



The  
**Ultimate  
Motoring  
Magazine**



*The First Day Of November 2002.*

The Newsletter of the UMM Owners Club [UK]



## 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 and Facsimile communications to.

READING, 0118-941-5327.

Please Phone Before Faxing.

Between 6 and 9 p.m. 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.

Not Working.

### E - Mails.

graumim @ gpotter.freemove.co.uk  
Please don't expect an instant reply to E-Mails.

### ALTER queries to.

TRANSCAT queries to. Graham Potter.

READING. 0118-941-5327.

### COURNILL queries to.

Jason CURTEIS  
COMBS HEAD FARM COMBS HIGH PEAK SK 23 9 XA  
01298-25981.

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

### PUBLICATION DATES.

The First Day of **FEBRUARY, MAY, AUGUST, & NOVEMBER.**

Back issues are available at £5 a set for previous years.

### The Membership Year.

JANUARY to DECEMBER Inclusive.

This Newsletter is Published for and on behalf of the Members of  
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### GraUMMs Bit.

To start with I suppose I should apologise for the white cover on the  
August Newsletter but I forgot to load the coloured paper.

### **MEMBERSHIP RENEWALS are due.**

This is the end of another year so please don't forget to renew your  
membership early as this helps me budget the spending for the year.  
A few of you will not get a renewal form with this Newsletter, This is  
not an oversight as you have paid two years this year.

If you look on the address label on the envelope  
there will /02 0r /02 - /03 if yours is /02 then please pay this year.  
You can pay Extra Years if you wish.

Thanks.

If you send CASH please make sure the COINS can't be FELT.

It would be nice to have some of your input as I know that there are  
members out there doing restorations.

Rebuilds and conversions on there, UMM,s

All products and services are only CLUB  
recommendations  
and not always genuine UMM Parts.

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for misuse or mishaps.  
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### More News,

My eldest son has finally justified his existence.  
He says that leaves from the multi-leaf springs on  
early SHERPA Pick Up Trucks, B T Box Type.  
Can be used to stiffen or replace ALTER spring leaves.

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### Parts Update.

I have just ordered a replacement back axle pinion shaft oil seal from

#### RODLEY MOTORS Bradford.

New Phone Number - 01274 - 688968.

Part Number - National CR 15788

This is a rubber double lip seal.

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### UMMeight.

#### An Update.

After all the work in the last Newsletter this left the finishing off jobs.

The little jobs that take all the time.

The rear load area was very rusty, This was cleaned and wire  
brushed then given a good coating of Jenolite Rust Killer  
and left over night.

The next day I painted it over with a thick coat of  
David's 182 Zinc Primer.

I have also done this with all the rust patches on the body work.

The top hinge on the drivers door needed repining and the door  
needed stiffening and welding on the back edge were they all split.

The tow bars front and rear were finished.

On the back I have fitted two trailer sockets.

These I have mounted one each side just below the tailgate.

The 12N Socket on the right hand side wired in to the original trailer  
wiring with an extra wire for the rear fog light as the original  
TRANSCAT 7 pin trailer socket only had five pins.

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The 12S Socket is mounted on the left hand side in the square to the  
left of the rear door support bracket.

I have wired this socket for the caravan battery charging and fridge.  
Under the dash on the left hand side I have mounted two relays  
drawing there power from the battery and controlled by two  
illuminated switches from the ignition as I only need them active  
when towing the caravan.

I will possibly wire it for reversing lights at a later date.

A point of interest all TRANSCATs were wired for reversing lights  
and this being a late model there is even a switch on the gear box,  
The only problem is the wires don't reach.

While on the back the mud flaps were missing.

Not a problem as I had one that had,

'Fallen off the back of a lorry'

This was cut in half and fitted each side using the original mounts.  
Three new 10 inch Wiper Blades from HALFORDS were fitted and  
the washers got working.

I wanted to fit a clock but where do you fit a clock in a TRANSCAT.  
As this is a late model TRANSCAT with top wipers there is room  
behind the ash tray.

The ash tray was removed with the support bar on the dash top tray.  
I then cut a piece of thin aluminium chequer plate to cover the front  
of the opening and cut a hole in it to suite the clock.

This was wired in to a power and a lighting supply on the fuse box.  
Early 'Ford Sierra' clocks are very useful they will even fit the  
ALTER dash cut out.

