kneed to do.

The forth point to be considered is, The price of these parts must cover the cost of buying and transporting them back to the U K.

And they must be sold at a realistic price plus a percentage to go towards more parts.

I would like to see most of the parts sold on an exchange basis then this would give us a stock of damaged parts that at some time can be considered for reconditioning or remanufacture.

There are two possible ways of shipping the parts back to the U K .

The first one to be considered is that the parts would have to be sorted and crated up in Portugal or France for a transport company to bring back to the U K .

The cost of shipping the parts this way is as yet unknown.

Do we have anyone in the CLUB that can do a ruff costing for shipping these parts to the UK

The second option would be to collect the parts, This would require one or two vehicles with two drivers and a large trailer each capable of carrying around two to two and a half tons plus what ever you can put in the back of each vehicle.

The vehicles would have to make the return trip loaded to the maximum to make the trip worthwhile.

The trip would take about a weeks travelling time plus what ever time it would take to sort and load the parts.

The most obvious way for the journey would be to take the ferry to France and drive all the way round and down through Southern France then in to Northern Spain and then in to Portugal.

This would entail a journey of over a thousand miles each way and using over a hundred gallons of diesel per vehicle.

Add to this the ferry costs and other sundry expenses plus the cost of meals and bed and breakfast (and hopefully with out any break downs or punctures) you are looking at

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over a thousand pounds per vehicle plus the cost of the parts this equates to four hundred pounds a ton or to put it another way a TRANSCAT axle with springs or a gearbox weighs about two hundred weight and this is without any packaging, As long as you bring back a full load these items would cost about fifty pounds each to transport.

The alternative route would be to go by ferry to Bilbao or santandare in Northern Spain then drive down to Portugal but the only savings would be in time and distance as I think the extra ferry costs would cancel out any gains.

But before all this can happen there would need to be a working party in Portugal or France finding and preparing all the parts to be shipped.

The next problem would be the storage and distribution of parts, One idea would be to have an open day every so often where ever the parts are stored so that big items can be collected. This may even lead on to the rescue and recovery of all known right hand drive vehicles that are at present sitting in scrap yards or at the back of dealers and exdealers that have been cannibalised for parts or abandoned because of the lack of parts or cost.

The only major difference between the right hand drive and the left hand drive versions of the UMM range is a KPH speedohead on the TRANSCAT and I think the steering column is handed the rest is basically the same, As for the ALTER it's the dashboard and KPH speedo head, Steering box, Trackrod, Drag link and air filter housing on the turbo version.

The only major change to the range was with the latest grey trim spec left hand drive models had a redesigned dashboard.

There are almost no parts on the TRANSCAT that are interchangeable with the ALTER apart from the windows and wheels.

I don't know how many vehicles were brought in to the country but I was told in 1986 that there were only four hundred and eighty TRANSCAT's in the country so how many have survived the last twelve years as no import records survive so I have been told due to a fire ten or twelve years ago at S.M.C. in Bristol.

So how many ALTER,s have been imported.

(only S.M.C. have the answer and will they let us in on it.)

This is why there are a lot of questions on the membership form.

But before any of this can be put in to action the question of funds has got to be overcome and also someone volunteering part of there holiday in Portugal or France to go round hunting for scrap yards and abandoned UMM,s

MINI - TIP Part two

To adjust the clutch push-rod first open the drivers door to its fullest extent then reaching up under the dashboard grip the clutch push-rod with a pair of MOLE GRIPS or similar. then with a 13mm spanner undo the locking sleeve-nut .

Now remove the grips then holding the sleeve-nut, Turn the clutch push-rod till the correct adjustment is obtained and then re-lock the sleeve-nut.

job done.

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YET ANOTHER ONE IN THE GARDEN.

Well it all started with a phone call from club member Colin Bloomfield.

(isent that always the way).

After discussing various Club related matters and telling me all about his 1965 FORD THAMES TRADER lorry that he was restoring, Colin said could I put an add in the Newsletter as he had a TRANSCAT pickup that he was thinking of braking. I said no don't do that, That's cruel and any way my eldest son Adrian was looking for a TRANSCAT and he would be happy with a cheap fixer upper so to speak. (sounds like insider dealing to me).

So arrangements were made to travel up to IPSWICH and have a look at it.

Now to get a trailer, I could not get the one I usually get so I had to hire one, Managed to get to the local trailer centre during the week and with my job that's not easy and booked the trailer for the week end, Then I booked Monday as a days holiday so that I could take the trailer back (I could do with a day off any way).

