

**SERIES**



**TWO**

**CLUB**

89/3



**FRANK MYATT'S VEHICLE AT BROOMBY HILL**

The Membership Secretary's tidy early 2 at the Club Visit earlier this Summer.

*Newsletter*

*August 1989*

**SERIES TWO CLUB COMMITTEE**

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Treasurer : Jerry Bright  
Membership Secretary : Frank Myatt  
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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.

INFORMATION

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SERIES



TWO

## INTERESTING VEHICLE

I am pleased to say that we are series II owners again. We managed to find a SWB hard top at Gunnislake, just over the border in Cornwall. It is a 1958 2.25 petrol. Luckily I managed to get the original log book as it has only had three owners since new. The last owner had the vehicle for 20 years. It was first registered on 3.10.58. Which brings me to my first query. After checking the chassis and engine numbers I find out that it seems it should be a 1959 registration. The chassis no is 141900203. The engine no is 151901699. According to the book I read the fourth figure in the chassis no denotes the year of manufacture. I was talking to Frank Myatt on the phone and he wasn't sure if this was the case or not, but shortly afterwards he sent me his chassis no as his is also a 1958 model and I find that the fourth figure of his no is 9. Franks no is 141901573 (Dec 58 registration). What I am wondering is, is my information correct, and if so why do 1958 registered vehicles have 1959 chassis nos.

I have had it now for over a month and it seems to be going very well. The previous owner was a garage who had the vehicle as a 24 hr recovery vehicle, with a Harvey Frost crane in the back. Just before I bought it the crane was removed and it was completely resprayed Bronze Green, as it was orange before. I have had to change the exhaust manifold as it was badly cracked, it was the old up and through the wing type. The other query I hope you can help me with is that I discovered a brass plate on the exhaust side of the block under layers of grime, which reads "The Rover company Sollihull, factory rebuilt unit". This may not be all that startling for a 1958 vehicle but the indicated mileage is just over 50,000. Second time around perhaps, but the owner told me that the mileage was genuine as he had used it very infrequently during the years he had it, and although I am not really bothered either way I am tending to go along with that at the moment as he wasn't asking an excessive price for the vehicle and the general condition is very good the chassis still has the original enamel paint under the copious quantity of underseal. So just for the moment believing that the mileage is genuine, why should it have a rebuilt engine. The plate appears to have been there for very many years, perhaps even before the previous owner and I would have thought that a garage would have the engine reconditioned themselves, rather than go to the expense of a factory replacement unit.

I was wondering if you may be able to date the engine for me, the numbers on the plate are, part no 52413914 serial no KO 7543010. It would be marvellous if you could solve this little mystery for me, anyway I will finish now, all the best, and Rosemary and I will look forward to the next meeting.

Peter Lamb

PS I would be pleased to hear of anyone who might have the top half of the back door as photo.

The engine would appear to be a 1961 unit - and the plate would seem to confirm this. Rather nice to have a Rover badge as this is rare! Possibly a warranty job or perhaps someone blew the first engine up while towing! The model year changes in the Autumn of the preceding

year and thus it is possible to have a 1958 vehicle with a 1959 year number. This causes universal confusion. If you look on the back offside corner of the block there should be a date of casting for the engine. The radiator disc should give the date of build too, so you should have some idea of the actual month of manufacture. Pity about the exhaust as the thro. the wing is the correct; it changed with the '61 models ( I think).

#### MUCH TRAVELLED

I have recently bought a Series IIA LWB Safari, (having previously been a Series III owner) and would like to know more about joining the Series II and IIA owners club. The vehicle which I have purchased is a 1967 2.6 litre petrol model, which is in very good condition and, with a little work, will be returned to as an original condition as possible. It has had only one previous owner, (the caretaker of a private school), and was used for the schools foreign trips. I am told it has been to Turkey, Tunisia and most of Europe in its life, but, being mainly used for this purpose has covered only 68,000 miles from new, and carefully maintained.

There are, however, a few items which I require and I am wondering whether spares are available through the club. I would also like to know if the club holds social rallies and other meetings. I already belong to the Cornwall and Devon LRC but do not wish to compete in trials or RTV events with my newfound pride and joy. I would be grateful if you could send me any available information and a membership application form. Thanking you in advance for your help.

S J BELSOM

Sorry, no spares apart from the spin on filter conversion ... yet. Social events are based at Brockley near Bristol as no one else seems to want to bother to go to them. A shame as we have some long distance travellers to the ones we do hold and the BBQ and other socials are really good fun!

#### FAX MESSAGE

I am currently looking for a SWB Land Rover for general use on a small holding in Cornwall. Whilst flicking through Land Rover Owners Magazine for ideas as to second hand prices I noticed under John Cornwall's section that the "Series Two Club" had a fax number in Bristol and so, I am approaching you in the hope that you could give me some advice. What I am after is a SWB Rover with a good condition engine (bodywork is less of a concern as long as it is maintainable), either petrol or diesel - the latter being of slight preference - and ideally in a soft top format. My overriding priority however is price, my maximum limit is £700. I realise that £700 for a Land Rover may be like asking for a 5 Star Hotel suite at a bed and breakfast rate but, one has to have some kind of basis to start one's search.

I would be most grateful for any information that you could give with regards to firstly, where I could find a "Landy" that matches, as closely as possible, my requirements and secondly, what pitfalls I need to watch out for in my search. I look forward to hearing from you at either of the locations listed below:

IAN BOWEN

1. SWB Diesel for £700!!! Sorry - Almost no chance unless you are very lucky.
  2. Contact Alan Bailey (Bridgewater) 0278 789083 - he has quite a good stock of used vehicles at fair prices.
  3. NEVER buy a cheap Land Rover - it isn't!
  4. Club Details follow by post.
- Tel (0272) 823731

#### 750 TYRES

Have members any experience of fitting 7.50 tyres to the SWB? Any problems with wheel lock or turning circle? Anyone got any for sale?

STANLEY JOLLEY

FOR: Ground clearance. Higher gearing.  
AGAINST: They destroy the turning circle and the tyres hit the chassis, so you have to adjust the steering stops. The brakes become markedly less efficient as the LWB, for which they are suited, has twin leading shoes. Gearing is increased, but then you have to change the speedo to a LWB unit to compensate (the difference is enough to get you booked!). Less acceleration and higher top speed if you can ever get there. 750's should really be fitted to the LWB rim as they are supposed to come off standard rims - however I did some pretty silly things before I knew this and I have NEVER heard of problems. However, LWB rims are just that bit wider and should be used if possible.

CONCLUSION: Buy an overdrive - it will work out cheaper!

#### HE TOOK THE TROUBLE!

Thank you for your letter of 23 April 1989 (I never knew we had such an efficient postal service!) I would advise you that I have decided not to renew my membership for the coming year. This is partly because I am having trouble making ends meet at the moment (largely due to expenses on the Land Rover!) and partly because the club is not quite what I was expecting. I was hoping it would be less socially orientated and more technical and parts orientated: although with the number of specialist parts suppliers around it is not surprising that the club does not get involved in spares.

However I would thank you for your past help and wish you luck with your series 2s.

GAVIN HYATT

Thanks for letting us know - most people never bother! We don't get any real call for spares and just about everything is still available from the dealers - but see my article later. Yes I got the date wrong - woops!!