The Tilt was made to fit better, The rear cross bar was rusty so this  
was rubbed down and the top edge given a light coat of 'Vaseline'.  
This helped to pull the cover down at the back.

Some of the small turn buttons along the sides were either broken or  
missing so I stole some off one of my other Pick Up's.

With most of it up together the out side was looking like a severe case  
of heat rash with all the grey patches so a trip to HALFORDS was  
under taken to try and match the paint colour.

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Using the cover plate from under the drivers seat as a sample the closest match was 'Vauxhall' China Blue.  
This is the right colour but slightly lighter.

With most of the grey painted over it now looks a tidy little truck.

With an M O T booked it passed as my M O T man is a very understanding person but he did say that  
'You can get treatment for this kind of thing'

When the insurance arrived it was straight down the Post Office to get it taxed so that I could go out and play with it.  
This only gave me a couple of days for shake down runs to make sure every thing was working before the trip to Wales.

And talking of Wales.

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### The WELSH WEEK-END.

To start with I would like to thank every body that turned up and especially Club Member Daniel Whitehead's family and friends who made us most welcome and extended an open invitation to go back and stay when ever we want to.

Before the trip I had made arrangements with Club Member Ernie Darby from Kent to travel up on the Thursday and stay over night at my place then travel down together on the Friday.  
Thursday afternoon Ernie arrived at my place dismounted from his vehicle with gear lever in hand.

It appears that about five miles from my place he went to change down a gear to go up hill and that was the last gear change he was able to make for the rest of the way to my place.

So it was kettle on overalls on and remove what was left of the gear lever.

A suitable sleeve was found and the gear lever welded up.  
With it all back in place every thing worked better than ever.

By Nine 'O' Clock Friday morning we were on our way.  
I was leading as I knew some of the route and the slowest vehicle.  
We had elected to use the 'A' Roads as this gave us more flexibility in stopping when we wanted to.

The first part of the journey was cross country to Swindon stopping at the Coach Cafe on the approach to the South Marston Trading Estate as they do an excellent breakfast.

Suitably refreshed for the day we travelled on up the A419 to Cirencester and then the A417 via Bird Lip to Gloucester then on to the A40 for Ross on Wye, Monmouth and Abergavenny.

We then turned on to the A465 and passed Merthyr Tydfil and eventually past Neath.

At one point we reached 1250 feet above sea level.

On some of the hills even the Sheep were roped together.

Yet this old engine just kept plodding on up most of the hills in second gear and an indicated 50 to 55 MPH on the flat.

Eventually we picked up the signs for Swansea then the Gower.  
With a little bit of lucky navigation drove in to Daniel's yard Just after Three 'O' Clock past the stables and into a freshly mowed paddock.

After hello's to every one and dragging Daniel away from my TRANSCAT pick up ( He wants one ) the caravan was sited and Ernie got his tent up.

Later in the afternoon we were taken on a site seeing drive.

I think Daniel wanted to show the natives that UMM's were there in force but a bit tricky with only THREE.

That evening was spent in a local hostelry where a small amount of the local falling down liquid was partaken and finally to bed.

Saturday dawned misty and soon warmed up in to a nice day.

By mid morning Daniel had arrived and we all went off in force on another site seeing drive to more places of interest and some stunning scenery.

And again ending the day in the local hostelry for more falling down liquid and finally to bed.



*Sunday dawned again misty, Not as warm as Saturday and there was a threat of rain but this did not appear.*

*After lunch we all went off to the Gower Show that they had thoughtfully arranged for us ??*

*Come the end of the afternoon we all went off on a drive to find some rugged terrain for a photo shoot.*

*When we arrived back at the camp site there must have been over half an inch of rain yet we only had a few minutes drizzle at the show.*

*The early part of the evening was spent chatting to Daniel's friends and family then later on sitting in the caravan talking till bed time.*

*Monday morning up early again misty and not as warm as it had been.*

*We had to wait a while for things to dry out before we could pack them away.*

*Just before eleven we were on our way, Back to Swansea then following the signs for Neath then the A465 Merthyr Tydfil and on to Abergavenny, Some of the hills on this stretch of road just go on down and down, By the time I reached the bottom on over run the engine was cold.*

