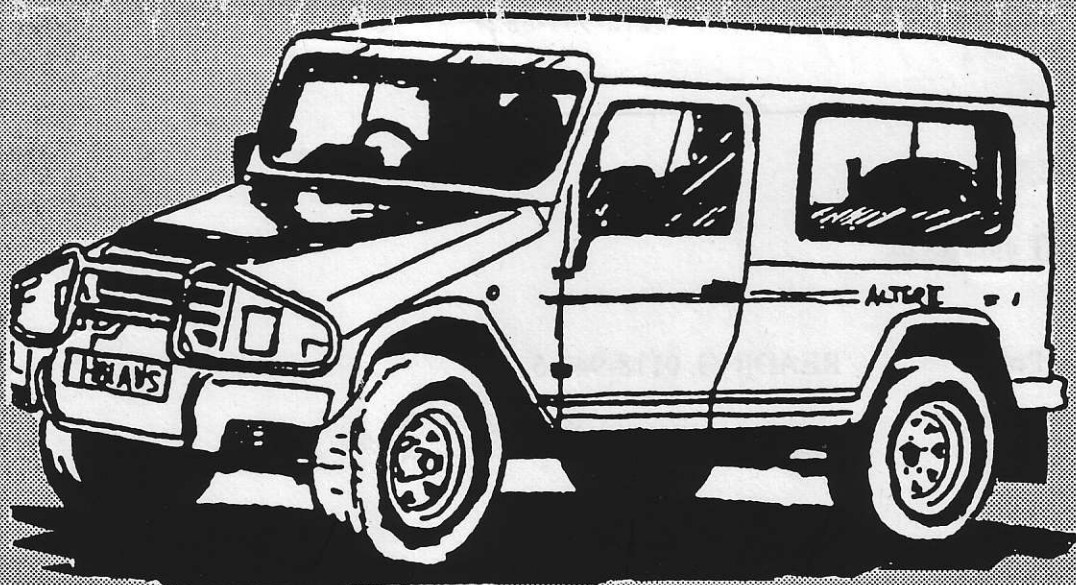


The  
**Ultimate  
Motoring  
Magazine**



**The Newsletter of the UMM Owners Club (UK)**

01 MAY 1998



# The UMM OWNERS CLUB (UK)

All correspondence to.

CLUB Secretary,

GRAHAM POTTER. 35 Colyton Way.  
Purley-on-Thames. READING. RG 8 8 BL.  
ENGLAND.

Telephonic communications to.

READING, 0118-941-5327.

Facsimile communications to.

0118-941-5327.

*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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ALTER queries to.

Graham Potter.

READING. 0118-941-5327.

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TRANSCAT queries to.

Graham Potter.

READING. 0118-941-5327.

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COURNIL queries to.

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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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### ***GraUMM's Bit.***

*Well here I go again,*

*To start with I had a recent visit to the COTSWOLD 4 x 4 CENTRE  
Down in Frampton Mansell Nr Stroud in the heart of Gloucestershire.  
where I was given a guided tour of all the UMM parts by Adrian Lindley  
the man with the key to our future.*

*There are most bits mechanical.*

*Body parts for soft and hard tops and more body stripes than a herd of zebras.  
There were even parts that S.M.C. didn't know they had including a brand new Ifor Williams  
hard top for the ALTER II 100 inch pick up and a Truckman hard top for the 121 Crew-cab  
pick up. ( both to be sold at a discount price )*

*Adrian told me that they can now supply most UMM parts and what they don't have they  
can order in so give them a call and just maybe that obscure part you want is in stock.*

*Adrian also said that their aim like ours is to re-establish the name and credibility of the  
UMM but it will take some time to undo all the damage done by S.M.C.*

*So give them a call on 01285-760484. Or FAX them on 01285-760695.*

*Now on to some sad news, There is to be NO, OFF ROAD Show at High Wycombe this year.  
I don't know why.*

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



*But there is to be another big show at WESTON PARK in Shropshire again this year.*

