

88/4

*THE LANDROVER SERIES TWO CLUB*



NICK PITALUGA'S ROADLESS TRACTION SERIES TWO  
Falkland Islands

*Newsletter*

*SEPTEMBER 1988*

## SERIES TWO CLUB COMMITTEE

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### NEWSLETTER : ARTICLES & MANUSCRIPTS.

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#### IMPORTANT

Participation in any show or event is at your own risk. While the Club is happy to draw attention to events considered suitable, arrangements must be made with the organisers of the event even if the Series Two Club forwards application forms or passes messages and information. We do not act as agents for the organisers! It is a condition of participation in or entry to any event, including static display, that the vehicle occupants and participants are covered by 3rd party insurance and that they agree to absolve and indemnify the Club and its Officers and other members against any liability however this should be occasioned. We strongly advise you to check that your insurance company provides cover for the type of event you wish to enter.

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## Series II — LAND-ROVER (88)

This versatile four-wheel drive Land-Rover retains proved Rover reliability with a new body style and improved seating and controls.

Ce Land-Rover à quatre roues motrices à usages multiples, conserve la sûreté de fonctionnement "Rover" bien éprouvée, en combinaison avec une carrosserie nouveau style et des commandes et sièges perfectionnés.

Dieser vielseitig anwendbare Vierradantrieb-"Land-Rover" bietet Ihnen die im vollsten Masse erwiesene Zuverlässigkeit der Marke Rover an, sowie eine neue Bauart der Karosserie und verbesserte Sitze und Steuerungsorgane.

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## ALL VEHICLES OVER 20 YEARS OLD TO BE BANNED

That got you sitting up didn't it. Well it is no joke. There is an article on orange paper in this Newsletter. Read it through and then write to your MP. The latest European stupidity is that all vehicles over 20 years old are too ancient for safe use and therefore should be banned so that we can all drive about in nice tin boxes which don't rust until the warranty has expired. The concern is that some countries in Europe already apply this rule and following the 1992 nonsense, we could be 'harmonised'.

The legislation is likely to be some way off, but there are working parties at present looking into the matter. These people need to be made aware of our feelings. I suggest that you write at once to your MP and to the Secretary of State of Transport, and the Prime Minister. Point out that there are over 1/2 million 'historic' cars in use and that you for one object most strongly to this latest Eurocratic lunacy. Just because the Europeans are unable to make anything which lasts more than 20 years doesn't mean that they have to take it out on us. Classic insurance rates are very low and if there was any appreciable risk from this type of vehicle it would not be possible to obtain insurance at such rates.

There is no final decision about what will be done, but there are some very ugly rumours about restricted use (ie with police permission along a pre agreed route only). Old busses have already become subject to tachographs, albeit with exceptions and you will have trouble taking a 12 seater abroad without one. It may come to nothing, but these damn Eurocrats can not resist messing with anything that could give an extra free lunch or an extra expenses paid trip to Brussels. SO GET WRITING NOW, while things are still in the melting pot. If you do not get a full reply from your MP write again and ask him what he has done; don't be fobbed off with the stupid little card I received from William Waldergrave noting my concern - pre printed of course.

Personally I will be very surprised if old vehicles are banned, although there will no doubt be a compromise which will restrict our freedom to use them. The alarming thing however is that much stricter controls could be imposed via the back door, with the addition to all new Euro legislation that 'all vehicles will comply within 10 years'. Try fitting emission control or 'ergonomic' dashboard to an early 2 litre.

It would appear that once again our sovereignty and self determination are under threat; what Napoleon and Hitler failed to achieve our glory seeking politicians and thus the EEC can do at a stroke. I just hope that the vehicle enthusiasts of the UK and for that matter our European friends have enough guts and enthusiasm to get up and make their feelings known rather than just sitting there and moaning later.

FOR EVIL TO TRIUMPH, IT IS ONLY NECESSARY THAT GOOD MEN DO NOTHING.

In my humble opinion, this is evil.

Ross Floyd.

## NORTHERN AREA MEETING

Oh dear! Having persuaded Ann and Karl to organise a meeting, NO ONE attended and they were left in the pub like a couple of dummies. Sorry Ann; I really hoped that someone would come. I doubt if there will be another Northern meeting for some time; so if you wanted to attend but didn't, perhaps you should feel just a little bit guilty that someone else put themselves out FOR YOUR BENEFIT.

## CLUB CAMPING WEEKEND

In a word, wet. David and Jackie Dutton brought their caravan all the way from Essex, Tony Lee and his wife in their incredible Truck Cab came up from Bridgewater for the BBQ (at the last minute!) and the thought of food brought Jerry Bright (and family) from Clevedon in their LWB series 3. The Morgans came from Ross on Wye for coffee on Sunday and Frank Myatt from Malvern for Saturday lunch. (Sorry Frank - whoops!)

The weather was just diabolic. The water simply poured from the clouds and it was clear that we were not going to get many BBQers. In the end just two vehicles turned up and it was decided to adjourn to the Secretary's garage at Brockley.

With a few minutes to BBQ lighting up time all un-needed personnel piled into Gill Floyd's Lightweight, (Dennis the Diesel) and trundled off up the Coombe to seek any stragglers who didn't know about the wet weather site. Poor Dennis is in need of an injector service and the man in the BMW astern was observed with hilarity as he desperately tried to shut his air vents with out stopping or taking both hands off the wheel. For the uninitiated, 'the Coombe' is some 2 miles of steep twisty B road through dense woodland with no where to pass and few places to pull in! Diesel smoke hangs beautifully in still, damp air.

Arriving on the Common beside Bristol Airport, we did some impromptu off roading as we had to check the edges for 'lost persons'. None being found we spent a considerable time working out how to fix a notice to tell people where we were. This took the combined brainpower of six adults and the end result was not very wonderful. Tony Lee favoured anchoring with boulders, David Dutton preferred rocks and Ross Floyd as ever went into the bushes so say for a stick only to emerge a few seconds later chasing a large ewe (Sheep for the unknowing) which managed to avoid his best attentions. The final anchorage was something of a compromise and by the time the notice was in position the ink had run anyway as it was still pouring with rain.

Back at base Gill and Sarah Bright had the BBQ in operation and this was soon prepared for cooking by Jerry Bright (blowlamp) and Tony Lee (airline). A BBQ with 100psi and propane blowlamp is soon ready to cook! There then commenced an unofficial eating competition between Secretary and Treasurer during which both munched themselves to a complete gastronomic standstill. The sun came out along with the Rennies and by 8.00pm we had a beautiful evening. The concrete

dried out and we were able to spread groundsheets and sit on the ground! The final part of the time was spent talking 'Rovers and watching the sun sink over the Welsh hills and the coast while Tony showed off his new installation, a lovely V6 in a very nicely done conversion - yes without cutting the bulkhead! His vehicle is a real head turner and the conversion started some time ago and done in stages has turned out to be a real beauty.

That really was that. Not many people turned up, but given the weather this is not really surprising albeit disappointing. No one used the camp site which was a little embarrassing. What we would dearly love to know is how many would have come given better weather. Are we wasting our time organising events? They are certainly fun for those who attend, but are they really wanted? From the response to date we don't really think that they are. Comments please.

Another one next year? We will see nearer the date. BBQ I think yes because it's fun with only a few people and it only costs a bag of charcoal; camping... let's wait and see.

#### MORE FROM THE SOUTH ATLANTIC

Many thanks for your note and the photocopies with the stickers - much appreciated, will look forward to the newsletter. have you seen the June "Land Rover Owner" with the article by my old headmaster John Fowler in it yet?

(The tyres shown on 2 of the landies, the 11.50 x 15 continental tractor grips are for real, and there are probably 25% of the landies in the islands using these now - we have a set on the Tourism 110 Safari and I have a set which is shoved between the little shumpy and the forward control).

