

The
**Ultimate
Motoring
Magazine**



The First Day Of February 2006.

The Newsletter of the UMM Owners Club (UK)

The UMM OWNERS CLUB (UK)

All correspondence to.

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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.

gramm @ 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.

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GraUMMs Bit.

Well here we go, 2006 here we come.

First off the Virtual Prize this year for the fastest renewal goes north of the boarder to Club Member Jack Thorpe in Lanarkshire

Sadly Jack has asked me to Advertise his TRANSCAT For Sale as he is now suffering from Arthritis and can't get in and out.

*We are still struggling for members only 63 for 2005 including 10 new.
But we lost 15.*

We had 67 Members in 2004 but only 9 new and lost 23.

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2006 CLUB EVENTS and other SHOWS.

I hope you are all going to join us on all the Club Events this year.

This is all the dates I have for now there are other dates to be arranged.

The Bank holiday dates are written in stone.

The other dates are subject to change.

I have put in two dates when there is a choice of week-ends.

More will be known nearer the time.

Friday 7th, Saturday 8th, Sunday 9th & Monday 10th April.

GUINNESS WORLD RECORDS ATTEMPT.

Is any body going to this event and if so can you let me know as I need to make arrangements.

If I don't hear from any one by the end of February I will be planning to go to the next event listed below.

Saturday 8th April.

The OLD SODBURY (Vintage) SORTOUT Newbury Show Ground.

The event for having a good rummage or as they say 'one man's rubbish'

May Day Sunday April 30th

The ABINGDON FAYRE. (For me Tractors)

A good event for every thing from Classic Cars to Old Tractors and Trade and other Stands, And don't forget the aeroplanes.

I may have some spare entry forms if you want to go.

NEW DATE.

Thursday 18th, Friday 19th, Saturday 20th, Sunday 21st

& Monday May 22nd.

The MAY WELSH Week-End.

The first of the Club Events.

I will be travelling down on the Thursday as usual to arrive early afternoon

A full update in the April Newsletter.

Friday June 30th, Saturday 1st & Sunday 2nd July.

or Friday 7th, Saturday 8th & Sunday 9th July.

The K M MOTORING PAGEANT.

I will be there from Friday lunch time onwards.

Saturday 15th, Sunday 16th July.

Woodcote Steam Rally. Nr Reading. (Tractors)

A full update in the June Newsletter.

Thursday 3rd, Friday 4th, Saturday 5th, Sunday 6th & Monday 7th August.

The August Welsh Week-End & Gower Show.

The second Club Event of the year along with a visit to the Gower Show.

More news nearer the time.

Wednesday 9th August

The PORTUGUESE EXPEDITION.

See the main item.

The 4x4 SHOW.

When and if this event happens.

ExhaustDead.

How many of you with ALTER II Turbo's that have a full Stainless Steel Exhaust System.

Now how many of you have had the front pipe were it connects to the Turbo shear off.

I have just had the second one break and this time it is on my 100 inch Pick Up.

I know with Stainless Steel when it gets hot it gets very brittle and behind the turbo it gets VERY HOT.

I think the answer is to have the Turbo flange made from a short length of Mild Steel.

To Infinity and Beyond.

Or The PORTUGUESE EXPEDITION.

As you can see by the Club Events List the proposed trip to Portugal is planned for the middle of August.

I will update you in each Newsletter right up to the time.

The Time Table.

The outward trip is planed to follow on from the Welsh Week-End with us starting to arrive on the Gower from Thursday afternoon onwards.

This will be our normal week-end gathering with a trip to the Gower Show on the Sunday.

We will be staying an extra day and departing for the run down to Devon on Tuesday morning with a stop over night some where between Exeter and Plymouth.

Departing the camp site around nine for the run down to Plymouth ferry port for the crossing to Santander.

Times and distances have yet to be calculated.

Once we land on Spanish soil there is just over 500 Miles to go.

Our man in Portugal Norberto Liberato is looking forward to our arrival and is willing to give us all the help we may need.

Club Member Richard Williams who has lived in and travelled to Portugal many times over the years is acting as part time guide and ticket consultant for the trip.

With this years Membership Form you may have read the small print on the bottom where it said

Are you willing to join us on a TRIP to PORTUGAL.

The following members said they would be interested.

Hayden Bonadie in Devon.

Pat Leggett in South London.

John Rhodes in North Yorkshire.

Richard Williams in Shropshire. (of course)

And don't forget ME.

TRANSCAT Revival.

Over the last six months or so I have been slowly resurrecting my TRANSCAT Pick Up.

The first thing to do was get it started as it had been stood for two years. All the spare battery's I had were unwilling to turn it over fast enough to start so we pushed it out in to the road and tow started it,

This engine must be one of the most abused engines I have used. When I got this engine from Club Member Daniel Whitehead in South Wales it had stood covered over in a open lean-to for about four years after being removed from an L D V 400 van of unknown parentage. I fitted the engine in the Pick Up after converting it to UMM Spec as I needed the engine in place to do all the rewiring.

