

SERIES  **TWO**
CLUB



Club Stand at Eastnor ARC Meeting.

NEWSLETTER

AUTUMN 1986

Member of the Association of Rover Clubs

DATES FOR YOUR DAIRY,



- September 6th LONDON, ARENA ESSEX 4x4 Action Day.
 Replacment for the Stafford fiasco.Can anyone run our stand?
- September 6th BADMINTON PARK, AVON Classic Cars
 Contact:Mike Jones,35 Romney Avenue,Tetbury,Glos.-all cars
 pre 1965 are welcome.May be a charge to exhibit!!
- September 12th WAKEFIELD 4x4 Meeting.
 Looks like a good 'do' for all 4x4 enthusiasts.Caravans
 welcome. Club Stand at this event.
- September 19/20th SHREWSBURY 4x4 Show
 Shrawadine Castle, Montford Bridge.Club Stand at this one too!
- September 27th MANCHESTER N.Class Car Sh.
 (Belle Vue Exhibition Centre.)
- October 4th MALVERN Motoring Event.

YOUR COMMITTEE

- Secretary : Ross Floyd
 2 Brockley End Cottages,
 Cleeve,Avon. Flax Bourton 3772
- Membership Secretary : Dave Rhead
Technical : 46 Bowling Green Road,
 Stourbridge,W.Mids. Stourbridge 376053
- Editor : Ann Kohrs
 10 Timbersbrook Close,
 Oakwood,Derby. Don't!
- Treasurer : Jerry Bright
 c/o Secretary.

Copyright Series Two Club.1986

Material contained in this publication is copyright and may not be reproduced ,stored or transmitted in any form,electronic or otherwise without express permission from the Editor.

The Series Two Club,the Committee,Editor and contributors to the Newsletter assume no responsibility for errors or omissions or any effect arising therefrom.All information is accepted in good faith and views expressed are not necessarily those of the Committee or Club. You are advised to check independently any data,statments or advice given in this publication before acting upon them.Any information ,advice ,data etc. given should be checked independently before use.

September now, and summer 86 almost over - certainly weather wise - she says, surrounded by shorts, beachwear and sun tan cream - yes we will need it - we're off to the Med for 2 weeks this year. The Landies have earned a rest and hopefully that's what we will get - dogs sent off to kennels, and cat, neighbour enlisted to water hubby's tomatoes - his 'pride and joy', that is apart from the Landies, and we're all set to go!

I omitted (well forgot) in the last newsletter to wish Ross and Gilly all the best as they are at last, tying the knot, and getting married on 6 September. So, before I go on to something else, on behalf of the Land Rover Series II Club and all it's members, I wish Gilly and Ross (ladies first) a long and happy life together, and a pleasant honeymoon, as I know Ross wanted to go to the 4 x 4 Show near Dartford Tunnel on 6 September, but as this is their wedding day, I don't think they will be there.

However, even though we will not be represented, it should prove to be a good weekend and well worth a trip.

On 12, 13 and 14 September there is a 4 x 4 meeting at Wakefield, see below, and we will be represented and shall be pleased to see you if you care to come and have a word or two, over a coffee, or something stronger!



WAKEFIELD 4 x 4 Meeting 1986

To be held at: Top Farm Agricultural Museum September 12, 13, 14
West Hardwick
Nr. Wakefield, West Yorkshire

This is the 5th 4 x 4 Meeting to be held at the Museum, which is an excellent family venue. Enthusiasts and owners of any make of all wheel drive vehicle are most welcome. Vehicles do not have to be of 'Concours' standard, so, old or new, bent or straight, please bring them along.

Friday evening and Saturday will be free for you to browse round the agricultural museum, admire or criticise your fellow enthusiasts pride and joy, or to visit nearby Nostell Priory, or the City of Wakefield with it's award winning Ridings Shopping Centre.

On Saturday evening the ever popular dance and supper will be held in the Barn Dance Centre of the Museum. If you wish to dance and/or drink without eating a small charge of 75p will be charged at the door, towards the cost of the music. (Children admitted free)

Some of the autojumble stalls and trade stands will be open on Saturday but as always the main day will be Sunday. One of the main features of the event is the display of vehicles, so please help us to make it a bigger and better show by placing your vehicles in the appropriate lines. There are some awards for the various classes of vehicles. In addition we have constructed a short non damaging course for new vehicles, the mud hole will still be available for the budding trialers (at their own risk of course). This corner of the field is always attractive to both drivers and spectators.