Yes, I will be sending photos of the Roadless Ross, but it will take a little time, as the film has only just come out of the camera, and as it is a new one - I would like to see the results before I go and get extra copies made. I did take double-ups on the film, (some post twice on separate frames) so if these are satisfactory, will forward them instead. My dad is the proper owner of the vehicle, but I'm the nutty one about keeping up with them, and this one is in sore need of a top overhaul. Unfortunately, the forward control job is taking longer than anticipated, and so I can't get it in the workshop for a while yet. It goes OK but needs suspension, exhaust and engine timing done, plus some bodywork tidying.

I've just managed to get some aluminium planking normally used for temporary airships for helicopters and Harriers by the MOD from Port San Carlos, this is strong, light and will make excellent rear flooring for the F/Cs deck which needs a fair bit of work. I installed breather pipes on her swivel housings last month which should cure any possible failures of the ball seals, why this part of the transmission is totally sealed in landies beats me.

By the way, we have a subscription to "Sunday Express" but not the mag and I expect that's where the article was, was it? I've seen pix of you and your wagon in some of the articles about the "Overlander Centre". Any chance you might be able to find me a couple of "Association of Rover Clubs" stickers sometime Ross? Be really grateful. Mum and Dad are over in UK on 3 months leave, so am minding the patch! Had better race, and will forward pix in due course.

Note: From a later note, Nick is having a tough time in the South Atlantic winter, with freezing pipes and a dying generator. Best of luck! Very good idea about hub breathers; now we know why they always leak!

FROM TONY LEE (owner of THAT truck cab)

Just a few lines to let you know, the Land Rover is coming on well. As you know she is built like a tank, and I am afraid that the weight has over come the power of the engine. I have finally found myself a 6 cylinder safari engine. I have just had it fitted without having any trouble. The only alteration has to be done is the radiator which has to be brought forward by two inches.

That does not mean that you have to bring the whole front forward, you can get around it by cutting two inches out in front of the radiator and bring the radiator back tight to the bonnet catch. The only other alteration is to bring the engine mounting forward an inch and a half, apart from that it is just a matter of fitting a series one bellhousing.

For anyone else wanting to do this engine transplant I would advise them to make sure they have got heavy duty springs to counteract the weight. Hope to see you at the BBQ.

Note: As mentioned elsewhere, he did come to the BBQ although it was a near thing. He hasd been working on the vehicle right up to the last minute and he didn't know if he was going to be able to make it. Thanks for coming Tony.

#### A BROKEN LANDROVER!

I used to live on a farm in a village called Croyton in Essex on the river Thames, however, the village has now gone on account of Mobil building a new oil refinery on it! The farmhouse still stands appropriately named "Oozedam". Such was the "ooze" that I bought a Land Rover a 1960 SWB SII Truck cab. I eventually got married to Jackie and moved to Leigh-on-Sea, bought a dilapidated 1921 vintage semi with garage land attached and between 1981 and now, together, we have achieved two things. 1. We have a fully modernised house without losing its character - well nearly finished, and 2. a broken Land Rover that has to be rebuilt when the garage is finished!

I have accrued a lock up full of spares for landie with an Escort size hole in the middle. I also have a large collection of Land Rover, Range Rover die casts, which much to Jackie's disgust is growing all the time. I can't mean too much as the Land rover calender has pride of place in the lounge. My work colleagues are now used to me and don't usually take the p... any more, except when I shout "Hey look at that!" They look for the scantily dressed female whilst I am getting out my camera for a Land Rover.

David Dutton

#### MAT CHAT

Well here we are again. Another National over I will not comment on it as I did not go. Digging drains and repairing damn Land Rovers (not the one in the advert, the wrecks that I own), meant I didn't make it. Hope everyone else who managed to go enjoyed it.

Anyway back to the subject of damn Land Rovers. I've bought another one. A Series three long wheel base diesel hard top. Sorry to be a traitor but I wanted something a bit newer. Although 1971 is not all that new its a lot newer than 1959. As usual the front springs broke -now replaced. Wiring caught fire on the way home one night. Managed to get the engine started, again run it home without the battery connected, no further problems apart from leaking hub seals. Par for the course.

In the last mag people were saying about the longjevity of other 4 x 4s. Well on that subject has anyone seen the American report about the Suzuki Samuri and the fact that in an emergency swerving manoeuvre it around 35 miles per hour swerving as if to avoid someone stepping off the pavement. The vehicle rolled and if stabilisers were not fitted then the vehicle would have rolled right over. The American Department of Transport are so concerned about the problem they have asked Suzuki to recall all the Samuris. Giving the owners the full purchase price. But on top of that, what about off road performance. If it rolls on manoeuvres like that what can its tile angle be. Can't be all that good anyway. The Department of Transport here are apparently going to run tests.

For the time being the Department of Transport representative on the program. I watched said follow the information in the owners manual avoid sharp cornering and swift changes of direction. Those may not be the words but thats what the man from the Department of Transport said.

On another thing Ross said in the mag, about Land Rover Owner, that it is a good mag. Well I am in total agreement and have shown this by sending in my subscription for twelve months. I also share Ross' feelings about Off Road and Four Wheel Driver or should I say "Drive". When I started reading it, it was good down to earth, but now it has gone to a bad second best to Land Rover Owner. Land Rover Owner is definitely worth a look. Lots of informative articles and some good stories and for me not too many Yuppies. Keep up the good work, Land Rover Owner.



And now for the educated among us a good old word search. 12 words to find so if you've got nothing to do on a rainy day try it. The winner to be decided on by pulling the name out of a hat the prize a book Land Rover Series 2/2A 1958/1971 a Brooklands Book reprint. So get searching and send your answers to the PO Box.

Draw date will be 1st November. Please have a go!

NB. Without wishing to become involved in libel, it is our understanding that the UK report on these vehicles confirmed the American findings. Your Secretary has been following this matter with ill concealed delight as would other true Land Rover enthusiasts. Who says that their's are better than ours?

FROM ANN KOHRS:

A good National - saw Dave Rhead with his L/R Fire Engine on the Sunday. Dave Bowyer said Gilly still hadn't produced then and that he didn't expect to see the Club Stand. Hope things are well now!!

We are having our Club Meet tonight at our local, but as yet we have had no telephone calls enquiring about it. It sounds as if you will have a better time at your BBQ in a fortnight.

Went to Trentham last week for the Off Road National but it wasn't as good as the ARC National. Saw Martin from Germany over the Whitsun Bank Holiday and he wants a sweatshirt. He also gave us some more of those toy Land Rovers and we have them - 5 - so if anybody wants one - let me know.

We have a Mini now as we are taking the SII off the road for restoration - much more economical - £2 of petrol lasting all week!!!!!!

#### BECOMING AN MOT TESTER

First of all some qualifications are required i.e. City and Guilds part 4/5 etc (I don't know how most Testers get past the hurdle!) Secondly all prospective testers must be sponsored by a D of E licenced garage/testing station, and thirdly the course is carried out by DOE staff at, in our area, local DOE Testing Stations. If one passes/qualifies your name is added to the sponsoring testing centre/garages list or certificate of registered approved testers.

#### SEAT BELTS

Every motor car manufactured on or after 1 July 1964 and registered on or after 1 January 1965 must have seat belts fitted to the drivers seat and the "specified" passenger seat. I will explain "specified" passenger seat later. There are exceptions but they don't apply to L/Rovers except maybe in very wayout cases but to keep things simple I'll leave it at that. So to the member who sent me the letter regarding your 1961 Landrover, you don't need seat belts. If you have fitted them (hopefully with BS fittings) (Land Rover Genuine

Parts) you still don't have to wear them but that's your decision. Regulation 17 goes on to include many facets about seatbelts which don't apply to us Land Rover owners especially with SII and SIIAs.

#### Specified Passenger Seat.

In the case of a vehicle which has one forward facing seat along side the driver i.e. your mini, escort etc that seat is the specified passenger seat. In the case of a vehicle which has two seats along side the driver i.e. L/Rover, Ford Transit the seat furthest from the driver is the SPS. Now this is where people get caught out, including me in earlier years, but this doesn't apply to Land Rovers except LWB Stationwagons which don't have a bulkhead between front and back.

