

I have also had to hold over three small items and another E-Mail from the North till February to make room.

So far this year we have only Sixty Three Members and it's down again on last year.

What can we do to find and keep members.

How do we get it across to people that to remain a Club Member is in there best interests in the long term.

Most of you will find a renewal form with this Newsletter so please complete it and return it to me as soon as you can.

It's still only £6 but if you leave it till I have to send out a reminder it's £7.

I was recently sent the first issue of the Portuguese UMM Club Newsletter. It is in A4 format and full colour the only problem is it's in Portuguese OK for the Portuguese but I can't understand a word of it.

But what I can make of it they had over FIFTY vehicles turn out for there first photo shoot on the front cover making the letters U M M on a hill side with vehicles.

Club Member Norberto Liberato is one of the founder members and they are looking to us as fellow owners.

They have now been recognized by the UMM Factory and are allowed to use the UMM Logo.

Now you all must have spotted the error in the last Newsletter.

All because I had to get a new Printer.

It wasn't till I was half way through the print run that I spotted it and by then it was too late.

The August Welsh Week-End and Gower Show. **& Starter Motor Mayhem.**

On the Monday prior to the Welsh Week-End things were going well till the afternoon when I went to move my Station Wagon.

The Starter Motor has always had a tendency to miss the first engagement when you try to start the engine and I thought this time it was no different till I had to do it a third time and this time all it did was put the dash lights out each time I turned the key.

At first I thought that the starter had jammed in but after rocking it there was no difference so I thought it was time to look under the bonnet. To my surprise when I looked down the starter motor body was hang only by the power lead from the solenoid.

With the Air Filter out of the way.

Out came the tools, This starter motor is fairly easy to remove as it's the small one (What I call the electric drill type as it has a gear box)

The body was easy to remove as I just undid the wire.

The three bolts that hold the starter to the engine were tricky to undo but then this is normal.

If you remove the fuel filter and lay it over towards the front of the engine this gives you a bit more room.

With the starter on the bench it was obvious what had happened.

The two long thin bolts that hold the body in place had sheared one after the other over a period of time this allowed the body to move around and eventually drop off.

Now the hunt was on for a starter motor.

I first looked at the one on my TRANSCAT Pick Up but that's all I did as this is a Paris-Rhone Starter Motor and is big and hard to get off even on a TRANSCAT with the access plate in the cab.

I have a J-Reg ALTER II Pick Up that I have been borrowing bits off and this had the small starter motor so out came the big jack as the only way to get at any thing is from the front as its parked in a line with things each side.

With this one striped on the bench its immersion in flood water had done it no good.

The BENDIX gear was rusty and the brushes were all green and corroded but the casing was good and this is what I needed.

First using the front casing from the new one and the BENDIX gear and solenoid from the original one then the armature and gear box from the new one followed by the field windings and brushes from the original one along with the two long thin bolts.

*With every thing cleaned and assembled in the vice I tested it using a spare Battery and every thing worked.
By now it was Eight 'O' Clock so I said that will do for tonight.*

*The following day the starter was soon fitted and tested on the vehicle.
It can still miss on the first engagement but not every time.
I think there must be some damaged teeth on the ring gear and depending on where the engine stops as it comes up to compression.*

Now Back to the Plot.

And now The Welsh Week-End & Gower Show.

I had kept the Wednesday free for getting every thing ready and any last minute shopping.

Even so during the week I had been making a list and putting things in a big pile as I thought of them.

you know the sort of thing. Spare bottle of gas for the caravan.

Charcoal and meat for the barbecue.

And don't forget the Barbecue.

With every thing ready all I had to do was fill the fridge in the morning.

About Half Past Eight I got a call from Club Member Ernie Darby.

He said that he was just coming through Bracknell.

This gave me about half an hour to get underway.

The drive down was fairly uneventful with a stop at the Truck Stop Junction 17 just after 10 where I met up with Ernie & Jeff for a cholesterol fix and then another stop at Cardiff Gate Services Junction 30 to stretch our legs.

