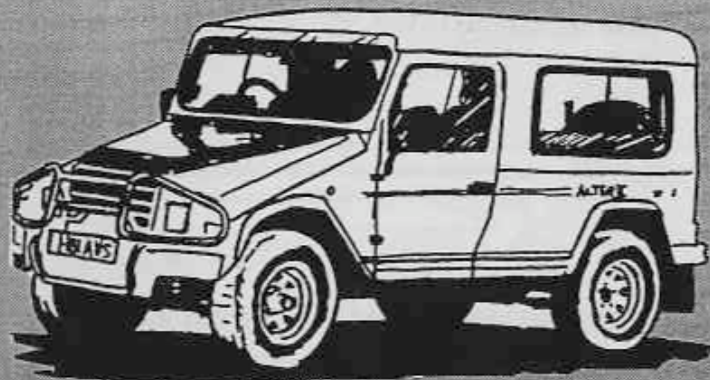


The  
**Ultimate  
Motoring  
Magazine**

*10th Anniversary Year.*



*The First Day Of November 2004.*

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.

graumm @ 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

COURNIL 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, APRIL, JUNE, 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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## GraUMM's Bit.

*Good News to start with.*

*The official UMM Parts Suppliers have now moved West.*

*And the Cowboys have ridden off into the Sun Set.*

*Or to put it another way*

*Brian Granger at :-*

**COUNTRY VEHICLE SERVICES.**

**Silverton. Exeter. Devon. EX 4 4 JT**

**Phone :- 01392-860604.**

*Is the man to talk to about all things LARGE & small  
where UMM Parts are concerned.*

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Page 1.*



Brian's experience goes back to the early days of Cournil and still races an early cut down short wheel base Cournil.

Now the Bad News.

Yes it's that time of year when you have to send me some more money.  
With this Newsletter you will find your renewal form.

There are a few of you out there who will not receive a renewal form.  
This is not a mistake as some of you have paid extra years already.

On the bottom of the Renewal form you will find a section marked  
**Original Supplying Dealer.**

Can you write in the name of the Original Dealer if Known.

Excuse time.

If any one has phoned asking me for or to do any thing and it has not happened then I'm sorry but I have just changed jobs and this one gives me a little less time in the evening.

And what with all the Shows and vehicle repairs I have had to do, I have had very little free time lately.

( See further on )

Moving On.

I was thumbing through the pages of the free-bee copy of 4x4 MART that they gave away at the National 4x4 Show and a couple of things caught my eye.

I was intrigued by an advert for a pedestrian friendly 'A' Bar.

To me no mater what you put on the front of some thing that weighs a Ton and a Half if it hits you it's going to Kill You.

And some thing else, There is an advert in there for :-

Scorpion Racing 4x4 Center.  
020-8211-4888.

They have a 4 Page advert including De Carbon Shock Absorbers.  
And they list the UMM Alter. Price unknown.

## The WELSH WEEK-END & GOWER SHOW.

This year we elected to take a different route down to Wales.  
As the M4 Motorway is only a short distance from my place it was decided to go that way.

Traveling in convoy at a steady Fifty miles an hour the journey did not take that long even with a stop at the Truck Stop at Junction 17 for breakfast.

We arrived at Daniel Whitehead's yard in Pennard just after two.

Using the Motorway had saved us a lot of time and quite a few miles.  
We were so early we had to wait for Daniel to mow the grass.

Once established on our camp site hello's were said all round and in the evening it was a trip to a local hostelry.

Saturday dawned with a few heavy showers around Six AM and after that it got warmer as the day went on.

Saturday morning we have a regular trip down to Mumbles for Breakfast and a look around the shops then a quiet afternoon followed by a visit to some more houses of refreshment in the evening.

Sunday again dawned warm and got hotter.

Breakfast ?, Down Mumbles, Of course.

A bit of shopping and back to the camp site till after dinner.

The afternoon was spent at the Gower Show.

This is a very popular local country type show with the local businesses putting on trade stands.

There is a small selection of Classic Cars and Tractors.

And for the animal lover there are various types of Horse Activities, Dog thingy's and various other country pursuits.

