

The

# Ultimate Motoring Magazine

*10th Anniversary Year.*



*The First Day Of April 2004.*

The Newsletter of the UMM Owners Club (UK)

# The UMM OWNERS CLUB (UK)

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*Not Working.*

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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. Wanted local Advisers to add to this page.*

## PUBLICATION DATES

The First Day of **FEBRUARY, APRIL, JUNE, AUGUST, & NOVEMBER**

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

The Membership Year.

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## GraUMMs Bit.

*Well here I go again got to get this Newsletter out.  
I have been a bit busy recently so this is a bit of a rush.  
The good thing is that there are three, Yes THREE articles from Club  
Members in this issue I think this is an all time record.*

*Moving on.*

*The flash on the cover is most likely the first thing most of you will have  
seen.*

*But do you realise that this is the Tenth Anniversary Year for the Club.*

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*So how many members have stayed the course having been in from the beginning.*

*Do you have any ideas on how we can mark this outstanding achievement in the Club's history.*

*Part of the commemoration of this is the Register History that I want to complete and print by the end of this year.*

*This will be strictly one numbered copy per current member.*

*Moving on again.*

*It looks like the Welsh Week-End is on again this year.*

*I could say by popular demand !!*

*So you better put these Dates in your Diary*

### **Friday 28th, Saturday 29th & Sunday 30th May 2004.**

*This is the Spring Bank Holiday Week-End and the roads will be busy so you better travel down early on the Friday.*

*I hope to arrive at Daniel Whitehead's place around early afternoon.*

*I will be using the 'A' roads again as I find this less stressful than the Motorway as I am using Motorways all week in my job.*

*And there is a good Coach Cafe on the Swindon By-Pass that dose a good breakfast at Lorry Driver Prices.*

*The directions are as the same as last year, M4 Junction 42 Swansea and follow the Main Road through to the Gower Peninsular.*

*I can be contacted over the week-end or if you get lost and need directions on my Mobile. 07741-076372.*

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### **The 5th ABINGDON FAYRE 2004. Sunday 2nd May.**

*I have booked in to this event this year.*

*But only with my Garden Tractor Collection.*

*I will have a UMM there but only as transport.*

### **The BASINGSTOKE FESTIVAL of TRANSPORT. Sunday 9th May.**

*I will be there again this year but only as a tourist as I have nothing suitable on the road this year.*

*And as it's held in a public park the admission is FREE.  
If you want me I will be on my Mobile 07741-076372.*

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### **The KINGSLEY RALLY**

*As yet I have had no confirmation of this event but it is normally held on the last week-end in June and this being Saturday 26th & Sunday 27th.*

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### **The NATIONAL 4x4 SHOW. SHUTTLEWORTH COLLEGE. OLD WALDEN PARK. BIGGLESWADE. BEDFORDSHIRE. Friday 20th, Saturday 21st & Sunday 22nd AUGUST.**

*I will be travelling up to the Show on the Friday morning hoping to arrive around lunch time.*

*And as usual staying on till Monday if possible.*

*Don't ask me how to get there I will have to find it nearer the time*

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### **The K. M. MOTORING PAGEANT. the Hop Farm. Paddock Wood. Kent. 2nd, 3rd & 4th July.**

*I have booked the CLUB STAND again this year so don't forget the date.*

*This is a really good week-end break, So what's the chances of seeing a few more of you as I know you are all dying to meet me !!*



## The AUGUST WELSH WEEK-END.

*The August Welsh Week-End is it still on I hear you ask,  
Well I would like to hear you ask anyway.*

*If it is to happen I will let you know nearer the time.*

*At present the proposed date is the first week in August.  
This is the possible date for the GOWER SHOW.*

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## CONSCIENCE.

*Here is an E-Mail from Club Member Malcolm Henderson and do you  
think his conscience was troubling him or was it guilt.  
Read on.*

Okay, I've finally been shamed into it by Jayne Newman's e-mail and having been a member for 3 years, its about time I got off my bum and contributed something.

So, how did I get the UMM bug?