Came the Saturday got up early gave my 5 door a quick check over as soon as it was light put some tools and straps in the back and some FORD THAMES TRADER parts that I had promised Colin, Pumped up the tyres again (must get the new wheels and tyres soon as they all leak).

Arrived at the trailer centre at eight thirty after filling up with diesel.

Half an hour later came out with a nearly new 16 foot beaver tail trailer with hydraulic tilt bed,

Not bad thirty pounds for the week end plus deposit of course.

I was just about to leave the trailer centre when some one came over to me and said that his friend had just bought an ALTER, I said has he herd about the CLUB, He said I don't think so, And I just happened to have a CLUB application form on the back seat, Hopefully another new member. (This became Dave Shirley from Faringdon in Oxfordshire.)

Now off to NORFOLK out through READING, Traffic was light just had to remember that I was now over thirty seven feet long.

The 121 is bad enough in supper market car parks never mind with a trailer in town traffic.

On to the M4 towards LONDON then the M25 clockwise, Very little traffic tried to keep the speed down to 60.

Almost half way round the M25 to junction 28, A12 the trip meter showing 80 miles all ready.

All the way up the A12 to the A14 at IPSWICH still cruising at around 60 with 70 now and again for over taking lesser vehicles.

Following Colin's directions to a little village deep in the hart of NORFOLK arrived around twelve thirty, Not bad 156 miles in three and a half hours including a twenty minuet stop for a cup of tea and a bacon sandwich.

And getting stuck behind a tractor and trailer for two miles doing twenty miles an hour.

Spent most of the afternoon at Colin's talking about the CLUB, UMM,s and the FORD THAMES TRADER that he was restoring.

Had a good look round the TRANSCAT pickup and Colin's station wagon.

Colin told me about some of the dirty weekends he has had with it and how good it was off road. (but we all know that don't we).

Afterwards I reversed the trailer in to the garden, Then with a bit of pushing and shoving we lined the TRANSCAT up behind the trailer, Then dropped the tail gate and tilted the bed, on went the winch strap and with many many turns of the handle it was loaded.

Then with a strap around the front axle and another over the tow bar it was soon secure.

It made quite an impressive sight standing over eight feet high on the trailer.

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Users must consider that the UMM is not responsible for any loss or damage caused by the use of any product or service recommended in this Newsletter.

Left Colin's around five thirty headed back towards IPSWICH and filled up with diesel again then back down the A14 then on to the A12.

Made good progress down the A12, Had to stop twice, First to remove the radiator blank that I have had in all winter covering the right hand half of the radiator because with the extra load behind it was running hotter.

The second stop was to make the trees grow.

Carried on down the A12 then on to the M25 making good time travelling at 50 to 55 miles an hour then up to 60 at times on the motorway.

Turned off the M25 at WATFORD to see club member Pip Whiston (membership secretary) for a quick cup of tea and a chat then showed him the latest aquesion.

Half an hour latter on the road back on to the M25 then the M4,

Finally back through READING and home.

Arrived back about nine thirty, Just over four hours for the trip home.

The trickiest part of the whole trip was trying to back the trailer in the garden in the dark.

This is the kind of trip I have often done in all my UMM,s usually with a trailer on.

Either the caravan or a transporter of some kind.

They have all pulled like a train never missing a beat and with very little preparation just the usual checks oil water & tyres.

This time was no different, When I filled up with diesel on the Monday I worked out the fuel consumption for the whole trip.

With 23 MPG for the trip up with the empty trailer and 19 MPG for the trip back loaded and all at motorway speeds.

The TRANSCAT pickup is to be striped down and any worn parts replaced (and that's many) then with a respray put back on the road for every day use.

PARTS update.

ALTER II TURBO

The brake vacuum pump or evacuator to be technical.

CLAYTON DEWANDRE direct oil feed type.

Peugeot part number 456515 . PEUGEOT price around £180.00 plus VAT.

Clayton part number REGA 1552. EDMUNDS WALKER price £130.00 plus VAT.

WANTED

Discarded and broken TRANSCAT and ALTER road springs depending on condition to make up serviceable springs.

TRANSCAT springs

Those of you who only use your vehicles for pleasure ??? Have most likely found the ride to be a bit firm to say the least.

Well you can de-rate the springs by removing two leaves from each spring, I did this to the station-wagon I had many years ago but then it was only a year or so old and the dreaded brown stuff had yet to come to grips with it.