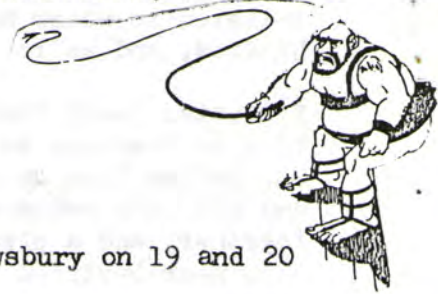
Caravaners and campers may arrive from Friday evening and all the caravans and tents will be on grass as the field has been extended. The entry fees (including admission to the museum), are camp/caravan £3.50, day visitors per vehicle £2.00, supper - (chicken breast, green salad, chips etc., gateaux) £4.25, advanced booking essential for meals. Caravaners/campers who do not have tickets will be charged £4.50 for the weekend. Day visitors without tickets will be charged the normal museum entrance fee of £1.00 per person.

Cont/d...

Milk will be available on Saturday and Sunday. Meals, snacks, tea, coffee etc. will be on sale at the Museum and a licensed bar will be open Saturday and Sunday lunch-times and in the evenings.

All enquiries and bookings to:- Alan and Christine Rogerson
9 Marsh Lea Grove, Hemsworth, Pontefract, W Yorks

Tel: Hemsworth (0977) 610386.
Please send sae for the return of your tickets.



-000- -000-

If you can't make it, then how about Traction in Action at Shrewsbury on 19 and 20 September.

TRACTION IN ACTION

This will be the 3rd National Four Wheel Drive demonstration organised by the Shropshire & West Midlands Agricultural Society, in conjunction with Farmers Guardian and takes place on Friday 19 September and Saturday 20 September 1986 at:

Shrawardine Castle, Montford Bridge, Shrewsbury (just off the A5 north)

It is a superb farm site, with expertly laid-out demonstration tracks and offers opportunities for all forms of farm transport - from farm trikes to pick-up trucks to four wheel drive vehicles. On the banks of the River Severn, amphibious vehicles too! Associated equipment - spares, trailers, tyres, towing equipment - will also be on show.

A supplement with extensive stand-by-stand guide will be available.

The all important admission - Adults £2.50, children under 14 and Senior Citizens £1.00. For further details contact P O Box 62, Shrewsbury SY1 1ZZ or of course Ross Floyd.

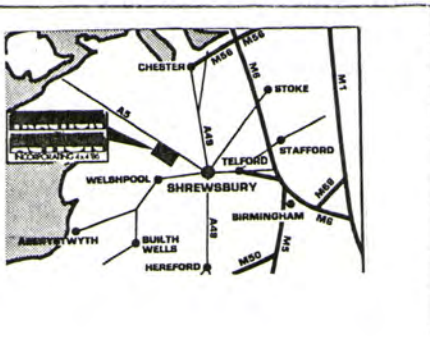
-000- -000-

Club Badges

We are in the process of designing some brass badges with a space for the year of manufacture and registration number, thus keeping them exclusive to Club members. Price will be around £4.50-£5 (check with Ross beforehand) and orders are now being taken. There are always the window stickers at £1.50 each.