( But only the ones you can do with your clothes on )

The afternoon was finished off with a visit to the Gower Heritage Center where we had a chance to look around some of the local relics.

The exhibits were good as well. ←



The day ended with a Bar - B-Q in the evening and this went on till around half eleven or so and then off to bed.

Monday dawned dry and bright but not as hot as Sunday. There was very little over night dew so the awnings were dismantled early and with every thing put away I was on my way by Ten.

Ernie & Jeff were staying on for a couple more days to do some more sight seeing.

The trip home was much the same as the trip down for me with a stop at Junction 17 for dinner, Until I got to Junction 13.

There are places on the Motorway where the road surface is very rutted or 'Tram Lined'

My 121 Station Wagon with the wide tyres wants to follow these any way. But as I passed Junction 13 the 'Tramming' got worse.

I know that my rear tyres are due for replacement and to start with I thought this was due to the tyre walls getting soft or even a soft tyre.

After a few more miles the 'Tramming' and wandering was so bad I attempted to pull over on to the 'Hard Shoulder'

Trickier than it sounds, I had already slowed down and as I moved on to the hard shoulder the steering became even more interesting.

all I could do was to hold the wheel straight and brake gently.

Safely on the hard shoulder I had a look round tyres 'OK' but one front wheel was out of line and I knew that I had stopped in a straight line so a look underneath gave me the answer.

The trackrod had snapped clean off at the end of the clamping split on the left hand side.

This is the end that takes all the stress as it carries the drag link from the steering box as well.

Well all I could do was make a phone call and within three quarters of an hour a very nice man in a big yellow lorry came to take me home.

With it parked in the garden a phone call was made to :-

Brian Granger at Country Vehicle Services.

I said 'I need one of your Heavy Duty Track-Rods.'

Brian said 'OK I am just having some more made and they will be here in a few weeks'

I said 'OK put me down for a set.'

Brian said 'OK I will call you when they come in.'

and I said 'Thanks for that as I can steal one off something else for now to fill the gap !!!'

During the rest of the week the trackrod was removed along with one from one of my other vehicles. Both were stripped and the good one reassembled and fitted.

The tracking was then realigned and with new nuts & bolts in the clamps and new split pins in the trackrod end nuts every thing was ready for a road test.

There is a vast improvement in the steering and general handling.

The old trackrod must have been flexing for some time with out being seen.

### **Things to Look for.**

When driving is it trying to follow the ruts in the road and wanders severely on any uneven surface.

When you go over very bumpy and potholed roads or when you bump up the curb do you get a whipping or shimmy in the steering.

The actual break was on the left hand side at the base of the threads. This is about 2 to 2 1/2 inches in from the end.

---

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

After the trial's and tribulations of the Welsh Week-End and what happened afterwards this week-end was a lot less traumatic.

Before I left for Biggleswade I found there was a small amount of movement in the steering box of my 121 Station Wagon.

This I reduced by tightening up the bolt I had put through chassis and in to the bottom of the steering box mounting plate.

This reduced the movement.



As I had a few stops to make and get diesel as well I didn't get on to the M4 Motorway till just after nine.

When I got to Junction 6 I turned off the Motorway and drove across Slough and up to Denham then on to Maple Cross where I had intended to stop at the Transport Cafe for breakfast but when I got there, There were too many cars & lorry's there to park my 121 & Caravan so I had to go hungry.

When I left Maple Cross I joined the M25 at Junction 17.

The M25 was moving freely and didn't take long to get to Junction 21A the St Albans turn off.

This took me up past the start of the M10 and on to the A1(M).

Up the A1(M) I stopped at the Services for a comfort break !!

Soon after this became the A1 or the Great North Road as it was once called or may be it still is.

I soon came to the turn off for Old Warden and the Tourist Signs for the Shuttleworth Collection.

This is a narrow B Road that takes you down past the entrance to the Shuttleworth Collection & Airfield, Through the village of Old Warden to the back gate of Shuttleworth Collage.

After a nice long drive through the grounds I found the booking in point and was soon pointed in the direction of the Club Stand area.