*The WESTON PARK INTERNATIONAL.*

*To be held over the week-end of the 8th & 9th of August.*

*Hopefully we won't have any rain unlike last year.*

*See extra pages for more details and booking forms or just come along on one of the days, I will book a club stand again so lets see every one there as there is no limit to the number of vehicles we can have on the club stand.*

*I will be travelling up on the Friday morning or sooner as I will be off work that week.*

*Anyone wishing to spend a long week-end there give me a call as there will be some free tickets available.*

## **FRONT AXLE DISMANTILMENT.**

*This covers the dismantling of the front axle steering assembly on all UMM's.*

*I think these instructions will cover the COUNIL as well, And if your desperate the MAHINDRA CJ 3 look-a-like.*

*Part of these instructions will apply if you wish to remove the front differential or change the track-rod ends.*

*Please read these instructions Thoroughly before starting any work on your vehicle and if unsure seek professional help as the CLUB can not accept any responsibility for lost fingers and tempers when undertaking the following work.*

### **TOOLS REQUIRED.**

Good Jack, (Trolley or bottle) Capable of lifting the front axle well clear of the ground.

Axle Stands. To support the vehicle. Wheel Chocks.

Regular Hammer. 2 LB Club hammer. (or BIGGER)

Good Cold Chisel. Good Crow-bar or Similar.

Regular Pliers. Cir-Clip Pliers. Torque Wrench. 1/8th hexagon bit.

SPLIT-RING NUT WRENCH A M C. tool number J - 25258

1/2 inch AF Combination Spanner. 9/16 AF Combination Spanner. 3/4 AF Combination Spanner.

13 mm Combination Spanner. 19mm Combination Spanner. 22 mm Combination Spanner.

9/16 AF Socket. and a 22 mm Socket ( 1/2 inch square drive )

2 inch Box Spanner. Drain Plug square key.

Large cross-head screw-driver. Small cross-head screw-driver.

Large slot-head screw-driver. Large Course File if needed.

Piece of 4 inch x 2 inch Timber about 18 inches long to go under the axle.

And a willing or unwilling helper.

( *I never said any thing about the wife.*  )

These are the tools I used for the job described here and most should be found in the average garage apart from the SPLIT-RING NUT WRENCH A M C. tool number J - 25258.

I didn't have one either??.

### **Step 1. IN THE BEGINNING.**

*First raise the front of the vehicle and support under the chassis rails just behind the front spring hangers.*

*If you are doing a major front axle and steering rebuild then remove the front bumper and bull-bar as well, This will give you more room to swing a big hammer. ( 22mm spanner for the ALTER or socket for the TRANSCAT )*

*Remove the front wheels, On the TRANSCAT and ALTER remove the brake drums as well.*

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



### **Step 2. FREE-WHEEL HUB DISASSEMBLY.**

*Only part of this section will apply to vehicles not fitted with FREE-WHEEL HUBS.*

*TRANSCAT undo the six set-bolts securing the finned turn-handle housing.*

*( 9/16th AF socket ) and put to one side.*

*ALTER undo the six socket-head screws securing the outer turn-handle casting.*

*( 1/8th hexagon bit ) and put to one side.*

*This may be difficult as the socket head screws will have corroded in the housing.*

*Be careful that you don't round off the screw heads or you will have to drill the screw heads off.*

*Underneath the turn handle-housing there should be a circlip holding the drive shaft in place, Some models had a UNF threaded hole in the end of the drive shaft to pull the drive shaft in place, If so use this to help undo the circlip.*

*ALTER. now undo the six set-bolts securing the hub drive flange.*

*( 9/16th AF socket ) remove and put to one side.*

*ALTER II. On the back of each brake calliper there are two 3/4 AF bolts ( 3/4 AF spanner )*

*Or they may be 19 mm.*

*securing the brake caliper to the carrier bracket, Undo these and place the brake caliper on the front spring behind the axle.*

*This can be done with out disturbing the rubber brake hoses.*

### **Step 3. HUB AND STUB-AXLE REMOVAL.**

*ALL MODELS. Now undo the nuts securing the hub bearing, To do this gently tap back the locking plate between the hub-nuts and undo and remove the outer nut and split-pin,*