Living out here in the wilds of Herefordshire, there are times when 4 wheel drive is a necessity, not a luxury.

At the time I was driving a Lada Niva (the butt of many jokes, but a very capable off roader) which was great fun but a little under powered at 1600cc and having just bought this money pit I call home, I needed something capable of towing a builders trailer.

A bike dealer near where I worked had a TRANSCAT he used for deliveries and we got talking - his most telling comment was

" if you want a bullsh\*t 4 wheel drive, buy a Shogun or a Suzuki;  
If you want something that will get you anywhere, buy one of these".

Having just had the Niva splutter to a halt in the flood water a diesel sounded like a good idea.

So in January 2001 I bought the Auto Trader one week and there it was:

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"UMM Jeep, J reg 2 owners etc."

Turned out to be an Alter 2 this breakers/car dealer in Cannock had taken it in part exchange for something, didn't know what it was, and was having trouble shifting it because nobody else knew what it was either!

It was fitted with what can only be described as an interesting dash board and a huge array of gadgets (more later on this)

And a screen price of £2650.

A quick call to Brian Grainger at Country Vehicle Services.  
(who provided me with free advice and subsequent excellent service)

Revelled this to be on the high side so I haggled it down to £2000, made up of £1500 cash and the old Niva and became the proud owner of J 436 DKH a 3 door station wagon with 96k on the clock.

The drive home was uneventful and very cold,  
Because the modified dash meant that the heater didn't work at all.  
Then I got onto the drive and my wife asked what I guess is the first question most wives ask when we turn up with a UMM -  
"What the hell is THAT!!" 3 years on and she's mellowed a bit!

As a professional automotive engineer who makes a living travelling round various car plants in Europe, Canada and the US, I get to see some really interesting project vehicles with new concepts on interior fittings, styling, engines etc. Nothing could prepare you for the inside of the UMM (Golden rule #1 - never buy a car at night!) Amongst other things it had:  
A compass mounted in the dash - unfortunately it was right on the (steel) engine cover so you were always going South.  
An inclinometer to tell how close you were to falling over. A nice idea, but from experience, if you're that close to toppling, you don't have time to look at gauges.

A CB radio that didn't work.

An 8 speaker stereo that didn't work.

Modified heater controls that didn't work.

Clock, oil and ammeter that weren't even connected.

4 flip out cassette holders.

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2 cup holders - bits of 3mm ply covered in sticky back plastic.  
A very tasteful overscreen console which took 3 inches off the top of your field of vision and meant you had to crouch down while driving to see under it (I'm 6'3").

The dashboard! A home made abomination,  
Created by butchering the original unit and adding extensions in more 3mm ply glued, screwed and stapled together, then covered in offcuts of old carpet and sticky black plastic.

One good look behind/under the dash in daylight was enough to convince me this was a fire waiting to happen,  
So that evening a friend and I set to work.  
Out came the whole dash board with the stereo and its 4 speakers, followed by the other 4 speakers from various points inside - in all 62 feet of wiring - honest, we measured it - had been used to install the stereo and speakers. The sizes varied from the correct speaker wire, through heavy duty wire, to 3 core flex.  
Out came the wiring to the 4 front spotlights - 90 watts a piece and no relays - and everything else that hadn't been there when it left the factory. I was now left with a gaping hole in the centre of the dash, but at least it wouldn't catch fire. Despite the tatty interior, it drove well and pulled all manner of building materials without complaint.

Great things were planned to get it back to it's proper state, but unfortunately the house I bought is like a UMM - what seems like a simple job rapidly gets worse and soaks up the available time and money. This and the arrival of my baby son are my pathetic excuses for not having supported any club events yet, must try harder this year.

Some things have got done; I've replaced all the rear lights which had rotted out and were reduced to a pathetic glimmer (£5.71 each from John Craddock's in Cannock)- had to modify the original lampholders, but the end result looks good.

Courtesy of the small ads in the club magazine, Jason Curteis sold me an intact dash board in the correct beige colour and original steering wheel for £20 which will get fitted once I've replaced the rebuilt drive shaft on the front near side.

