

The
**Ultimate
Motoring
Magazine**



The First Day Of August 2005

This magazine is only sold in Australia and

The UMM OWNERS CLUB (UK)

Addressing to:

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Twickenham, Middlesex TW9 1PL,
ENGLAND

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Reading 0116 941 5121

Please Check to the Editor:

Between 8 and 9 pm each week, all the members of the Club are invited to join the Editor for a drink and a chat. It is a most enjoyable and useful time to discuss the Club's affairs and to meet other members.

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Please remember that when addressing my person or that of the Club, the name of the person or the Club must be given. It is most important that the name of the person or the Club is given. It is most important that the name of the person or the Club is given.

PUBLICATION DATE

The first day of FEBRUARY, APRIL, JUNE, AUGUST, & NOVEMBER.

Please ensure you receive it at the correct time.

The Monthly List

JANUARY to DECEMBER

The Monthly List is published in the Club's Newsletter.

THE UMM OWNERS CLUB (UK)

Addressing to the Club Secretary, 29 Clarendon Way, Twickenham, Middlesex TW9 1PL

or ghester@ummc.co.uk

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New HATS.

And a Letter.

VEHICLES & Items For Sale & Wanted.

PARTS & SERVICES. + Insurance.

MORE New Members.

GraUMM's Bit.

This is the penultimate Newsletter of the year and with the next one you will receive your membership renewal.

You will know when it arrives as it will hopefully say RENEWAL ENCLOSED on the envelope.

If you don't receive one then don't panic until you don't receive your Newsletter in February.

The last Newsletter took ages to write but this one has all come together in a few days.

And first off a thank you to Club Member Norberto Liberato in Portugal.

In June I had an International Phone call.

It was Norberto Liberato calling from Portugal.

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He said that there was a large box in the post with a UMM in it.
I thought that will be a large box and I'd like to see the Postman try putting that through the letter box.

And true enough the next day there it was a large box with a UMM in it.
No not a full size one but one about 1/12th scale.

Norberto told me that he had a friend that travelled up to Africa on a regular basis and he took some photos with him and some of the local craftsmen make all sorts of models out of any thing from Coke Cans and Plastic Water Bottles.

Norberto said that he had two made, One for himself and One for me.
I will bring it with me to all the club Events so you can see it.

Moving On.

Photo's,

I am still trying to find good photos that I can use for the Centre Spread.
Most of the photos I have that I wanted to use were too dark or the contrasts were too great.

A typical example was the photo I used as a Centre Spread in the February Newsletter with Richard Williams Caravan.

If you look at the back of the caravan you will see that the shadow is very dark yet the rest of the picture is very light.

When trying to lighten the dark area enough the light area would disappear.

Even the photos I used in the April & June Newsletters the dark areas were a bit too dark and lightening them caused the detail to be lost.

This also created problems with the Photo-Copier as the dark areas would stick to the heat roller and create a jam.

This is a nightmare when you are trying to run off Eighty copies and it jams every five or ten sheets.

On top of that it wastes Toner and Paper as well.

The ideal format is a 6 x 4 Print or a photo taken with a digital camera in good day light and printed in A4.

Show Up Dates & Future Events.

Here is an update on the Shows so far this year and a reminder of what's to come.

The ABINGDON FAYRE.

Sunday 1st May.

This is a nice Small Show held at what is now called
DALTON BARRACKS and originally called R.A.F. ABINGDON.

This is still an Operational Airfield.

If you like Aeroplanes there were Fly-In's and Fly-Over's all day long.
Including the Battle of Britain Memorial Flight Lancaster.

On the Ground there were a reasonable number of Classic Cars and other Vehicles.

There were numerous Trade Stands, Charity Stands and some that you could get your hands dirty.

I took along Six of my Garden Tractors and throughout the day they created a lot of interest.

It also led to me acquiring Two more afterwards.

The BASINGSTOKE FESTIVAL of TRANSPORT.

Sunday 8th May.

I missed this one this year as it clashed with the

ISSETTA OWNERS CLUB A G M.

And as I am on the committee I have to attend.

The MAY WELSH WEEK-END.