Arriving at the Whitehead Establishment around One.

After a few Hello's I put my caravan on the field in our regular place.

Ernie drove round the side of the yard as he had brought a trailer with a Perkins Engine on for Daniel to play with.

Then borrowing the family caravan for his stay over the week-end.

Between Five & Six it started to rain so we all retired to our week-end homes for the rest of the afternoon / evening to listen to the rain and wind followed by an early night.

Friday morning arrived wet and windy but this had cleared by around Nine and it was dry and bright for the rest of the day.

Around Half Ten we went down to Mumbles for a further cholesterol top up followed by a walk around the shops.

Back at base Ernie set to, To try and start the engine he had brought along.

So with a spare truck battery, A drum of Diesel and some bits of wire and rubber hose the fuel and electrical systems were invented.

With every thing in place and the electrical shut off on the engine working the fuel system was purged of air.

The main battery lead was bridged and after a few attempts the engine started.

After several stop / starts the engine was left running and with no smoke and good oil pressure.

Daniel was very happy as this engine will find a home in a local tractor he has his eye on.

Mid-afternoon Daniel came back from the M O T Center with his car.

'Failed'

Poor Hand Brake on one Wheel & a worn rear Damper Bush.

A bush from an old damper was pressed out and pressed back in to the damper and refitted.

As for the hand brake.

The wheels were removed along with the brake drums.

The hand brake system was then balanced in the drums and the cables re-adjusted.

After a bit of use the cables settled in and the hand brake worked 'OK'

Around Four 'O' Clock Club Member Richard Williams arrived in his left hand drive much traveled and shows it Station Wagon and caravan.

Richard said that he had been looking forward to this week-end.

The leg is still very painful at times but he is refusing to give in to it.

By around Seven we were all gathered around the "potbellied" Barbecue tucking in to Pork & Chicken Stakes and some Doggy Burgers. This went on till it got dark and then the evening was rounded off in a local Pub.

Saturday morning there was the odd spot of rain but this didn't last. Local radio said it was cloudy but dry and that's how it stayed all day. Late morning we went down to Mumbles for the usual followed by a walk around the shops and a top up for the barbecue.

The afternoon was spent doing nothing in particular till around Six when the barbecue was ignited for the evening sacrifices. With the rituals over we retired to a local hostelry for the last hour or so till bed time.

Sunday came but then who was going to stop it. The morning started bright and it stayed like it all day. Mid morning down to Mumbles again for breakfast and a bit of shopping.

Around One we all went off to spend the afternoon at the Gower Show.

This is a typical Country Show with a good mix of Country Activities !! Vehicle & Farming Equipment displays and trade stands.

By around Five we were back at camp and by Six the barbecue was prepared and lit.

The rest of the evening was spent cooking, Eating and talking till bed time. As the evening was still warm and dry every thing I had in the caravan awning was packed away in the back of my Station Wagon and the Awning taken down and packed away as well.

Monday morning Ernie & Co were up early as Ernie had instructions to be home early so after clearing every thing away and putting the Whitehead family caravan back they were on there way by Eight 'O' Clock.

After a final clear up I was on my way by around Half Nine. Richard left a short while later.

I stopped at SAINSBURY'S in Swansea to fill up with diesel and then it was back on the M4 for a steady drive home.

I left the M4 at junction 34 as I wanted to try and make contact with a prospective new member as I had received a letter asking for membership forms some time before and having not had a reply and could not make contact by phone.

The little village I wanted was less than 2 Miles from the Motorway. I found the address and parked my Rig in a side road but after knocking several times there was no reply so I returned to the Motorway and continued my journey home.

I stopped at Cardiff Gate Services and put the kettle on and made a sandwich rather than pay there prices for an inferior drink. Half an hour later I was back on my way traveling at a steady 50 / 55. I was in no rush, on over the Bridge and back in to England.