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If you change a ball joint, check the bearing race fitted to the stub end of the drive shaft, mine had cracked.

So I decided to replace it and called in at Cotswold 4x4 on the way back from a visit to the Honda plant at Swindon.

What a shock!

On producing the driveshaft, I pointed to the cracked race and said:  
"I'd like one of these please".

"Sorry squire" says the smiling thief behind the counter,

"its not available, you have to buy the driveshaft".

"OK, how much is the stub axle end?"

"No mate, you have to buy the whole driveshaft"

"Which is?"

"£467.93 + VAT"

End of conversation, Dick Turpin is alive, well and living near Stroud!

Glad to learn they are giving up the franchise.

Courtesy of a local firm, a suitable piece was turned and ground for £25 and fits a treat.

New tyres will be fitted, 235/75 x 15 with silly amounts of tread and following recent worrying articles in the magazine about track rods and steering boxes, these will get careful attention. If Alan Bosley's supplier will make up some parts, I'll definitely buy one.

So would I buy a new UMM?

Like Jayne, if I had the necessary funds and the price was pitched right,  
yes;

Provided they didn't try to go up market. Of course, the fact that it was a third of the cost of a same aged Defender featured in the decision to buy, But it goes deeper than that. I bought mine because it is a strong, reliable, rugged truck that does everything I need. There's no pretension about it and if I'm honest, I enjoy being that little bit different,

lets face it, the world and his dog drives a Defender - there's never a problem finding my UMM in the car park. Also another big plus is that they are mechanically and electrically simple; if it does go wrong, you can usually fix it yourself with standard tools, a bit of ingenuity

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and judicious use of  
"Strategic Percussion".

Further updates to follow, if you can stand it!

Regards,  
**Mac Henderson**

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*Here is something else that I didn't write.*

*An article sent to me on Disc by Club Member Jon Ashwell from Kent.  
A third Steering related article in a row.*

### **Octopus Wrestling – The UMM way !!**

Or, sorting out a leaking bottom seal on an Alter II Power Steering Box.

If you've ever tried to remove the power steering box off an Alter II and ended up having to remove it with all the steering arms still attached, and it leaking power steering fluid over everything, then you could be forgiven for feeling like you were wrestling with a rather uncooperative octopus rather than "having a word" with an UMM power steering system. Not actually being under water at the time might make you feel a little better, but not a lot !!

At some time or other, the bottom seal on your Alter II's Power Steering will probably start to leak. There is a possibility that you could stop the leak with about ten minutes work and a flat bladed screwdriver, rather than the usual weekend full of cussing and swearing and grazed knuckles.

I have just replaced the bottom seal on my Alter II's Power Steering, and it was only afterwards that it occurred to me that I might have actually stopped it leaking before I pulled it all apart.

While trying to see if I could get a puller to fit onto the drop arm to pull it off the steering box, I disturbed the bottom oil seal on the steering box. It was about a week later that I set to and removed the power steering box. I noticed that the oil level had not gone down during that week, which was most unusual as normally it only took a few hours to drain any oil in the header tank.

I put it down to an air lock or something and duly set about getting the power steering box out.

It was only when I had it all apart and had replaced the oil seal at the bottom of the power steering box that I realised that the new seal had gone much further into the power steering box housing than where the old one had been positioned.

I compared the old seal to a spare new seal and they were essentially identical.

It dawned on me that the old seal had slowly been easing it's way out of the housing over a period of years and eventually got to the point where it was onto the splined and tapered part of the shaft. The splined and tapered part of the shaft starts just below the bottom of the Steering Box casting, so the seal moving out between one and two millimetres (less than a tenth of an inch in real money) was enough for it to move onto the splined and tapered part of the shaft. Surprise! Surprise, it would start to leak. So, my futile attempts to use a puller to remove the drop arm off the steering box had inadvertently moved the oil seal in a little and stopped it leaking.

The seal should be flush with the bottom of the steering box casting. If it is proud, then it may have moved out a little. If you use a medium sized flat blade screwdriver, gently ease it back into the steering box casting, working gently round. Do not try to push it too far with each jiggle of the screwdriver.