*( Pliers, 2 inch box spanner )*

*Now lift out the locking plate and undo the inner nut.*

*The inner hub-nut should not be tight but slack enough to allow a bit of end float in the hub bearings.*

*With the hub and bearings removed, Be aware the outer bearing may fly out as you pull the hub off.*

*Behind the hub there is a ring of six 9/16th AF nuts to be removed. ( 9/16th AF socket )*

*TRANSCAT & ALTER remove the brake back plate assembly and tie it up to the top damper mounting with a piece of wire.*

*ALTER II remove the brake caliper carrier bracket and put on the growing pile of parts.*

*Now to remove the stub-axle from the steering swivel housing.*

*This will need some persuasion because of it's environment.*

*First locate the joint between the stub-axle and the swivel housing then with a good cold-chisel and a large hammer tap at various points around the join till it opens up, Try not to burr the mating face, But this can be tidied up with a file later.*

*care as you pull the stub-axle off, In side there is a bronze bush TRANSCAT or roller bearings and a dirt seal ALTER.*

*With the stub-axle removed you can pull the drive shaft out of the axle.*

*On this bit don't take NO for an answer it went in that way so it has to come out.*

*If you are only removing the front differential go on from here and drain the oil then remove the 9/16 AF set bolts retaining the differential cover, ( 9/16 AF Spanner or Socket ) You may have to do this to drain the oil as some axles had no drain plug if not carry on below.*

*If for any reason you need to remove the front differential (To replace the front axle oil seals) I recommend you use a good axle specialist. I've done it but I will leave this for another time.*

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#### **Step 4. TRACK-ROD END EXTRACTION.**

*Now remove the split-pin ( pliers ) and undo the nuts ( 19mm or 3/4 AF spanner ) ( Occasionally these may be 5/8 AF or 16 mm. ) securing the track-rod ends but only to the ends of the threads, Leave the depth of the nut on the threads.*

*With the steering turned towards you and the steering lock applied, Place a crow-bar or a good lever between the track-rod end and the arm on the steering swivel housing,*

*Now with some one pressing down on the bar strike the steering arm next to the track-rod end ( don't hit the track-rod end or the nut. ) with a good hammer.*

*One good swing with a good hammer works for me.*

*When the taper-joint parts repeat this on the other side if you are doing both sides.*

*Now remove the nuts and release the track-rod ends from the steering arms.*

*This part can be used when changing the Track-rod ends after raising the vehicle.*

*By using the following instructions,*

*Undo the pinch-bolt locking the track-rod end to the track-rod ( 1/2 inch AF or 13 mm Spanner )*

*Now grip the track-rod and unscrew the track-rod end out of the track-rod ( the threads are handed )*

*When replacing the track-rod ends screw each one in about the same amount as the old ones and then lock-up the pinch-bolts then have the tracking checked by a specialist.*

#### **Step 5. NOW TO UNRAVEL THE STEERING SWIVELS.**

*Remove the split-pin from the castle-nut on the top swivel ( Pliers ) and undo the nut up to the end of the threads ( This nut can be any size, Find a suitable large spanner or socket. )*

*Next undo the bottom swivel nut completely. ( 22 mm Socket )*

*Now support the weight of the axle with a thick block of wood, 4'X 2' or larger.*

*Stood upright close to the steering yoke on the axle.*

*On the steering swivel housing there is a thick casting between the top steering swivel and the stub axle retaining bolts.*

*Now this requires the attention of a 4lb club hammer or similar and with a few good blows.*

*( I said HIT it don't TICKLE IT ) But don't hit the stub-axle fixing studs.*

*The taper-joints should drop out, Some times the swivels will pull out of the steering swivel housing.*

#### **Step 6. THIS IS THE START OF THE REMANTLEMENT.**

*With the steering swivel housing removed you can now remove the steering swivels.*

*For removing and refitting the steering swivels I found a piece of thick walled pipe about a foot or so long and slightly smaller than the steering swivel worked well for me along with the 2lb club hammer.*

*The bottom steering swivel must be removed or fitted first otherwise with the bottom one in place you can't get the top one out or with the top one in you can't get the bottom one in.*

*Some axles came fitted with circlips on the steering swivels.*

*If the steering swivels are a good fit in the steering housing fit the circlip to the top one if it will fit.*

*If you fit the circlip to the bottom steering swivel you will have to reajust the split-ring collar that fits inside the top yoke on the axle if you can get the tool.*

**( SPLIT-RING NUT WRENCH A M C. tool number J - 25258 )**

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### Step 7, REFITTING THE STEERING SWIVELS.