It was filled with used diesel engine oil as a temporary measure then started to test every thing.

It started and run and has been running ever since.

After some time it started to use oil so it got any old diesel oil tipped in it just to keep it running. It became a sort of oil recycling unit disposing of old engine oil.

The oil problem was diagnosed as valve stem oil seals so the cylinder was eventually removed after shearing two head bolts.

To get the head off we had to put a bottle jack between the water pump and the bottom pulley and two crowbars at the back of the engine to get the cylinder head to separate.

With the head off the broken head bolts were removed and new oil seals fitted to the valve stems.

After reassembly the engine was started and no more smoke or oil loss. It still hasn't had an oil or filter change in something like ten thousand miles.

Even the diesel filter has never been changed.

If that's not enough the fuel tank has every thing from red diesel to petrol-diesel mix to cooking oil poured in it. It has even had regular diesel. And this engine still starts and runs, Smokes a bit at times and some times smells a bit like a chip shop but it keeps on going.

Now back to the plot.

First problem,
With the engine running the clutch had frozen and no amount of snatching
or banging would split it so the gear box had to come out.

The good thing about the TRANSCAT is that you can lift off the doors.
With the doors off and the seats out then remove the centre floor plate and
the heater panel.

After placing a support under the back of the engine the gear box was
unbolted and lifted back.

The clutch pressure plate was then removed and the driven plate stayed
behind.

A sharp tap with a hammer and the driven plate fell off.

Then every thing was put back together.

While the engine was exposed the starter motor was removed and the end
cover of the solenoid replaced as the main battery terminal was making a
poor connection.

With the 110 amp battery I got at the 4x4 Show fitted the engine spun over
a treat and soon started abet with a lot of smoke but this soon cleared with
the engine running for a while.

All four dampers were changed and new 'U' bolts that I had made from
14mm bar fitted to the rear axle.

The temporary 'U' bolt on the front axle that was made from a piece of
12mm studding was replaced with a modified 12mm 'U' bolt.

The brakes were checked and one of the rear brakes cleaned of oil as there
is a small leak of oil from the oil seal.

Back at the beginning of summer ?? I had an Austin FX4 Taxi for scrap
and some of the goodies I kept were the door handles.

When my TRANSCAT was on the road both door lock barrels disappeared
one after the other so we could not lock the cab.

Strange as it may seem the Taxi door handles are an almost an exact fit
apart from there is a single bolt fitting behind the button on the
TRANSCAT handle and two bolts on the Taxi handles.

Using the gasket as a template drill two 7mm holes for the bolts and you
have two nice chrome handles.

With every thing working I booked it in with my regular M O T man.
The M O T didn't take long it was trying to access the D V L A Computer
as this was there first M O T on-line.

With my new computer printed M O T Certificate and advisory sheet with
some minor things to attend to I am ready for the road.

A new tow bar has been fabricated on the back with an extension to move
the tow ball out from under the spare wheel.

Parts Up-Date.

ALTER II Front Flexible Brake Hose with Banjo End.

LOCKHEED - LH 3269. (Lada)

You will have to change the pipe nut as this flexible hose has a metric end.

Centre Spread.

I was looking for a picture to use as a centre spread and this is the best I
could come up with.

This is Club Member Richard Williams aboard his trusty steed at
The 4x4 Show in September 2005.