Better to go round a couple of times easing it in a little at a time.

This will never stop the inevitable, but it might put it off for a while.

If this doesn't work, you are no worse off, and if it does work, it may at least put off the inevitable until you are a little more ready to go "Octopus Wrestling – the UMM way" !!!

However, one reason to change the seal is that I found a small build up of gunge behind the seal. I guess ten or more years of sediment finding the lowest point in the system.

A few additional Comments / Observations:



Removing the Drop arm off the steering box requires a 10 ton press, so a puller will just waste your time !!!

I first tried a 2 ton press to remove the drop arm off the steering box shaft, and all it achieved was a lot of sweating and puffing on my part, and nothing else !!

Fortunately I found someone with a 10 ton press, and that showed it who was boss !!

Persuading the steering arm off the drop arm can be a challenge due to access issues.

Persuading any of the steering joints to let go is a real challenge, again due to access issues.

The only joints that are less impossible to undo are the joints onto each hub.

Once the whole steering box and steering arms have come off as one unit, then splitting the other steering joints is a little less impossible.

Jon Ashwell.

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#### WISE ADVICE.

*And here's another E-Mail from Club Member Alan Bosley in Devon recounting his steering box adventures and some WISE ADVICE.*

Dear Graham,

I read Colin Boyce's letter about his steering failure. Yes I went there early in the UMM career.

The steering box mounting cracked away from the chassis.

I spent a happy day welding it on and strengthening the mounting.

It is mad that a steering box was used that has a facility for an anchor lug at its lower end yet there was no chassis support to bolt it to.

Common-sense tells me it was essential.

The track rods are a disgrace.

They are very thin tube and with a split thread then any metal fatigue will start at the apex of the split.

I had a main track rod made by an engineer here in Barnstaple (or near Barnstaple.).

It was made of solid steel EN 49 bar, threaded and with lock nuts, no pinch split. Well it was not cheap but I reasoned that it was a wise investment and cheaper than dying.

I have not yet replaced the short track rod and that I will do when these are available.

I told Brian Grainger of Country Vehicle Services  
(tel 01392 860604)  
of Livingshayes; Silverton, Exeter,

And he is now negotiating with the same engineering firm for a short production run.

I suggest anybody interested contact Brian with a statement of interest. Personally I would not wait for disaster, but have new ones made and drive in safety thereafter.

Mine cost less than £100 but was a single item. Brian is entitled to his profit and return for any outlay on manufacture so I suspect the finished rods from him would not cost less than that.

However a funeral is more expensive and a broken rod could result in a wrecked vehicle which would be a shame.

Regards, *Alan.*

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#### CENTRE SPREAD.

*The Centre Spread in this issue is from a Picture Postcard published by John Hinde ( uk ) Ltd Redruth Cornwall.*

*( Date Unknown )*

*Sent in to me by Club Member Susan Pratt from Devon showing her H-Reg ALTER II Station Wagon parked in St Peters Hill, Tiverton, Devon.*







## **BETTER The DEVIL You KNOW.**

We all know that these vehicles are extremely good in lots of ways but they do also have some things that need to be addressed.  
Here is a list in no particular order of the things I know that cause people to criticise them.

Looks !!

But as they say 'Beauty is in the eye of the beholder'

*Engine & Drive Line.*

The Engine suffers the same weaknesses as all Peugeot Engines.

Cracked Cylinder Heads & Choked Radiator Core.

These two appear to be related as the radiator becomes blocked with silt created by the combination of cast iron & aluminium in the engine.

Engine temperatures rise but go unnoticed until it's too late.

The Turbo engine is possibly more at risk with the higher induction and exhaust temperatures.

Always use a Good Anti-Freeze or a Corrosion Inhibiter.

*The Gear-Box can fail.*

I have been told of gear-boxes jamming in gear or reverse gear failing.

The external selector rods can brake and the nylon ball joints can fail.

I have snapped the gear lever off several times and I'm not the only one.

But after all these are only car type gear boxes.