#### UNLEADED CONVERTER

Whilst looking through a classic car magazine recently, I saw an article for a product that allows petrol engines normally run on leaded petrol, to run on unleaded petrol. The gadget fits between the fuel line and slowly releases tin into the petrol, improving the octane and protecting valves etc. The unit lasts for 600,000 miles

and has replacement cartridges available after that time. The company supplying this gadget is EMC Darwell Ltd, 50/52 George Street, Walsall, WS1 1RS Tele (0922) 645865. I'm sure this will be of interest to other SII members and perhaps you could find out more information and maybe do an article on it.

P RICHARDSON

#### RARE VEHICLE

This Division was until recently using an Ex Naval LR Reg No OCP 442F Series IIa 1960 (109) MC23296-R91R, 28602242 which we purchased from Ruddington in 1974. In September 1988 a vehicle examiner employed by us condemned the vehicle as being unsafe for further use and beyond economical repair.

The main reasons for its withdrawal were a) solid springs b) chassis fractures by front spring rear hangers. We also know she needed an engine-compartment bulkhead. This would involve new wiring looms.

The vehicle was obviously designed for and used in the Tropics. There is a large air intake with filters above the cab. This delivers via concertina-style trunking to two air vents in the saloon. Each of these has a large blower fan. The insulation in the roof and sides of the saloon is very thick and the side windows which open are covered with fine wire mesh. The vehicle was not RN Blue but Sand Yellow.

The vehicle was towed from Ruddington to Derby Dale by the ambulance it was replacing. After mechanical restoration it was painted white and striped and lettered as a St John vehicle. It had to be used urgently to transport a cardiac condition patient from Birmingham Airport to Riccall near Selby. It was for about 8 years the only FWD St John vehicle in the West Riding of Yorkshire so was used at major horse events all over the country.

It acted the part of an Army Landrover ambulance in a three part drama called "The Mad Death" and filmed by Scottish Television in the mid 1970s. It was repainted for that! A most useful award: better than the money!

We understand that only three of these bodies were used and that one is in the hands of a collector. Do you feel that any of your members might be interested before we break it up?

John Springer

St John Ambulance                      Dearne Valley Division

We did our best to put this vehicle to a good home but do not know if we succeeded. It could still be available if anyone wants it. Certainly rare!

WE SYMPATHISE!!

As a "new" member, may I thank you for the newsletter etc just received - and may I perhaps make a point or two about that most unfathomable of life's mysteries - just how it is there are certain people around who are otherwise perfectly sane and reasonable - except for the fact they will insist on owning landrovers!

New to LR owning myself - in 18 months of ownership I've:-

Fitted the rear road springs and five new tyres, overhauled the brakes completely, swapped the cylinder head for one that isn't banana shaped (it got boiled - but not by me). Fitted a new radiator, stainless exhaust, (might as well do it properly) - cleaned and hammerited the chassis, added a second battery, (where that useless centre seat used to be) - with isolator switches, cut a second pair of headlights into front wings, fitted silver on black reg plates, two pair ladder racks, (for carrying wood sheets) and 1 gal marine blue cellulose for an "all over" this summer!

And as Long John Silver said - "It cost me an arm and a leg" - and what have I ended up with I ask myself - Well I've now got a vehicle with:

Steering which hates running in a straight line - with a turning circle about the same distance round as Stonehenge!

Suspension so agricultural you can run over a penny and tell whether it's head or tails, (I advise any passengers to take their false teeth out).

Aerodynamics roughly that of a block of flats, with the acceleration of a pushbike going headwind and uphill - and brakes which never fail to squeak on all four - whatever the temperature or pedal pressure.

---..... and being a LWB 'Safari' type it also enjoys the same basic shape of the model 'T' Ford - with the hood up!

In the light of all these facts I did wonder at one stage whether buying old Landrovers can make you go blind - but just like all the others I've now seen the light, and come to terms with some primeval instinct which tells me I will never, ever, own anything BUT Landrover!

Thanks for Listening,  
COLIN BURGOYNE

It must be something in the aluminium! Not too sure about the extra headlights but the rest sounds fine. Why is it that people like the Land Rover. There is NOTHING that can possibly recommend them for daily use, but I know for sure I would sooner have a Rover 4x4 than anything else available. Nothing else can compare for style, versatility and that ruggedness which gives confidence and a feeling of security.

LOST CAUSE?

Apologies for waiting so long for answering about my membership. Due to another project (we bought a house) my financial possibilities became too small to consider buying a Land Rover in the first five years. For the same reason, I have to drop LR relocated activities also other non related to LR, as the SII Club.

I was very impressed to find such a friendly and helpful club, and will keep a good memory on it. I wish you and your members all the best, and am convinced that a club as yours is essential in keeping older vehicles in good condition especially if they are worth to save for the future.

Erwin UREEL

Reply sent to Erwin from Frank Myatt:

Thank you for your letter. Sorry to hear that you have had to suspend your Landrover activities, but moving house --- that is something else. House prices over here have greatly increased of recent years. Your good wishes are much appreciated by all concerned with the Series 2 Club. We wish you all success at your new address. We trust that this will reach you --- your address seems so brief by standards over here.

Sincerely  
Frank G Myatt  
(Membership Sec)

Erwin's address caused a few problems, especially as his handwriting was at least equal to that of your Secretary's. As a result he was written to as 'Dear Van', 'U Reel' and finally in desperation I cut his address off the top of the letter and stuck it to the envelope in the hope that the Belgian Post Office would have better luck.. He took it all like a gentleman and we are very sorry to loose him as a member.

#### FREE PENGUIN

Enclosed is the guff (and biccies). Would be more than happy to take on the ARC rep job, does the club pay RAF Airfares and how flexible are they? (just in case we get wet sheep during shearing!!!!) Happy New Year by the way, years half shot already ay!

The big Forward Control is out and going. Big paddles and duals fitted, tons of grunt and a lot of fun. Just costs £5 to start it up though, the old 2.6 is thirsty. Anyone got a good 203 Perkins or one of those nice Santana 3.5L 6-in-line diesels lying around, will swap for a red 2.61 and 3 penguins.

Am much busier on the farm now and will be more so later on this year so have got less time to spend on the trucks - other than use them. Do you want any articles on any subjects - dual wheels, mods or anything?

Yours, clog-to-the-bog  
Regards  
Nick Pitaluga

Gibraltar Station  
Falkland Islands

Nick visited us in Brockley in June and we had a delightful couple of hours nattering. I swiped some photographs to show what life is like in the Falklands and they appear in this edition. It sounds damn hard work, but like a dream come true for a holiday. Just the fares to contend with: four figures each way...unless you live there.

He must be one of the most clued up people on Land Rovers I have ever met. The pictures published do not do justice to the lovely job he has done on his machines, and that FC had me drooling. Nick has promised to do some articles on life in the Falklands - it sounds superb. However I won't spoil these by writing more ... you'll have to wait. Suffice to say that when the tractor got stuck he was popping out to collect a couple of drop tanks!



## THE REPLY SAYS IT ALL

Well I've come to the conclusion, that the Royal mail have either lost my last letter or I was daft enough to leave off my address for return, but here goes again. I own a 1968 'F' Reg Series II Landie, fitted with a Series III 2.25 diesel and a Series IIA gearbox.