*First remove any nuts and rubber dirt covers from the steering swivels then lightly grease the swivel body and with the swivel housing secure in a vice drift the bottom swivel in to place with the tube drift until the collar of the swivel is seated in the recess of the swivel housing. Then do the same with the top swivel.*

*Fit the top circlip if you have one and if it fits.*

*If you have access to A M C. tool number J - 25258. Then fit the bottom circlip if it fits also.*

*On the axle undo the split-ring nut inside the top yoke of the axle with*

*A M C. tool number J - 25258. Or not.*

*Smear grease around the swivels then fit the rubber dirt covers.*

*Offer the steering housing up to the axle and put the top nut on to hold it in place.*

*Now tighten the bottom nut to a torque setting of 85lbs foot with or without the circlip fitted.*

*If you have A M C tool number J - 25258. Then remove the top nut and tighten down the split-ring nut to a torque setting 50lbs foot.*

*Now tighten down the top castle-nut to a torque setting of 100lbs foot with or without resetting the split-ring nut.*

*Refit the split-pin, You may have to tighten the nut up a bit more to get the split pin in.*

*( NEVER UNDO IT )*

*Now to put every thing back together is the reverse of what you have just done so they say and remembering to grease every thing as you put it back.*

### POINTS TO NOTE.

*When tightening up the wheel bearings do up the inner nut leaving a very small amount of end float then fit the locking plate, This should go back in the same place unless you have fitted new wheel bearings as well.*

*Then tighten up the outer nut to it and lock it off with the locking tab.*

*When refitting the right hand track-rod end on the ALTER II make sure it goes in the inner hole not the outer one.*

*If you fit it to the outer one the vehicle will become almost dangerous to drive.*

*And don't forget to use all new split-pins.*

THANKS to the Haynes MANUAL Number 1046 covering the JEEP 'CJ' Series 1949 to 1983.

Or revised MANUAL Number 0412 covering the JEEP 'CJ' series 1949 to 1986.

For some of the technical details and torque wrench settings.

### Diesel VacuUMM Pump

by Geoff Rowlands.

I recently had a failure of my vacuum pump, the replacement cost quoted by my local Peugeot dealer was £210:00! I eventually replaced it for a tenner. I would like to share my experiences with you.

The first thing to ask is : why do you need a vacuum pump at all, and what does it do? The answer is that it pumps air from the brake servo to create a partial vacuum so that the servo

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will work. In a petrol engine, this partial vacuum is taken from the inlet manifold where the suction created by the pistons works against the throttle plate in the intake. A diesel has no throttle (restriction) to control the amount of air sucked into the engine, the power is controlled by the amount of fuel injected into the cylinders, so there is no way to get a partial vacuum for the brake servo.

On the Peugeot engine fitted to the UMM, I think three types of pump have been used, two of these are driven from the fan pulley by a belt and the other type is driven by a cam. I can only report on the belt driven types. These can be identified easily, one has a top that looks like an upside down saucer, and the other has a ring of eight screws holding the top. If your UMM is like mine you will have the saucer variety. In this case I can only sympathise and suggest that you start scanning your local scrap-yard for the other sort.

Both of the pumps have a flexible diaphragm that is moved up and down and together with a one way valve, this provides the pumping action. The saucer type cannot be dismantled further than taking the diaphragm housing off from the rest of the pump. In the main body there is an eccentric mounted on the pulley shaft which has a roller bearing on its outside rim that contacts the push-rod in the diaphragm housing. At the back of the main body there is a pressed cup which covers the end of the shaft. There is a small screw in this cup which you can remove and squirt some oil into the body from time to time.