When I arrived at the Club Stand area just after Twelve Club Member Bob Barnes with his TRANSCAT Hard Top and his sidekick Archie were all ready there.

They had driven all the way down from Stranraer in Scotland overnight with the TRANSCAT on a trailer.

( There's dedication )

Hands were shock, Introductions were made and after a long chat I sited the caravan and laid out some of the Club Stand.

Around Two I got a phone call from Club Member Richard Williams from Shropshire, He was at the check in and needed his ticket, This was soon sorted and Richard joined us on the Club Stand area.

Some time between Four and Five Club Member Ernie Darby arrived all the way up from Kent.

After every one had settled in the flag pole was put up to mark our presence and the evening was rounded off in the beer tent.

Saturday dawned bright and stayed that way all day.

Recently I purchased a B & Q Garden Gazebo, This is 3 Meters wide and 9 meters long or Ten Feet by Thirty Feet in old Money.

The first job on Saturday morning was to get this put up and because of it's size you need four people and a calm day.

Mid morning Club Member Peter Garnett arrived.

He had driven up from Surrey for the day and stayed till mid afternoon.

Every one spent the day doing there own thing taking in the sights.

Late Saturday afternoon there was a flying display.

One aircraft in particular caught every ones attention, A small red aerobatics type, This pilot did every thing but cartwheels.

On several occasions he had the aircraft almost hanging on the prop and I have only seen this done with radio controlled models.

Saturday evening Richard Williams had brought a small Bar - B-Q and the evening was spent having the ritual cremation and sitting in the Gazebo chatting till late.

Sunday started nice and stayed that way all day.

Rain had been forecast but this never arrived.

Mid morning several of us went up to watch the Mud Run.

This is a big hole full of wet sticky mud with the consistency of chocolate spread.

The idea is to get across with out getting stuck.

Most people tried the I can walk on water technique.

Foot down flat out and hope to get to the other side before sinking.

The problem with this method is the V8's tend to get water in to the electrical thingys and stop, This happened on several occasions.

There were two vehicles that took it in there stride,



One being a Uni-Mog. This had big BIG wheels and knobly tyres & a Big Diesel Engine.

The other was a Mahindra Jeep, This had All Terrain Tyres and a little 1\*9 Normal Aspirated Diesel Engine.

The only prepping he had done was to put some cardboard over the radiator grill.

But the WALLY of the DAY Award must go to the driver of a short wheel base Land-Rover Hard Top who got half way across and stopped.

After being pulled out backwards by the ever present caterpillar digger. Two people stepped out from the crowd and engaged his locking hubs !!

When questioned by the commentator his reply was  
'It's not my Land-Rover'

After all this excitement the rest of the morning was spent wandering the stalls looking for some thing you didn't know you wanted till you see it.

After dinner a working party was formed to dismantle the Gazebo.

This was soon done and every thing was packed away in it's bags & box. Afterwards the flags & flag pole were taken down and packed away.

Around Four Bob Barnes and Archie were on there way north for the Four Hundred Mile trip home.

And by Six Ernie and my self were heading southish.

After saying good bye to Richard Williams who was staying over till Monday.

I had an easy run home and I was home in around two hours.

---

### STEERING BOX RE-WORK.

Monday as I had the day off and after emptying the back of my Station Wagon and putting the caravan away I thought it was time I had a another go at the Steering Box Mount.

First I removed the Front Bumper, Lights & Grill then the Fan Ducting, Air Filter & Intercooler.

Now the Radiator, Splash Plate and Steering Box.

All the old paint and weld was then ground back to good metal and any cracks identified.

On the Tuesday evening my eldest son Adrian came down and did all the welding.

With double welds in some areas to build up the strength.

The restraining bolt I had put through the Chassis was then modified with a spacer put inside the Chassis Rail and a large washer welded on the outside.

The bolt was then replaced and pulled up as tight as it would go compressing the Mounting Bracket against the Chassis Rail.

The steering Box was then reinstalled and all the bolts done up extra tight.

With rain several evenings it was not till Friday evening that I got most of it put back together.