The problem is at the moment it does seem extremely low geared, the engine is completely knackered but the max speed is only 38 - 38.5 mph, by the way it isn't fitted with an overdrive. The gearbox is knackered as well, so I have sold my beloved Triumph Bonnie motorbike to raise some cash to revamp the landie and I need to know,

1. I intend to get the engine reconditioned and have already bought new injectors and fuel pump, but I need more top end as I do a lot of travelling, am I better fitting a Series III gearbox with an overdrive, what top end could I expect.

I've been told by a friend of mine with a landie to gear up the diffs. How do I do this and with what expense?

The long and short of it all is I have around £1100 to spend, and I would like to know the best thing to do to get the results I want.

=====

Well you might have guessed it, I waited a couple of weeks, wrote another letter, posted it and the next day your reply came. Thank you for your advice, I've thought about it quickly and I've decided I like the idea of a V8 and I would be very grateful if you could give me any information about where to get a kit, prices and anything else you think I might need to know.

NEIL BECKETT

PS Does this mean I'll have to leave the Series Two Club and join the V8 Club. I hope not.

## A REAL GRILLING!

I have just bought a 1970 Series IIA Landrover, I have been a bit confused by some pictures in LRO magazine of Series IIAs with headlights in the grill, as mine are in the wing and what looks like a Series III grill. Can you help?

J BOX

Headlights were moved in 1969 (?) due to a change in regulations in the US Dollar area. Following that they were moved for domestic models the following year. The Series 3 came later and the move was NOT a forerunner of the 3, but merely cosmetic. The version was not produced for long and they are not common. The grille is all mesh and not plastic.

## NEW MEMBER

Recently (February 1989) I had a letter and photo printed in LRO Magazine. I wrote to them asking if they could identify my rover as a II or IIA. Their advice was to contact you and join your club which I would like to do, but also I would still like to know how to

tell a II from a IIA. My Land Rover is a 1964 petrol truck cab and incidentally if you read LRD magazine there is a photo of my rover on page 44, top left hand corner reg DPB 381B. Hope you can help.

S Hill (Miss) Age 18  
who still hasn't passed her driving test !

Have a look at the i/d plate on the bulkhead. It will say 2a if it is and won't say anything if not. A suffix letter after the car number denotes the later 2a. The letter changes with the age (not year) and indicates what new features and modifications were included.

#### FOR SALE

I am regretably having to dispose of my Series IIA SWB Station Wagon chassis no 31401169G which is in exceptional original condition and fitted with all the usual extras including overdrive and FWH. There is every reason to believe the recorded mileage to be accurate at 19,000 miles and the vehicle is in perfect mechanical condition with MOT until March 1970. I should be extremely reluctant for the vehicle to go to someone who will not care for and preserve it and therefore wonder if you can help me to contact such a buyer. I believe a fair price would be in excess of £2500.

P ELLIOTT

I have the address (somewhere). Could be an interesting investment vehicle if anyone is interested. However what one person regards as perfect, another dosen't. But then I havent seen it!



PETER LAMB - NOTE THE  
EARLY S.2. HARD TOP  
(NO REAR WINDOWS).

FROM THE MINISTER OF TRANSPORT IN THE HOUSE OF COMMONS

Mr Bottomley said:

"Everyone with an interest can be assured that there are no plans to restrict the use of historic vehicles through the introduction of retrospective legislation. It would be unreasonable to require the original features of old vehicles to be adapted or replaced in order to comply with the various EC Directives which apply to new vehicles. Recent EC Directives on vehicle emissions will apply only to new vehicles. There is no question of their being made retrospective. We know of no European Commission plans to put forward proposals that would adversely affect vehicles owned by the many historic vehicle enthusiasts in Europe."

Note the part "We know of no ...." He can't say 'there will not be' as we are no longer our own masters.

ROADWORTHINESS

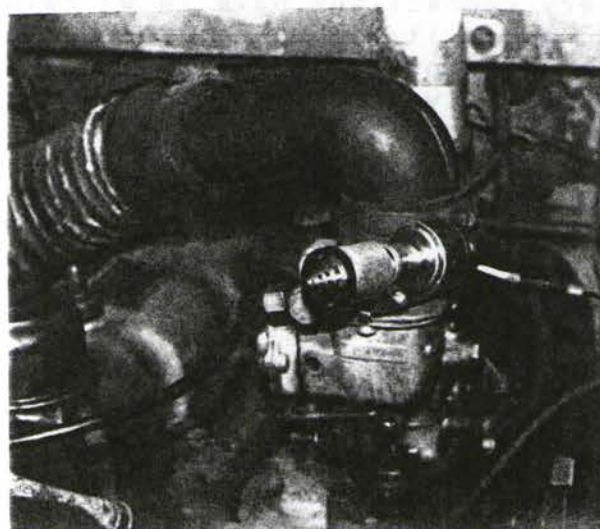
The EC Council of Transport Ministers agreed on 20/21 June to extend the current Directive on Roadworthiness testing to light goods vehicles. The only practical effect will be to add a small number of extra items to the MOT test for light goods vehicles. The proposed operational date is 1993. Vehicles will be tested to the standards which apply to them under UK law on construction and use - the Directive does not apply vehicle standards retrospectively.

PETROL ECONOMY VALVE

I would like to take this opportunity to tell you about a PEV? What is a PEV, it simply stands for petrol economy valve and since having it fitted to my 2.25 petrol SWB I am now getting up to 26 miles per gallon on unleaded slightly less on 2 star, but a much more positive response from the accelerator. I cannot give any technical details as I am not mechanically minded. However I enclose a photograph of the PEV fitted to my vehicles carboretteur and can honestly say it does work. If you require more information you can speak to the inventor by ringing Mike on 021 453 1177. I have no financial or other interest in the PEV. I also enclose a photo of 3468 AD. I bought her in 1985 as a safari hard top but since then replaced that with a rag top and made one or two minor improvements i.e. seating, carpets, a hinged tailgate. I would like to help in the running of the club more but business pressure will not let me. I will do my best to get along to one of the club meetings this year and meet you all in person.

SIMON EVANS

Simon's vehicle appeared on the front of the last Newsletter!!!



P.E.V.

## BALL JOINT FAILURE

### Steering Drag Link and Track Rod Ball Joint Failure

Although many members will be familiar with this problem, because of the safety implications it may bear further discussion. On a Land Rover the track rod and the drag links, which connect the steering box to the relay box (in the front chassis crossmember) and then to the wheels are formed from steel tubes about an inch in diameter, threaded internally at the ends. The ball joints carry a "stem" threaded externally, which screw into the ends of the steel tube to secure the two together. By screwing the ball joints in or out it is possible to adjust the length of the track rod or drag link as necessary. In order to prevent this adjustment altering in service the end of the tubular links or rods are split or cut across the diameter of the tube to the depth of about an inch, and a clamp fitted around the end of the tube squeezes the tube where it is cut on to the stem of the ball joint locking the two parts together.

If this clamp is not kept tight, relative movement will occur between the stem of the ball joint and the tube, leading to wear of the threads until the ball joint is able to pull out of the tube. This of course causes complete and sudden steering failure. Frequently when slackness does develop in the threads, rusting of the steel occurs, in a process sometimes called fretting corrosion, in which the rusting greatly accelerates to wear. The rusting gives rise to a dust which acts as an abrasive, which rubs off more steel which rusts in to more abrasive, which rubs off even more steel which rusts in to more abrasive; and by then you are probably in the ditch.