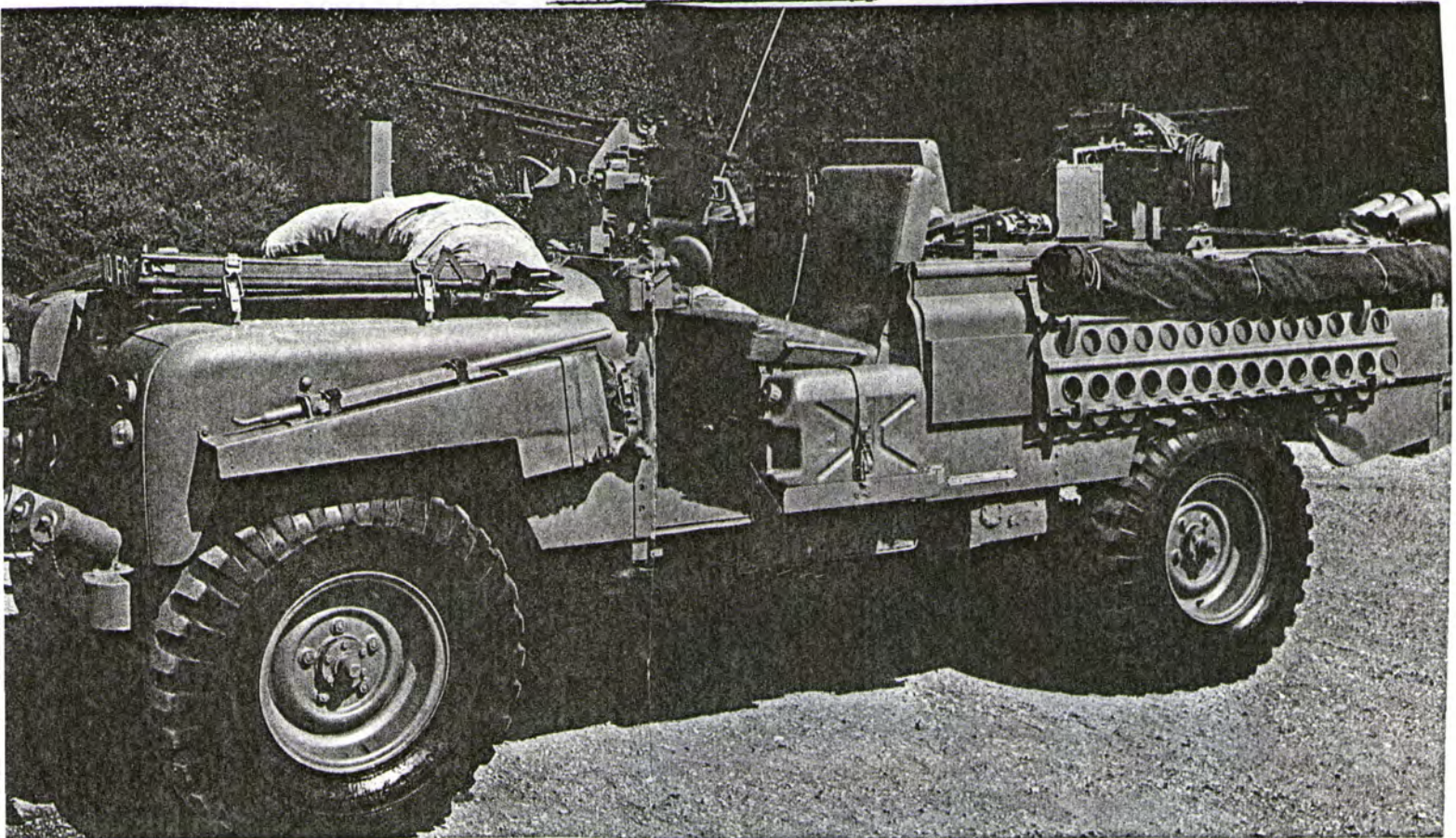
Sweatshirts

I must apologise for the delay here - I'm afraid it's me causing havoc again - a mix-up on my part, but these are now being printed in Navy - small, medium and large with a logo on the left side of the sweatshirt 'The Land Rover' on top, 'Series Two Club' on the bottom, with a Land Rover in the middle (complete with spare wheel on bonnet - this will please Ross as I again omitted this detail on the 'prototype' !!) The 'logo' will be in either light blue or white. Cost - well this could be around £9/10 but as I haven't received the bill yet, I'm not sure - check with me before ordering. As soon as I know definitely, I will pass on to you - they may even be cheaper than quoted!



To give you a rough idea of what I mean - very rough'.

THE PINK PANTHER



A Series 2 PINK PANTHER in desert colours.

Pink landrovers were not just the forte of safari parks and those trying to impress the other sloans. During the 2nd World War the SAS, already feared and respected for it's highly spectacular and often successful raids deep into enemy held territory used a variety of light 4*4 vehicles as a method of rapid transport in the desert.

Men from the SAS would arrive by parachute and having created havoc amongst the German's supply lines, airfields and fuel dumps would link up with vehicles operated by members of the Long Range Desert Patrol Group for a rapid withdrawal and journey across the desert to British lines.

Initially the vehicles involved were lightly armed but it soon became apparent that a heavily armed and unexpected 4*4, at night could be a useful thing to have around. In addition, the need to travel long distances over very rough country and in dreadful conditions soon gave rise to modifications. From the carriage of several light machineguns the vehicles, usually jeeps became mobile war machines with AA guns, anti tank equipment, winches and all the paraphenalia of off roading.

Operating in groups of three or four the SAS became the terror of North Africa and the regiment came of age with devastating success. The two 'rival' commanders even had competitions as to 'who could light up the sky most brightly with burning aircraft!