This machine is a WHEELHORSE 212 - 5SB EUROPA

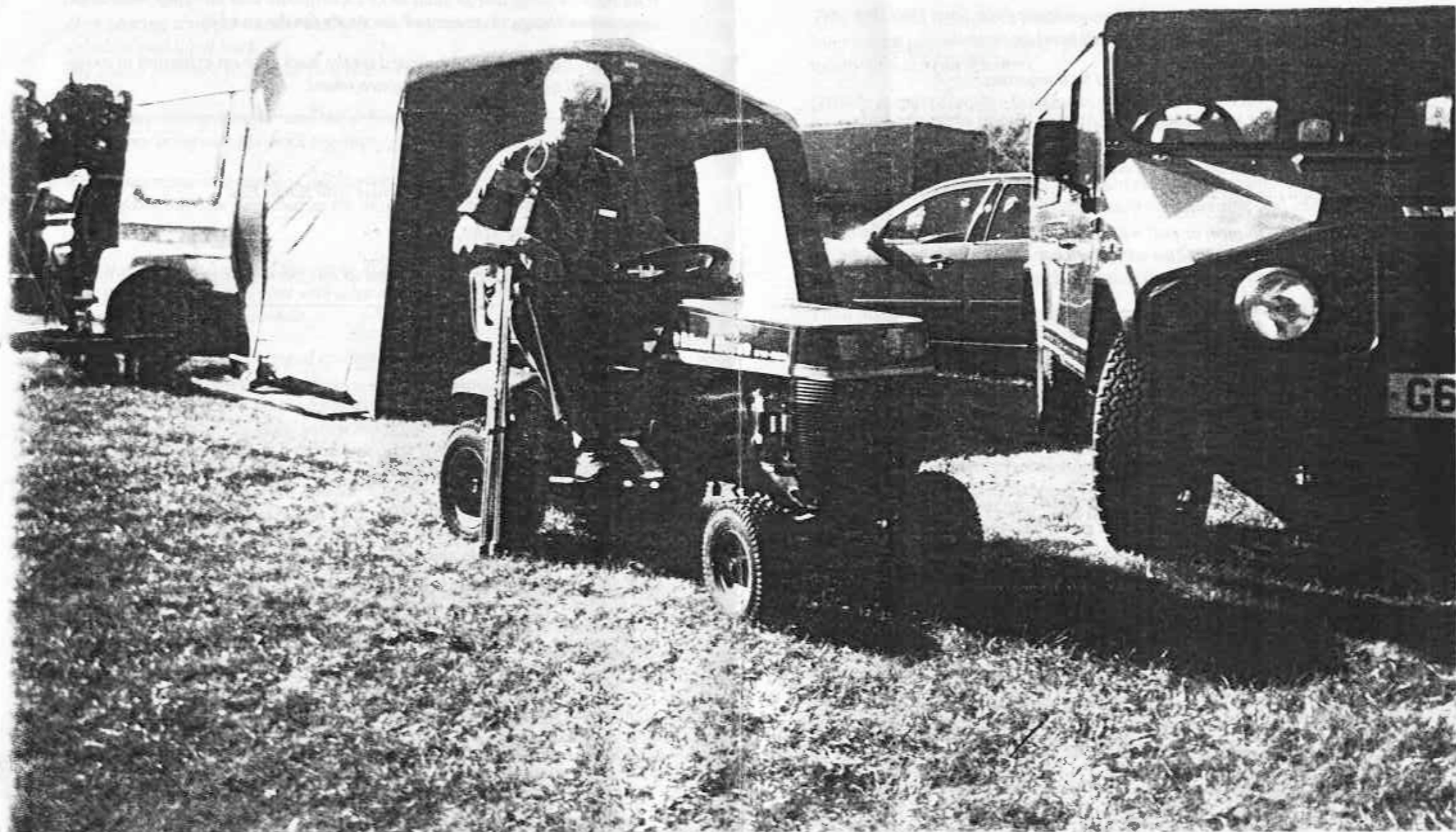
Made in America.

A 12 Horse Power 30 inch cut Garden Tractor.

It is fitted with 12 Hp Kawasaki Engine.

The cutting deck has been removed so I could get it in the back of my
Station Wagon.

This was the only working machine in my collection at the time with a
right hand clutch & brake peddle.



Front Tow Bars.

How many of you out there have home made front tow bars.

By this I mean either a ball hitch bolted on to the front bumper or a plate of some kind bolted or welded to the front bumper with a coupling of some kind attached and with no reinforcing behind.

Although the bumpers on these vehicles are made from 2mm steel they are not strong enough to tow on and they will bend on impact.

These kind of towing attachments could be dangerous.

When I got my latest Normal Aspirated Station Wagon some one had bolted a ball hitch to the front bumper on the left hand side with out even a plate or some BIG washers behind and the bolts were showing signs of pulling through the holes.

The only safe way to push or pull with the front is with a reinforced drop tow bar with the cross bar inline with the front spring eye bushes or the lower bar of the ALTER with the front protection system.

A LETTER.

*Richard Williams.
1 Revells Close.
Durlston Heath.
Ellesmere.
SY 12 9 ND*

Dear Graham,

Just to say thank you very much for bringing your Tractor along to the 4x4 Show and making it possible for me to get around and see everything.

On the Monday I went to Knighton in Mid Wales and stopped over and had dinner with friends.

I arrived home on Tuesday.

Leg feeling much better and I enjoyed the drive.

Thanks once again, Enjoyed your company and our cooking on your B. B. Q.

Richard.

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Our Regular E-Mail from the North.

Dear Graham,

More heavy engineering work ahead. As I last wrote,

Both rear brakes not functioning.

This Alter had no right to pass any tests for some years, by the evidence - long seized pistons and linings plastered in oil, so that the linings are totally unworn (no friction).

Offside is quite simple - fluid leaking past the seals. However I find there have been fruitless efforts over the years to seal an oil leak from the bearing - some kind of silicone stuffed in -hasn't worked..