I stopped again a Leigh Delamare Services just before junction 17 to stretch my legs for 10 minutes ready for the last Sixty Miles home. Arriving home just before Three.

Then it was kettle on and start unloading the caravan.

I had a phone call just after Four from Ernie to say that he had just got home way down in Kent.

Littlewick Show.

I attended Littlewick Show again this year with five Tractors and a Trailer from my Garden Tractor Collection of eleven Tractors.

There was a real tractor and some stationary engines in the section I was in but these little tractors seem to get most of the attention.

This is a big country show with fifteen categories of vehicles and a good selection of trade and collectibles stands.

Yet no farm machinery stands unlike the Gower Show. And unlike the Abingdon Fayre I got no offers of any more tractors.

The NATIONAL MICRO-CAR RALLY.

With my Bubble Car and one of my Tractors on the big trailer along with all my camping equipment in the back of my Station Wagon I set off for Southwell Race Course near Newark way up there in Nottinghamshire.

I started early-ish Friday morning as I had to get Diesel and as most of the trip was going to be on A-Roads it was going to take time.

I traveled across country and ended up on the A1, This took me up to where the A46 crosses and it was not far from there to Southwell Village and the Race Course.

(How come Southwell Village has a Cathedral, I thought you had to be a City to have a Cathedral.

That's why Reading can't become a City as we don't have a Church big enough.)

But then I don't go to Church any way.

I arrived at the Race Course in the early afternoon.

After waving to friends and booking in I found a nice patch of grass the right shade of green to set up my tent.

Not too far from the Toilets and Bar but just out the way of the crowds.

With the tent up and every thing unpacked I spent the rest of the afternoon walking round and chatting to old friends.

The evening was rounded off with a drink in the bar and watching some bubble car videos and after to bed.

Saturday was spent the same way looking around the cars and stands and talking to old friends.

Saturday afternoon prospective new member John Rhodes joined me to talk about the merits of a UMM.

John had come to a Micro-Car Rally to look at the small cars and ended up joining a 4 wheel drive club.

Saturday evening there was live music in the main bar. This went on till late but after a long day I went to bed but not too early.

Sunday is the main Rally Day with lots of cars arriving on trailers or being driven if more local.

By dinner time I had all my tent and camping gear packed away and by Three 'O' Clock things were winding down on the Rally Field so started to get my car and tractor loaded on to my trailer ready for the trip home.

Just before Five I was on my way after saying lots of good bye's.

With a stop for Diesel it was then on to the A46 towards Leicester then on to the M1 for the trip home.

After a good run home even with the traffic on the M1 moving I arrived home around Nine.

Changing a Starter Motor Solenoid.

Over the week-end while I was at the Rally the Starter Motor Solenoid had started to fail.

On the Monday morning I fitted a 30 amp relay in circuit with the key to reduce power loss.

This worked to start with but not for long and the Solenoid failed again. So it was time to replace the Solenoid.

Removing the Starter Motor is not easy on any of these vehicles and as the only thing wrong with this one was the solenoid I thought I would try and change it in situ.

As this is a Normal Aspirated Engine with the small Valeo Starter Motor there is a bit more room down the side of the engine with the smaller Oil Filter and no Oil Cooler pipes.

With the Air Cleaner removed and the intake pipe pushed over to the other side of the engine.

Slacken the four set bolts holding the heater air intake tray in place and remove next undo the two nuts holding the Fuel Filter in place and lay this on top of the Injector Pump.

You now have a clear line of sight down to the Starter Motor.

Standing on a strong low box I could comfortably reach the Starter Motor.

With the Battery disconnected undo the Battery lead to the longer top solenoid stud and the motor power wire on the short bottom stud then the key wire to the side nut.

With the wiring pushed back out the way carefully undo the two small nuts holding the solenoid on to the Starter Motor body with a small ¼ drive 7mm socket and ratchet.

Don't drop the small nuts.

Hold the solenoid in place as you undo the last nut as there is a spring in side that will push the solenoid apart.