Saturday morning I assembled the new Heavy Duty Track-Rods supplied by Brian Granger.

I changed a suspect Track-Rod End realigned the tracking and replaced the Front Bumper and it was ready for a road test.

My road test took me down to my local M O T Station and as luck would have it he had a space in an hours time so off to do some shopping then back for the test.

Of course it passed, There were no doubts after all the work I have put in to it recently.

There is a slight difference in the steering. It feels firmer but the important thing is I know that it won't break again.

---

### Center Spread.

For those of you who haven't seen it before this is my K - Reg 121 Five Door Station Wagon in all it's glory.

This was taken at the May Welsh Week-End.

Daniel's Hard Top is behind.

Photo Thanks to Daniel's Father, Taken with a Digital Camera.





28/05/2004



## Non UMM Events.

*On the following Monday as it was the August Bank Holiday my trailer was all loaded up with Six, Yes Six Tractors and I was off to*

### **The LITTLEWICK GREEN SHOW** *for the day.*

*This is a good Country Show with a lot going on from Vintage & Classic Cars and Commercials to Horse and Dog Events.  
And with a good mix of trade and Auto Jumble Stands.*

*The best part of it was I was awarded 2nd Prize in my section.  
I think it was for quantity not quality having Six on display.*

*The following Friday saw me on my way again and this time I was off to*  
**The NATIONAL MICRO - CAR RALLY.**

*This was being held in the small Hamlet of Copt Oak, North of Leicester just off the M1 at Junction 22.*

*This year I took my Ifor Williams Trailer with my ISETTA Bubble Car and one of my Tractors to tow it as the engine had gone in to self-destruct mode two years ago.*

*The back of my 121 Station Wagon was full up with all my camping gear.*

*This is the Holy Grail for all Micro-Car owners.  
The Event that every one tries to get there car restoration finished for.*

*This is the first time I have been for two years as it normally clashes with the National 4x4 Show.*

*Sunday is the best day as it is the main Rally Day.*

*There were a lot of nice cars on display this year, A lot of them I have not seen before and I have been going to this event for twenty years.*

**TWENTY YEARS !! God How Time Fly's.**

*The weather was glorious, The Sun Shone all Week-End.  
I renewed a lot of old acquaintances and had a very enjoyable Week-End.*

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## South Wales Off Road and 4x4 Show and Country Game Fair. At Margam Country Park Port Talbot. **2nd & 3rd October 2004.**

*This was not an Event I had planned for this year and it was not till we met the Welsh Off Road Club at the National 4x4 Show and they invited us to attend.*

*Club Member Richard Williams had also planed to join us for the week-end but Richard went in to Hospital for a By-Pass Operation on his leg but unfortunately it went wrong and they had to remove his leg.  
A good job he didn't go in for a vasectomy !!  
We all wish Richard a speedy recovery of what's left.*

*Now the nights are drawing in and having to work later I was still getting things loaded in the caravan when Ernie Darby rang me on the Friday morning saying that he was just coming through Bracknell and he would meet me at the Truck Stop at Junction 17 on the M4.  
With everything loaded or so I thought I was underway a short time later.*

*When I arrived at the Truck Stop Ernie and his side kick Jeff were already there.  
Suitably refreshed with a Trucker's Salad we were on our way.  
We had a clear run all the way with no hold ups turning off the M4 at Junction 38 and arriving at the park around One Thirty.*

*We were then pointed in the direction of a nice piece of grass with a slight slope.  
After getting the caravans in the right position to sit level we settled down for the afternoon.*

*The weather forecast for the week-end was not good and true to it's word it rained, It not only rained there were almost gale force winds and very heavy showers on and off all week-end but most of the rain came down on Sunday.*

*What could have been a very good show and I have been told they were in the past was totally ruined by the weather.*

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Apparently Thirty eight traders that had booked and paid for the week-end never turned up and a lot more that attempted to set up there stalls gave up and went home.

Even those that braved the weather went home early.

Us hardy Fools stayed the whole week-end with Ernie heading home around Two on Sunday as he had the long drive back to Kent and I stayed over till the Monday morning.