The Transfer Box is very robust I think the only things to go wrong with them is bearing failure but only if you neglect to change the oil or to keep it topped up.

The only other possible weakness could be the selector rods.

*Prop-Shaft UJ's, Front Axle Drive Shaft UJ's*

Like all the other UJ's keep them greased or sprayed with sticky oil.

And like all UJ's they will fail if you don't Grease them.

*The steering box mount is to say the least basic.*

May be lowering the steering box and bolting it directly to the chassis may help to provide more support.

as well as an additional cross member as installed by Club Member Alan Bosley.

Track-Rod, Drag-Link and Track-Rod Ends are a bit light weight for the weight of the vehicle and the demands that would be put on them under hard off-road use.

On the road the if the steering starts to feel vague or is slow to self-centre then change the power steering fluid as this should be changed every 10 to 12,000 miles.

*Back Axle Failures.*

The biggest weak spot in the Back Axle is

the L. S. D. Clutch Plates & Springs.

I have had two axles where these have failed around the seventy thousand mile mark.

But where does it say in the book to replace these assemblies before these mileages.

Or failing that if the L. S. D. Clutch's were assembled with the saucer shaped springs inside the diff housing rather than next to the Sun & Planet Gears then if the springs fracture and break up as on my axles bits cannot fly-out and attack the Crown-Wheel & Pinion or the Pinion Bearings.

*Rear Brakes.*

This is only really applies to later ALTER II's.

The failure of the rear load sensing valve.

This causes air to enter the rear brake system with the loss of braking on the rear axle.

Do we really need it.

I have removed it on my 121 Station Wagon.

This now puts greater pressure on the rear brakes.

This is not too critical on the long wheel base with the extra rear body weight but can cause severe lock up of the rear brakes under hard braking on the short wheel base.

There is a Load Sensing Valve on the TRANSCAT rear axle but of a different type.



the only thing to go wrong with this is that it soon rusts up and stops working altogether normally in the light position which means the rear brakes are getting little pressure from the Master Cylinder if any. And possibly not working at all. This can again be safely removed and discarded.

Front doors.

the front doors are very floppy and split at the corners. The only real way I see to solving this is to make the doors thicker.

The general body construction is very good. The only weakness is the sealing of the joints. Once moisture gets in between the two panels it creates rust and this pushes the joints apart after a few years.

The rear floor on all models is prone to rusting from underneath where it sits on top of the chassis rails.

In a really worse case scenario.

The major rust places are along the bottom edge of the body both sides. In between the body seams in any wet area, i.e.: - Over the front and rear wheels where this can lead to rusting through.

The front foot wells behind the bottom door seal and some of the seams.

The bottom of the battery / tool box behind the right hand door.

Behind the Fibreglass / Plastic Side Mouldings on the ALTER as these are water / mud traps.

The triangle panel between the front wheel opening and the door on both sides.

The front door skins can rust through along the bottom edge and part way up behind the internal stiffener.

The bottom of the rear door is also a water trap and this can lead to the bottom of the rear door rusting out.

The rear door hinges are prone to seizing on the ALTER and this can cause the rear panel to bend and tear when opening the rear door.

The rear doors on early TRANSCAT's were fitted with two sets of hinges and the pins on the front door type hinges can break and go unnoticed.

I have been told about body out riggers rusting through or braking away and the chassis rails cracking.

There are several moisture traps on the hard top.

The most obvious is along the bottom edge down both sides and across the back.

Also look across the top of the rear door opening.

Don't forget the inner roof gutter and where the roof stiffeners sit on the sides as these are hidden moisture traps as well.

And remember this can be hidden with the headlining on the ALTER II.

The biggest problem inside is condensation with the all steel construction.

This is not helped by carpeting the interior as this holds the water and breeds rust.

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### LETTERS.

Here is a letter from Club Member Harry Meckiffe in Co Durham.

The contents of his letter are his experiences and his personal views.

I leave it up to you to decide for your self whether this is a one off or are there other members with similar experiences.

### A Tale of Woe, Retrospect and Hindsight.

There are many parts on our vehicles that can be bought from many different suppliers so long as you have a part number.