From time to time, it is wise to check that the clamps on the rod ends are tight, and that there is no slackness or movement between the ball joint and the rest of the drag link or track rod. And although the two which run across the vehicle along side the axle are easily accessible don't forget the draglink which passes back from the relay box under the battery tray to the steering box. When a new ball joint is fitted check the condition of the internal thread in the rod and grease it with the waterproof grease (Castrol sell a suitable "chassis" grease, from Halfords for instance), before screwing in the stem of the ball joint. After assembly is complete, coat the area with more grease, to prevent corrosion, and to facilitate subsequent adjustment if necessary.

### FURTHER TO PREVIOUS ARTICLE ON ALTERNATORS

As regards changing from positive to negative earth while fitting an alternator, as was asked recently, surely the only difference is that at the end the battery connections have to be reversed as well. If the battery has lead posts it may be necessary to buy new clamps as they are of slightly different diameter, and not interchangeable. I assume no voltage sensitive equipment such as a radio is fitted, although there cannot be much positive earth stuff about now.

Do any of our members have any experience in stopping draughts, especially around the doors, in a neat and tidy manner?

(both articles) GORDON LORD

## THE GREAT FUEL QUESTION

### LEADED AND UNLEADED PETROLS ALL MODELS

Further to Service Bulletin D8/85, Item 434, this item details usage of the various commercially available petrol types for Land Rover Products. The following terminology is used to describe the three types of petrol typically available, as defined by the lead content in the fuel.

LEADED PETROL In EEC countries this contains a maximum of 0.4 grammes lead per litre. In other countries higher levels may occur (up to 1.0 gramme lead per litre).

LOW LEAD PETROL This contains a maximum of 0.15 grammes lead per litre.

UNLEADED (OR TRACE LEAD) PETROL This has negligible lead content.

Depending upon country any of the three types of fuel may be available at various octane ratings, which together with the lead content will affect engine performance characteristics. The following table shows the suitability of the various models for use with leaded, low lead, unleaded petrol.

	YEAR	LEADED AND LOW LEAD FUEL MINIMUM OCTANE RATING (RON)	UNLEADED FUEL MINIMUM OCTANE RATING (RON)
Range Rover (Low Compression)	1970-	90	90
Range Rover (High Compression)	1982-	96	96 See Note 2
Land Rover 90/110 V8 (Low Compression)	1983-	90	90
Land Rover 90/110 2.5 litre, 4 cyl	1985-	90	90
Land Rover 90/110 2.3 Litre, 4 cyl	1983-1985	90	Engine not suitable unless modified - See Note 3
Land Rover Series III 109 V8	1979-1984	90	90
Land Rover Series III 4 cyl	1971-1984	90	Engine not suitable unless modified - See Note 3

## NOTES

1. All engines can be run on leaded or low lead fuels without modification or alteration, to ignition timing providing the correct octane rating is used.
2. V8 high compression engines on both petrol injection and carburettor models require ignition timing to be retarded by 3 degrees.
3. 2.3 litre 4 cylinder engines can be modified to accept unleaded fuels by fitting the 2.5 litre cylinder head or alternatively fitting the exhaust valve seat inserts used in the 2.5 litre cylinder head.
4. When using unleaded fuels the use of occasional tankfulls of leaded fuel is NOT considered to give adequate safeguard against valve seat recession, due to the uncontrolled nature of the practice.

### DEVON AREA CO-ORDINATOR

Regarding your comments on "area co-ordinators" I would be happy to help in any way I could, in this area; as I am often travelling around in the Devon/Somerset/Dorset area. Rosemary and I go to the bulk of the Steam/Vintage vehicle rallies through the summer, and it would be great if at some time we could have some sort of stand, or even just a couple of vehicles on display. I'm not saying we could get our L/R to every show, but with perhaps a list of keen members we could get a vehicle or two to at least some of the major shows with a small stand. I had a quick look for that number near the starter motor, but I haven't found it yet, I'll have a proper look, and let you know what it is when I find it.

PETER LAMB

YES! How about a stand....sorry for the delay and not talking about it at the BBQ. Can you get in touch as I have some signs and bits and pieces!

### CENTRAL/NORTH AREA COORDINATOR

See the reprinted fax message later. Huw Cross has offered to try and arrange something for the region. Stand by for more details and please try to support it when 'it' happens. I still have memories of Ann and Karl Khors sitting alone in the pub. And I expect they do too!

### FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

Thank you for your subscription of £7.50 for the year to 31 May 1990. Please remember that we exist to help the historic vehicle movement in UK with problems relating to the use of old vehicles on the public roads. Whilst our main task at the moment seems to be to educate the legislators in the EEC to make them aware of our interests and needs, problems can easily crop up on a more local basis. Please let us know if you come (or have come) across a matter of general concern and of which we may be unaware.

## THE STORY OF A LAND ROVER

I thought that some fellow readers may like to hear of some of our experiences with our Land Rover. We purchased our 1960 Series II short wheel base Land Rover in 1979. It was an odd looking creature, painted blue and white with a tailgate that vaguely resembled a Union Jack. This colour scheme had been used as the Land Rover was a regular exhibit in the Southend Carnival: David soon repainted Landi green and it looked somewhat more respectable. After minor repairs Landi was soon back into shape and we were ready to start our adventures.

My first experience of what was to come was when we attended a bike trial at Danbury in Essex. David decided to test the angle at which a Land Rover could go before tipping over. I can clearly remember the feeling that the ground was decidedly closer to my door than I would have liked it to be. I don't know to this day how we didn't tip onto our roof, but David assures me he had everything under control!

Our first big adventure in Landi was in 1981 when we towed a caravan to Devon and then onto the New Forest. Little did we know what was in store for us! We set out in scorching sunshine and our first problem arose when my legs began to burn because of heat from the exhaust penetrating through the bulkhead. The weather changed and down came the rain. As we drove along the M3 David's windscreen wiper motor gave up and so I took over, leaning across and operating it by hand. As we journeyed on our way towards Devon, Landi overheated and a core plug fell out, causing loss of all water. Luckily we were crawling up a hill at the time and at the top was a large lay-by which we limped into. By now the rain was torrential and David got soaked as he repaired the damage. I did my bit by keeping him supplied with hot sausage sandwiches and cups of coffee. After a few hours we continued on our journey, wondering if this holiday was really such a good idea! We reached our caravan site without further mishap, and the next day started to explore the Devonshire countryside. One day on an outing we were on the road between Lyme Regis and Exeter when the carburetor fell apart. Once again David had to do running repairs and we continued on our way. The weather was still very wet and people began to have problems when their caravans got stuck in the mud. Landi went to the rescue several times, towing caravans out with little effort. People praised her ability, not aware of the problems she had confronted us with over the previous week. The rest of our stay in Devon passed peacefully and we travelled to the New Forest. The bad weather followed us and we arrived at a very wet campsite. One day we were driving along one of those beautiful New Forest roads when we were confronted with a very large puddle. David drove through, confident that Land Rovers were meant for these sort of conditions. We soon learnt otherwise as Landi died instantly, much to our embarrassment. We sat stranded for about half an hour with very red faces as cars such as minis ploughed through the water without so much as a cough. Finally Landi dried out enough for us to continue our journey. The rest of the holiday passed without any further problems and Landi transported us safely back home.