Every spring on the TRANSCAT has a different number of leaves:

Left hand front 7, Right hand front 8. Left hand rear 9. Right hand rear 10.

To de-rate each spring remove leaves:

3 and 6.

4 and 7.

3 and 6.

4 and 7.

Counting from the top of each spring. You may have to replace the spring bolts using M8 x 70 mm set bolts with the heads rounded off for the spring centre bolts.

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Alter II springs - A Cunning Trick.

By Phil Romford

I dare say some of you have experienced the saggy, clunky spring problem common to leaf springs in general and the Alter II in this particular case.

Of course, the 'correct' thing to do is have the springs re-set by a garage, so as to regain not only the correct ride height but eliminate those excruciating, indeed sometimes embarrassing, clunks and bangs. This is likely to cost about £60 per spring!!

However, I had a cunning idea which I tried putting into practice.....

I had some old but good shaped Transcat springs lying around my workshop, both unused and previously unwanted. The idea was to take a leaf from each Transcat spring and add this to each Alter II spring, to lift the springs back into shape and give a bit more stiffness.

Some of you may have observed that Transcat springs are actually narrower than Alter II springs. Correct, however, of no importance. I chose to use leaves that were just a little shorter than the bottom leaf of the standard set to help re-form the shape along the whole length of each spring.

Method:

- i) First, drill the central hole of each leaf out to 11 mm. This is essential to enable the leaf to fit the spring clamp bolt.
- ii) Grease the leaf with Lithium grease.
- iii) Jack the vehicle up to relieve spring tension, the wheel should be off the ground.
- iv) Fix a strong clamp to compress the leaves together. This should be positioned close to the clamp plate that the 'U' bolts pass through.
- v) Remove the nuts and 'U' bolts.
- vi) Remove the nut from the spring clamp bolt, ensuring that the clamp in (iv) above is secure.
- vii) Offer the additional leaf up to the bolt at an angle to the spring and engage the nut to hold it in position.
- viii) Using a soft hammer, tap the new leaf back into line with the spring, removing the clamp in (iv) above when appropriate. At this stage I used a small jack under the spring close to the nut to ensure that nothing nasty happened.
- ix) Tighten the spring clamp nut.
- x) Re-fit the 'U' bolts and nuts to the correct torque.
- xi) Remove the jack: job done.

At stage (vi), I took time to slacken the clamp to allow the leaves to separate enough let me work some Lithium grease in. It is really worth bothering to do this since it gives the vehicle a smoother ride.

Once I had established the method, it took about one hour to do each spring, not forgetting to be safety conscious and using axle stands to support the vehicle.

Did it work? Yes, it most certainly did. The vehicle has been lifted by about 70mm all round, the spring shape is good, and, **NO CLUNKS!!!** The extra leaf has also stiffened the suspension up a little, which I prefer. Cost; nothing.

In the absence of Transcat springs to rob bits off, it is very probable that some other vehicle would have usable components.

PARTS & SERVICES.

The following companies 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

This list will be published in every other *Newsletter*.

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.

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SHADOW 2000 LIMITED

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

Phone david on 0118 9 594930 or Fax 0118 9 566667.

For all 4x4 Tyres and wheels.

G.L.A.S.S.

GREEN LANE ASSOCIATION

Promoting sensible driving in the countryside

Shaun Seabrook.

9 Ffordd y Dderwen, Llangewydd Court, Bridgend, Mid-Glamorgan, CF 31 4 TQ.

Phone 01656 767264.

A to Z American Spares.

322A St ALBANS Rd. WATFORD. WD 2 5 PN.

Phone 01923 221776 or FAX 01923 255757.

Steering swivels / drive shaft U Js / TRANSCAT brakes.

[illegible]

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.

WOOLLEN 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

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.

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.

TRANSCAT again FAIRY OVERDRIVE parts list and fitting instructions.
£1 each but I only have a few of these.

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When you contact us, you should expect to see a list of **discontinued** flowers on the right.