If as mentioned in the last paragraph, you like me removed the SPS in the front of your mini, escort etc the forward facing front seat for a passenger which is foremost in the vehicle and furthest from the drivers seat, becomes the SPS i.e. the seat over rear N/S wheel and becomes the SPS and needs a seat belt.

#### Seat Belt Maintenance

Seat belts are examined in the MOT annual vehicle test. Reg 102A applies to all vehicles that Reg 17 requires seat belts to be fitted.

1. Seat belts, anchorages etc must be free from any obvious defect which would be likely to affect its performance in an accident.
2. Buckle mechanisms to be maintained and kept free from obstructions, i.e. all the junk, the footwell you keep putting off cleaning out.
3. The webbing of the belt must be maintained free from cuts or other faults e.g. extensive fraying, likely to affect performance under stress.
4. The anchorage points must only be used for their specified purpose and 300mm around each point to be free from serious corrosion, distortion or fracture.
5. The adjusting device and if fitted the retracting mechanism must be maintained to adjust automatically or manually according to its design.
6. With integral seat belt anchorages i.e. Range Rover two door, the seat assembly itself where secured to the vehicle must comply with the previous conditions.

I haven't covered the "wearing of seatbelts" because I would like to think this is common sense. There are also quite a few other points I haven't covered but as previously stated I have tried to keep the subject simple, and roughly with our type of vehicles in mind.

DAVID DUTTON

## FITTING AN ALTERNATOR part two

This is the easy part, but you will need to obtain the correct bracket from a scrapped engine or from your local main dealer. There is just no substitute for the real thing! The alternator is several inches shorter than the dynamo and the new bracket is longer to take this into account. If you try to get by with the shorter one, which you can do with extra long bolts and a lot of bodging, you will head for big trouble when the whole thing comes loose, swings forward under tension from the fan belt and ends up in the radiator, perhaps with a sheared rear bracket. You can use the front adjuster bracket but it is usually easier to buy a new one as it seems to be slightly different. The part numbers required are

1 off 574885 alternator fixing bracket  
1 off 568789 alternator adjustment bracket.

With these parts, fitting the alternator is not a problem, but it is essential to disconnect the battery before you start. One word of caution, the dynamo is a heavy unit and when it finally comes free from the engine, make sure that your hand is not underneath!

### WIRING UP.

This is the part which turns 'skilled' mechanics grey! There is no problem as long as you are careful and sensible.

Identify the two cables leading to the dynamo where they leave the control box. Terminal 'F' is the field and terminal 'D' is the power feed, a much thicker cable. Check wiring and colours as Land Rovers are often rewired and bodged up! All the diagrams I have show Yellow as the main power feed from the unit and Yellow Green as the field wire although the later customwas to use brown and a brown/trace.

Remove these cables from the control box and fit a heavy duty block connector to each one. The main power feed must be one of the really heavy duty ones capable of handling 40 amps. Your local electrical/hardware shop can supply you for a few pence. Get the biggest they have!

At this point I wish to deny all responsibility (again!!) if either you, or I get it wrong.

Identify the main power input to the voltage control box from the battery. This is shown as Brown (N) White and feeds to terminal A of the box on earlier petrol models and to terminal B on diesels. (You will not have an A and a B on your box so don't panic. Later vehicles have the wire coloured Brown (N). In fact the easiest way to find the wire is to trace it with a circuit tester as this takes account of any rewiring that might have taken place!

Basically all you have to do is to identify the chunky cable which is the live feed from the battery to the control box. If you remove it, everything is dead! (It will be anyway as you removed the battery terminal...didn't you!) It really is not much of a problem.

Next identify and remove the no charge warning light cable, shown as Yellow on the circuit diagram. This will be on terminal 'D' or possibly on terminal 'w/l' in some cases. On all vehicles it is shown as yellow. Strip both the cable ends just removed, taking care to ensure that you have the battery disconnected first! Then join the field cable (YG) to the no charge warning cable (Y) with the block connector. Now connect the main battery feed to the dynamo output cable and ensure that it is a really good and tight connection in the block connector.

Now, on all models except some +ve earth Diesels with a three connection voltage regulator box (if you have one of these forget this paragraph) there are one or possibly two more wires, coloured Brown (N) or Brown Blue (NU). These will either be on terminal A1, next to the main battery feed terminal, or they will be siamesed to terminal B. They are the main feed to the circuits on the vehicle and distribute power from the regulator box connections. They are always live, not ignition switched, and you will need to connect them to the main feed cable which you have just connected. The easiest way is to insert one cable into each end of the connector block, ensuring a VERY GOOD connection all round and NO loose or exposed wires or strands.

You can now remove the old regulator box, thoroughly tape up the block connectors, self amalgamating tape from an electronics shop is best, and fix them firmly to the bulkhead or other suitable mounting. Then connect the old field connector from the dynamo to the small alternator terminal and the larger output connector to either of the big terminals of the alternator.

If you now check that all circuits are off, and touch the battery terminal to the battery, there should be no flash or spark. If there is, something is amiss and it is time to buy a new alternator and start again. Now connect the battery firmly, check all the circuits for operation, ie horn, ignition light, wipers etc, and start up. The no charge light should remain on until you rev up and it should then extinguish and not relight until you stop the engine. An ammeter if fitted will show the dramatic improvement to your charge as it tops up the battery. It is not uncommon to see the meter off the end stop after a cold start!

You will find that an alternator will transform your Land Rover. The lights will be brighter, the wipers and heater faster and traffic jams will present no problem, any loss being made up very quickly after you start moving again. In addition, a difficult start or heavy use of the battery for lighting or radio use can be made up in a few minutes rather than the need to trickle charge overnight.

#### TECHNICAL TIP

Corrosion in the battery area caused by spilled acid and fumes can be dealt with by sprinkling baking powder thickly into the battery tray and around the edge of the battery. (NOT where it can enter the cells). Baking powder is alkali and will counteract the corrosive effects of acid. Renew every few months. If it hisses on contact, you know it's working!

Foundry car parks are usually fairly dirty, this one was no exception with a pitted surface of hardcore and coke. When a couple of inches of rain have fallen overnight, call Noah. If you must stop, do try to avoid the larger lakes lest the vehicle sink without trace. The Land Rover had come to rest without assistance, perched on a small mound amidst a greasy sea, sprinkled with little black islands, broken pallets and the odd derelict car. Having negotiated the puddles with infinite care, he made it to the Rover. We had a short discussion on The Law of Probability & Game Theory as mentioned in Noddy's Guide to Hydraulics. I lost the argument - with bad grace he adjusted the brake shoes, somehow managing to keep his immaculate jeans from the ground: the owner knows nothing about the vehicle, all garage staff know that: it HAD to be the brake shoes, he had brought the spanner with him.

After I had told him where the starter button could be found, and after he had tried high and low ratio, warmed the clutch nicely and juddered fore and aft several yards, finally clambering out of the cab and over the bonnet to avoid the worst of the water, he adjusted the pushrod on the master cylinder, his head having a particularly nasty encounter with the bonnet catch which I like to keep well greased. It was I think at this point that his whole day began to go wrong. A few muffled grunts, lots of rubbing clean hair with oily hands, lots of rubbing greasy hands on oily wet tyre. Underneath, again, to retighten the brake adjusters which he had insisted on undoing earlier. The Rover by now had moved and three wheels were well immersed in black, oily liquid with a genuine clinker base. Both adjusters and the spanner, which was soon dropped, seemed to have been made in an orphanage and were trying successfully he claimed loudly, to reproduce themselves. It started to rain again: windows opened, office staff looked out, trying to locate the source of gynaecological asides. In spite of my practiced indifference I began to feel very guilty.