After D Day the SAS continued their highly specialised operations in a reconnaissance role, sabotaging, supplying the resistance and tying up German troops behind the front.

When the series 1 was adopted as standard by the British army it was of course modified for use by the SAS. However it would seem that the vehicle was not large enough and the project was dropped. Before this however the vehicle was extensively tested and several fully equipped prototypes were built. One of these is illustrated.

The armament of the prototype was:

2 Vickers Machine guns for air defence.

1 Browning .30 machine gun (rear mount)

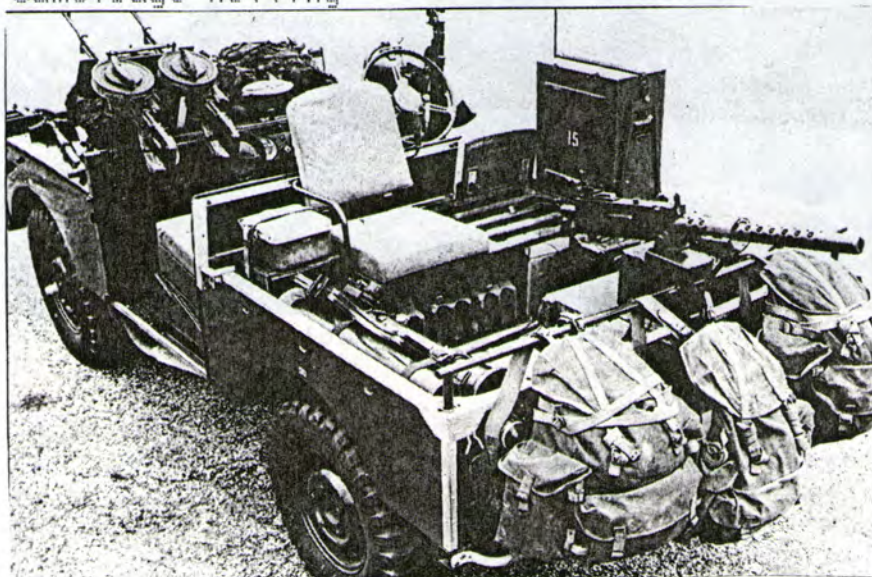
Bazooka.

Radio transceivers

20 gallons of petrol + oil water etc.

Off roading equipment

Camouflage netting



A proyotype SERIES ONE.

With the introduction of the Series 2 the SAS went off it's proverbial trolley and proposed the introduction of a truly fearsome machine. Having experimented unofficially for a few years the actual requirements were drafted in 1964. Memories of Suez were still fresh and the vehicle was to be for use in arid climates. The FVRDE (Fighting Vehicle Research and Development Establishment—the army's special tuning department) were commissioned to produce an adaption of the 2a with the main aim being to save as much weight as possible. This was one of the main findings of operational experience as heavy vehicles usually meant overloading by the time men, weapons and supplies were aboard and this in turn reduced reliability and cross country ability.

The 2a Pink Panther was formally adopted in 1967 and the first vehicle was introduced in 1969. The contract was let at a price of £3300 each! The 'modifications' were done by Marshals of Cambridge. In all 76 vehicles were produced all being similar apart from minor modifications for different theatres of operation.

The final specification of the vehicle in operational trim was formidable. The official description reads as follows:

"The Pink panther is a 109" Land Rover 2a. The open body is fitted with armament, pyrotechnics, navigation equipment and camping facilities for extended operations."

Armament included two L7A2 GPMG (machine guns), Carl Gustav anti tank weapon, L1A1 SLR's carried in holders on front wings, six compartments for grenade holders, 12 smoke canisters and signal pistol.

Navigation equipment consisted of magnetic and sun compasses, theodolite, a full range of maps, two transceivers and on later vehicles Navsat navigation equipment.

110 gallon fuel tanks were fitted (on some models this was substantially increased) with stowage for 2 gallons of engine oil. A range of 1200 miles without resupply was anticipated.

Ancillary equipment included camouflage netting, camping, cooking and 20 gallons of water storage, sand tracks for de ditching, shovels, pickaxes and a substantial tow rope.

Needless to say the suspension and chassis were strengthened and various tyres were fitted for the prevailing conditions. Sump and differential guards were usually fitted as well.

The gross weight of a Pink Panther was around 3 tons and this did little for the life of the rear differential and half shafts which were consumed at a fearsome rate. The oversize tyres fitted to desert vehicles gave a stately turning circle and the performance was best described as lacking.