After all her effort Landi was laid to rest for a while until we purchased our house shortly before getting married. It was a very old

1920s house in need of modernisation and with a large overgrown garden. Soon Landi was set to work carting building materials and helping with the garden. We found the simplest way to take down the wall was to drive Landi through it. A little unconventional but very effective and quick. Her next task was to uproot some old privet hedge that was in the way of our intended driveway. With ropes tied to the bumper the hedge came out like a pea out of a pod, and luckily nobody was in the line of fire. We used Landi for numerous jobs whilst renovating the house. All the problems we had with her were forgotten and she was back in our good books.

Our next trip in Landi was to be the most interesting of all. We were invited to go to Eastnor Castle and to take part in the filming of a programme to celebrate Land Rovers new 110. We were really excited and envisaged ourselves becoming television personalities. We accepted the invitation and began smartening up Landi so that she would look her very best. We both managed to book leave from work and we were all set for the experience of a lifetime.

Sadly we never made the trip to Eastnor. The day before we were due to leave we took Landi out for a run and the radiator header tank split. We could not repair the damage and it was impossible to get a new radiator in time. We were both very disappointed and much sadness hung over the Dutton household that weekend. Landi was classed as a dirty word and not to be mentioned under any circumstances. She had let us down when we needed her, and that I have never forgotten. Landi had always been special to me but now my interest had gone.

After that episode Landi was laid to rest in the garden being used for odd jobs. One day when David was moving her the wiring loom burnt out and she turned into a mobile bonfire. Luckily there was not too much damage. For all her wrongs Landi's strength of survival was incredible. She had previously been struck by lightning and thrown six feet across the garden!

Nowadays Landi is still parked in the garden. We are busy building a garage and she is being used to move large obstacles and is excellent at flattening the hardcore. When we demolished our old porch Landi was parked next to the house and we climbed on the bonnet and roof to reach. It was certainly much safer than using a ladder! Landi is also used as a store shed and is full of materials to be used on the garage. She attracts endless attention from passers-by, especially little boys who stare at her in sheer delight. So even Landi is far from being roadworthy she still has her uses.

When the garage is finished David intends to rebuild Landi and assures me that I will regain my old enthusiasm for her. Perhaps then we will start out on new adventures and have more unusual stores to share.

One fact we have learnt from all our experiences is that, Landi is a law unto herself. She will do what she wants to do, when she wants to do it, and she does NOT like water!!

JACKIE DUTTON



## BUYING FOR INVESTMENT.

Is your vehicle actually worth anything?

Almost every day we seem to have junk mail from 'financial consultants' who say they are happy to relieve me of my meagre savings in order to invest them in some new unit trust. What they actually mean is that they hope that I will let them help themselves to my savings, line their own pockets and perhaps even return any remainder to me if they happen to have been more than usually successful. It is very interesting to watch how the aftermath of the stock market crash suddenly became 'the time to invest'; conveniently forgotten was the advice given just before 'there has never been a better time'. I make no pretence to understand the financial markets, but I do believe in making any surplus money (ha!) work and also investing to make financial provision for the future. I also believe that any 'investment' should be in something that you understand and that it should be enjoyable, even fun, yet easy to liquidate into pound notes if necessary. In addition it should give some form of warning before it collapses in price, something at which the financial markets fail dismally.

Investment magazines are full of stories about the huge increase in prices of the more prestige vehicles, but as yet ordinary cars are disregarded. The seventies and early eighties have seen the last era of home maintainable vehicles - the advent of electronics and emission controls will consign the Euro box to the scrap heap when spares are no longer available - generally accepted as 10 years from date of build. Hence the age of the affordable investment vehicle is to some extent over, and with MOT requirements for emission controls, ABS etc the chance of a supply of preservable vehicles dwindles. In short, although we are MASSIVELY endowed, the basic stock of is now in decline. You will not see the result for at least ten years, but it will occur, and when it does, it will be very sudden. To the sceptics, I would simply ask if they ever considered keeping their first Austin Seven, or even an early Mini! Look at the number of classic vehicle publications. The industry is beginning to take off.

If you appreciate older vehicles and you can afford to blow a few hundred quid, AND if you have dry and secure storage, Series Two's are very cheap at present but are beginning to show some signs of increasing in value. Having said that, there are so many about that they will never rival the more exotic machine, but more interesting ones are well worth consideration. Prices of good Series Ones are now rocketing, £1500 being a minimum for a really good vehicle. For specialist machines and one offs, you will soon be looking at five figure sums. Series Two's have not really moved ...yet. They are similar to the three and are unlikely ever to be as valuable as the series one, although surprisingly the value of the forward control is rising substantially, perhaps because there were only a few made and even less survive. However, the 1960's were the era of the specialist vehicle and there were a large number of 'special' Series Two's made. Many of these are now coming out of service and while battered and worn out, these are the vehicles to target while they are still cheap. I don't hold out the chance of a fortune, but for an investment which is FUN and satisfying as well as the base for entertainment, a hobby and a fair chance of capital growth, there can be few better prospects at present.

Prices of Series Two and earlier 2a vehicles have already bottomed out and this is perhaps the time to buy an interesting vehicle for restoration and preservation. I suspect that 'old cars' may well be the next investment fad and some companies are already buying new Ferraris to store for a few years and then sell on at a premium. Land Rovers are not in this category, but if you can double your money in a few years AND have fun then you must be on

to a winner! In addition they are always in demand. As one of the main criteria for this type of investment is usability, then they do qualify; the humble Series 2 has just about everything going for it as a very good investment. Easy to find, available parts, very durable and long lasting. Numbers are limited, but not so low that you can't still get a good one. They are easy to resell and are being broken up all the time, thus making them potentially much rarer. They are also relatively cheap and can be worked if your plan fails! According to most criteria, that has got to make an acceptable investment risk. Buy now while cheap or hang on and see what might have happened; the choice is yours!

Land Rovers have a lot going for them. they can be 'done up' with ease, they are great fun and have tremendous appeal while they are also practical. They are strong and all major components are running gear will be about for decades. Against them, is the problem that there are so many about and the fuel consumption, but the latter can be considered irrelevant for occasional use and the former avoided by buying wisely. Unless you already have storage, then buying for investment is not viable as the increase in value would be eaten away by rent charges and of course insurance. But if you do have the odd barn, you could be on to a winner!

So what to buy? You MUST know what you are doing. Having rebuilt a couple from scratch, I still quake at the thought of offering an opinion on a vehicle offered for sale. There is just so much to go wrong. It is really best to work on the basis that you are buying scrap, and then add on a factor for rarity and appeal. Experience at rebuilding doesn't make a mistake any less likely as a skilled seller can disguise most faults. You have to use gut feeling and hope; and don't put all your savings into any one project just in case it becomes a disaster!

Any vehicle must have appeal or be rare. Look for low or model change chassis numbers, an early model for that year, the first with a certain part fitted or some special accessory. An ex factory demonstrator or a vehicle owned by a famous person is a good bet, but then so is a nice straight vehicle that has low mileage! There is no hard and fast rule; but make certain that the registration number comes with the vehicle and that it is not subject to 'separate treaty'. People who sell numbers from restorable vehicles should be shot. It is important however to ensure that the vehicle is original. No garish extras, no add on wheel arches or electric winch - only accessories fitted at the time or available during the working life of the car. If you can get the original service book and perhaps the original invoice, so much the better. Better again a plaque with the supplier's address. Good interior trim is a great help, as is an original or factory replacement engine and box. Masses of extras mean masses of holes when they are removed - and only that.