Finally, balanced on one arm, in the last act of his physio-mechanical ballet, straining to reach the last adjuster, he lost his presence of mind - and his balance. The spanner slipped, his knuckles wacked into the wheel rim, his head banged the wheel arch. His arm, straining to keep his clean shirt from the black waters, gave way and with a brief lecture on the art of family planning he subsided gently into the oily depths. From the overlooking windows came a ragged cheer, weakly acknowledged by a spasm of jerking legs.

But Fate had not quite finished with the Landrover 'expert'. The man came ambling across the car park, wrists almost trailing the ground. T shirt stretched like a drum over a huge bulk. 20 stone, getting wet, trying at least for the first time of asking, not to be more violent than the occasion really demanded. "Excuse me Gents; yellow Escorts; could you move it right away, you've parked across the gates and I've got a wagon blocking the road." Rational argument would have as much effect as reading Sonnets to a charging rhino. He was escorted to his car.

He will use more care on Landrovers in future. He might even buy one - they have plastic seats - dirty water and grease can be wiped off.

A face lift and repaint on my Series II 2.25 station wagon. A rebuild on the Series II 2 litre diesel. A part rebuild on Colin's Series I together with rebuilding and fitting of a 2.25 litre 2A engine petrol to it, and of course a plastering job on a mini. I still managed to enter rallies with my stationary engines an SII 2.50 petrol.

Frank Bampton

Note: We received notice from Frank that he would not be rejoining as he has now passed his vehicles to his Son and entered into a degree of retirement. May we take this opportunity to wish him and his family well and many years of happy rallying, both vehicles and stationary engines! I hope that this charming story will encourage other members to have a go at a full rebuild rather than simply scrapping.

#### MUSEUM OF ARMY TRANSPORT

If you own an ex-Army vehicle and would like to know its history whilst with the Army, a photocopy of the Vehicle's History Card can be obtained for a small search fee from the Museum of Army Transport. The person to contact is:

Fiona Noble  
Assistant Archivist  
Museum of Army Transport  
Felmingate  
Beverley  
North Humberside  
HU17 ONG

When making enquiries quote the army vehicle number, found on a plate on the bulkhead or side of seat base.

The Museum of Army Transport is open every day of the year except Christmas Day. The Museum covers 2 acres and there are many rare and interesting types of vehicle, from narrow gauge engines to a three wheeled (in a row) motorbike, every type of transport used by the British Army. In summer restored vehicle displays are given on the last Sundays in May, June, July and August and also on Bank Holiday Mondays in May and August. Check with the museum before making any arrangements - just in case.

#### BRITISH COMMERCIAL VEHICLE MUSEUM

Situated in King Street, Leyland, Lancashire. Phone No.0772 451011. An interesting collection of British Commercials. The display includes steamers, light vans and Fire Engines. Open from April to September during the summer (closed on Mondays however) and Weekends in the winter. Over 40 vehicles on display including the Popemobile. There is a charge for admission but we don't know what it is! The 'Grand Autumn Rally' takes place on 29 & 30 th October.

restoring 502 FOC  
part two



Nice and easy to drop the engine and the gear box into a bare chassis as were the prop shafts. Then work began on straightening and getting the body and bulkhead ready to drop on.

I am not much of a hand at panel beating especially with aluminium, I have not been able to find out how to shrink it! but it has not turned out too bad. The bulkhead went on nicely although the pedal boxes need major repair, it was thought advisable to bolt up the bulkhead and body first so that distortion by welding would be contained to a great extent. Now we came to a problem. The better bit of the rear x member was welded on out of parallel to the mid body x member, how this happened I can only guess that one of us must have leaned on it prior to tacking up. Lesson No: 1, make a single jig before cutting out the old x member. The welded on plates that secure the body were .5" out on the offside, and came inside the body. Not quite the end of the world but damned annoying because it could so easily have been avoided. The appending plates were ground off at the welds to the x member. New plates were made up having the required sets put into them starting with an 1/8" set on the second side one and finishing with one at half inch. They were then bolted both to the body and the x member, and the body bolted up at the front and rear before welding the plates to the R x member. Welding repairs to the pedal boxes then went ahead with no problems except for a pullover on fire, got a bit hot on my tum.

Now the wiring needed to be replaced this is where Colin came in, he is most happiest when friggng around with electrics. The only trouble is getting him interested enough to start. Try as I would I could not get him to give me a list of what and how much wire and what colours to buy. But Stuart true to form came up with the solution, an obsolete crane harness. I cam home from pistol shooting the following Saturday to find the chassis outside and the garage festooned with wire of all shades and colours looking like some gigantic spider's webb with two familiar faces peering at me like 13 great spiders ready to pounce.

They had stripped out the crane harness and were busy rolling up the wire into separate coils. Colin nailed the old harness on to a board and cut and laid his new wires on top of this to repeat the old harness exactly. The whole new harness was taped up and sleeved ready to lay in. But this whole wiring operation took just over six weeks all told, and I was beginning to lose interest. Eventually the great day came to fire up but no joy. We had changed the polarity to negative earth return system, there are advantages in this system! Colin had connected the neg return to the battery carrier as in the petrol L/R. I spotted this and connected straight to the engine and hey presto, more objections from the neighbours, I thought twas fog, but fog doesn't smell like that. Then the starter motor packed up but that was soon put right, so an MOT was booked.

I duly took the long way round 3 miles instead of the usual half mile to give the brakes a bit of bedding in. An astounded mechanic pronounced it OK and gathered all his workmates to look it over, ignoring those wanting petrol on the forecourt. That over I went down to the licencing office armed with cheque book and log books but no joy. I was told quite abruptly by a very unhelpful character that in no circumstances would I be allowed to retain the original registration number and that it would have to be a Q prefix.

Apparently new legislation came into force in 1983 but was badly advertised. So back to the licencing authority for further discussion (more like an argument) and was eventually told that on production of a letter confirming the vehicle was of historic interest they might condescend to give me an age related number, well it already had that.

So here was the value of being a Series II club member. After some while the much needed letter arrived, and back to the licencing office with high hopes, but no such luck. I was told which department at Swanswa I had to send to, I could have been told all this at our last encounter. However off I wrote to Swansea, sending all the relevent documentation including the green log book keeping the original brown log book. Much to my surprise within a fortnight back came a letter from Swansea saying that the original reg number would be granted providing that after inspection had proved that the vehicle was what I claimed it to be. Another long wait for the local licencing popinjay to turn up, and another fortnight's wait, then the registration document turned up at the very end of October just 4 months after my first effort to licence it.

It is now one week into January (1988), although licenced I still have not received the final document from Swansea. Was the whole exercise worth it? I think it was, because one of our old vehicles has been saved from oblivion, and has been put to good use again. Financially it would not have been viable if it was being rebuilt for sale or for someone else. Son Stuart is now the custodian of 502 EFC and is still working on it at times, sound proofing it. It is now in daily use, and is going well and I am told by those with diesel experince that it is excellent for a 2 litre diesel. (Gutless wonder I understand). I can now look back on a very good years' spare time work.



# LARA

LAND ACCESS & RIGHTS ASSOCIATION

Bureau Address:  
Miller House,  
Corporation Street,  
Rugby, Warks. CV21 2DN

Tel: FROM THE 19th JULY 1988 OUR  
NEW TELEPHONE NUMBER  
FAX WILL BE: (0788) 541137  
FAX No. (0788) 73585

## NOTICE

Drivers of 4WD vehicles wishing to use the ancient road between Pont ar Elan and Claerwen please note.

The surface of this green road has been badly damaged due to the exceptionally heavy use by vehicles, particularly during the very wet weather earlier this year.

As a result, Powys County Council being the highway authority, proposes to make a Traffic Regulation Order which would prohibit vehicles with more than two wheels from using it.

The official publication of the proposed order will give an opportunity for making objections and both the Association of Rover Clubs and the All Wheel Drive Club will be submitting formal objections to the highway authority on behalf of their members.