*Then turning on to the A40 for Monmouth and Ross on Wye.*

*We stopped at a new Transport Cafe that was being built just past Monmouth. ( Horrible Chips )*

*Past Gloucester on to the A417 and up Bird Lip.*

*Its a long drag in second gear all the way, That warmed it up.*

*This is the new Bird Lip the old one was a lot steeper and not for the faint hearted.*

*I went down the old hill some years ago in an Artic.*

*It's a good job you have ten sets of brakes.*

*And with the engine in a low gear left foot on the exhaust brake and pumping the brake peddle with your right foot trying not to over heat the brakes.*

*From then on it was a fairly level road with only small hills all the way home*

*We arrived back at my place just after five.*

*After sorting some things out for Ernie.  
He was on his way back to Kent.*

### **Verdict.**

*It's a pity it was only the three of us, mainly Ernie and myself to wave the Club Flag.*

*You missed a very good week-end and I thank Daniel for putting himself out to show us the sites and scenes in the area.*

*I am thinking about two week-ends for 2003.*

*Possibly the first one in May and if it's on this week-end in August.*

*Then book a Club Stand at the Gower Show.*

*How do you feel about it, Are you willing to give it a try.*

*Let me know.*

*If I get any response I will put the dates in the next Newsletter.*

*Lets show the natives the meaning of true enlightenment.*

*Or life with an UMM.*

### **Foot Note.**

*A Yellow UMM was seen in the Mumbles Area the week-end before.*

*Was that you, I only know of one Yellow UMM in Wales.*

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### **UMMeight.**

#### *The Maiden Voyage.*

*On the way down I thought I was doing well cruising at a steady fifty till we stopped and Ernie said that he was only doing forty.*

*When we got to Wales comparing mileage I had done about thirty miles more than Ernie.*

*I was told that originally this pick up was fitted with 750-16 tyres and the only tyres I had available at the time were 205-16.*

*The long term effect is that each revolution of a 205-16 is at least six inches shorter than a 750-16 thus effecting the speed and distance.*



*The steering set-up I have on there makes the steering very light and the small tyres add to this with the reduced road effect.*

*Since returning from Wales I have fitted a full set of 750-16 tyres. This has made a big difference to the handling and overall speed & distance recording.*

*How many of you are on 205-16 tyres and what's the effect.*

*The SHERPA 2\*5 Engine fitted has proved very good with no smoke other than start up and little blow past from the oil breather pipe. With the long drags up the hills in Wales in second gear towing the caravan there was never any sign of over heating.*

*The only thing I have got to check out is a bit gear box noise and a small oil leak from the transfer box.*

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### **Rear Bumper.**

*All that was left of the rear bumper on UMMeight when I got it was the centre section with the step and tow bar.*

*The ends with the lights on had been cut off and the rear lights ( Trailer Lights ) mounted on the rear panels approximately where the number plate light was.*

*As this makes them vulnerable to damage I have made a new rear bumper from a length of 4 x 1 3/4 inch caravan chassis channel. This was cut to length ( 62 inches ) and drilled for the mounting bolts and reflectors.*

*I then cut two square holes for the tail lights welding mounting brackets behind.*

*To Finnish off the ends were capped with two pieces of angle iron. The whole thing was then painted dark grey to match the front bumper and once that had dried it was fitted with a bit of work.*

*It now looks a lot tidier this just leaves me with seventeen holes in the rear panels to weld up.*

### **SWITCHES & THINGS.**

*To finish off the inside of UMMeight I wanted to rewire the Heater and as the Heater Switch was frozen this needed to be sorted as well. I also wanted to fit an Isolator Switch. But more of that in a moment.*

*To do all this means stripping all the inside out as the heater panel has to come out.*

*With the heater Panel on the bench I was able to strip the Heater and remove the Switch this was gently prized open by removing the outer aluminium ring then gently prying out the rocker switch.*

*Inside the switch there is a pin and a small spring.*

*This had come apart so the spring was placed back inside the rocker and then the pin.*

*Every thing was smeared with Vaseline and gently put back together. One fully operational Switch.*

*New two pin connector blocks were fitted to reinstall the Heater.*

*As I have done away with the Blocked Airfilter Warning Light it was decided to install the Isolator Switch in its place.*

*The Key Switch I had was a two circuit cut off Switch.*

*This means I could close two circuits at once so this was wired in circuit with the fuel pump shut off valve on one side and the starter Switch wire on the other.*

*And with a four pin connector block in line to be able to remove the Heater Panel.*

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### **SHOW REPORT.**

#### **The NATIONAL 4x4 SHOW.**

*By Thursday morning all I had to do was load all the perishable food in the caravan as every thing else had been done during the week.*



The plan was to get to Trentham Gardens around mid-day / early afternoon.