27th, 28th & 29th May.

Well you all read about this wonderful event and how much you missed in the last Newsletter.

The K M MOTORING PAGEANT.

1st, 2nd & 3rd July.

See the full report further on in this Newsletter.

The WOODCOTE RALLY.
Woodcote. Nr Reading.
Saturday 9th & Sunday 10th July.

This is the start of Shows & Events still to come.

The AUGUST WELSH WEEK-END.
And GOWER SHOW.
Pennard on the Gower Peninsular near Swansea.
Friday 5th, Saturday 6th & Sunday 7th August.

I will again travel down on the Thursday and you are welcome to as well.
On the Sunday we will attend the Gower Show for the afternoon.
Monday is going home day.

As usual you can call me for more information or help over the Week-End
on my Mobile 07741-076372.

The NATIONAL 4x4 SHOW.

I have recently had an E-Mail saying that this event is still on but in a
completely different format.

It is now to be held in a quarry as part of the national off-road racing
calendar.

If you want to find out more about this event look up there web site on
www.national4x4show.com

The LITTLEWICK SHOW.
Braywick. Nr Maidenhead.
August Bank Holiday Monday 29th.

I will be going again this year and it looks like the Garden Tractor
Collection again and you never know, I won Second Prize last year.

The NATIONAL MICRO-CAR RALLY.
Friday 2nd, Saturday 3rd & Sunday 4th September.

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Southwell Race Course. Nr Newark. Nottinghamshire.

Although my car is dead at present I take it along to help keep the numbers
up.

Along with a Garden Tractor to tow it around over the week-end.

The 4x4 SHOW.
Stoneleigh Park. Nr Coventry. Warwickshire.
Friday 23rd, Saturday 24th & Sunday 25th September.

(See Advert on Page 10)

This is a big new event with hopefully lots going on.
We have a 10 Meter x 10 Meter four vehicle Club Stand Area to fill.

I have ONE Week-End Family Pass
worth around £60 to almost Give away.
the First person to phone me with a reasonable offer to go in to Club
Funds the Tickets Yours.

As usual you can call me for more information or help over the Week-End
on my Mobile 07741-076372.

The WELSH 4x4 Club.

As yet no dates or venues have been offered but this event would normally
be around the end of September beginning of October time.

This is the last notification you will get of this event as the next Newsletter
is the First of November.

If you want to attend I may have more information after the 4x4 SHOW.
But you will know this as you will all be there.
Or you can call me at home nearer the time.

The K M MOTORING PAGEANT.
The HOP FARM.

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*Paddock Wood. Kent.
Friday 1st, Saturday 2nd & Sunday 3rd July.*

Unusual for me but I had every thing ready for this week-end but then again I had been sorting the caravan all week.

*Had a good run down till I got near Reigate on the M25 where the traffic was stop, start almost to Clackets Services due to an accident.
As I passed it looked like speed and overconfidence had got the better of a Mercedes Sprinter towing a 4 wheel events trailer on the fast down hill run near Reigate.*

*Once past the rest of the trip was easy going.
Once on the A21 I stopped at the first salmonella wagon for a cup of Tea.
Arriving at the Hop Farm Country Park around One.*

*After a few hello's set up home on our regular patch.
The only problem was the fun Fair was opposite and with the music and several big generators going all day it was a bit noisy.*

After getting myself sited and set up I went for a walk around the show site to see what was happening.

Club Member Ernie Darby arrived around Four and we set his caravan up in our area.

The rest of the afternoon and evening was spent walking around the show site and drinking Tea till bed time.

*Saturday morning Club Member Barry Partridge joined us with his ALTER II Hard Top as he hadn't brought his Scammell Lorry this year.
A little while later Club Member James Crawshaw-Williams came by for a chat several times throughout the day.*

*During the after noon we had enrolled New Member Pat Leggett and by the end of the day New Club Member Robin Tyler came up for a chat.
That evening Ernie and myself took a ride in to Paddock Wood for a bit of shopping and a bite to eat.*

That evening we watched the Sun-Set over the Fair Ground.