When in active service, vehicles usually operated in groups of three, each vehicle having a two or three man crew. The group consisted of a command vehicle, with communication and ground to air radio, a navigation vehicle and a supply vehicle. Other specialist vehicles were added as necessary.

The unique pink colouring was developed by du Pont to provide the best camouflage for desert conditions and although the vehicles have been used in Belize, Belfast as well as the Arabian Gulf, the name has stuck.

Recently however the concept of the pink panther has, it seems, been dropped as it no longer fits the covert role of the SAS although some vehicles have not been released and are believed to be still in service. Specialist Landrovers are still in use but the Pink Panther is no longer suitable for 'battlefield' conditions due to it's high visibility and unwieldiness. Modern surveillance systems and missiles would limit it's use. The original intention of the design was to allow specialist troops to infiltrate enemy lines where least expected and then to depart rapidly having done their worst. There are faster, more efficient and more convenient ways of doing this and the role of the Pink Panther is played out.

In the Middle East however there is an increasing interest in the concept of desert patrol vehicles and several companies based in the UK have designed and supplied 'state of the art' machines, many based on Rover products. Although using missiles rather than machine guns and having sophisticated satellite communications systems instead of sextants these vehicles owe a lot to the original thinking of the SAS during the desert war and the Pink Panther of post war years. The Pink Landrover may no longer be with us but it's spirit certainly is!

Note.

Since writing this article, it is with the greatest regret that I heard recently that Glenfrome Engineering have gone into liquidation.

Glenfrome produced a range of customised Range Rovers, mostly for the Middle East. The 'Falcon' in particular was a lengthened pursuit vehicle, open top, with space for several crew. Other vehicles were luxury 'Sheikmobiles' of the most outstanding quality. Their workmanship and finish must have rivaled that of Rolls Royce. Glenfrome were based in Bristol and had recently moved to a larger factory. Another good firm gone.

RIGHTS OF WAY.

Reading through our local paper recently I noticed that the legislation we predicted in the last Newsletter has come to pass. The Government are proposing laws which make it illegal to harras a landowner or to camp illegally upon his property or to intimidate him. I understand that the proposed legislation will have some kind of 'vehicular content'.

This may be a watershed for Green Laning; intimidation can take many forms and woe betide the miscreant who strays from the unmarked path! It only needs a landowner to claim that he was alarmed by the passage of one or more Landrovers, albeit along a public Right of Way, or that 'words' were exchanged when a road was found to be fenced off, and the drivers and passengers may well find that they are at the mercy of the Court! Clever land owners will probably be able to use this to effectively block Vehicular rights of way over their land.

Obviously, if the legislation is passed, and I am in no way advocating the bands of ruffians roaming the country in the guise of 'peace', it is difficult to single out good from evil; but I guarantee that Green Laning vehicles are under the same heading as Hippies for many farmers and also the Law unless it is very carefully worded!

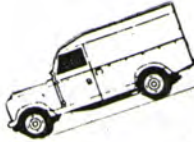
Intimidation is hard to prove, but given the way most 'confrontations' over a public right of way seem to happen, I think that the Law will favour the other side and that the mere presence of an unwelcome vehicle may be enough to get a conviction.

Moral: take out legal insurance before you go.

RF

We have received the letter set out below from the General Committee of Red Rose Land Rover Club Ltd and we are invited to discuss this matter and if anybody has any comments to make, please forward to Ross for onward transmission to the Red Rose Club Committee.

'Further to discussions of the ARC Document 'Green Roads - A Code of Conduct for Vehicular Use' - see below, it has been considered appropriate to make further comment on Item 9 regarding the recommendation to restrict groups of vehicles to three or less. Since this has no foundation in law it is considered that this ARC adopted Code of Conduct could be used against off-road vehicle clubs by pressure groups in opposition to our activities. Furthermore, it is very difficult to envisage how member clubs could regulate such a system.'



C. GREEN ROADS - A CODE OF CONDUCT FOR VEHICULAR USE

Vehicular use of green roads can be a very sensitive issue and is often unpopular with other users, particularly with ramblers, and with land owners. Whilst there is no legal barrier to such use where a vehicular right of way exists, it is desirable, if not essential, that all vehicles are driven in a responsible manner and that courtesy is always extended to other road users.