So by Nine 'O' Clock Thursday morning I was on my way.

The trip up was uneventful and the traffic was very light even the M40 & M42 were clear and moving freely.

This year I thought I would try a different route and stay off the M5 / M6 and instead go round Birmingham up the A38 & A51 and then on to the A34 for the last part of the trip to Trentham.

On the A51 about fifteen miles from Trentham I stopped at a coach cafe in a lay-by.

As it was half past twelve and they had a good breakfast on the menu. Suitably refreshed I was on my way by One 'O' Clock.

By Two 'O' Clock I was booked in and setting up on our designated pitch in the Club Stand Area.

Around Five 'O' Clock Club Member Ernie Darby arrived in his ALTER Hard Top / Windows now with 5 Speed Gear-Box all the way up from Kent.

And to my surprise he was towing a folding caravan, Said that he had borrowed it from a friend to make a change from the tent.

After we had sited and assembled Ernie's Caravan we all had a wander around the show site till it got dark and then settled down for the night.

Friday morning about half past seven I was just about to have my bowl of Frosties and Milk when I heard the familiar sound of a Peugeot Diesel it was Club Member Shane Manning all the way up from the New Forest in his ALTER II Ambulance.

Introductions were made and a good look around Shane's Ambulance was called for as this is only the second one I have seen. The first one was at a Steam Rally two years ago and this one was still in service with the St John Ambulance.

By mid morning we had all decided to have a wander around the show site to see what was going on and try and find some bargains.

Just after mid-day saw us back at the Club Stand for a sit down and a cup of tea.

Around Three 'O' Clock Club Member Peter Garnett arrived in his ALTER II Hard Top / Windows from Surrey bringing with him his Canvas Mansion.

After Peter was established we all went off for another wander around the show till it got dark then the rest of the evening was spent sitting in my caravan awning chatting and drinking tea & coffee.

Saturday no more arrivals so we spent the morning wandering again. Around mid-day Club Member Simon Moses who came all the way down from Yorkshire and who is looking for a left hand drive ALTER II spent some time talking about UMM's and the Club.

Mid-afternoon we were invited to parade around the Arena. With four vehicles circling the arena then lining up I had to give an insight into the vehicles and the Club.

We were then asked in turn about our vehicles and why we chose them.

Afterwards another circle of the Arena and back to the Club Stand. The rest of the afternoon we all wandered our various ways and in the evening we all went up to one of the food vans and spent the rest of the evening in the beer tent.

Sunday still no more arrivals.

By mid-morning Peter Garnett had packed up his Canvas Mansion and was on his way as he wanted to go cross country to visit friends in Peterborough.

By lunch time Shane Manning was up on one of the tyre stands getting a new set of wheels and tyres fitted to his Ambulance as his original tyres were definitely lacking the wrigley bits in places. As these were the original tyres from when the vehicle was new.

During the after-noon Club Member Brian Cope and his wife, From Market Draton visited the Club Stand saying his ALTER II Hard Top is being resprayed at present.



Shane Manning went off to try out his new tyres on the Off-Road Course and came back later grinning and with his new tyres covered in red mud.

By Five 'O' Clock Shane was all packed up and on his way to take a steady drive home.

This just left Ernie and myself so all the things I didn't need were loaded in the back of my Station Wagon ready for the morning.

Later that evening we wandered up to the last remaining food van for something to eat then across to the bar for a drink.

The last part of the evening was spent sitting in my caravan chatting till bed time.

Monday morning after breakfast every thing was cleaned and packed away and Ernie's caravan dismantled then we were on our way by Nine 'O' Clock.

Back out on to the A34 then the A51 and after a few miles we stopped for diesel at the first garage we came to on our side of the road.

After filling up I did some quick calculations and it worked out that Ernie got about 24 to 25 to the gallon and I got about 22.