### CODE OF RESTRAINT

ALL DRIVERS OF RECREATIONAL 4WD VEHICLES ARE RESPECTFULLY ASKED TO EXERCISE IMMEDIATE RESTRAINT AND NOT DRIVE ALONG THIS GREEN ROAD WHICH HAS AN EXTREMELY SOFT SURFACE AND THEREFORE VERY SUSCEPTIBLE TO DAMAGE BY VEHICLES PARTICULARLY DURING AND FOLLOWING WET WEATHER.

ALL GREEN ROADS WHICH HAVE A SOFT SURFACE ARE LIKEWISE EASILY DAMAGED AND YOUR CO-OPERATION IS REQUESTED IN SHOWING COMMON SENSE IN THEIR USE.

RESTRAINT WILL HELP TO PROTECT AND PRESERVE RIGHTS OF WAY FOR FUTURE ACCESS. REMEMBER THAT NOT ONLY THE ABLE-BODIED WISH TO USE RIGHTS OF WAY - DISABLED PEOPLE ALSO NEED ACCESS BY VEHICLE.

WE TRUST THAT ALL DRIVERS WILL CO-OPERATE IN THIS APPEAL.

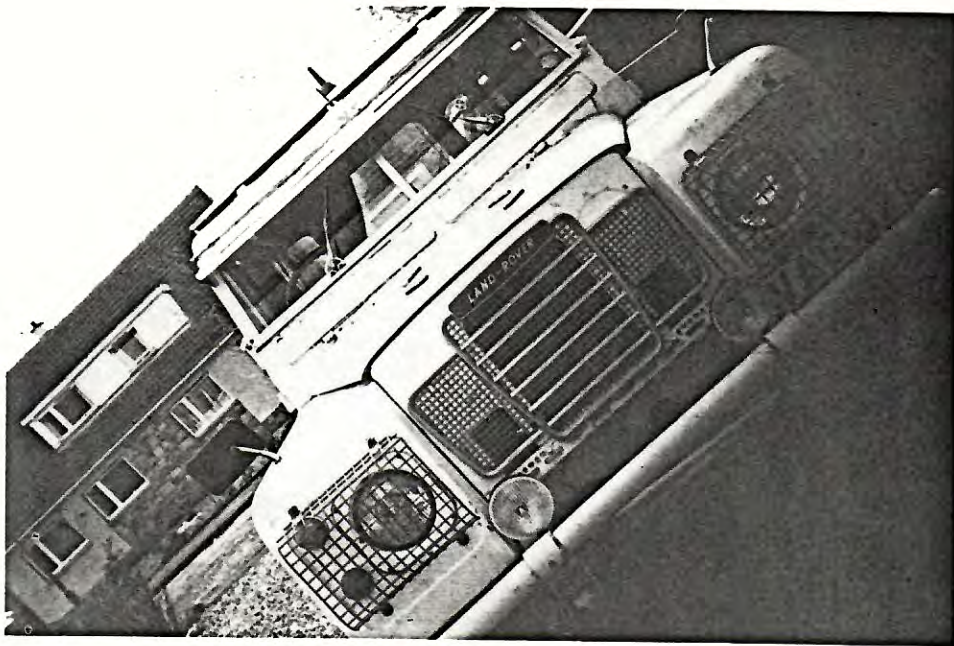
This notice is issued jointly by the ARC and AWDC with the backing of the LAND ACCESS AND RIGHTS ASSOCIATION, Miller House, Corporation Street, Rugby, Warwickshire, CV21 2DN.

July 1988.

ASSOCIATION MEMBERS:

ACU - AUTO CYCLE UNION, A.M.C.A. - AMATEUR MOTOR CYCLE ASSOCIATION,  
ARC - ASSOCIATION OF ROVER CLUBS, AWDC - ALL WHEEL DRIVE CLUB,  
BMF - BRITISH MOTORCYCLISTS FEDERATION, MCA - MOTOR CYCLE ASSOCIATION,  
RACMSA - RAC MOTOR SPORTS ASSOCIATION LTD., TRF - TRAIL RIDERS FELLOWSHIP,  
WTRA - WELSH TRAIL RIDERS ASSOCIATION.

MICHAEL VERKINS SERIES 2  
- with later editions



SAMPSON & DEZILAH! - FRANK  
MYATT'S SERIES 2 - HOLLAND 1963.



A	Z	W	Y	K	N	O	M	O	X	J	H	R	I	W
L	M	T	X	R	A	P	Q	W	C	G	Y	V	M	L
N	Q	S	O	L	R	B	X	F	U	D	U	B	A	X
B	U	H	I	K	E	G	A	J	V	R	E	D	C	H
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J	S	E	P	V	R	T	Q	E	X	V	N	A	T	U
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T	I	A	P	D	H	G	C	F	K	T	J	B	L	G

HAT FORDS

WORD SEARCH:

FIND THE PARTS OF A CAR.

AND SEND THEM TO US ON  
THE BACK OF AN ENVELOPE.

- THE WINNER WILL GET  
A BROOKLANDS BOOK ON THE  
SERIES 2.

WORDS GO FORWARDS, BACKWARDS,  
UP, DOWN & DIAGONALLY!

CLOSING DATE: 1st NOVEMBER '88

BOOK DONATED BY MAT FORD.

## WINCHES AND THINGS

a two part story from SIMON WILLIAMS  
(Sorry we took so long to print this Simon!!!!)

How I got involved in owning and rebuilding my Series II short wheelbase safari, powered by Mr Rover's faithful and wonderful little diesel engine (what makes you think I'm biased!) is something of a silly story in its own right. I went to buy a watch-maker's lathe, and came home with a Land Rover. Who says I keep getting side-tracked! Subject of course to your interest, I thought this, and the subsequent story of how I've kept the old girl running for the last ten years, might form the backbone of another article in an appropriately light-hearted vein. Entitled perhaps "William the Conqueror's car: five new engines and three new axles!"

I joined the Series Two Club, largely I will admit because Kathy, who I work with, bullied me into doing so but also of a disenchantment with the way the AWDC has become so involved with V-8 power and competition safaris, with their attendant financial handicap now dictating the results before ever the event is held. I was fleetingly a member of the AWDC but gave up membership after competing in one trial because in reality there was only one competition in it: with a newly wedded mortgage to support, one's initial handicap is excessive and virtually insuperable.

My further motivation for joining the club was a wish to take part in "Green Laning." However, even this is fraught with the accompanying dilemma of damage and nuisance to those who enjoy their niche of countryside because that is where they have chosen to live and, in all probability, invested their life's resources to support this choice. It is a bit like buying a British Leyland car - people ought to buy them, but one wouldn't actually want to do so one'self! As one who has lived in the countryside for most of my life, I can sympathise only too readily with those to whom the local teenager population on mopeds is nuisance enough without the additional aggravation of those on two, three, or four wheels (or maybe more) who have nothing better to do with their leisure time than burn the world's mineral resources.

So four-wheeled drive to me, as indeed I am sure to many other members of the population, is a tool which allows me to live in the depths of rural England, which allows me to fetch and carry loads of sand or gravel, and which happens to be a selectable option on the most useful vehicle the world's motor industry has ever devised. I am perfectly certain in my own mind that a two-wheel drive truck constructed with the ground clearance, robustness and above all maintainability of the Land Rover would take the working population of the world by storm, provided always of course that the British ego would allow us to sell it effectively throughout the world.

My brief introduction appears to have become a soapbox, if that is not an inexcusably mixed metaphor! However, I can perhaps offer you a means of swelling your post-bag, albeit perhaps with a torrent of abuse!

between them had seized, locking the drive train engaged despite my having removed the shear-pin. Result, loud bang from pto attached to back of gearbox and its innards were rattling about in the back of the overdrive unit. Luckily no damage was done to the overdrive, but the bend in the winch frame where the end of the wire rope was attached bears witness to this day of the forces one can exert by means of the momentum of the vehicle geared down by the winch worm and pinion. And talking of momentum, anyone who revs the engine when using a shaft driven winch wants their suicidal brain felt!