Sunday morning Barry Partridge again left his Hard Top wit us while he went off to talk Scammell talk.

The rest of the day like Saturday was spent looking around the show and answering peoples question about our vehicles.

Mid-afternoon several black clouds came over so we took the caravan awnings down and packed them away while they were still dry.

As for the black clouds they passed with out incident.

Just after Six we were on our way home, Ernie headed back to Faversham and I went in to Paddock Wood to get diesel.

On to the A21, A clear road all the way to the M25.

As I turned on to the M25 the traffic stopped but it soon started moving again.

With the traffic moving again most of the time I was doing 55 to 60 keeping up with the traffic.

Had a good run till I got to Junction 9 the A3 turn off.

As I approached the Junction the over head information boards proclaimed "Congestion after next junction"

With this in mind I turned on to the A3 and this was clear all the way to Guildford and beyond.

When I turned off the A3 for Guildford there's a short cut I know that takes you up the A320 towards Woking, Past Slyfield Green.

You then turn off the A320 towards Worplesdon rejoining the A322 this then takes you all the way up across the M3 and on to Bracknell then the A329(M) and on to the M4.

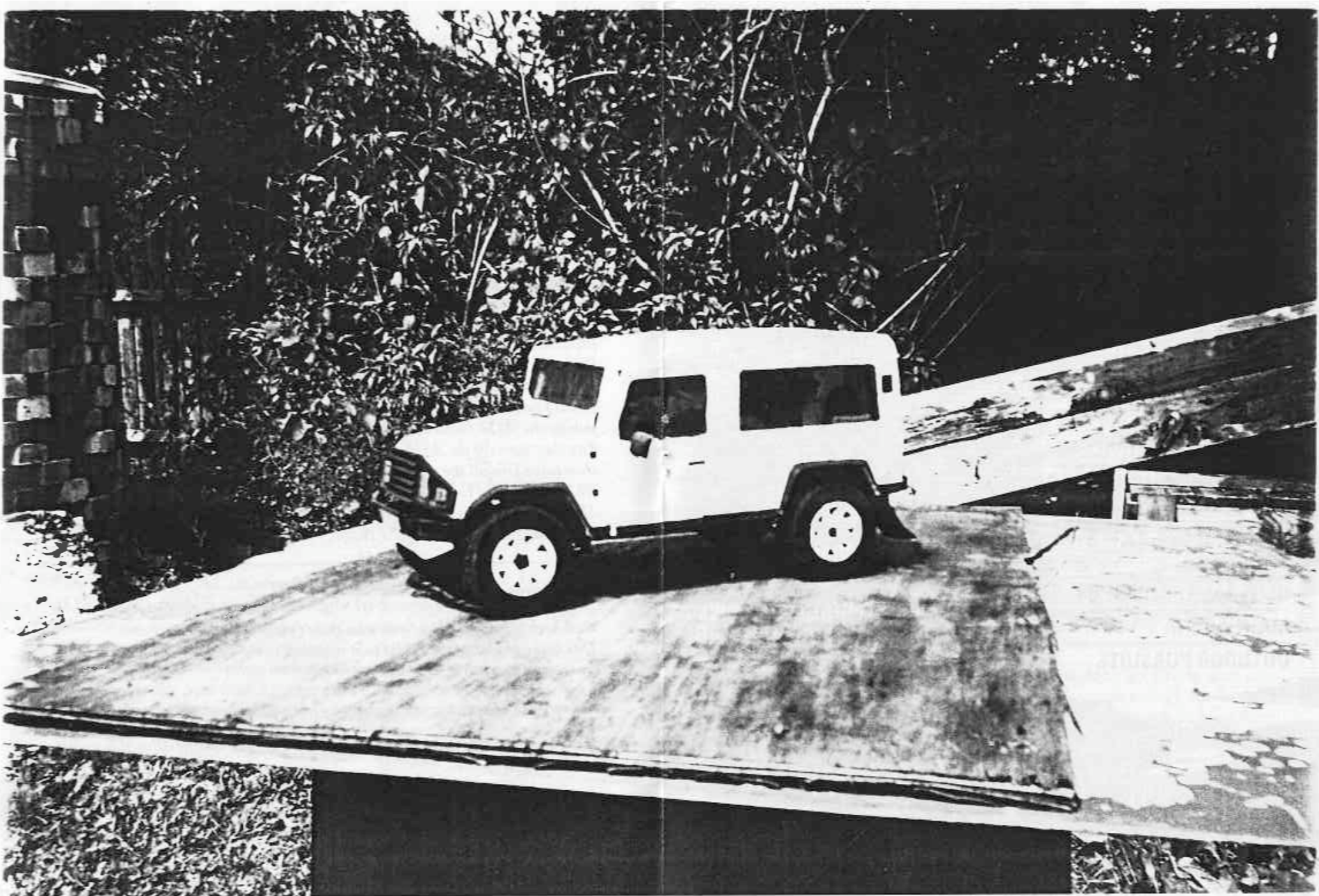
These little detours saved me sitting in the traffic through the road works on the M25 and the Guildford Traffic.