The eight bolt type is the one to have. The diaphragm housing can be split and the diaphragm replaced. It also has a square housing on the top with a lid held on by two screws. Inside here are the one way valves, these can be inspected and cleaned. In the main body there is a large filler plug. If you remove it, you can see that there is a proper crank and push-rod assembly and you can fill the housing up to the plug hole with oil. These pumps are made by Pierburg in Germany. As all diesel engines need a pump, you can find these fitted to other vehicles such as Sherpa vans as well as the large range of Peugeots. I managed to find a replacement on a scrapped 305.

The pulley on the 305 pump was slightly smaller - not a problem - and also offset further from the body. I found that removing the pulley and reversing it on its hub brought it nicely into line with the old one. The air pipe was also pointing in the wrong direction. Removing the eight bolts enabled the top to be rotated to the best position. The only other modification was to the adjustment bracket to allow the proper tension in the belt.

You may be thinking that using second hand items on the brake system is not advisable, and while this is generally true, I would say that failure of the air pump is not usually so sudden that the brakes will fail. When this happened to me, rattling noises followed by squealing of the belt as the pump seized gave warning of failure. I pulled over to the side and removed the pump altogether. The car was still driveable with care, in fact as mine has drum brakes all round, the brake was just as good once the extra pedal pressure was applied. Drum brakes have the benefit of the self-servo effect of the leading shoes. If I have failed to convince you, please feel free to pay the exorbitant cost of a new unit! As for me, I'll be keeping a look-out for more second hand Pierburg pumps.

*Well thanks Geoff for that it saves me scratching my head and getting splinters trying to think up another item for the Newsletter.*

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



## ***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

### **COTSWOLD 4 x 4 CENTRE.**

**PIKE LANE. FRAMPTON MANSELL. STROUD.**

**GLOUCESTERSHIRE. GL 6 8 J A.**

Phone 01285-760484. Fax 01285-760695.

The new parts supplier for all UMM 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.

### **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 & Track-rod Ends ect.

Phone Bradford 01274 729425 ( ask for Adrian )

### **NATIONAL POWER STEERING**

For service exchange power steering boxes.

Phone 01162 514706 or Fax 01162 628959.

### **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.

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

**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.

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*I ran this item from PREST DIRECT last year and I have been asked to recommend insurance company's by several people so I thought I would start a list.*

## **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 by telephone on 0161 456-7890.

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.

*I am with*

**AVON INSURANCE Direct.**

Arden Street. Stratford-upon-Avon. CV 37 6 WA.

Phone 0345-626286.

*I've also been told that*

**SNOWBALL Insurance services.**

Phone 01922-686136.

*Are very understanding about UMM,s*

*There are several other company's listed in the 4 x 4 Press that are worth calling for a quote.*

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**HANDY HINTS !!!** NUMBER ONE.

*Have you ever gone out to the garage or shed thinking that you'll use that can of spray-paint,  
Only to find that the nozzle is clogged up with paint, And when you do get the nozzle free the  
gas runs out before the can is empty.*

*This is because you properly followed the instructions on the can saying to invert the*

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 \* \* V reregistered as V  
 B 166 MWV \* \* TW4A11B0L00023026 \* STATION WAGON  
 J I L 4 5 0 4 \* 12 / 10 / 88 \* TW4A11B0L00023043 \* STATION WAGON  
 C 256 N A O \* / 85 \* TW4A11B0L00023071 \* STATION WAGON  
 A 448 J T J \* \* TW4A11B0L00023083 \* SOFT TOP  
 E 676 E P A \* / 88 \* TW4A11B0L00023089 \* HARD TOP / WINDOWS  
 B 4 1 3 L P V \* 01 / 08 / 84 \* TW4A11B0L00023091 \* HARD TOP  
 D 996 J K M \* \* TW4A11B0L00023093 \* PICK-UP