With the nuts undone lift away the solenoid and spring.

Replacing the solenoid is to carefully redo what you undid in the first place making sure you have it the right way up.

As you gently tighten the two solenoid retaining nuts make sure the solenoid body is seated as this can jam the plunger inside.

With all the wires reconnected and the Battery test the Starter Motor with a few quick turns of the key to make sure the solenoid is working before you replace the Fuel Filter and Air Intake Tray and Air Filter.

If you need to get parts this Starter Motor is a :-

VALEO 105 29H8. LUCAS No LRS 330.

Replacement Solenoids are available for these Starter Motors.

The 4x4 SHOW.

The Prelude.

The Tickets for the Show came through at the beginning of September and after keeping a set for my self I sent a set to Club Members Ernie Darby in Kent, Bob Barnes way up there in Stranrare and to Richard Williams in Shropshire.

Two days later I get a phone call from Ernie saying that he can't come out to play as the local Hospital has booked his wife's operation the same day. One down.

The next day I get a phone call from Bob Barnes, And due to pressure of work he can't come either.

This is starting to look serious.

The same afternoon I get a phone call from Richard Williams, 'Ho No'

This is a list of Parts Sent to me by
Non-Member Stuart Webster.

If you buy any of these Parts
can you ask him
to make a donation to Club Funds
for this.

STUART WEBSTER
4 SPRINGFIELD LANE
KIRKBYMOORSIDE

YORK

YO62 6LU

01751 431316

07939 576 196

UMM 2.5TD ALTER parts

GEAR BOX 37.000 miles

RADIATOR (LARGE ONE)

HEADLIGHTS x2

BRAKE ^{FLUID} RES

CLUTCH FLUID RES

8" POWER STEERING PUMP

VACUME PUMP

SPEEDO CABLE

GLASS + FRAME DOOR TOP'S

STARTER MOTOR

CLUTCH PLATES

SENSIBLE OFFERS

THANK YOU Stuart

But Richard says that his leg is still giving him pain but after resting it for a week or so he is hoping to be there.

Richard said although it's painful with rest it goes.
It's the falling over sideways that he can't get the hang of.

The 4x4 SHOW.

Thursday morning was all of a rush for me as every thing I wanted to get ready on Wednesday I had to do on Thursday.

And this included loading one of my Garden Tractors but more of this later.

By Ten 'O' Clock I was on my way with a detour to find a chemist.
My normal route when heading north is out through Pangbourne towards Wallingford crossing the River Thames over the new bridge at Cholsey.
On past Benson and Dorchester on Thames to Oxford.
Round the Southern Ring Road and on to the A34 and the 12 Miles or so of fast Dual Carrageway to the M40 at Junction 9.

Next stop Warwick Services for a comfort break.

Turned off the M40 at Junction 15 the A46 for Coventry.
Then about 5 or 6 Miles to the Kennelworth / Stoneleigh turn off.
Big signs for the '4x4 Show' I thought this is too easy and it was.

Arriving at the Show Control Center just before Two.
After a chat I was escorted to the Club Stand Area by a member of there team on a scooter and shown which plot was ours for the week-end.

First I marked the corners with 'J' Stakes (must get some more)
Then I sited the caravan then after which I finished marking the boundaries with UMM Bunting.
With that done I put up the caravan awning so that I could unload every thing I had in the caravan and the back of my Station Wagon.
The final job was to put up the Flag Pole not easy on your own.

After a cup of tea or two the rest of the afternoon was spent riding around the site in the sun shine on the Garden Tractor and towing the caravan Aqua-Roll to get water.

Friday dawned wet and windy and it stayed like this till well after dinner. Mid morning I took a run into Kennelworth to get a bit of shopping then back to cook some lunch.

Just after Four Richard Williams phoned to saying he was just leaving the Show Control Office and I directed him to our Stand.

With Richard established we spent the rest of the afternoon / evening by Richard having a test drive of the Garden Tractor then sitting and talking and eating till well after dark.