1) DO

Ensure that you follow the road as shown on the appropriate definitive map. The route on the ground may be far from obvious. If you are not sure where the road goes, WALK it first. Remember that if you wander off the road in your vehicle you may be in breach of both civil and criminal law. Where practicable follow existing wheel tracks to minimise damage to the road surface but beware of tracks that veer off the road.

2) DO

Make sure that both you and your vehicle are adequately prepared and road legal. Help may be farther away than you think if you get into difficulty, though most roads can be driven without drama and without the back-up of a second or third vehicle provided sensible precautions are taken, but don't forget that the weather can make a dramatic difference to the negotiability of a road. Good, relevant advice is contained in a variety of publications (e.g. Land Rover's 'A Guide to Land Rover Expeditions', reproduced in 'LAND ROVER The Unbeatable 4 x 4' by K & J. Slavin and G. Mackie)

3) DO

Drive slowly. 2nd or 3rd gear, low range, will usually be appropriate. If you are in high range you are probably going too fast. Give way to pedestrians, horses and motorcyclists. You may need to stop and, in the case of horses, switch off the engine while they pass.

4) DO

Stop if required to do so by any person and be prepared to explain your presence politely. Don't be tempted to drive off to avoid a confrontation but be firm if necessary. Where possible obtain the name and address of any such person and be prepared to give yours in return.

5) DO

Report ALL incidents of confrontation to your own or the local club's Green Roads or Rights of Way Officer and/or to the national Rights of Way Officer as soon as possible. If you are unable to contact any of these consider reporting to the Highway Authority.

6) DO

Keep a record of each occasion you drive a road (a note in your diary will do). Such records may be needed as evidence to avoid road closures in the future.

7) DO

Drive along any road unless you are absolutely sure there is a vehicular right of way. If you are then confronted by a physical obstruction you have a right to clear it, established in Common Law, but you should not do more 'damage' than is absolutely necessary to clear the obstruction as you may be required to justify your actions in court. If in doubt go back the way you came.

8) DON'T

Go in groups of more than three vehicles. Remember to keep well back from any vehicle in front and allow it to negotiate each particular hazard (e.g. steep descent, deep mud) before attempting it yourself.

9) DON'T

RUSH. If you are in any doubt of the direction or of the terrain, WALK it before attempting to drive it. If you are in a hurry, you are in the wrong place.

10) DON'T

Adherence to this code should allow continued enjoyment of green roads by all those who wish so to do.

Now you can learn the art of Off Road Driving at:

THE OVERLANDER OFF ROAD CENTRE

Britain's first Off Road Training Course

The Overlander Off Road Centre is being set up to provide a demanding but non damaging off road demonstration course specifically for 4WD vehicles. It will give you an ideal opportunity to bring your own 4 wheel drive vehicle to a specially prepared course where you can put your machine through its paces and be taught the correct way to drive off road. The Course is set on mainly south facing slopes in an idyllic valley in the heart of Devon between Dartmoor and Exmoor, yet only half an hour from the M5. You could either combine a day off roading with a West Country holiday or pop down for the day. There are many places of interest in the area should the family wish to come to Devon as well.

The first phase of the Course will extend to approximately 1½ miles in length, covering an area of some 7 acres, part of which is on a natural hillside. The Course will contain a number of natural and manmade sections to test the ability of both driver and vehicle. These consist of side slopes, gulleys, ascents and descents of varying degrees of steepness up to 45°, obstacle courses designed to test the ability of the driver to read the ground ahead, manmade ditches, ridges, hollows, further obstacle courses involving the crossing of logs, sleepers, soft sand/shingle areas and probably most important of all, boggy and wet areas. There will also be facilities for demonstrating winching and recovery techniques.

The Overlander Off Road Centre will be running daily courses providing tuition to all those wishing to learn the art of off road driving. The maximum number of participants per day will normally be four to allow personal supervision. Briefly, the syllabus will require participants to arrive with their vehicles by 10.00 a.m. for coffee reception, followed by 1½ hours of classroom theory on off road driving techniques, then approximately 1½ hours on-course practical instruction. After lunch the entire afternoon will be spent on-course with the participants tackling the entire course as many times as they wish. After tea participants will be invited to watch various videos covering off road driving techniques and finally a de-briefing session inviting final questions before departing. A certificate will be issued showing that each participant has successfully completed a course of instruction in Off Road Driving Techniques and related craft.