Portugal \* 07 / 03 / 85 \* TW4A11B0L00023608 \* HARD TOP \* L H D  
 B 861 N F A \* 04 / 09 / 84 \* TW4A11B0L00023674 \* STATION WAGON  
 B 109 V O U \* \* TW4A11B0L00023675 \* HARD TOP / WINDOWS  
 B 317 F H R \* 08 / 03 / 83 \* TW4A11B0L00023677 \* PICK-UP  
 A 450 C M O \* 15 / 05 / 84 \* TW4A11B0L00023688 \* STATION WAGON

C 989 T S H \* \* TW4A11B0L00023703 \* PICKUP  
 B 58 W F L \* 17 / 08 / 84 \* TW4A11B0L00023716 \* PICK UP  
 A 494 F P M \* 07 / 06 / 84 \* TW4A11B0L00023730 \* STATION WAGON  
 D 495 E W S \* 01 / 04 / 87 \* TW4A11B0L00023731 \* STATION WAGON  
 D 613 B K S \* 01 / 08 / 86 \* TW4A11B0L00023736 \* 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

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 \* 22 / 05 / 85 \* 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  
 C 276 G Y D \* \* TW4A11B0L00025054 \* HARD TOP  
 D 315 C V N \* / 87 \* TW4A11B0L00025060 \* HARD TOP  
 E 964 N F D \* 11 / 02 / 88 \* TW4A11B0L00025078 \* PICKUP

Parts information from Geoff Rowlands.

Manual steering box (Alter) output shaft (bottom) oil seal. UMM part no. 11 126 00 makers  
 part No. GACO M11251683/16

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More parts information from Geoff Rowlands.

Complete service kit for Alter manual steering box costs £32:57 from Craddocks Land Rover Spares, Bridgetown, Cannock. Tel. 01543 577207.

## HERE ARE SOME OF THE PARTS IN CLUB STOCK.

If you want anything on this list please Phone or Fax me to reserve it and I will hold it for two weeks.

Postage will be invoiced separately unless you wish to collect by arrangement.

Please use this list in conjunction with *Newsletter* Issue 1/ 1998.

		( stock )
Air Cleaner Canister. Left hand drive Turbo.	£ 10.00	( 1 )
Inner Door Lock Handle.( ALTER beige trim )	£ 10.00	( 1 )
Power Steering Pump Bracket.( ALTER II Turbo )	£ 20.00	( 1 )
Front Spoiler was new ( ALTER ) needs tidying.	£ 15.00	( 1 )
Front Fog Lamp Mounting Brackets ( behind spoiler )	£ 5.00 Pair	( 1 )
Original Station Wagon side windows. (no mounting rubber)	£100.00 Pair	( 1 )
Original Station Wagon side window glass Front Panel	£ 25.00	( 1 )
Original Station Wagon side window glass Rear Panel	£ 25.00	( 1 )
Sliding Window Catch	£ 15.00	( 1 )
I can now supply Prop-Shaft UJ,s to order at,	£ 8.00 Each	( ? )

*I have now made contact with a company that makes up Braided Brake hoses and have made arrangements for part numbers to be allocated to our hoses and hopefully will have more details in the next Newsletter.*

## VEHICLES & Items for Sale.

**G - Reg. 1989 ALTER II Station Wagon.** Alfa-Romeo Red, Non Turbo.

80,000 Miles. M O T till October. 12 Months Tax. Immaculate Condition.

de-lux Trim, Sun Roof, 7 x 16 Compomotive alloy wheels with B F Goodrich AT Tyres.

New Shocks, New Clutch, Electric Fan, Lovingly Serviced.

**Only £4,750 ono.** Price includes a full set of steel wheels and many other spares.

Phone Sean Leather on 01925 - 766750 Days.

or 01925 - 766499 Evenings.

**D - Reg. 1986 ALTER I Hard top / Windows.** Blue, Non Turbo.

86,000 Miles, Long M O T, Present owner last four years.

Interchangeable rear seats. Some spares.

1986 Motor Show Vehicle, One of the first ALTER,s imported.

**Bargain price £1,750 ono.**

Phone Geoff Rowlands 0154 - 367 - 4736.

( *Company car forces sale* )

**BREAKING ( Fire Damaged ) UMM TRANSCAT pickup's 1984 / 86.**

Ifor Williams Alloy rear canopy for UMM Truck Cab.