Around Half Past Seven Ernie Darby phoned to ask what he was missing. I said a lot as there were people arriving all the time and it was hard to tell who was there yet.

By Eight 'O' Clock we retired to our caravans and left those putting up there tents in the dark to it.

Saturday dawned bright and dry and hardly a breeze.

The whole day was spent relaxing in the sun with the occasional look around the Show.

Late in the afternoon the Pot Belly'd Land Rover Driver !! I mean Barbecue was lit for the chicken and chops.

Just before it got dark I towed the caravan Aqua-Roll down to the water tap for a refill as I hate running out of water during the night or first thing in the morning.

By Eight 'O' Clock we had retired to the warmth of the caravans as the evenings are getting damp and chilly this time of year.

Sunday morning was bright and not too cloudy to start with but it would cloud over now and again.

During the morning I got a good deal on a 110amp Battery for my TRANSCAT Pick Up.

Mid morning Richard went off to see the show attractions on the Garden Tractor as at present this is the only way he could see the show.

Richard said he was glad of the use of the Tractor.

This is just one small thing I can do after all he has been through over the last year and still attend Club Events to the shame of more able Members.

Just before dinner in the middle of a cloud burst I had another phone call from Ernie asking for an update, I said it had just started raining and he said it had just stopped in Kent.

Mid afternoon the barbecue was lit and we sat in the shelter of the caravan awning while it rained eating more burnt chicken and chops with beans and barbecue made toast.

After we had finished eating Richard's caravan was coupled up ready for the morning this just left his water container to put away.

Just before it got dark I took the Bunting and the Flag Pole down then loaded the Tractor in to the back of my Station Wagon with Richard's help along with every thing that needed to go with it.

This just left the caravan awning and what was to travel in the caravan. As darkness fell we settled down for the night.

Monday morning !! it had rained during the night and every thing that was outside was wet.

Leaving the awning till last I coupled up the caravan and loaded the rest of the things in to the caravan and in the end I took the awning down and rolled it up and just bundled it in to the caravan to dry it out when I get home.

Just before Ten I was ready to go saying good by to Richard as Richard will be leaving shortly after.

I got back on to the A46 towards the M40 stopping for Diesel at a BP Service Station just before the Motorway.

The trip home was as uneventful as the trip up.

Verdict.

This has been a good week-end the site was well laid out with good on site roads and well kept Grass Areas, Showers and Toilets.

Food was available on site with every thing from Pasties to Baked Potatoes and Toasted Sandwiches on the Show Days but some of it was expensive.

There were lots of new shiny 4x4's on show plus Tyres and other Accessories.

There were numerous other Trade and Auto-Jumble Stands and Pitches mostly Land Rover orientated.

There was even a Fly-Fishing Demonstration and some one had written on the signs J R HARTLY

I hope they put this show on again next year as I will be booking a Club Stand again and if we can get more to come along to this event I will book a bigger pitch.

If we can get SIX Vehicles to attend I would like to put the vehicles in line across the front of the stand and put up my big marquee across behind them with the Club Banner and a string of lights running off the generator.

There would then be room for the caravans behind.

The 4x4 WORLD RECORD ATTEMPT.

This is a copy of the flyer I was given at the 4x4 Show by Tom McGuigan who is organizing this event.

This would help to get the Club Known and may be help to get a few more members.

*If you are interested in going and for how long can you tell me when you book then I can make arrangements to keep us all together.
All being well I will be there on the Friday.*

I would like to put a list of those who are willing to give it a go in the February Newsletter and a final reminder in the April Newsletter.

The best way to book this event is to photo enlarge the booking form and not cut a big lump out of your Newsletter.

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

*The CLUB take no responsibility
for misuse or mishaps
Page 14.*



in association with
Scorpion Racing ~ Muddyweb

WANT TO BE A WORLD RECORD HOLDER? THEN HELP US CREATE THE LONGEST 4x4 PROCESSION!