If you invest, you seek a long term increase in value. This doesn't mean that you trade, but that you buy with a longer term view. Be prepared to resell, or you will not benefit and have some plan to increase the value. This can be by waiting, letting prices (hopefully) rise, in which case you must consider the opportunity cost of a high interest account and the storage and insurance cost. You can do work to the car and in addition to the above you must look at the cost of parts and the cost of your time (but only if you could make more doing something else). You can also attempt to increase the value by 'marketing' the vehicle; by emphasising certain aspects of it which are sought after - such as historical connections or technical features. The final mix must depend on you. An investment vehicle need not be kept unused, but don't expect to carry building materials, or take the pig to market in the back and retain value.

The reason for an investment is that it will rise in value, and anyone who can afford to buy the vehicle from you for a lot more than you gave will be looking for much more than a basic Land Rover - they will also be looking for satisfaction of owning the thing. Future buyers and enthusiasts will ensure it is looked after, garaged and used as a leisure vehicle or even for film or publicity work. So it must have buyer appeal now, when you buy it - not just what you hope it will have when you come to sell. Do not expect a Land Rover with a low chassis number and a horrendously big and noisy diesel conversion to be worth anything like as much as a straight and original standard model - whatever the original cost of the conversion. It must be 'NICE' or, in some rare cases, so horrendous that it has appeal for being so dreadful (ie diesel forward control or Roadless Traction (sorry Nick!)). An interesting history also helps. The ultimate question is: would someone with more money than you want to buy it? Only you can make that decision - but as one of my old colleagues told me when I first entered the Motor Trade: "You never make a profit when you sell - only when you buy". That is the thing.

When you buy, take cash (ie notes) - a wad of tenners works wonders on price!. Be ready and be prepared to travel and move fast. You must be able to get the vehicle away very fast unless you are gazumped or parts are removed. Being like mecanno, this can and will happen. Anything is fair in the Land Rover game! Land Rover bargains DO come up and as more and more series 2 vehicles meet their end, so the chance is better of finding that elusive investment albeit in need of repair. Forget the dealers. Try scrapyards, classifieds advertisements etc and always ask for the chassis number as that can tell you a lot before you even see the thing. Older garages, especially country ones are a good bet as they usually look after vehicles and are now trading up to Series 4 vehicles. Country estates and public authorities too, although the latter tend to go for auction which can be dicey.

When you come to rebuild, do not expect to charge your time as that is a non starter. Use secondhand parts when suitable and LRPE parts ONLY for all power train and brakes. DO NOT use branded parts on these items. Generally, try to keep the same appearance throughout. For instance, try to keep the exterior in keeping with the age and general condition: if it crossed the Sahara and you intend to keep it in that guise, then don't restore the sun faded paint and pull off the stickers! However if it was once a Royal vehicle, you could be excused removal of the retro fitted bull bars! If you are not going to do a 'showroom' restoration, don't for instance buy a new filler cap which stands out like a sore thumb on a 'weathered' vehicle. The vehicle must remain in keeping with what it is. Have an overall plan for the car and stick to it. There is a difference between genuine original, renovater, restored and concourse. If you have a Land rover which can't go out in the rain, why bother. Andrew Stevens, Newsletter Editor of the Series One Club has the right idea. He has a showroom condition, rare vehicle, which he USES regularly. Far better than rotting under a dust sheet!

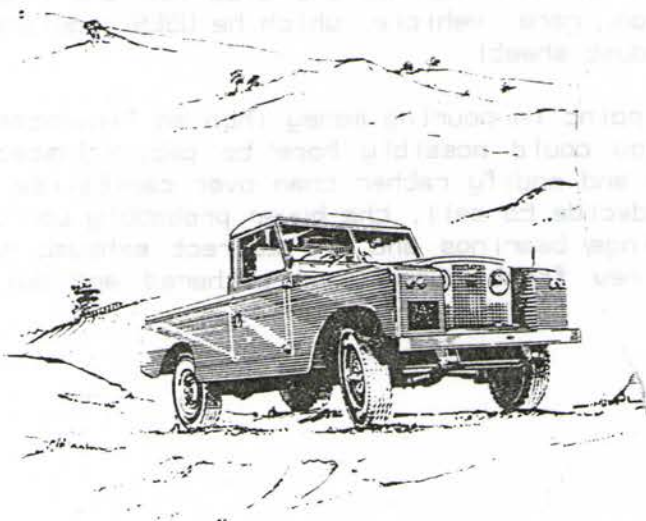
But there is no point in pouring money into an 'investment' so that it owes you more than you could possibly hope to get. Instead, use some common sense and repair and modify rather than over capitalise. At the end of the day, should you decide to sell, the buyer probably won't even notice things like new door hinge bearings and the correct exhaust hangers, but he will notice a shiny new front bumper and wethered and dull body capping and windscreen.!

You should also consider investing in parts. Not massively, but a few quid now will save hundreds in a few years time. Until recently, we have been sent the disposal lists for stock from LRPE and Unipart. This gives a good indication of what parts will no longer be available as factory part numbers. The bin remainders are sold off by tender to dealers for silly money; but in large volume and can not be split. Hence it is impossible for the individual or small club to take advantage. This is the reason for the masses of cheap exhausts, light units, filters etc which suddenly go on offer. Believe me, series 2 and 2a genuine parts are on their way and shortly dealers will not be able to supply. Now is the time to get any special parts unique to the vehicle you wish to rebuild.

As parts are generally still available I think that now is the time to buy complete vehicles and acquire parts for a future rebuild, even if you don't want to make a start for a while. The parts which will soon be unobtainable do not take much room and can be had for a few pounds, particularly from your local breakers yard; it is not economic to buy and store new items. Parts such as early individual wiper motor units, early type water pumps, indicator switches and instrument pannels should be acquired as these are the bits which are going to become impossible to get. Forget saving gearboxes as you can install a later box or engine and improve the vehicle if indeed anyone realises the difference, but without the correct wiper motors or seats your series two just won't look right!! These parts are now going in the breakers scrap bins and you can for instance buy working wiper motors for perhaps five pounds - shortly you will not be able to buy them at all.

So to conclude, the time is possibly here for a little flutter on a Series 2 or 2a. But it depends, like anything else, on what you buy. It must be a wise purchase, and something that will increase in value; that basically means that someone will be prepared to pay more money for it than you gave. How you achieve that is up to you. The future buyer will NOT be looking for a bargain, but for an investment, so don't buy something just because it is cheap; it MUST be original or originally modified, or famous, or special.

In short, it must have buyer appeal. The potential for getting ripped off is there as always, but then the stock market is just that and people still hurl their money into thin air. At least with a vehicle you can give the tyres a damn good kick and get a sore toe. Telecom won't like it if you kick the phone; and assualting your financial broker is not recommended, whatever the temptation.



## BULKHEAD TEMPLATE

For those of you who are contemplating repair to sills, and who wish to use the template for bulkhead repair, please remember that the position and length of the sill is vital and that a weld on plate will push the sill backwards and foul mounting points and body bolts. YOU MUST contrive to remove an equal amount of material from the sill channel as you have added to the bulkhead and any repairs to the channel itself. Otherwise it won't fit! The simple way is to hack saw off the front face, which will be rotten anyway, and reposition a new piece of strip steel 1/8" further back. Otherwise you will NOT get the floor to line up with anything and the knock on effect is alarming. This may be confusing, but if you do the job it should make sense. The only difficulty is refitting the channel/bulkhead bolts. Drill through the bulkhead plates, but even this has it's problems fitting the nuts!