I had a good reason for this as I wanted to run down to Exeter to meet Brian Granger at Country Vehicle Services.

The trip from Margam to Exeter is Motorway all the way all most.

Turning off the M5 at Junction 28 for Cullompton I drove through Cullompton picked up the sign for Bradninch then the sign for Silverton. When you eventually reach Silverton you turn right at the first little roundabout you come to and then turn right in to Livingshayes lane.

Brian has certainly put the country in to Country Vehicle Services.

It was getting very interesting heading down these lanes in my 121 Station Wagon and with the caravan on the back.

Brian showed me all the stock he had collected from Coteswold 4x4.

At present most of it is still in boxes but when it's all sorted and racked there will be some unrepeatabe offers.

Brian has been in contact with Portugal and there is a parts order on the way unlike Coteswold who apparently hadn't placed an order since 2002. And you wondered why you couldn't get any bits.

Next year,

Well I have been told that this Show is to be held possibly two weeks earlier and at a different location.

We can only wait till next year and see what happens.

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## VEHICLES & Items For Sale & Wanted.

**G-Reg ALTER II** Normal Aspirated Hard Top / Windows.

£500.00 Further Details.

Contact Nick Heath on 01844-292081.

Aylesbury Area.

Brian Granger at :-

**COUNTRY VEHICLE SERVICES.**

Silverton. Exeter. Devon. EX 4 4 JT

Phone :- 01392-860604.

Now has in stock

Heavy Duty Track-Rods Now Available. £85.00 Plus V A T & Postage.

### KEY Blanks.

The original Keys for UMM's were marked, A Z U.

I have several re-cut Key Blanks with the following Letters & numbers.

Ignition Key :- HD make. NE 34 blank number. No Hole in Tip.

J M A make. NE 38 blank number. With Hole in Tip.

Door Key :- J M A make. DAT 1i blank number.

### PARTS & SERVICES. + Insurance.

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

#### COUNTRY VEHICLE SERVICES

SILVERTON, EXETER,

DEVON, EX 4 4 JT.

Phone 01392 860604

The New official Parts Supplier.

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**LIGHTHOUSE JEEP.**

For all UMM / JEEP Related Parts.  
Phone 01953-681237.

**BAR PROPSHAFTS.**

For Propshaft & Front Drive Shaft UJ's.  
Unit 3. Abbey Road Industrial Estate.  
Neath. West Glamorgan. Wales. SA 10 7 DN  
Phone 01639-646922 or Fax 01639-646923.

**DOUBLE 'S' EXHAUSTS LTD**

STATION ROAD, CULLOMPTON, DEVON. EX 15 1 BW.  
Phone 01884-33454. Fax 01884-32829.  
This is the original supplier to S M C of stainless steel exhausts.

**NATIONAL POWER STEERING**

For service exchange power steering boxes  
Phone 01162 514706 or Fax 01162 628959.

**BRAKES INTERNATIONAL LTD**

MOORE STREET.  
ROCHDALE, LANCASHIRE. OL 16 1 QN  
Phone 01706-666999. Fax 01706-662663.  
ALTER II Brake & Clutch Parts.

**R. OWEN & SON LTD.**

**( SPRING MANUFACTURES & REPAIRERS. )**

Unit 2. Cleveland Industrial Estate.  
Cleveland Street. Darlington.  
Co Durham. DL 1 2 PB.  
Phone or Fax 01325-381701.

*I have used R. OWEN for springs and with four days to make them  
and next day delivery a very good service and price.*

**B & H AutoKraft.**

3 Balby road. Doncaster.  
01302-368774 / 341799.  
Axle & Brake Parts. L S D Clutch Sets.

**RODLEY MOTORS of BRADFORD.**

ALTER II Dana axle parts & trackrod ends ect.  
01274 729425 Bradford

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**Calling Wales.**

**GERAINT JONES.**

4x4 CENTER. HIGH NOON.  
WHITE MILL. CARMARTHEN. SA 32 7 EN.  
Phone 01267-290900 or Fax 01267-290100  
They will under take repairs on UMMs

**+ Insurance.**

*If you want to recommend an Insurance Company let me have the details.*

**ROADSURE LTD.**

Phone 020-8989-8444. Fax 020-8989-9496.