Owners of all 4x4's (BMW, Daihatsu, Honda, Jeep, Kia, Land Rover, Merc, Mitsubishi, Nissan, Suzuki, Toyota, etc.) are invited to become part of the 1st GUINNESS WORLD RECORDS™ "LONGEST 4x4 PROCESSION".

Trade stands/a'jumble, radio control 4x4's, club displays, kid's amusements. Off-road course (Sat only) from £15 play all day.

Record attempt entry: From £15 for driver + up to 4 passengers [includes 2 day's admission, vinyl rally decal, entry certificate].

Day Visitors admission (non-world record attempt): Adults £5, kids free (Day Visitors admission fee refunded if entering the procession @ £20)

Caravan / tent camping pitches from £6 per night (Fri-Sun)

ENQUIRIES: 01406 493144 ~ 07958 216266

www.vehiclerecordattempts.com

The 1st GUINNESS WORLD RECORDS™ "LONGEST 4x4 PROCESSION" will open its doors for Day Visitors at 10am Saturday 8th April 2006 (access from 10am Fri 7th April for campers/traders). Saturday will consist of a showground area consisting of Trade Stands, Autojumble, all-wheel-drive radio control models, kid's amusements + an optional off-road course and a Beer Tent Fri/Sat nights featuring a disco party Saturday night! Besides recovering from the night before, Sunday morning is a time for another stroll around the Trade Stands/Autojumble before lining up the convoy at 1 pm. The procession, each vehicle sporting its rally plaque, will leave the venue at 2 pm with the actual Record Attempt taking place approx. 3 pm. This will consist of a 'rolling convoy' (est 7-8 miles long) on the A43 dual-carriageway before returning to collect entrant's Certificate of Participation, official event photo, etc. Lastly, don't forget those teddies, hippos, monkeys, crocodiles, flags, bunting and additional spotlights for your rostracks and bullbars. This record attempt will offer all form part of a massive convoy of assorted marques, so doubtless you will want to decorate your 4x4 to look good as possible. Let's give the day a carnival atmosphere to truly remember!

POINTS TO REMEMBER:

This world record attempt is for 4x4's only - not four-wheel-drive cars. All 4x4's are therefore eligible for the record attempt providing (a) the vehicle has a minimum ground clearance of 8 inches [this obviously rules out four-wheel-drive cars], vehicles will be checked (b) only road legal vehicles are permissible, so CHECK YOUR TAX DISC! (c) vehicles must be capable of travelling under their own power, so unfortunately any vehicle that drops out of the convoy at the time of adjudication will be excluded (d) there will be a special category for buggies/hybrids/conversions not recognisable as any one particular marque. Regardless of body shape, engine type or mechanical modifications, providing the vehicle has an identification VIN plate to prove its origins, it will be eligible to enter. If unsure about these rules, ask beforehand as the decision of the Clerk of the Course is final. Most importantly, please book A.S.A.P. for guaranteed acceptance.

"Above all have fun ... that is what it's all about!" Tom McGuigan (Organiser)

BOOKING FORM [PHOTOCOPIES ACCEPABLE]

IN ADVANCE up to 1st March 2006:-

Record Entry Fee @ £15 per vehicle
Camping Permit per caravan/tent @ £6 per night
Off-road Course [Saturday only] @ £15 play-all-day

AFTER 1st March 2006:-

Record Entry Fee @ £20 per vehicle
Camping Permit per caravan/tent @ £8 per night
Off-road Course [Saturday only] @ £20 play-all-day

NAME: (BLOCK CAPITALS)

ADDRESS:

..... POSTCODE:

TEL: VEHICLE Reg No:

MODEL: YEAR:

VEHICLE'S HISTORY/SPECIAL INTEREST: *enclose separate sheet*

CAMPING: tick night/s req Fri ☐ Sat ☐ Sun ☐ TOTAL:

NOTE: To meet our insurance requirements, all moving vehicles on site must be 'road legal'. Trading within the campsite is strictly forbidden. No open fires. Dogs on leads are welcome but owners must clear up dog mess immediately. The organiser reserves the right to refuse admission, amend/cancel published attractions

McGuigan Motorsport, Red Fort, Damgate, Holbeach, Lincs PE12 8QL

PLEASE MAKE CHEQUES/POSTAL ORDERS PAYABLE TO:- MCGUIGAN MOTORSPORT

To infinity and beyond.