The Centre is open to 4WD enthusiasts, users and businesses alike. The Course will also be exclusively available to individual companies wishing to hold their own demonstration days, thereby inviting their own clients. Spectator facilities will be available to those attending demonstrations, with the viewing platforms provided giving a view of 90% of the course.

The Overlander Off Road Centre demonstration course has been designed primarily for the use of Land Rovers, i.e. Series I, II, III, Ninety, One Ten and Range Rovers. However, the Course will cope equally with all the other major off road machines, e.g. Suzuki, Daihatsu, Mitsubishi, Mercedes-Benz, Nissan, Toyota, etc.

Booking will be by registration only and will be run over a suitable number of days per week to suit demand. The cost for individual participants bringing their own 4WD vehicles is £50 per day plus VAT (£57.50) which covers the full facilities of the Course, course instruction, refreshments and lunch. It is hoped that the Course will be completed and ready to open mid October. For further details and booking form write or phone David Bowyer, Overlander Limited, East Foldhay, Zeal Monachorum, Nr. Crediton, Devon, EX17 6DH. Tel: Bow (036 33) 666.

Off Road Centre Continued....

If for one would love to go down to the Centre to learn more about off road four wheel driving, as well as learn about the technical side of the vehicles, and I'm sure you would - I know we all think we're the world's No. 1 driver, but have you ever been professionally shown how to tackle crossing a ditch, or driving through boggy conditions?

If anybody would like to know more about it, or would be interested in a Club Trip - which might mean cheaper prices - contact Ross, and then the 'wheels' can be set in motion.

-000-

-000-

ADVERTISEMENTS

For Sale

650 x 16 Crossply Tyres - brand new
Avon Routemasters (10 ply) £100 ono

109 rear spring hanger outriggers - brand new - ready primed - swop or sell

Contact: Robert Pearson 0473 - 75363 x 40 (B)
0473 - 70065 (H)

Robert wrote this letter earlier this year, so I'm not sure if these items are still for sale. Worth a try. (By the way, Robert, how is the re-build of your ex-R N Land Rover coming on? If you've time, perhaps you could do an article for us.)

For Sale

Box containing 1 litre EP90 gear oil, 2 litres Texaco Dieseltex engine oil, 0.25 litre Land Rover cream paint, 0.5 litre 3M single step finishing compound and 2 Land Rover 4x4 transfers. £6 the lot including postage.

Contact: James R Lythgoe at 25 Devonshire Road, Fulwood, Preston, Lancs.

James has just sold his Land Rover and he has the above bits left over - I hope he has bought another one, or perhaps he had two.

For Sale

Series 2 2 1/4 engine, cylinder block - re-bored, pistons to match, re-ground crank.

Contact: Bob Roberts, 5 George Street, Llanrwst, Tel: Llanrwst 640 039.

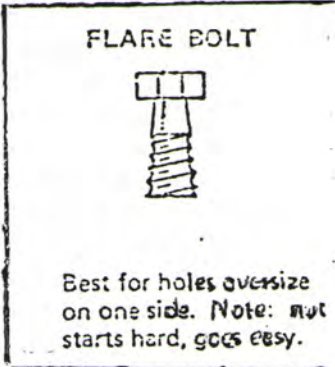
For Sale

SWB 1982 'X' reg, Land Rover, genuine 20,000 miles, fully carpeted inside, complete sound proofing, good condition, (station wagon), £4,250 ono - will be at Wakefield if anybody wants to view, otherwise contact Karl Kohrs, Derby (0332) 666218.

-oo0oo-

December Newsletter

I will do a review for the Club of the Land Rover Directory (available from Overlander Ltd, Devon) as promised in the June Issue - but we lent it to 'baby' brother who has been 'persuaded' into buying a Land Rover, albeit a SIII. As it is a useful book, and contains all you need to know, we gave it to him for a little 'light reading' along with an application form for our Club - of course! It could be a useful Christmas present for somebody you know, but more next time.



ARC NATIONAL 1986

The National took place over the Whitsun Bank Holiday, at Eastnor Deer park, near the Picturesque village of Ledbury.

Courtesy of David Bowyer of Overlander/Series 1 Club, we had a prominent stand in front of the beer tent, next to the Overlander bookshop and the Range Rover Register. We were in the line up of ARC enthusiast clubs and could be seen by anyone visiting the fast food trailer, beer tent, or wanting to go to the loo.