## AN ALTERNATIVE WAY TO WIRE AN ALTERNATOR

I am trying to restore XHR to something approaching original looks, but with a few customised modifications to improve drivability, such as seat belts, latest series 3 spec brakes, alternator, spin on filter etc. My previous conversion did away with the voltage control box, but as I'm now going back to basics and have just purchased a custom made wiring loom, this seemed to be the moment to replace the control box as the engine compartment looks very bare without it.

However, voltage regulator and alternator do not mix. The answer is simple, rather than cross wire the loom with lots of horrible connectors, strip out the guts of the box and rewire internally. Then everthing looks original and the alternator works as well! It also provides a handy little box for storing non metallic bits and pieces.

Actually the conversion is quite simple; but you will need a very powerful blowlamp type soldering iron as some of the terminals in the rear of the box are big and need plenty of heat to solder.

Proceed as follows: ( This article does assume a reasonable familiarity with wiring and electrics and some of the basic common sense points have been left out. If in doubt, DON'T!) Find and install your alternator having first converted to negative earth. Use the correct bracket, NOT a bodge. I do NOT recommend more than a 17 ACR on standard wiring as the loom can not take very high currents. Disconnect the battery.

Remove the complete box and note the cable positions. Remove the control mechanism by cutting the metal conductors, leaving a good length of metal strip so that they can be bent and joined together. There are quite a few bits and pieces holding the coils in place, so don't just rip it out or you will do damage to the casing - the control system is wrecked by now anyway!!

Bend the connector strips from A and A1 and solder together. This must be a really solid joint. Find a thick length of cable, capable of taking at least 40 amps ( two lengths of horn cable would do) and

connect to terminal D. Then solder the other end to the A/A1 combination so that all three are very firmly connected. Make absolutely certain that there are no protrusions which might short on the mounting plate and that there is a good clearance to the other terminals - no dry joints or lumpy soldering - if these joints fail you will have real problems and very likely a wiring fire! You have now linked the alternator output to the battery and vehicle systems.

Re install the box and connect up the wires as before. EXCEPT: identify the thinner yellow wire on terminal D. This is the 'no charge light' wire from the dash board. Remove it from D and re-connect it on F so that there are two wires on this terminal and one only on D. The warning light is now linked to the alternator.

The alternator can now be connected, the large connector (the old power connector) onto either of the large output spades and the small connector (the old field wire) to the single small spade. All connections must be properly made, not twisted wire or scotchlocks - if one fails there could be a fire or a blown alternator.

CAUTIOUSLY reconnect the battery and if you and I have got it right, you should have a charge light which comes on with the ignition and goes out when you rev slightly...and just watch those amps flood into the battery! If you've got it wrong, or more worrying for me, if I've got it wrong, please refer to the disclaimer at the front!

#### MORE ON STEERING ARMS!

All sorted out at no cost and a new arm. When LRPE do get going they move swiftly, and courtesy of the Quality Control Manager the new arm arrived within 36 hours of his hearing of the problem. It is working well. I must say that the little touch of personal delivery did a great deal to ease the situation. There is nothing worse than an enthusiast who is aggrieved as he feels betrayed. That was nicely overcome by the chap who arrived and talked Rovers for 10 minutes and had a grovel under the front end to see the trouble. The new arm fits and there has been no further trouble in 10,000 miles. Thank you LRPE and Jim Bacon.

#### LRPE

A quick plug for LRPE, but really a bit more too. It is NOT worth while trying to save money on Series 2 parts from a cheap source. I was once palmed off with an unbranded master cylinder from a small dealer near Bristol - full retail price - and not even a makers name on the box although he looked up the price in the official price list and made it look as if it was the real thing until I had paid. No receipt, so no guarantee. LRPE can get any fast moving part to you in 24 hours and you know that it is correct and that it will fit. There is good warranty backup and you are assured of the quality (usually). If something does go wrong, you can at least hammer away at the Manager of the outlet rather than chasing some greasy job round the yard avoiding the equally greasy alsatian. I have spent a lot of money on LRPE parts and I don't regret it.

However this can not always be said for body parts. LRPE tailgates are almost £200 from the main dealer and less than half for a pattern! However, for safety related items and moving parts, buy the real thing. Most authorised dealers will give you trade discount when they know you and the longer working life and peace of mind is worth any small cost differential.

#### GENERAL INFORMATION

##### THE NORTHERN CLASSIC CAR SHOW

G-mex, Greater Manchester Exhibition Centre, on 27th-28th August 1989, Sunday and Bank Holiday Monday. The show is once again sponsored by Practical Classics and Car Restorer who also will be attending the show. The opening hours will be 10 a.m.-6 p.m. each day, with an auction being held on Monday by Classic Motor Auctions at 1 p.m. Entry at the door is £4.00 per Adult and £2.00 for OAPs and Children.

Seems a lot of money. Can't say if it's worth it as I never get the time to go to these shows! RF

##### TOP FARM

9th and 10th September. The best in the North. Top Farm Agricultural Museum, Wakefield. Details from Sue Whiteley. Tel 0484 603564 Camping £8. 'Supper Dance'. A very good show.

##### BRIGHTON CLASSIC SHOW

23rd and 24th September Metropole Hotel, Brighton.

##### WYE 'n WELSH ROC

The Baskerville challenge is to be held at Clyro Court, Hay on Wye on August 25 to 28th. We have a couple of members who are also in the W & W and we have been warmly invited. The Club is a VERY friendly one and if you want to go I have a number of forms. The Morgans will be there and will act as hosts to any of our members who want introductions. Sounds great fun from what I have heard about previous events.

##### MAJORS TRIAL '89

6th October to 8th October. Midland ROC. At Eastnor Castle, Ledbury. Trial starts on Saturday and there is fun all the weekend. Comp Safari on the Sunday. Enquiries tel 021 705 5058  
Camping in Eastnor Deer Park.

##### OIL PAINTING

Not what you find your daughter has done on the side of the garage! Chris Dobson will paint your vehicle in oils. Looks quite a good artist! He can cheat and put the vehicle in the setting of your choice and can work from photographs! Tel. 0782 214178

##### 'YOUR CLASSIC' MAGAZINE

Stable mate to Restoring Classic Cars, which is getting better by the issue! We have only seen the pre release, but it should be excellent. Forget your Rolls Royces and Ferraris, this one is down to earth and deals with Minis, Fords and the stuff that we can afford. I only have

one niggle. The pre issue has 'your guide to the 100 best classic car buys'. You know what's coming next. Where the Hell is the Land Rover. The Series 1 and Series 2 have got to come near the top; yet oh dear they've been forgotten. Slapped wrist indeed. On sale August 23rd and the best of luck to them. Buy a copy and see for yourself.

#### 'FOUR WHEEL DRIVE AND THE LAND ROVER'

A paperback from the Shire Album collection. The sort of little book you can buy at the museum.. A nice picture of Andrew Stevens, the Editor of the Series 1 Club on the cover, driving 'Tommy' TMY 157. Not actually much on Rovers, but a brief history of 4x4. A stocking filler with some interesting photographs. Good value at under £2 and a must for the pic on the Cover. (Grovel grovel).

#### REPLACEMENT PANNELS

Having read the bit about LRPE, now read this! Saltofix Ltd in Oswestry do a good range of copy pannels for the Series 2. David Dutton is investigating and I have a tailgate on order. We will see if they are any good and if they are will try to sort out some 'Club' prices. Their phone number is 0691 655300. Ask for Mr Nash and tell him you are from the Club. They say they offer 20% discount to members which is quite a decent percentage!