Or failing that how about a trip to Portugal.

Club Member Richard Williams is willing to help plan, Give advice and guide a trip to the home of UMM.

At the other end Club Member Norberto Liberato our Portuguese connection is willing to help with things at that end.

Now for the bit in the middle and this is where you come in.

How many of you are willing to commit possibly three weeks to a month and a thousand mile or more drive.

I will give a costings and an update on those willing to go in the next Newsletter.

An E-Mail from a New Member.

Dear Graumm,

I have managed to get started on my project. I must say I am envious about some of the other ones that you read about in the magazine.

Mine is a red UMM Alter 1 2.5 but seems to have some odd features. When I renew my membership I am going to get a copy of the alternative parts guide but in the meantime I have a number of queries.

Firstly do you know what the standard shock absorbers are?

Can I get non UMM standard retaining nuts?

Is there a cheap pattern water pump, pump gasket and thermostat?

On a recent trip to France I saw a Cournil of almost the same pattern for the Alter !1 with a flat bonnet a bit like an early Daihatsu Very smart!

Regards
Gregor Davey

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

*The CLUB take no responsibility for misuse or mishaps.
Page 17.*

Answers, Answers, Answers, Here we go again.

FRONT SHOCK ABSORBERS.

Original Part Numbers.

MUNRO 62413 Front.

MUNRO 62414 Rear.

All Axle & Spring retaining nuts are standard UNF Thread.

WATER PUMP.

There is no CHEAP Pattern Water Pump.

*You will have to use a Bearing and Seal Kit for the PEUGEOT, L D V, FORD Pump for the Peugeot 2*3 XD2 & 2*5 XD3 Engine.*

The Water Pump will have to be built using the original pump body and spindle shaft.

You can if you are clever try and fit an original Peugeot Water Pump but all the hoses are in the wrong place and there is no cooling fan boss.

Another E-Mail from our Man in the Wet North.

Many thanks for your comprehensive reply. I haven't yet put any of the recommendations into practice as school holidays grabbed all of my free time. So the TRANSCAT sits sadly waiting.

In fact, it could be for sale as I have acquired another - my son's ALTER : He needs a faster car for his work (photography) which has to be reliable. A Honda Accord in great shape appeared and although he feels half the man without his UMM, he's delighted with all that boring luxury.

His Station Wagon was bought new by TILCON Quarries. I think it had a fairly easy life, compared with my TRANSCAT, which was bashed around on a Highland estate, only getting attention when something broke so bad that she was hauled into the blacksmith.

I think I'm accurate in saying that at TILCON it nearly ended its days

sitting in many inches of quarry slurry with shot wheel bearings when Alan Miller, a keen Scottish enthusiast, decided to add it to his collection, hauled it out, repaired it, got it home to Motherwell near Glasgow but then got too busy to restore it. That's when my son and I

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

*The CLUB take no responsibility
for misuse or mishaps.
Page 18.*

took it over. So a year ago it had some light restoration - keep it on the road, while covering everything needing fixed. I see a broken leaf, front nearside, otherwise the springs, which are much lighter than my TRANSCAT, appear to be OK. There's one sheared shocker mounting - top end at rear

nearside. Hand brake doesn't work at all. One front (nearside) wheel bearing,

a bit slack (I hope it's that, and not one of these ghastly swivel joints.)

Engine is pretty clapped out, may be burnt valves, no bearing noise and not much smoke. Steering seems OK as does most of the rest of the mechanicals.

Body is tatty but not much corrosion.