The UMM REGISTER

ALTER

JT-64-42 * V reregistered as V
 C478PHG * 02 / 07 / 86 * TW4B11D0L00025649 * STATION WAGON * L H D

D569CSF * TW4B11G1L00026024 * STATION WAGON *
 D717AVY * 01 / 02 / 87 * TW4B11D1L00026025 * HARD TOP/WINDOWS

D616UHH * TW4B11G1L00026421 * HARD TOP *
 D791KDN * TW4B11D1L00026427 * HARD TOP *
 G153WHT * 02 / 02 / 90 * V reregistered as V
 90-KK-2234 * / 90 * TW4B11D1L00026441 * HARD TOP *
 D448WYJ * TW4B11D1L00026443 * STATION WAGON *

Q664HAC * 09 / 10 / 92 * TW4B11D1L00027182 * SOFT TOP * L H D

E982FRO * TW4B11G1L00028685 * STATION WAGON * L H D

PM-8269-AW * TW4B11D1L00028917 * STATION WAGON * L H D

LQ-07-77 * TW4B11G1L00029539 * STATION WAGON * L H D

G491VEU * 10 / 10 / 89 * TW4B11D1L00031305 * HARD TOP/WINDOWS
 G417SDV * 25 / 08 / 89 * TW4B11D1L00031318 * PICK UP *

G962UHU * 02 / 08 / 89 * TW4B11G1L00031584 * STATION WAGON *

G813UWS * 11 / 09 / 89 * TW4B13D1L00031636 * 121 PICK UP *

90-LH-510 * / 90 * TW4B11D1L00032140 * HARD TOP *
 H771DOU * TW4B11G1L00032142 * STATION WAGON *
 L539WEY * ___ / 05 / 94 * TW4B11G1L00032165 * PICK UP *
 H830GJB * V reregistered as V
 H15UMM * TW4B11G1L00032172 * HARD TOP / WINDOWS
 K541CEF * TW4B11G1L00032173 * PICK UP *
 G491SDV * 14 / 04 / 90 * V reregistered as V
 A 15 CVS * TW4B11G1L00032176 * PICK UP hardtop conversion
 G315SNM * TW4B11D1L00032180 * STATION WAGON *
 J469 TFS * 05 / 08 / 91 * TW4B11D1L00032187 * PICK UP *

J516 SFX * TW4B13D1L00032290 * 121 PICK UP *

H172MTW * TW4B11G1L00032703 * HARD TOP *
 H527RWX * TW4B11G1L00032706 * HARD TOP *
 K278VFX * 03 / 12 / 92 * TW4B11G1L00032725 * STATION WAGON *
 G880DPK * TW4B11G1L00032739 * STATION WAGON *
 J312 PRO * TW4B11D1L00032744 * PICK UP *
 H215MPD * TW4B11D1L00032745 * PICK UP *
 J867XCG * TW4B13D1L00032779 * 121 PICK UP *
 H 24 AFB * 01 / 08 / 90 * TW4B13D1L00032780 * 121 PICK UP *

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

Your first consideration for parts must be S.M.C. of Christchurch Depot or their agents.

VEHICLES & items FOR SALE.

I don't know if any of the vehicles advertised in the last *Newsletter* have been sold apart from Colin Bloomfield who has sold his TRANSCAT.

1992 K-reg ALTER II Turbo Station Wagon.

Silver, 42,000 miles, new tyres, long MOT, £5,000.00.
As featured in International OFF-ROADER. June 1993.
Phone Geoffrey Weeks on 0117 9323811 Bristol area.

1991 J-reg ALTER II Hard Top.

Blue, Speedo shows 29,000 but odometer not working,
Estimated mileage 35,000. New Tyres & Exhaust.
£3,000.00 ONO.
Phone Jan Dil on 01439 770591 or E-MAIL JGDIL@AOL.COM

1984 B-reg TRANSCAT Station Wagon.

Phone Shane Rhodes on 01799 550444 for price and more details.

ANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

Soft-top and sticks for ALTER 100. Phone Sunil Surrender on 01536 771834.

NTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

TED WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

PHOTO-COPIER

Has any one got or know of anyone who has got a serviceable photo-copier that they are willing to donate or that I can purchase for the club, Not to big but with a 100 copy run.
Phone me on 0118 941 5327.

ED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

Coming in the next Newsletter,

How should I know, I only write it ??.

No seriously, The continuing UMM register .

Do you have any thoughts on any of the items I have raised in this issue and I will try and print your comments ?? If I get any.

Thanks again for your continuing support and phone calls but only in the time window I have said as I still have to work for a living as well as thinking of how to keep your vehicles on the road ..

By for now GraUMM.

see you in February and don't forget your 1998 subscriptions are due with this Newsletter. I am increasing the fees for members out side the UK by £1 as the postage rates are a lot higher for the republic of Ireland and over seas, What's your opinion. If you want to pay more please send your donations to ???.
Anyone wishing to invest in the spares fund to help purchase any stocks of parts please feel free to send your as much as you wish.

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Your first consideration for parts must be S B S of Cheltenham. Report on their agents