One of the few that can't is the RADIATOR this is a genuine part to the best of my knowledge and as such forces you to go to the Ranch (Cotswold 4x4, so called UMM importers)

And so begins my tale of woe.

It's December and Christmas is bearing down fast and in this country from about the 20th December to 6th January, Trying to get anything done is almost impossible so, Taking the dog out one morning I see a rusty trail leading back to the front of my Truck, On further inspection it's obvious that the Rad has given up and dumped it's contents on the road.

(BUGGER)



I did a bit of research and found a local Radiator Specialist and got a mechanic friend of mine ( *Thanks Adam* ) to remove the offending item and take said Specialist.

I spoke to a nice man who told me that the Radiator was totally U/S and that it would need re-coring "how much?" was my next question, £220 came the reply.

Now comes the benefit of hindsight, "hang on to for a couple of days" I said "I'll give Cotswold 4x4 a ring" After a brief conversation bob told me that they had one they can take out of an 'L' Reg that's in good condition and would be £75.00. With a big smile on my face and feeling very pleased with my self I phoned back my local specialist and told him that I had found a second hand one and that he could skip the old one. ( *Stupid Mistake No 1* )

A few days later, On a Tuesday I think, I received a loosely wrapped parcel at 08.30 am and I duly signed for it and took it up to my flat. ( *Stupid Mistake No 2* )

I gave Adam a ring and arranged to have it fitted at the week-end. Adam turns up 8 am on Saturday and takes the parcel down to the truck to fit it, After taking the 3mm of cardboard off it he's back up and showing me 2 large hole through the core caused by the oil cooler brackets. ( *Damage in Transit* )

Well that's a pain I thought...

I know, I'll call Bob at my friendly 4x4 centre.

"Hi Bob you know that Rad you sent me" And I explained the situation to him expecting some sort of helpful response.

"Did you sign for it?" he asked "yes" came my reply "Well in that case you signed for the goods received in good order" ( *now the alarm bells sounded* )

"Did you insure it" I asked, now knowing that I was at the start of a nightmare "No" So Christmas had arrived and I have a useless Rad and the Truck is off the road. What do you want me to do?

"Well you'll have to send it back to us".

Now into the New Year I phoned good old Bob and asked what he was going to do to help me given the fact that I'm already £102.00 out of pocket and have a useless Rad.

"there's nothing we can do unless you send it back"

I had run out of options and had to trust them. ( *Stupid Mistake No 3* )

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Well by this time and after being 'tromboned' with out lubrication. I thought I would take the Radiator and have it tested, turns out it was more knackered than the one I'd taken out in the first place. ( *See letter in the next Newsletter* )

Phoned Bob again told him what I had done and he said "We can't do anything unless you send it back" So my ( *Final Mistake* ) was to spend £25.00 sending it back to them.

Now I'm a total of £127.00 out of pocket and have no Radiator and the Truck has been off the road for 6 weeks. another week or so goes by and I phone the ranch to find out what they are going to do for me.

Bob tells me the Radiator they have received is not the one they sent out, I assured him that I only have ONE Radiator and that is the one that they sent to me as the other one ( *Stupidly on my part* ) was scrapped.

Bob now insists that this is not the item sent out effectively calling me a liar ( *Which they latter did in print as well, See enclosed letter* )

( I will print these Letters in the next Newsletter if I can, GraUMM )

In conclusion and with the wonder of hindsight I should have had the original Radiator Re-Cored, Paid the price and had my Truck back on the road in 3 days.

By trying to save myself money I placed myself in the hands of the biggest cowboy outfit since Butch teamed up with Sundance.

So all you UMM owners out there take this piece of advice from another one just like you.

Don't do business with Cotswold 4x4 Centre unless you're name is John Wayne or you like being ripped off.

Bob if you read this, This whole affair could have been avoided if you had taken the time to do your job properly, Packed the Radiator correctly and spent the extra £2.00 to insure it ( *Not hard* ) providing your not lazy and un-business like.