But my vehicle is heavier and the caravan is acting as a wind-brake. Back on to the A51 again and it wasn't long before we came to the Coach Cafe that I stopped at on the way up so guess what we stopped again for another filling breakfast.

Suitably refreshed again we carried on down the A51 to Lichfield and then on to the A38 for Tamworth eventually joining the M42 at Junction 10.

Off the M42 and on to the M40 stopping at Warwick Services for a short break.

At junction 10, I left the M40 and headed cross country to the A34. Leaving Ernie to carry on down the M40 to the M25 then all the way round to Kent.

After joining the A34 it's about another hour for me to get home. Arriving home about a Quarter to Two.

Not a bad trip with very little traffic all the way even through the road works on the M42 and M40.

## VERDICT.

I would like to thank those of you who did attend after all the work that goes into organising things.

I won't say who spent the week-end blagging tea off every one but he left early on Sunday.

A good week-end as usual with a lot going on and lots to see. The weather was kind to us with only an odd spot of rain and an overcast sky.

Sunday being the best day with a lot of sunshine all day.

I suppose four vehicles is a good turn-out for us even though there are a lot of Members living within a fifty mile radius of the Show and the ones that did attend logged over a hundred and fifty miles to get there but you can't have every thing.

---

## VEHICLES & Items For Sale & Wanted.

**E-Reg TRANSCAT Hard Top.**

30,000 Miles. Long M.O.T.

Contact Dougie Braid. on 01337-831959.

Fife. Scotland.

### Wanted.

**Left Hand Drive. ALTER II. Turbo.**

Late Model Hard Top or Station Wagon.

Contact Simon Moses. on 01422-882016.

West Yorkshire.

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## CLUB Parts List.

All prices are each plus postage and packing. If you require any thing on this list please phone me to reserve it and I will let you know the cost of postage. Some items are collection only, I will then hold it for one month.

This list will appear in every other issue of the Newsletter.



## RECYCLED PARTS.

The numbers in brackets are how many in stock.

This is my Personal Stock \*( )

Vacuum Pump. <i>Flying Saucer Type.</i> ALTER II <i>Non Turbo. Clean Used.</i>	£30.00
Vacuum Pump. <i>Direct oil feed type.</i> ALTER II <i>Turbo. As new condition.</i>	£100.00
Off Side Brake Back Plate. ALTER II <i>Refurbished, Like New.</i>	£20.00
( <i>Could be converted to Near Side by redrilling hand brake cable hole.</i> )	
Roto-Diesel Injector Pump TRANSCAT 2*3. <i>Good Used</i>	£50.00
TRANSCAT Fuel & Temp Gauge Unit.	*(2) £5.00
ALTER Front Door Window Glass. <i>Front Panel.</i>	(2) £15.00
ALTER Front Door Window Glass. <i>Rear Panel.</i>	(2) £15.00
Sliding Window Catch.	(4) £5.00
ALTER II <i>Turbo</i> Exhaust Front Pipe. <i>Used.</i>	(1) £10.00
Rear Quarter Window Glass.	(2) £5.00
ALTER II 6x16 White 8 Spoke Wheels <i>Used.</i>	(4) £10.00

Collection Only.

## NEW PARTS.

00 206 50 Cylinder Head Bolt Washers.	(25)	£0.10
00 222 31 Water Temperature Switch. <i>Rear of Cylinder Head.</i>	(1)	£30.00
00 229 51 Rocker Box Seal. ALTER II. <i>If you really want one.</i>	(2)	£1.00
00 301 00 Sump Drain Plug.	(1)	£5.00
00 302 00 Sump Drain Plug Copper Washers.	(10)	£0.50
01 108 30 Oil Pressure Switch. <i>Single Piston.</i>	(4)	£10.00
01 108 50 Oil Pressure Switch. <i>Twin Piston.</i>	(4)	£10.00
01 302 50 Exhaust Rubber Mounts.	(5)	£5.00
01 303 50 Exhaust Mounts.	(6)	£1.00
02 104 00 Fuel Tank Sender Unit	(1)	£20.00
04 207 01 Clutch Thrust Race. TRANSCAT.	(2)	£30.00
06 582 00 Roll Pin. <i>3mm x 22mm.</i>	(1)	£0.50
10 108 00 Front Hub Nut Locking Washer.	(4)	£2.50
10 114 05 Front Wheel Studs. ALTER II. <i>Disc Brakes.</i>	(4)	£2.50
10 120 05 Rear Wheel Studs. ALTER II.	(15)	£2.50
10 204 00 Wheel Nuts.	(5)	£1.50
11 195 01 Power Steering Filter. <i>Paper Type.</i>	(3)	£10.00
11 199 00 Power Steering Reservoir Seal Kit. <i>Round metal container.</i>	(3)	£4.50
11 235 00 Rubber Boot. ALTER. <i>Steering column through bulkhead.</i>	(4)	£3.00
12 112 00 'U' Bolt Nuts. ( U N F Thread )	(11)	£1.00
12 113 00 Shackle Bolts. ( U N F Thread )	(4)	£2.00
12 115 01 Spring Eye Bush. ALTER.	(16)	£5.00
12 116 00 Shackle Nuts.	(5)	£1.00
12 124 00 Axle Bump Stops. <i>Barrel Type.</i>	(7)	£5.00