TRANSCAT Transfer Box.

Phone Brian Granger at COUNTRY VEHICLES SERVICES

01392 - 860604.

Silverton Nr EXETER in Deepest DEVON.

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

## U. M. M. WORD SEARCH

This is my first attempt at a puzzle so don't laugh.  
The answers will appear in the next *Newsletter*.

	20	The mystery words
1	U	
2		
3		
4		
5	U	
6	U	M
7		U
8		
9		
10		U
11		U
12	M	M
13		
14		
15		
16		
17		
18		
19		

### CLUES

- |  |   |
|--|---|
| 1, Front accessory unpopular with the press.     | 11, The home of UMM.                      |
| 2, Turbo accessory                               | 12, What all of us are in the club.       |
| 3, Body style with windows.                      | 13, Station Wagon with extra openings.    |
| 4, Second generation UMM.                        | 14, Four door truck.                      |
| 5, French version of UMM.                        | 15, The first UK model name for UMM's.    |
| 6, The _____ Motoring Magazine.                  | 16, Founder of the club UK.               |
| 7, Lion heart of a UMM.                          | 17, Motion lotion for your favourite 4X4. |
| 8, The new UMM parts franchise.                  | 18, ALTER II front stoppers.              |
| 9, Original importers of UMM's.                  | 19, Short term for enclosed hard top.     |
| 10, The gubbins between the engine and gear-box. | 20, The mystery words are ??.             |

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# WESTON PARK INTERNATIONAL

4x4, military & all wheel drive family show

Weston Park, A5 East of Telford, Shropshire

**8-9th August 1998**

## SHOW ORGANISERS:-

c/o TOM McGUIGAN  
19 PERCY ROAD  
PENGE  
LONDON  
SE20 7QJ

MON-SAT 9am-10pm

TEL: 0181-778 6498 FAX: 0181-659 0262



FOR IMMEDIATE RELEASE

JANUARY/FEBRUARY 1998

Dear Sir/Madam,

First and foremost, apologies for this impersonal standard letter, but with up to 200 clubs/groups to contact, obviously this is the only way.

Please find enclosed details of **Weston Park International '98**, the biggest all-marque 4x4 and military event in Britain. By now you have probably either heard of the show or attended last year. Whatever, as promised it was a true family event with plenty to see and do for all the family ... not just dad! Despite atrocious weather, the non-appearance of the Saturday night disco and the tragic news surrounding Diana, Princess of Wales on Sunday, the inaugural 1997 event was nevertheless a great success with an attendance of over 5,000 hardy souls.

'Entertainment' and 'value for money' is what **WPI** is all about; this year's show will be even better:-

FREE: For overnight campers Friday night - a 1½ hour Comedy Hypnotic Show plus live music.

FREE: Daytime Saturday & Sunday, 4 kid's shows per day (e.g. magic, balloon-modelling, etc.)

FREE: Two Saturday night discos. Kid's 7.00-8.30, adults (60's/70's music) 8.30-midnight.

FREE: Sunday night camping pitches (providing a minimum of one other night is booked & paid).

FREE: Two free-to-enter weekend club competitions with cash prizes/trophies.

FREE: Four Family Weekend Passes worth £30 ea. will be issued to anyone booking a Club Stand

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THE  
4x4  
TRADING  
COMPANY

## ANNOUNCING A MASSIVE 4x4 AUTOJUMBLE COVERING ALL MAKES - NOT JUST LAND ROVER!

Up until recently virtually every 4x4 show concentrated on Land Rover products as they are still the market leader in Britain, but collectively American, European and Far Eastern vehicles far outweigh Solihull in terms of product range, accessories and so forth. **WESTON PARK INTERNATIONAL** is breaking with tradition to treat all 4x4 traders equally.

For example, last year's inaugural event was so diverse that never before has one show featured so many different 4x4, 6x6 and 8x8 civilian/military machines in one place at one time. Once again the beautiful 1,000 acre estate of Weston Park (the 17th century ancestral seat of the Earl of Bradford) will play host to **WESTON PARK INTERNATIONAL**, an annual event that has woken up the entire show scene.