Yours Faithfully

*H Meckiffe.*

*Pretty strong words but then you can't do these things on the Cheap.  
As I know myself as I have been down this road.*

*By spending the money and doing the job properly in the first place you  
will only need to spend it once.*

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*But then I hear it time and time again people asking how to do it on the cheap.*

*I'm sorry but this is my personal view.* GraUMM.

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**G-Reg ALTER II Normal Aspirated Station Wagon.**

*Rare Forward Facing Rear Seat.*

*124,000 Miles. New Exhaust. Short M. O. T.*

*Much Work Done, Many New Parts, Needs Some Work for Next M. O. T.*

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*M. O. Ted & Taxed. New Clutch. New Steering Box.*

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*Has the following 2 vehicles for sale.*

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*Modified Hi - Torque Turbo Diesel. drop Down Tailgate.*

*12 Months M. O. T. £1095.00*

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

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**B & H AutoKraft.**  
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G 179 EAD 08-06-90 TW4B11D1L00031288 Station Wagon.  
Gloucestershire. P155XF004758 White.  
Roger Higginson. Warwickshire.

G 127 OCG 14-09-90 TW4B11D1L00031289 Hard Top.  
Hampshire. P155XF004810 Green.  
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K 741 LWS 07-08-92 TW4B11D1L00031290 Hard Top.  
Edinburgh. (BC) White.  
Sam McCready. Gloucestershire.

H 341 BFB 09-11-90 TW4B11D1L00031291 Hard Top.  
Bath. (B) P155XF005406 White.  
2, Melvyn Barwick. Birmingham.  
1, Andrew Gibson.

H 462 KRE 13-11-90 TW4B11D1L00031292 Pick Up.  
Staffordshire. P155XF005043 Blue.  
Steven Fernyhough. Staffordshire.

G 963 UHU 01-09-89 TW4B11D1L00031300 Station Wagon.  
Bristol. P155XF004924 Blue.  
Ronald Cawthorne. Northamptonshire.

G 78 JSC 09-11-89 TW4B11D1L00031303 Station Wagon.  
Edinburgh. (BC) P155XF005038 Blue.  
W T Roberts. Conway.

G 491 VEU 10-10-89 TW4B11D1L00031305 Hard Top / Windows.  
Breconshire. P155XF004804 Red.  
3, Adrian Luck. Kent.  
2, Sean Leather. Cheshire.  
1, Les Duffy. Avon.

H 660 USS 09-05-91 TW4B11D1L00031315 Hard Top.  
East Lothian. P155XF005003 White.  
2, Stewart Murphy. Glasgow. Scrapped.  
1, Robert Murphy. Glasgow.

G 417 SDV 25-08-89 TW4B11D1L00031318 Pick Up.  
Devon. P155XF004796 White.  
Russell Darbyshire. Somerset.

G 962 UHU 02-08-89 TW4B11G1L00031584 Station Wagon.  
Bristol. P152BEE29230 Green.  
2, Graham Potter. Berkshire. (1)  
1, SMC of Bristol Ltd. (Non Member)

G 813 UWS 11-09-89 TW4B13D1L00031636 Pick Up. 121.  
Edinburgh. (BC) P155XF004339 Blue.  
2, Jonathan Baldwin. Derbyshire.  
1, Edgar Tredwell.