I was very disappointed with the results of my front mounted winch. The steering was so heavy I couldn't park the thing, and the wear on the front tyres had to be seen to be believed, though that could have been due to an attack of the wibbly-wobbly swivel pin bearings. Mind you, it sure would pull!

Disillusion really set in on the day I found myself 70 miles from home loading a Mark 2 Ford Escort Estate which had lost a wheel while leaving the M1 by an exit not marked on the map. I didn't mind having to chain the trailer to the front bumper so I could use the winch to drag this poor little car onto the trailer, nor even the laborious and back-breaking task of recoupling the (now very nose heavy) loaded trailer single-handed back in its rightful place at the rear of my Land Rover ready for the trip home. No, it was the smug expression on the face of the guy who had rescued this bent heap off the motorway poncing around with his hydraulic spectacle lift and what-have-you which really spoiled my day.

By this time I'd acquired a somewhat secondhand capstan winch, which immediately I got it home, somehow got taken to pieces - just to see how it worked, you understand. It seemed to me as I looked at this oily pile of bits on the workbench that with a little bit of jiggery pokery, a bit of dentistry with the angle grinder and a teensy-weensy bit of glue from the welder, I could use the worm and pinion to make an absolutely super little winch which would fit between the rear chassis rails just in front of the rear axle on my SWB. I could then load the trailer while still coupled up to the rear tow-hitch. As it turned out, I made a completely new gearbox casing for the worm and pinion of the capstan winch, attached a drum made from a piece of thick-wall steel tube and two flame-cut discs, and mounted the whole thing in a nice solid fabricated steel frame. This in turn was bolted to brackets fastened to the chassis rails. A savage attack with the angle grinder to my original overdrive mounted pto to change the position of the output shaft, and I had a rear facing shaft driven winch with a working load of about 2 tonnes. Mind you, whether it's a safe working load is a point I wouldn't care to argue!

Does it work? Well, anything that will drag a Volvo Estate with a seized automatic gearbox onto the car trailer has to be worth its weight in empty beer cans. Though it was another wet day (aren't they always?) and a little bit of weather always helps the wheels slide a bit. Which could be a cue for the tale of the BMW 325, but that's another silly story...

It does have a few disadvantages too. You can't see the rope on the winch drum, but then you can't on a front mounted winch if you're sat in the dry with your arm out of the window pressing the buttons. It's a bit inclined to cross coils of rope over one another on the drum, with detrimental results to the wire rope's delicate complexion. Presumably this is because when you're working single handed you inevitably end up sooner or later losing the tension on the drum, so the "clockspring effect" takes over. I still haven't got round to fitting a freewheel facility so you can pull the rope off the drum by hand, as I can't see that this would help significantly. Once you've decided that things have got serious enough to warrant the labour of using the winch, 3 minutes or so spent unwinding 40 feet of rope is neither here nor there. I've found all sorts of other uses too, not least of which is the ability to tip my general purpose trailer nearly vertical. And there are the stumps of a hedge in a field down the road which aren't going to last much longer !

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Please note; due to the need to 'fit in' articles, we have some material which has been on disc for some months...many months. If you have written to the Club and have not seen your article appear, please do not think that it has been forgotten.

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#### OFF ROAD SOUTH WEST

This should have been called the David Bowyer Road Show. Never in the field of human entertainment has one man been in so many places at once!

A most entertaining display, based near the Overlander Centre in Crediton. The display received a real savaging from Land Rover Owner, who felt it lacked entertainment and 'things to do'. They were right; except that it wasn't like all the other shows, and I suspect that it was never meant to be.

The weather was terrible; we camped the first night and then drove home to Bristol the following evening and came back for the day. Anything was better than three dogs and a two month old baby in a tent. A full gale blew up during the night and I had to lash the tent to a fence to keep the thing upright!

The Show should by rights have been a washout. Attendance was poor, but this was a first time, and the weather was terrible, so it was acceptable. There were a very high proportion of Rover vehicles present and real 'Club' atmosphere. The silly one upmanship and showing off which occurs in the car park at most events did not happen here and there was a most pleasant and relaxed feeling. Only the loos let the event down. There were almost no restrictions as to where one could drive or walk and no one abused this by being stupid. It was even possible to drive to spectator points and watch others attempting the off road section - this was very useful in the rain!

Events centred around the arena where there was a huge see-saw; no one managed to balance a vehicle! Unfortunately the contraption should have been fitted with dampers to slow the descent and many vehicles landed with quite a bump. David organised a wonderful conga with eventually 20 Rovers, (possibly) pulled by the leading 110. This all black machine, a V8 hard top with roll cage and nudge bar, from Swansea, became the star of the show and was an entertainment centre on it's own with bearded driver and two young children strapped into aircraft seats in the load space.

There was also a very interesting 1/2 mile off road course. Nothing particularly bad but fun. There was a winch vehicle present and several marshalls. For the very brave, there was also a mud pit which would have done a hippo justice.

There was a demonstration of a plastic wrap around substitute for chains, designed for mud and ice. I forget the name, but they had plastic studs on a wrap around black plastic casing. With a very complicated fixing system which took the designer almost 40 minutes to apply during which time he got filthy. When demonstrated, they ripped away at once and wrapped themselves around the axle. The general consensus of opinion was that they were damn dangerous and a total waste of time. Easier and quicker to carry two snow tyres in the boot. Fairey winches were there, playing with a recovery winch although they did not seem to have any sales force which cost them at least one unit to my certain knowledge. Having had some trouble fitting our 'Husky' I tried to speak to them about it but they were not interested.

There were several other trade stands, the Series 1 Club and the Overlanded Marquee. We had a sort of Club stand for the first day which shrank progressively as we took the tent down between the showers.

A very individual show. David Bowyer's stereo system on top of his wife's Land Rover was the PA. Wis wife did the (excellent) BBQ, David and the Children did the rest. It was not highly professional in the way some people have come to expect, but it had a super off road section which could be driven free of charge as often as required. The show was busy but not crowded and the atmosphere was great. The only draw back was the rain. Slippery ground was not a problem for the Rovers although several foreign vehicles got stuck. (One floundering Shogun was driven round and passed by a Rover 90 on cross ply tyres!)

Hopefully the show was enough of a commercial success to repeat next year; I doubt it given the amount of time and disruption for Overlander. It was certainly enjoyable and decidedly un commercial. I would thoroughly recommend it to any one wanting to visit a 4x4 event but who does not want to fall in with the Tonka Toy drivers.

If it's on next year, go!

RF

## FROM THE SECRETARY

Firstly may I apologise for the very late arrival of the Newsletter. This is my fault, and no one else's. But I do have a very good excuse! Following 4 weeks increasing drama and a final mad dash by 'Rover' from Weston Hospital (where they couldn't cope!) to the Bristol Maternity Hospital, we finally got our new mechanic! Katie Floyd was born at 1.21 am on June 6th 1988. A true D-Day baby. I feel the date is rather poignant but I'm not really sure why, even if I did spend the previous evening grubbing about under a DUKW on Weston Beach! To complete the chaos my mother was admitted to hospital in early July for an operation and needed assistance afterwards. You can imagine the mind boggling chaos. If this was not enough, I was rushed into hospital in mid August for an operation and one of our alsatians needed surgery as well! So now you know why the Newsletter is late. Sorry!

I would like to express my sincere thanks to Gill who has kept the Club (and Katie!) going during this traumatic Summer. She has answered letters, sent information to new members and I am most grateful to her for this; also to Frank Myatt who has kept the membership packs flowing despite progressively running out of material.

Mat Ford wrote to me asking to resign as Events Officer. We do hope however that he will remain on the Committee 'without portfolio' as his articles are always interesting to read and he has a wealth of experience on Land Rovers which he is always willing to share.