Centre Spread.

*Well here it is for those of you who didn't make it to the Hop Farm.
This is the model of the UMM that was sent to me by Club Member Norberto Liberato in Portugal.*

Not that easy to photograph because of its size with a small camera.

You can still get to see it at the other events we will be attending this year (see Events list.)



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A Further Communiqué from our Man in the North.

Please note that I am using my daughters e-mail address as I have none of my own

Dear Grahumm, just a progress report. Still wrestling with everything.

Fuel tank has been off and is repaired and cleaned.

May need a front axle bearing, will investigate further.

What is availability & type?

I managed - just- to make a set of springs using several.

Nobody seems to know what the linings are, all sorts of wrong suggestions and offers to make a bonded set at great cost - are the shoes off the shelf products? And the adjusters are totally corroded - need to know sources.

Also U-Bolts - half of them sheared - need the bolts and their nuts - are they Land Rover?

Changing the swivel joints is awful, I gave up after one pair, particularly after not being able to get the halfshafts to enter the splines, need to take off the banjo cover. So I CHANGED ATTENTIONS to another axle given by our fellow member, Bob from Stranraer, which is externally better with good swivels although brakes need new cylinders (which I have from Exeter) etc. Incidentally, although the axle has identical measurements -

I am fairly sure - the offside drum was a narrower product than the others and the wheel cylinder had an oversize fluid inlet with an adapter for a standard hose! The standard drum seems to fit. As the springs are waiting to go in the axle hasn't been properly lined up -when its in Ill do the brakes and check the very stiff bearing, probably just heavily congealed grease.

Also the free wheel doesn't seem to work on one side - not having done any yet I will have to learn them. I see they look simple enough but life is not like that. Exeter send me one wrong track rod end - they both have the same thread so one joint wont enter the massive rod! So, slowly getting there. Every spring has new bushes, new prop shaft joints. I have turned the engine but without air-free fuel she hasn't fired up yet although I did put in a squirt of easy start and she almost ran, just hope fervently that engine will be ok. And clutch & transmission. Body is fairly rough.

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The steel canopy has almost parted company with the bottom section and the entire floor in the battery box area has long gone. I'd greatly appreciate help with this lot.

Phone me at 07866505461 and then I'll phone you in return at my expense.

It's great to know that you're there because working on an UMM is pretty lonely compared with the usual Fords or Rovers.

Kind regards,

Greg (and daughter - Lissa who did all technical computer work for me!)

From Gregor Robertson Edinburgh.

GraUMM's Words of Wisdom !!

Thanks again for the E - Mail Gregor.

It makes it easier having a list of questions to answer rather than trying to think of things to write about.

Does any one else want to join in with your questions.

Axle Bearings should be available off the shelf at most GOOD Bearing Suppliers.

Axles.

As the axles look different check the Casting Numbers on the top of the stiffener webbing on the right hand side of the axle.

This is visible ? as you look down under the bonnet to the right of the diff housing.

C - Type Axle.

This is the standard front axle fitted to all UMM's.

Quick reference points to look for apart from the casting number.

The Diff is smaller, Measure from the Cover Mating Face to the Pinion Flange seal, Should be 10 ½ inches.