**SECURE DIRECT. 01922-686100.**

*These were the two most popular with Members.  
You can try these as well.*

**ADRIAN FLUX. 01553-777888.**

**FRIZZELL 01202-752007.**

**C G U Insurance. 0845-6011156.**

**Privilege Insurance. 0113-243-9988.**

**E-Mail's.**

*Here is an E-Mail from Club Member Alan Miller*

hi Graham, just to let you know that iv acquired Stewart Murphy's 121 pickup L647 NSA , its clutch had broken and new wife pressure forced its sale. I have replaced the clutch now and am using it but the handling takes getting used to !! that's six now, thought I was catching up on you but your now way ahead with twelve !!! ( No Thirteen !! )

Iv been helping out a bit with Harry Blair, its now Mot d ,and apart from a leaking heater its on the road . Of the various parts Iv given him nothing seems to just fit, everything is slightly different, they must have used what ever was to hand at the factory .Another friend has rebuilt a 100 inch van which is to go to France to work on a customers farm/holiday home.

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Again the brakes and axles were the source of all the problems, although it had only covered 22000 miles from new .I believe he is to trailer it there, not trusting this fine reliable vehicle, can you credit it!! --

I think his bum wouldn't last the journey really -- no sense of adventure.

right Id better stop as this takes me ages, not really a computer buff.

regards Alan Miller

*And here is an E-Mail from Club Member Harry Blair.*

Hi Graham, just a few lines to let you know my heater is sorted it was the rubber gasket on the water hot /cold switch, repaired with instant gasket, now mot'd. I renewed my insurance with RoadSure 4X4, half the price of Adrian Flux, UMM running O.K. [ thanks to Alan Miller ] but have not taken it off road yet so do not know how it will handle, that's all for now, Harry.

### Total Moron Engineering.

*Recently I decided to do something about the Drivers Door Lock on my 121 Station Wagon as the locking claw was dragging across the locking pin.*

*To save time in trying to fix the door lock I thought I would use the lock off a spare door I had.*

*The door I had was not rusted but it had splits in all the usual places plus a few more and had been over enthusiastically welded.*

*When I came to remove the lock the door must have split near the lock and the heads of the upper Countersunk Cross Head Screws had been welded over.*

*I managed to get the lock off in the end with out too much damage to the door.*

*And I still haven't fixed the door lock on my 121.*

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### The Register.

L 2 UMM 01-01-94 TW4B11G1L00041187 Station Wagon.

Personal Plate.

2, Brian Granger.

I, Alan Bosley.

Devon.

Devon.

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

Reading (B)

Adrian Slade

P152BEE033071

Buckinghamshire.

Red

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

Northamptonshire.

John Miskelly.

P155XF030288

Cheshire.

Green.

K 253 XRO 25-08-92 TW4B11G1L00041594 Station Wagon.

Hertfordshire

Doug Cannings.

P152BEE033210

Middlesex. ( Sold. )

Silver.

J 575 WHO 27-03-92 TW4B11G1L00041599 Hard Top.

Hampshire

Hannah Moffat.

P152BEE033143

Wiltshire.

Navy Blue.

K 825 EHK 03-08-92 TW4B11G1L00041600 Station Wagon.

Essex

2, Damien Kerslake.

1, Murray Collings.

P152BEE033205

Norfolk.

Essex.

Silver.

Un-Registered TW4B11G1L00041602 Pick Up & Ifor Williams Canopy.

Geraint Jones.

Carmarthen. ( Non Member )

Royal Blue.

J 976 HPN 07-05-92 TW4B13G1L00041613 Pick Up. 121

Sussex ( East )

Simon Farndon.

P152BEE033088

Hampshire.

Blue.

L 363 FAA 17-10-93 TW4B13G1L00041615 Chassis Cab. 121 Drop Side.

Hampshire.

Dennis Bawdon.

P152BEE033203

Dorset.

Blue.