So no choice - get off the half shaft. On reading the manual, as usual, my one seems to be a little different. So bash on hopefully, and end up sweating like the proverbial with a six-foot monkey bar and then some - a four foot length of scaffolding attached, practically levering the beast off its axle stands.

Then just when I was giving up after several sessions, the half shaft slid out by itself onto the deck.

Don't ask how, that will do. Then I find that the retainer ring has been attached in a pretty severe way, seems that heat has been applied and dabs of spot welds around the shaft. So I'll take the job to a local engineer, Unless you have any suggestions as to the whereabouts of a good nearside half shaft and assembly (second-hand). Bearings and seals I can buy locally of course. I don't suppose I could have inserted the bearing and retainer ring myself anyway, I see the manual describes the need for a massive press pressure.

By the way, getting the small lining retainer springs off is a hopeless fiddle. I can't understand why they are made like this. If nobody has other suggestions, I'll replace the small metal pressing which sits on the back plate with a long small bolt through the spring and tighten its nut with spring washers against the back plate. And for years I've wondered why adjusters have square-ends - they always seize and get rounded off. You would think a larger metric spanner size head - say 14 or 15 at least would be more sensible, there is room for that. While my back plate is off I'll

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have big nuts welded on the adjuster heads.
So now, off to order new wheel cylinders. As you would expect, nothing moved like it should. The fluid pipes were seized - although the pipes are copper and the bleeder nipple snapped. And although the pistons hadn't moved for

years they are scored.

Happily, although oil has seeped from the axle for years there is a small amount left in the case, it hasn't run dry.

As usual, if you want to print this boring anorak guff for the benefit of mankind and the furtherance of democracy in our stricken world in your terrific newsletter please do, and if any members want to berate me for my feeble amateur efforts they can, on condition that that provide sound advice, call me on 07 05 01 69 080 and I will call back.

Yours aye, Gregor

ICE COLD in ALEX.

An E-Mail from Club Member Jon Ashwell.

GraUMM

You need to watch the film a few more times as the front axle on the Ambulance keeps changing throughout the film !!

Hadn't spotted the Land Rover, so will keep an eye out for it next time !!

Best regards

Jon

VEHICLES for SALE.

A-Reg. TRANSCAT. Hard Top / Windows.
5 New 750 x 16 Tyres. Much Work Done.
£600.00

Contact Jack Thorpe on 01659-74260.
Lanarkshire.

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J-Reg. ALTER II Turbo. Pick Up.

55,000 Miles. Needs Work for M O T.

Contact David Karniewicz on 01271-345806. After 6 P.M..

North Devon.

MEMBERSHIP List for 2005.

BERKSHIRE.

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Mantles Green Farm. School Lane. Old Amersham. Buckinghamshire. HP 7 0 EJ

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'Keepers Cottage' Newton Road. Little Shelford. Cambridge. Cambridgeshire. CB 2 5 HN

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CHESHIRE.

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'Yew Tree House' School Lane. Onneley. Crewe. Cheshire. CW 3 9 QL

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Jason Curteis. 32-05
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Livingshayes Cottage. Silverton. Exeter. Devon. EX 5 4 JT

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Haydn Bonadie. 23-05

33 The Village. Newton St Cyres. Exeter. Devon. EX 5 5 BY

Susan Pratt. 22-05

Elworthy Bridge Farm. Rackenford. Tiverton. Devon. EX 16 8 DZ

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David Karniewicz. 33-05

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Phone. 01271-345806.

Emma Steward. 39-05

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Phillip Jackson. 29-05
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01454-853050.
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12 Longleat Gardens. Chatsworth Park. New Milton. Hampshire. BH 25 5 XF
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Trevor Spacagna. 18-05
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1 Revells Close. Dudleston Heath. Ellesmere. Shropshire. SY 12 9 ND
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Brian Cope. 09-05
'Knotty Rock Cottage' Ellerton Road. Hinstock. Market Draton. TF 9 2 NN
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SOMERSET.

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The Flat. Breach Farm. Glastonbury Road. West Pennard. Glastonbury. Somerset. BA 6 8 NM
Phone. 01458-830909.

Jim Panton. 45-05
Clivlands Farm. Churchinford. Taunton. Somerset. TA 3 7 PX
Phone. 01823-601206.

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Fred Williamson. 52-05
'Endon Mill' Gratton Lane. Endon. Stoke on Trent. Staffordshire. ST 9 9 AG
Phone. 01782-502761.

Marcus Hoffmann De Visme. 15-05 New Address.
25 Crescent Road. Rowley Park. Stafford. Staffordshire. ST 17 9 AL
Phone. 01785-240233.

SUFFOLK.

SUNDERLAND.

Jamie Emerson. 30-05
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Gregor Robertson. 27-05
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Norberto Liberato. 04-05
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NEW MEMBERS for 2006.

Michelle West & Barre Boon. 28-06
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