**Unlimited pitch sizes! 10,000 show visitors!!**

This year a colossal autojumble is being held sited directly alongside the main Trade Area. Pitch sizes are unlimited, costs are listed below. Possibly a touch more pricey than your average basic autojumble, you must remember the facilities are better, the entertainment superior and above all - the buying audience greater. Sell those unwanted spares and break the Land Rover monopoly forever! [Gates open from 9am Friday 7th Aug. for setting-up] [1 day: cost halved]

### PLEASE BOOK AUTOJUMBLE IN ADVANCE

NAME: ..... COMPANY (if relevant): .....

ADDRESS: .....

POSTCODE: ..... TEL: ..... FAX: .....

**Fees include 1 vehicle pass, 1 caravan/tent pass. Please make cheques payable to The 4x4 Trading Company.**

Autojumble pitch - 4x4 / LWB Ford Transit sized-vehicle	@ £25 per two days	£ .....
" " - 4x4 / LWB Ford Transit sized-vehicle & trailer	@ £45 " " "	£ .....
" " - Truck (i.e. above LWB Transit up to any size)	@ £65 " " "	£ .....
Additional day admission tickets @ £4.50 per day (adult)		£ .....
" day admission tickets @ £2.00 per day (child)		£ .....
" caravan berth @ £7 per night		£ .....
" tent pitch @ £3 per night		£ .....

TOTAL: £ .....

**PLEASE NOTE:** 'Autojumble' is deemed as ¾ secondhand goods content, thus enabling small traders/private individuals to attend such a large event. Traders with more than ¼ stock of new parts and/or products should enquire about booking a Trade Stand. Those abusing this policy will be charged full Trade Stand rates or alternatively asked to leave the site.

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

**WESTON PARK INTERNATIONAL® ... No. 1 in the U.K.**



PLEASE REPRODUCE THIS BOOKING FORM IN YOUR  
MAGAZINE / NEWSLETTER

THANKS

**8-9th August 1998**

A5 midway between  
Telford-Cannock

Enquiries: 0181 778 6498

## WESTON PARK INTERNATIONAL

**"Biggest and best  
4x4, military & all  
wheel drive family  
show in Britain"**

200ft "SP Holding Mud Run" for 6x6 and 8x8 trucks, military displays/dioramas, 4x4 dealer off-road passenger rides, new Central Arena with full programme of events, 3 mile off-road scenic route suitable for novices or mudpluggers, National final of "Adam Jenkins 4x4 Challenge", classic trucks, buggies, giant autojumble for Land Rover and Jeep/Jap owners, free kid's shows (4 per day), monster trucks, 4x4 vehicle sales, quads, WPI "Model Village" featuring 4x4/military scale models, two discos Sat. night: kid's + adult's 60's/70's music.

### COMEDY HYPNOTIC SHOW FRIDAY NIGHT

for Friday night campers  
a free Comedy Hypnotic  
Show + live music, crafts,

**BOOKING FORM** NAME: ..... ADDRESS: .....

..... POSTCODE: ..... TEL: .....

**ADMISSION PER DAY:** (Sat/Sun. Can only be booked in advance when linked to camping or pay on day)  
..... (insert number required) adult @ £4.50 per day £ .....

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

**CAMPING PER NIGHT:** (Wed-Sat. Sunday night is free providing one other night is booked)

..... (insert number of nights) caravan fee @ £7.00 per unit, per night (awnings free) £ .....

..... (insert number of nights) tent fee @ £5.00 per free-standing tent, per night £ .....

**FAMILY WEEKEND PASS:** (Inclusive of Sat/Sun show admission, Fri/Sat/Sun nights camping)

..... (insert number required) weekend pass @ £30.00 (i.e. 2 adults, 2 children, 1 caravan or tent) £ .....

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

Send this Booking Form + cheque/P.O. and S.A.E. to: Weston Park, Weston-under-Lizard, Shropshire TF11 8LE  
All payments to be accompanied by a Booking Form (photocopies acceptable). Booking deadline 27th July.