There have been no committee meetings or official contacts in the last few months. The reasons have been explained above. If not included in this Newsletter, we will try to produce an accounts sheet with the next one so that you can see what has been going on. We are comfortably in funds and membership is now well over 100.

Anyone wishing to visit a display can contact us for use of the Club banner if required. We can also supply membership forms and information.

There will not be an ARC Yearbook this year I hear on the Grapevine. No one has actually told me this to my face, which I feel is a little rude as we did submit copy and several pictures by the much publicised deadline. The book was to have been published by Overlander. I know them well and personally sympathise as I know the problems they have had (over popularity basically). However as an official of the Club I do not feel it right that we should have been led on for a very long time and then find informally that there is nothing doing. I realise that the Yearbook takes a lot to produce, but it has been offered as part of membership. On our part this was done in good faith. I feel very strongly that this Yearbook should not have been offered to the Club and then withdrawn, particularly after a lot of original material was written for it which may not be suitable next year. I will write to overlander to request return of the address slips.

Traction in Action takes place at Hidden Valley, Welshpool on September 23rd and 24th 10 am to 4pm. Following last year's sea of mud and a long drag through Wales, we will not be there as a Club but we would welcome a report if anyone else attends. Entrance £2.50 on the gate. Fun in the dry, awful in the wet; they needed tractors to move 4x4's from the car-park.

Midland ROC hold the Majors Trial at Eastnor Castle, Ledbury from Friday 30th Sept to Sunday 2nd October. Open to any member of an ARC Club. Details phone Inkberrow 792767. There will be a large camp site in the deer park. There is a Safari on the Sunday!

A new magazine is out. Restoring Classic Cars is aimed at the very upmarket end of the spectrum. Anything less than concourse can forget a mention and it is full of E types, Austin Healy 3000's and MG's. Interesting but rather above the average Land Rover owner I'm afraid although the latest copy is a bit more down to earth.

Land Rover Owner Magazine, despite the HORRIBLE new logo must be the best 4x4 magazine out. I really am much impressed and would recommend it to any on with an interest in Land Rovers. Thank God it doesn't just cover off road racing. It involves history, technical information, articles and interesting advertisements. No longer the in-flight magazine, it is well worth the subscription. A very interesting read, getting better with each issue. And you won't find a Nip mentioned.

The anti green lane lobby are hotting up in a big way. I suspect that there will be legislation of sorts before long. The situation is not helped by hoards of gung-ho drivers doing convoy work along little used lanes. This was I understand espoused by the AWD brigade and has now been followed by many other groups who pick a legal route and then virtually batter their way through regardless of the effect on the surface - or the neighbours. If this is the new face of the OFF-ROAD hobby, then it deserves to be stopped. Let's all hope that those responsible see sense as they are just passing ammunition to the opposition who know well how to use it. Responsible users seem to have little effect. There are the 'VS' fringe and now the tonka toy brigade who have been inspired by advertising to drive their Nippon Tinplate precisely where they please with no regard for landowners or other users. There is a growing school of thought which objects to the use of recovery gear and to much of the Green Lane Code of Conduct. If a lane has not been used or so long that it is impassable, then there really is no justification for keeping it open. If no-one has been along it for many years, does it really matter; forget the principle, just look at the practicality. It may seem defeatist to say turn round and try another, easier route and perhaps come back in better conditions, but the current attitude of press on regardless is not doing much for the image of off roading and it is better to have some roads rather than none at all.



In spite of paying our subscription to the ARC we seem to have been dropped from the mailing list, so we have no idea of when the meetings are or what is happening. I'm afraid that I have had more pressing matters to attend to but I will shortly give those that be a nudge.

The Club would like to extend congratulations to David Dutton on the passing of his driving test. David phoned the other day to say that he had at long last passed. We do of course refer to his PSV test which he took privately with some four days practice. WELL DONE INDEED.

If you are after fittings for trim or other pannels or sheet metal fixings, in fact any of the hundreds of clips and securing points which can be used, from the front of a central heating boiler to a radiator muff, JET PRESS SALES LTD can help. They do them all. If you are into restoration, a copy of the catalogue can be obtained from their head office at Nunn Brook Rise, Huthwaite, Notts. NG17 2PD Telephone: 0623 551800. I defy you to find a method of securing trim or fittings that they do have. A little naughty, but they do offer samples I understand!

A new edition of the Off Road and Four Wheel Drive Book is available published by Haynes. It is an updated edition of the old book and is quite good albeit a little bitty. In hardback at £14.95 I feel it is rather overpriced, but then so is any hard back! There is a wealth of information in the book and much about overlanding in Africa. I must confess that I actually sat down and read the book from cover to cover which is quite rare for me; and I enjoyed it, also rare. It is very well illustrated and includes a review on almost every type of 4x4 currently available. A sure hit at Christmas. Very nicely printed and finished.

Not to be out done, Motor Racing Publications have produced a smaller Off Road and Four Wheel Drive Handbook. This costs £8.95 and I found it rather lighter than the Haynes book with a distinctly commercial air to it. Overlander are there in a big way with loads of photographs and action shots from the course. Again a book for Christmas; a bit pricey for what you actually get, but well presented and varied with loads of interesting photographs. More of a beginners book with some interesting advice on starting out. Ideal for the stocking at Christmas and available from Overlander, East Foldhay, Zeal Monachorum, Crediton, Devon.

Talking of which, have you seen that Overlander are now selling masses of off road equipment and even fit winches! Business seems to be taking off which is nice as David and Tina have put a Hell of a lot of work into Overlander over several years and it is nice to see that they are being rewarded for their efforts. The Course has now bedded in nicely and there are hundreds of trees and shrubs. In a couple of years it will be really picturesque more of a park than a training ground. Watch the thistles however. I got a handfull of thorns the other day while climbing over one of the humps!

We were thinking of producing a rear window sticker showing an inverted Japanese vehicle much in the news with the slogan 'LAND ROVER OWNERS DO IT UPRIGHT!' Have you seen the number of damn things for sale? Serves them right for not buying British. Q. How do you give a Yuppie a different view of the World? A. Step off the pavement without warning.

Four Wheel Drive Specialists (077478 2567) are offering Rule 80001b winches for £600.00. Includes a fitting kit, VAT and carriage in the UK.

We have available 2 tickets for the London Autojumble on 2/10/88. Free to first applicant to contact us via the PO Box.

The Club photograph competition will be judged very soon. Any last enteries NOW please.

Next Newsletter should be out just before Christmas.

That's it for this issue. Enjoy your maintenance chart, hang it in the garage and USE IT. We have load of free copies if you want some more.

Finally don't forget Gordon and David and the information they can help you with. USE IT OR LOOSE IT! Any articles and letters would be welcome; if you've written but are not 'in'....you will be - don't think that you have been forgotten. It just takes a little time!

IT'S YOUR CLUB - USE IT!

and if you want to drive your vehicle after 1992, write to your MP

NOW!

# IF YOU READ NOTHING ELSE IN THE NEWS LETTER. PLEASE READ THIS.

## THE BEGINNING OF THE END? Michael Allen

On 20th May 1988, what may be the first nail in the coffin of the Historic Vehicle movement in Britain was hammered in. From that day forth it became illegal for the owner of a preserved post war bus or coach over the age of 25 years to take it on the roads of Britain, *even though it be taxed and MOT tested*. Except that is to an officially approved Vintage Vehicle Rally, or to a place of repair, and then only along a predetermined and approved route. The only way round this restriction for the owner of a preserved bus is to fit a tachograph. But, as to the private individual these can be considered prohibitively expensive to both fit and equally importantly, to maintain and recalibrate annually as required by law, this has effectively banned the use of these buses.

This law was not conceived in Westminster, not even in Britain at all. IT STEMS FROM BRUSSELS AND HAS BEEN IMPOSED ON US HERE. In so far as the preserved bus owner is concerned it seems as though the Police State has arrived. Brussels has succeeded where Hitler failed.