Having had a struggle with the Starter motor and other inaccessible items I decided to redesign the engine cover and floor panel, so that they can be more quickly removed for access. I don't understand why UMM didn't do this at the very start. With the long crosswise plastic fasciae off, not a difficult job if you cut it out under the steering column so no need to remove wheel, remove the basic wiring (again not difficult) and follow with removal of heater - not too bad if you can get at the hoses - finally pulling out the two big steel pressings which is extremely fiddley, and you know it's going to be worse getting them in again.

Suddenly there's the engine, gearbox, and practically everything exposed in their full glory, as never seen since assembly - what a fantastic treat! I decided that the factory fittings are just all wrong and I'm building a new engine canopy and floor panel, so that any repair can easily be got at.

After all, it's like a tractor now, it's accessible. Tricky to find a place for a heater. The UMM heater is fine but it's made for the existing panel, so I will use a Smith's type instead, even though it's bulkier.

I have cut the existing horizontal floor panel in half, keeping the hand break mounting, braced it across between the seats with a steel tube, and forward section can easily be lifted out, off the gear rods.

I am now making a frame to mount a new and spacious engine cover on, which will lift off easily.

When this is finished I'll peel off the rear breaks to recover a working hand break - breaks first, engine later. Stopping is pretty important!

Thanks again GraUMM for the Transcat info - it appears to be quite complex -

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

*The CLUB take no responsibility
for misuse or mishaps.
Page 19.*

I don't think I found any wedges on the spring seats, so I may have to get hold of a new pair- will I make them or will I buy them?

My axles are both TRANSCAT, but not yet identified, so I am hoping I won't get involved in changing track rods and drop arm.

Is there anybody reading this who would be brave enough to finish it off?!

Having spent around 100 hours and 1000 pounds so far I don't expect to recoup Are there any records of other owners improving access? And there's much work that can be done at the front of the engine too - air cleaner, access to oil filler, moving cables, hoses, etc. Tell us about your modifications.

Why do I drive them? Well I do enjoy the wee laddies looking in the window shouting "Hey mister! Are you the Army?" and then the other day, somebody sign wrote beautifully in chalk 'Ice Cold in Alex' on the back. That made my day! (classic army film with John Mills!!)

Kind Regards,
Gregor

'Ice Cold in Alex'

Good Film for those who have seen it did you spot at least two errors.

*Near the end of the Desert Crossing in the AUSTIN K2 4x2 AMBULANCE.
As the Ambulance crests a sand dune there is a clear view under the front
of the Ambulance showing a driven axle, On a 4x2 ??*

*Near the end of the Film where they are driving in to Alexandria there is a
Series I Land Rover parked in a side street.*

CLUB SALES.

PUBLICATIONS.

The ALTERNATIVE PARTS GUIDE. <i>Version II</i>	£2.00
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>Gray Trim. Reproduction.</i>	£8.00
Work Shop Manual. TRANSCAT. <i>Reproduction.</i>	£35.00

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

*The CLUB take no responsibility
for misuse or mishaps.
Page 20.*

CLOTHING.

Khaki Wooden Jumper in Blue/Grey / with Green UMM Logo on Back	£1.50
Khaki Wooden Jumper in Blue / with Green UMM Logo on Back	£1.50
Khaki Wooden Jumper in Blue / with Green UMM Logo on Back	£1.50
Khaki Wooden Jumper in Blue / with Green UMM Logo on Back	£1.50

All Publications & Clothing Prices include postage

More New Members.

John Tisdall, 1 Church Road, Pendoylan, Cheshire.	
Stoke Newington, CP 71 7 011	
Chris Galloway, 79 C. T. Road, Girdle, Bedford.	
Stoke Newington, CP 71 7 011	
John Rhodes, 15 Hamerton Close, Hamerton, York.	
North Yorkshire, YO1 1 0 QR	

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

*The CLUB take no responsibility
for misuse or mishaps.
Page 21.*