12 141 00 Plastic Disc for Spring Eye Bush. ALTER. <i>2 Per Eye Bush.</i>	(10)	£0.50
12 143 10 Anti-Roll Bar Link Rod. ALTER II.	(4)	£30.00
12 148 00 Anti-Roll Bar Chassis Bushes. ALTER II. <i>25mm Bar.</i>	(2)	£3.50
12 148 02 Anti-Roll Bar Chassis Bushes. ALTER II. <i>27mm Bar.</i>	(4)	£3.50
13 170 00 Lever Arm Valve Link Rod. <i>Late</i> ALTER II	(2)	£5.00
14 206 07 Accelerator Cable.	(3)	£10.00
14 220 00 Brake Light Switch.	(2)	£5.00
14 301 01 Clutch Cable.	(1)	£30.00
15 514 02 Head Restraints. TRANSCAT. <i>Black Vinyl, 7 inch pin centres.</i>	*(5)	£5.00
16 316 00 Heater Tap. <i>Brass.</i>	(4)	£10.00
16 522 00 Front Indicator Unit.	(1)	£10.00
16 610 10 Rear Reflector. ALTER.	(1)	£2.50
16 621 00 Reverse Light Lens.	(1)	£3.50
17 107 00 Washer Bottle.	(3)	£3.50
17 112 01 Washer Pump.	(2)	£5.00

## NEW PARTS Unlisted.

ALTER II Exhaust Front Pipe. <i>Non Turbo.</i>	(1)	£25.00
ALTER II Exhaust Box & Tail Pipe. <i>Non Turbo.</i>	(1)	£80.00
ALTER II Exhaust Back Box. <i>Turbo. Mild Steel.</i>	*(1)	£40.00
ALTER II Exhaust Back Box. <i>Turbo. Stainless Steel.</i>	*(1)	£80.00
ALTER II Free-Wheel Hub Assembly. <i>Turn Housing &amp; Bearing Flange.</i>	(1)	£60.00
<i>Counter-Sunk Set Screws Missing.</i>		
ALTER II Free-Wheel Hub. <i>Bearing Flange Only.</i>	(1)	£25.00
ALTER II Mirror Glass. <i>Collection Only.</i>	(3)	£5.00

## PATTERN PARTS.

Prop-Shaft UJ Flange Nuts & Bolts <i>Flange Set 4 Nylock Nuts &amp; 4 Bolts.</i>	(7)	£2.00
ALTER Rear Bumperet Dome Head Bolts. <i>Set 2 Nuts 2 Bolts &amp; Washers.</i>	(12)	£1.00

## PUBLICATIONS.

Price Includes Postage.

Drivers Hand Book. TRANSCAT. <i>Reproduction.</i>	£6.00
Drivers Hand Book. ALTER II. <i>Beige Trim. Reproduction.</i>	£7.00
Drivers Hand Book. ALTER II. <i>Grey Trim. Reproduction.</i>	£8.00
Work Shop Manual. TRANSCAT. <i>Reproduction.</i>	£35.00

## CLOTHING.

Price Includes Postage & Packing.

Knitted Woollen Jumper in Silver-Grey with Small UMM Logo in Blue.	(1)	£30.00
Knitted Woollen Jumper in Beige with Large Multi-Colour UMM Logo.	(1)	£30.00
Knitted Woollen Jumper in White with Large Multi-Colour UMM Logo.	(1)	£30.00
Other Colours can be ordered.		