K 991 AAA 27-08-92 TW4B13G1L00041617 Chassis Cab. 121 Drop Side.

Hampshire.

Geoffrey Pemble.

P152BEE033163

Kent.

Green.

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

East Lothian.

Ted Burdge.

P155XF034031

Yorkshire.

Blue.

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

The CLUB take no responsibility  
for misuse or mishaps.  
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K 382 UFX 01-08-92 TW4B11G1L00041718 Station Wagon.  
Dorset P152BEE033263 Silver.  
 2, Adrian Kilmartin. Gloucestershire.  
 1, Geoff Weeks. Avon.

K 254 XRO 22-09-92 TW4B11G1L00041719 Station Wagon.  
Hertfordshire P152BEE033240 Green.  
 2, Desmond Cross. Derbyshire.  
 1, Bob Branton. Northamptonshire.

K 185 YKX 15-09-92 TW4B11G1L00041720 Hard Top  
Buckinghamshire 152BEE033242 Red.  
 2, Lee Buswell.  
 1, Stuart Bourner.

K 990 AAA 01-08-92 TW4B11G1L00041721 Station Wagon.  
Hampshire P152BEE033235 Red.  
Phillip Jackson Dorset.

K 872 ONJ 22-06-93 TW4B13G1L00041724 Ambulance. 121  
Sussex ( East ) P152BEE033224 White.  
 3, Shane Manning. Hampshire.  
 2, Ken Graham. Cumbria.  
 1, St John Ambulance Service. ( Non Member )

TIL 7864 TW3B13D1L00041729 Hard Top. 121  
Fermanagh Green / Blue.  
Martin Ingram Co. Fermanagh.

92 DL 3295 02-11-92 TW4B13G1L00042680 Station Wagon. 121 5 Door.  
Donegal P152BEE038552 White.  
Anthony Mannering Co. Donegal.

K 991 MAP 11-02-93 TW4B13G1L00042681 Station Wagon. 121 5 Door.  
Sussex ( East ) P152BEE033602 White.  
 2, Julian Miles. Surrey. ( Sold )  
 & Wendy Farrier.  
 1, John Home. Shropshire.

M 658 SVS 02-11-94 TW4B13G1L00042682 Station Wagon. 121 5 Door.  
Greenock P152BEE033542 White.  
 2, Rod Smith. Isle of Lewis.  
 1, Steve Martin. Isle of Jura.

K 159 YKX 18-12-92 Re-Registered as  
Buckinghamshire.  
 K 5 UMM TW4B13G1L00042689 Station Wagon. 121 5 Door.  
Personal Plate P152BEE033596 Red.  
 2, Graham Potter. Berkshire. ( 2 )  
 1, Jeffrey Needham. (Non-Member)

L 522 OET 14-02-94 TW4B11G1L00042725 Hard Top.  
Rotherham (B) P152BEE033808 Green.  
Tim Hinder Devon.

M 545 NKS 01-08-94 TW4B11G1L00042727 Hard Top.  
Roxburghshire Red.  
Alan Miller Lanarkshire. ( 5 )

L 106 KKS TW4B11G1L00042728 Hard Top.  
Roxburghshire Red.  
 2, Alan Miller. Lanarkshire. ( 4 )  
 1, TILCON Ltd. ( Non Member.)

K 45 ESE TW4B11G1L00042730 Station Wagon.  
 P152BEE033786 Blue.  
Cameron Durie Fife.

K 211 BEC 02-03-93 TW4B11G1L00042738 Station Wagon.  
Westmorland P152BEE033751 Silver.  
Dan Davies Hampshire. ( Sold )

K 992 AAA 02-07-93 TW4B11G1L00042739 Station Wagon.  
Hampshire P152BEE033798 Blue.  
Martin Bidgood Powys.

K 477 ARO TW4B11G1L00045236 Station Wagon. Left Hand Drive.  
Hertfordshire P152BEE033573 Red.  
Thomas Sippel-Dau London W1.

K 756 DBM TW4B11G1L00045419 Station Wagon. Left Hand drive.  
Silver.  
Bob Jones Surrey. / Portugal.