90 LH 510 TW4B11G1L00032140 Hard Top.  
Silver.  
Anthony 'O' Rourke. Co. Meath.

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H 770 DOU <u>Hampshire.</u> 2, Louisa Wells. 1, Sandy Tulloch.	TW4B11G1L00032142 Station Wagon <u>Black.</u> Aberdeenshire. Aberdeenshire
J 855 TEF 08-10-91 <u>West Hartlepool (B)</u> John Jackson.	TW4B11G1L00032158 Pick Up P152BEE29822 <u>Red</u> Yorkshire.
K 572 EKY 01-08-92 <u>Bradford (B)</u> <u>Keith &amp; James Rotherham.</u> Derbyshire.	TW4B11G1L00032159 Pick Up P152BEE29788 <u>Red.</u>
L 539 WUY 10-06-94 <u>Worcestershire</u> 2, Ian Mellor. 1, John Aldridge.	TW4B11G1L00032165 Pick Up / Hard Top / Windows P152BEE29669 <u>Green / White.</u> Lancashire. ( 2 ) Oxfordshire.
G 308 DNP 03-01-90  James Brannan.	TW4B11G1L00032171 Pick Up. P152BEE29770 <u>Green.</u> Oxfordshire.
H 830 GJB 18-09-90 <u>Berkshire</u> H 15 UMM <u>Personal Plate</u> 3, Peter Garnett. 2, George Reade 1, Dave Shirley.	Re-Registered as  TW4B11G1L00032172 Hard Top / Windows. P155XF006581 <u>Royal Blue.</u> Surrey. ( 2 ) Oxfordshire. Oxfordshire.
K 541 CEF 25-03-93 <u>West Hartlepool (B)</u> 2, Paul Clarkson. 1, Ian Hayman.	TW4B11G1L00032173 Pick Up. <u>Red.</u> Yorkshire. Co Durham
G 419 SDV 14-04-90 <u>Devon.</u> A 15 CVS <u>Personal Plate</u> Brian Granger.	Re-Registered as  TW4B11G1L00032176 Pick Up / Hard Top Windows Conversion. Devon.
G 303 JAB 16-05-90 <u>Worcestershire</u> 2, Michael Jennings. 1, Ross Jones.	TW4B11G1L00032177 Pick Up P152BEE2977 <u>Green / Red.</u> Norfolk. Hampshire.
H 267 JDO 22-06-91  Henry Blair.	TW4B11D1L00032179 Station Wagon P155XF007474 Paisley.

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G 315 SNM 21-12-89 <u>Bedfordshire</u> James Hays.	TW4B11D1L00032180 Station Wagon P155XF007508 <u>Blue.</u> Hertfordshire.
G 966 KNG 14-12-89 <u>Norfolk.</u> Stanley Bews.	TW4A11D1L00032182 Station Wagon P155XF007497 <u>Green</u> Orkney.
J 469 TFS 05-08-91 <u>Edinburgh</u> 2, Graham Potter. 1, Lyndon Stanworth.	TW4B11D1L00032187 Pick Up P155XF007492 <u>Blue.</u> Berkshire. ( 4 ) Lancashire. ( Non Member )
H 49 WRS <u>Aberdeen (BC)</u> Jim Panton.	TW4B13D1L00032286 Pick Up 121 <u>Beige.</u> Somerset.
L 746 KSC 12-08-93 <u>Edinburgh (BC)</u> Colin Boyce.	TW4B13D1L00032287 Pick Up 121. P155XF004617 <u>Beige.</u> East Sussex.
J 516 SFX <u>Dorset.</u>	TW4A13D1L00032290 Pick Up 121
G 636 RAG 01-05-90 <u>Ayrshire</u> Ron Hannington	TW4B11G1L00032700 Station Wagon P152BEE29959 <u>Green.</u> Yorkshire
H 172MTW <u>Essex.</u>	TW4B11G1L00032703 Hard Top.
H 527 RWX 01-08-90 <u>Yorkshire (WR)</u> John Golden	TW4B11G1L00032706 Hard Top P152BEE29255 <u>Green</u> Yorkshire.
Un-Registered	TW4B11G1L00032707 Hard Top Guernsey.
G 637 RAG 01-05-90 <u>Ayrshire</u> Jason Curteis.	TW4B11G1L00032715 Hard Top. P152BEE31213 <u>Green.</u> Derbyshire. Scrapped.
M 96 LFT 20-07-95 <u>Tynemouth (B)</u> Darren Willey.	TW4B11G1L00032723 Pick Up. P152BEE29876 <u>Blue.</u> Newcastle-upon-Tyne.
K 278 VFX 03-12-92 <u>Dorset.</u> 2, Anthony Tranter. 1, Robert Geering.	TW4B11G1L00032725 Station Wagon P152BEE29944 <u>Green.</u> Pembrokeshire. Kent.

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