*The Steering Housings on the ends of the axle.
(you know the big things that turn with the wheel)*

The right hand track - rod attachment arm will have two holes where the track - rod connects.

When fitting the track - rod only use the inner hole or the vehicle will become dangerous to drive.

The left hand track - rod attachment arm will have only one hole.

D - Type Axle.

This is the heavy duty axle possibly fitted to Military Spec Vehicles.

The Half shaft diameter for this axle is the same as the back axle.

This Diff complete with all bearings will transfer in to the back axle ?.

Quick reference points to look for again.

The Diff measurement is 11 inches from face to flange seal.

The Steering Housings will have Two holes on both Track - Rod Attachment arms and again ensure that the track - rod is in the inner holes and the drag link is in the outer hole and the other way up.

The big difference is the Steering Swivel Ball Joints.

These are larger than the C - Type Axle.

Has any one found a source for these if so can they share it with me as I keep being asked about them.

Steering Housings are interchangeable between axles but must be done in pairs as the camber angle and steering angle cast in to the housings are different between axles and vehicle models.

If you swap C - Type and D - Type Steering Housings you must swap the Steering Box Drop Arm and track - rods as well.

The track - rod ends for the D - Type Axle have a larger diameter taper.

i.e.:- C - Type Steering Housing Castings for a TRANSCAT are different to the C - Type Steering Housing Castings for an ALTER II.

Also the King Pin Inclination Angle set when the Axle Seats that sit on the Springs are welded on are different between TRANSCAT & ALTER II.

Note,

The TRANSCAT and earlier vehicles had cast metal wedges under the Spring Seats to tilt the axle backwards.

If these are missing the vehicle will handle even worse than it dose already.

To replace you will need to achieve a ¼ inch lift at the front of the Spring Seat.

The Spring Seat is wider on ALTER Axles than on TRANSCAT Axles.

Gear Ratio's

All TRANSCAT, ALTER and ALTER II Normal Aspirated Axles are geared to 5*38 to 1 front and rear.

ALTER II Axles are geared to 4*88 to 1 rear and 4*89 to 1 front.

U - Bolts.

These are a lot thicker than Land Rover.

I had a local Engineer make me some from 14mm round bar.

Break Assembly's.

Every thing you should require should be available from.

LIGHTHOUSE JEEP. Phone 01953-681237.

Body Work.

Because of the thickness of the metal any good welder with a Mig-Welder should be able to insert patches and grind off afterwards.

New HATS.

I have found some one that can make Base-Ball Caps with the UMM logo

The Caps are Off White with a Dark Green Peak.

The UMM Logo is in the UMM Colours of Green & Blue.

These Caps will cost around £8 plus Postage.

There is a possibility of 'T' Shirts as well with the same logo.

Price as yet unknown.

If you would like to have some of this exclusive clothing let me know and I will follow it up.

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And a Letter.

From Club Member Richard Williams in Shropshire.

Dear Graham.

First of all I want to say Thank You for your kind words in the June Magazine.

When you suddenly find the occasional leg gone missing Its quite a shock.

For me it was a challenge to do the two most important things I enjoy.

i.e. Walking, So be it with crutches and Driving.

I had a lot of pleasure and motivation to get doing both in time for the Welsh Week-End.

Jean and I took the caravan to the Devon & Dorset Coast a few weeks ago.

One reason for the trip was to visit Brian at Country Vehicle Services.

We had a good chat and I bought and ordered some Parts.

We have just had a week in North Wales and are now planning a trip to Scotland.

Hope to be back in time for the August Welsh Week-End.

I also intend to be at the 4x4 Show at Stoneleigh Park in September.

I enjoyed the article from Gregor Robertson with his restoration of

TW4A11D0L00025038

There is hope for me yet with my "slow" restoration of my

TW4B11D0L00026294.

Trouble is I am too busy driving it to get to grips with the paint work.

Good Luck Gregor.

Well that's it for now, Hope to see you soon.

Richard.

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Lancashire.

Third UMM Forces Sale.

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K - Reg ALTER II Turbo. Station Wagon.
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