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# **The REGISTER.**

K 65 YBO 08-09-92 TW4B11G1L00041182 Hard Top.  
Dumfriesshire  
2, Joseph Mosses  
1, Raymond Costello.

J 984 RLJ 03-01-92 TW4B11G1L00041183 Hard Top. Demonstrator.  
Peter MacPhail. Isle of Lewis.

L 976 JKS TW4B11G1L00041184 Hard Top.  
TILCON Ltd. ( Non-Member.)

L 2 UMM 01-01-94 TW4B11G1L00041187 Station Wagon.  
Alan Bosley. Devon.

J 533 RRD 03-03-92 TW4B11G1L00041460 Soft Top / Station Wagon  
Adrian Slade. Buckinghamshire.

L 162 ONV 04-01-94 TW4B13D1L00041477 Pick Up. 121  
John Miskelly. Cheshire.

J 575 WHO 27-03-92 TW4B11G1L00041599 Hard Top.  
Hampshire. Navy Blue.  
Hannah Moffat. Wiltshire.

K 825 EHK TW4B11G1L00041600 Station Wagon,  
2, Damien Kerslake. Norfolk.  
1, Murray Collings. Essex.

Un-Registered TW4B11G1L00041602 Pick Up & Ifor Williams Canopy  
Royal Blue.  
Geraint Jones. Carmarthen. ( Non Member )

L 363 FAA 17-01-93 TW4B13G1L00041615 Chassis Cab. 121 Drop Side.  
Hampshire.  
Dennis Bawdon. Dorset.

J 767 BSS 01-06-92 TW4B11D1L00041715 Hard Top.

K 382 UFX 01-08-92 TW4B11G1L00041718 Station Wagon.  
2, Adrian Kilmartin. Gloucestershire.  
1, Geoff Weeks. Avon.

K 254 XRO 22-09-92 TW4B11G1L00041719 Station Wagon.  
Hertfordshire. Green.  
2, Desmond Cross. Derbyshire.  
1, Bob Branton. Northamptonshire.

K 185 YKX 15-09-92 TW4B11G1L00041720 Hard Top  
Buckinghamshire. Red  
2, Lee Buswell.  
1, Stuart Bourner.

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K 990 AAA 01-08-92 TW4B11G1L00041721 Station Wagon.  
Hampshire. Red.  
Phillip Jackson. Dorset.

K 872 ONJ 22-06-93 TW4B13G1L00041724 Ambulance. 121  
Sussex ( East ) White  
3, Shane Manning. Hampshire.  
2, Ken Graham. Cumbria.  
1, St John Ambulance Service. ( Non Member )

TIL 7864 TW3B13D1L00041729 Hard Top. 121  
Martin Ingram. Northern Ireland.

K 991 MAP 11-02-93 TW4B13G1L00042681 Station Wagon. 121 5 Door.  
Sussex ( East ) White  
2, Julian Miles. Surrey. ( Sold )  
& Wendy Farrier.  
1, John Home.

M 658 SVS TW4B13G1L00042682 Station Wagon. 121 5 Door.  
Greenock. White  
2, Rod Smith. Isle of Lewis.  
1, Steve Martin. Isle of Jura.

K 159 YKX Re-Registered as  
K 5 UMM 18-12-92 TW4B13G1L00042689 Station Wagon. 121 5 Door.  
Buckinghamshire. Red  
2, Graham Potter. Berkshire. ( 2 )  
1, Jeffrey Needham. (Non-Member)

L 522 OET 14-02-94 TW4B11G1L00042725 Hard Top.  
Tun Hinder. Devon.

L 106 KKS TW4B11G1L00042728 Hard Top.  
TILCON Ltd. ( Non Member.)

K 211 BEC 02-03-93 TW4B11G1L00042738 Station Wagon.  
Dan Davies. Hampshire.

K 992 AAA 02-07-93 TW4B11G1L00042739 Station Wagon.  
Martin Bidgood. Powys.

K 477 ARO TW4B11G1L00045236 Station Wagon Left Hand Drive.  
Hertfordshire. Red.  
Thomas Sippel-Dau. London W1.

K 756 DBM TW4B11G1L00045419 Station Wagon. Left Hand drive.  
Bob Jones.

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