## Score: Brussels, 1. Gt. Britain Historic Vehicles, 0

The next stage is simple enough, it is called "Harmonization". That is going to happen throughout the EEC in 1992, and it means that all EEC countries are supposed to adopt the same sets of rules. "So", I hear you say, "What's that got to do with my Mk1 Consul?" Simply this; already in some EEC countries, veteran and vintage cars are subjected to similar restrictions to those outlined above for preserved buses and coaches. Ah, but as you are a knowledgeable car enthusiast, you know that the vintage period ended in 1930 in so far as vehicles are concerned. NOT SO WELL, not according to the EEC legislation banning the use of preserved buses in Britain, which quite clearly states: "A VEHICLE IS A VINTAGE VEHICLE ON ANY OCCASION ON WHICH IT IS BEING DRIVEN IF IT WAS MANUFACTURED MORE THAN 25 YEARS BEFORE THAT OCCASION". So, it only needs another stroke of the EEC pen to extend that clause to cars, and you, sunshine are in it well and truly up to your wiper blades.

## Score: Brussels 2 Gt. Britain Historic Vehicles 0

Now just in case Brussels have missed something, and there proves to be a loophole or two somewhere in all this, they've taken out an insurance policy. It's called Retrospective Legislation, and it's believed due to start in 1989. It works like this: any new car legislation will simply be applied retrospectively to existing vehicles. For instance, new mandatory emission controls, almost certainly only possible with sophisticated computerised engine management systems, will after a period of grace, apply to older cars. Not only will these controls, and others be impossible to meet with our cars they will be impossible on many much newer as well. Indeed, by some people in the know it is reckoned that by the mid 1990's there will be no privately owned vehicles which were built before 1980 remaining on the roads of Britain, and by 1999 there will be none over 10 years old.

Neat, eh. Everybody driving in an approved Euramobile and none over 10 years old.

## Score: Brussels 3 Lead of Hope & Glory 0

### Game, set and match to the EEC.

Still not convinced? Well consider this. The Rolls Royce Enthusiasts Club and the Veteran Car Club have each just deposited £1000 (*yes ONE THOUSAND POUNDS*) with the Historic Vehicles Clubs Committee (HVCC) in order to set up an "EEC FIGHTING FUND". Donations to this fund have also been pledged by the Aston Martin CC, the Vintage Sports Car Club and others. *Now as I see it, if these people are so worried about EEC legislation that they've started an EEC fighting fund, then I'm worried too and so should you.*

For more than 20 years the HVCC have protected the interests of the old vehicle user/enthusiast in Britain thanks to an excellent working relationship with our Ministry of Transport which has ensured that common-sense has always prevailed. As a result, despite considerable changes in new car legislation in Britain, those of us with older vehicles have continued to enjoy the proper freedoms accorded to our vehicles when they were new. But as our Ministry of Transport can apparently be overruled by Brussels, things are not so simple any more. Indeed things are looking pretty bad. Hence the EEC Fighting Fund, with which the HVCC take the fight to Brussels.

## There is also action which the individual enthusiast can take rightaway.

I have spoken at length about this problem to my Westminster MP, Sir Giles Shaw. He immediately offered his 100% support and in fact has since contacted the Under Secretary of State at the Dept. of Transport, Peter Bottomley MP, advising him of our concern with the request he please "...use your considerable energy to prevent this threat being carried out".

Sir Giles Shaw's initiative could benefit greatly if all Westminster MP's were to back this cause. Therefore the time has come for every Classic/Historic Vehicle owner to write to his or her MP, asking for their full support in this matter.

The point has to be made that as long as we maintain our vehicles to at least the standards required by the Construction and Use regulations in force at the time of our vehicles manufacture, WE HAVE TO ENJOY EXACTLY THE SAME FREEDOMS OF USE ACCORDED TO THE OWNERS OF BRAND NEW VEHICLES. NOTHING LESS THAN THIS IS ACCEPTABLE. It has to be pointed out also that by continuing to run these historic cars we are providing worthwhile regular employment to the very many people working in, and running the large number of businesses which make up the reproduction parts and vehicle restoration industry in Britain. An additional and very powerful argument for our case also, is that collectively, when at the wheel of our cherished vehicles, we are arguably the safest group of drivers on the road - and in the best maintained group of vehicles too.

AS SUCH WE SHOULD BE RECOGNISED AS A PRIME EXAMPLE OF HOW OTHER GROUPS OF ROAD USERS SHOULD CONDUCT THEMSELVES. Therefore, rather than have legislative restrictions of any kind placed upon us, we should be OFFICIALLY ENCOURAGED in our old-vehicle activities.

The threat with which we are faced will not go away of its own accord, but it will go away if we make it do so. Therefore I say again that the time has come for everyone with an interest in the Classic Car/Historic Vehicle movement to write to their MP. DO THIS NOW. THE EEC APPEAR TO BE ATTEMPTING TO ELIMINATE OLD VEHICLES FROM THE ROADS OF GREAT BRITAIN AND EUROPE.

Of course you can decide to do nothing. But if so then just remember, when the EEC approved tow truck comes to take your immaculate Consul, Zephyr, Zodiac or whatever away for good, then please don't moan. Don't ever say you weren't warned.

REPRINT FROM HVCC LAFLET OF JUNE 1988.

PLEASE PUBLISH THIS A ACT NOW.



ITEM	KEY No.	PAGE No.	DETAILS	EVERY 3,000 MILES (5,000 KM) OR 120 HOURS	EVERY 6,000 MILES (10,000 KM) OR 240 HOURS	EVERY 9,000 MILES (15,000 KM) OR 360 HOURS	EVERY 12,000 MILE (20,000 KM) OR 480 HOURS	EVERY 15,000 MILE (25,000 KM) OR 600 HOURS	EVERY 18,000 MILE (30,000 KM) OR 720 HOURS	EVERY 21,000 MILE (35,000 KM) OR 840 HOURS	EVERY 24,000 MILE (40,000 KM) OR 960 HOURS	OCCASIONAL ATTENTION	EVERY SIX MONTHS
				3,000	6,000	9,000	12,000	15,000	18,000	21,000	24,000		
COOLING SYSTEM	18	30	Check water level _____									▲	
	21	62	Check and adjust fan belt if necessary _____		▲		▲		▲		▲		
BRAKES AND CLUTCH	7	63	Check fluid level in reservoir _____	▲	▲	▲	▲	▲	▲	▲	▲		
	—	63	Adjust brake shoes _____									▲	
	—	—	Renew all rubber seals _____	EVERY 39,000 MILES (65,000 KM) OR THREE YEARS									
	11	66	Adjust clutch free pedal movement _____										▲
GENERAL	—	—	Apply a few spots of oil to all exposed joints on throttle linkage, door locks and hinges, bonnet prop rod, etc. Inspect wiring and pipes for signs of chafing which might cause a short circuit or leaks									▲	
STEERING BOX AND BALL JOINTS	6	48	Check oil level _____	▲	▲	▲	▲	▲	▲	▲	▲		
	19	48	Check rubber boots on steering joints _____	▲	▲	▲	▲	▲	▲	▲	▲		
PROPELLER SHAFTS, FRONT AND REAR	14	49	Lubricate joints and journals _____	▲	▲	▲	▲	▲	▲	▲	▲		
	15	49	Check securing bolts _____				▲				▲		
DISTRIBUTOR PETROL MODELS	25	50	Lubricate _____	▲	▲	▲	▲	▲	▲	▲	▲		
	25	50	Check contact points _____		▲		▲		▲		▲		
AIR CLEANER	3	52	Empty, clean and refill _____	▲	▲	▲	▲	▲	▲	▲	▲		
ROAD SPRINGS	26	67	Check tightness of "U" bolts and spring clips _____									▲	
HEADLAMPS	—	19	Check beam setting _____										▲
LAMPS	—	—	Check for correct operation _____		▲		▲		▲		▲		