On Sunday morning, Mat Ford arrived with his white 88" diesel soft top and was immediately dragged on to the stand by Dave Rhead and myself to provide an extra vehicle. Mat brought with him two SUPERB signs for the Club. He made these for us free of charge and they must have taken him hours. They immediately transformed our stand from a rather dowdy place with a couple of used Landrovers into a professional display.

Although not really into competition Gill and I did take some time off to watch part of the Trial and Safari. The former was very entertaining, competitors seeming to have more fun travelling between sections than they had actually driving them. At one point the start of a section was delayed as all but one of the leading drivers were immersed in several feet of mire. The Safari was sheer spectacle. Taking place on a steep hillside it can best be described as "Really loud with sudden silences!!".

An end of Show meal was arranged by Messrs Bowyer and Day (Dicky Day is Secretary of the ARC) for the Clubs represented on the trade stands. How did we survive the evening without ejection from the Catering tent? A riotous, but excellent starter and main course and keen competition for the potatoes. All remaining sweets were soon demolished by discrete raiding parties, returning with trayfuls with extras. "You've already had one? Well it's a pity to waste it!!" At the end of an excellent meal we were told that coffee was off as there was no water (although this may well have been political!).

Not to be deterred, David Bowyer and Bill King (from R.R. Register) returned to their caravans and emerged a few minutes later with boiling water. "You provide the coffee and we'll do the rest" the restaurant staff were told; to their despair we remained, nattering, long after all the other diners had gone. Even the slow descent of our chairs into the soft grass under the marquee was checked by placing trays under the legs.

Looking back, the National was super fun. I have never been to an event where everyone was so friendly and helpful. Unlike most motoring events, there were no cowboys, no one broke the site speed limit, or revved up in the small hours. Co-operation and friendship reigned. The MROC who ran the event did a fantastic job. "A place for everything and everything in it's place".

Next year's event will be held by the Devon and Cornwall Club and I would strongly recommend anyone who can, to go. It is possible to camp or caravan and if enough members want to join in, we can organise a club pitch. As and when details become available they will be passed on. The date will be the same as this year.

RF

BINOCULAR SOLT



Designed for double drilled holes.

From the Secretary.

They say that computers create waste paper and give perfectly accurate mistakes to an infinite number of decimal places. If you try and run a club with a computer, the amount that goes into the bin and thence to the Rayburn is horrendous! I think that the result is the cube of the quantity wasted by either system.

You will notice a substantial improvement in the quality of the Newsletter. Ann is now doing it all and I no longer ruin it at the last moment.

We have a new treasurer, Jerry Bright, who resides a couple of miles from me and drives a 109 Safari. He also seems to have an alarming penchant for that most splendid of vehicles, the MORRIS MARINA, the last true car produced by BL. (One car magazine summed the Marina up as For:performance Against:handling Sum up:embarrassment!) As an ex Marina driver with some 96000 miles and the odd rally in a 1.8 Estate (!!!!) I can confirm that he has good taste! Jerry is a qualified accountant and by taking over from Ann has allowed the work load to be shifted, hopefully to provide a better overall balance. Ann took the Club through the first year and did so without drama or problem. We should all feel most grateful to her as the post of Treasurer is never mentioned and the position always has the most responsibility. Our thanks go to both of you.

Overlander Ltd now have SERIES 2 stickers available. Generally similar to those shown in the Off Road magazine, they are a must for the 2 enthusiast. Although I detest stickers I think I might just stoop to a 'I love my Series 2'.

The date of manufacture for exemption of plating and testing of historic commercial vehicles has been moved from 1940 to 1960. This is a qualified exemption & is designed to assist owners of bona fide collectors vehicles. CHECK before you let the MOT run out!!!! Most of us will not qualify.

A new edition of Landrover, The Early Years is now available. This is the original work covering the first Series 1's. £17.50 post paid from guess who.....Overlander Ltd.

I hope no one was offended by the 'Last Great Act of Defiance'. I could not resist putting it in.

Club Rules, not that anyone ever reads them, will be out soon and so will the Register, won't it DAVE. "Yes of course it will be Ross". "That's OK then, because people are asking where it is!".

A lot of material for the rag has yet to be published; it will be before long. If any one would like to do a fact sheet on any vehicle or aspect, please put pen to paper. I hope eventually to have a series of notes on the Series 2, such as Winches, Petrol or Diesel, Free Wheel Hubs, PTO's etc. These would then be available to members for a nominal sum.

Dave Rhead may put about stories that I have bought Gill a cooker and a kitchen sink as a wedding present. These stories serve only to blacken my reputation and are perfectly true.