#### REBUILT DISTRIBUTORS

Enclosed is a leaflet from Data Components. We have no connection and the Company is not known to us, but the offer seems to be genuine and having just paid through the nose to have my 'strib sorted out the price looks good!

#### FROM THE SECRETARY

Much left out until next time, so don't think that your article isn't going to be used; it is! Actually we could do with some more, but during the heatwave I guess no one has wanted to write anything. The new office is up and running, but the temperature under the flat roof has been over 100oF and I have done the absolute minimum of Club work. Things have been very quiet since June, with a fall in enquiries and only a trickle of new members. However, this is usual and we should begin to get more active as the Autumn approaches.

I have been a bit concerned about the lack of interest in our 'events'..I have some people asking why we don't do things, and yet no one arrives when we do. I hope that between them Peter Lamb, Huw Cross and the indefatigable Dutton Duo can go to a few shows, organise the odd pub meet and begin to spread the word that we exist. However, that takes some organisation and quite a lot of time and the response to date has been so bad that I am reluctant to encourage for fear of another disaster. Our BBQ acheived a total of four families. We had a super time and ate ourselves silly, but with a club of over 130 and a large number in the South West, I was secretly very disapointed with the turn out. Niki Simpson was the only person to go to the Broomby Hill engines with Frank.



It will be a pity if the Club is only the Newsletter. I would really appreciate some letters about this as I don't know what is being done wrong - it's your Club, so it is up to you to tell me - otherwise I can only guess!

The problem is that without regular meetings, we can't get past the present stage of doing everything by post. If we could get say 10 members in one spot, we might manage to arrange a stand at one of the classic car shows or go to the 4x4 show with a marquee and Club Stand. A treasure hunt would be fun, but not for two vehicles. The next stage for the 'corporate plan' for the Club is to go for growth. I hope the teething troubles are behind us and we are now fully paying our way with no subsidies. Admittedly much is done 'at cost' but then it is in all Clubs. We are now in a position for a membership drive which I hope to start by sending out windscreen leaflets. I hope that if we can double our membership, we may more than double the number of active members - and that in turn will increase members. The Series 1 Club have well over 1000 people and while we are much younger and the vehicle not yet as rare, it is time we began to chase them!

'Growth' means a LOT more publicity and advertising, and much of that must come from a good public relations drive. This is best achieved at car shows, 4x4 meetings and even the local church fete. We can soon produce publicity material for anyone who wants to go and put their vehicle out for all to see, but unless we can get some grass roots interest, we can't go any further.

So have a think about what YOU want from the Club - are you getting it - if not why not? Then have a moan and let us know. On the other hand if it is about right, tell us so that we stop this silly business of trying to hold meetings!

Changing tack slightly, Jerry and I have proposed that the Club becomes a limited company. There is general agreement on this and we have put the matter in hand. There will be no change as far as members are concerned and we are building in certain safeguards to protect the Club and its interests. We propose to include a motion at the AGM that the Club be taken over by the Company. If agreed the style of 'management' will not alter and the Club will not make a profit or pay salaries. We are arranging for a 'kick out clause' to be inserted so that members at an AGM or EGM can call for complete divorce from the Company.

I have had NO TAKERS for the post of Editor which is very worrying. Either I am doing such a good job that no one wishes to challenge me or no one reads the Newsletter, which I suspect is the case. I am going to have to cut the size of the Newsletter very substantially if I don't get an offer of editorial help NOW. I have just too much to do and want to get back 'on the tools' again. I have just finished XHR and really enjoyed doing it - belting hell out of a chassis is good recreation after a day in the office. So PLEASE can someone offer to help me out - even doing part of the Newsletter would help.

Moving on to less heavy matters, our house at Brockley is beginning to be a sort of informal Club House. We try to keep a very low profile as we are not keen on callers we don't know. In the early days we had

a lot of complete strangers who turned up wanting parts and technical spec, promised to join and never did so. The Club is just that, a CLUB ; not a business, and we don't have any stock or spares and don't intend to start. We are an ordinary private house! However, Club members are more than welcome to pay a social call for a natter and a coffee on Saturday mornings. At other times strictly by prior arrangement! There is usually something interesting going on, so be prepared to help with brakes or painting or printing the Newsletter - I'm always on the lookout for victims!

Visitors to Brockley this Summer have included Nick Pitaluga and Tord Erricsson. Nick has been mentioned earlier; we had a long natter and I learned a lot about Forward Controls and what can be done with penguins. Tord took a long time to find us, was 'buzzed' by Gill in the Range Rover trying to see who had a Club sticker, he finally made it, arriving seconds after we had recaptured a wayward Forward Control which made an unattended bid for freedom across the garden. If we had been forewarned we would have given him a slightly better reception, but minds were on other things, namely a jammed clutch. I think he thought we were round the twist - yours truly, Jerry Bright and a local garage proprietor doing a war dance around a derelict FC with an inbuilt desire for self destruction. Anyway he stayed a while, watched our futile attempts to start the thing before it passed on it's way to pastures new - and finally he headed North aiming for the Scottish Isles. The price of Land Rover Parts in Sweeden seems terrifying, and Tord was directed to Craddocks to stock up on consumables. His schedule put him in Cannock late on Saturday and I hope he made it in time. The seats in his vehicle were to say the least worn; the driver's side had a large coil spring protruding and was covered with a blanket. It brought tears to the eyes, particularly mine (!). Tord is a real character and it was very nice to meet him and his hammerite gold LWB. I was only sorry that we could not make him more welcome on that particular day.

David Ashley Hall has a claim to fame. April's Caravan Magazine has a write up on a site at St David's in Dyfed. He has half a page to his credit and a picture of his two tone Land Rover and matching caravan, complete with flags.

The Club Shop. Well we got that bit right! THANK YOU VERY MUCH INDEED. David and Jackie have been absolutely inundated with orders. They have sold out of most models, all stickers, nearly all T shirts, posters and almost everything else. The postman nearly threw a wobbly with the amount of mail. David and Jackie are delighted at the response and we can only thank you for your generosity and support. They put quite a bit of their own money into the Club as a float and it was nice to see it pay off so quickly. They have turned over £400, £90 of that over the BBQ weekend. This is about a third of the total Club turnover for last year. I appreciate that orders will now fall off as people have got what they want, but do remember that the Shop is running. There are some more of the special collectors models introduced. A fire engine and a police vehicle. A GPO van will be available soon. These early models, if kept in boxes and pristine condition should be quite valuable in years to come. I understand that we ran the importer out of the original Series 2 model and he couldn't understand the demand.

We were slightly surprised to see LRO Model Shop selling the model cheaply as there is a resale price agreement. Someone in the trade also found out about this and we understand that 'things' were done to stop it. It is unfortunate that LRO decided to start selling models within weeks of our shop, but that is life!!

We are organising another stock list to be circulated shortly. This Newsletter has become too big for any more, and we will send it off as a separate item in the near future. However, if you want any T shirts, get them NOW. They may turn into a very limited edition and we might have to change the design. It has all the different Series 2's on it, taken from the salesman's manual. Good advertising for Land Rover too!

Finally and I think that I have mentioned it before. If you buy a stainless steel exhaust, check the type number of the steel used. '430' is USELESS as it rusts in salt water (ie road grit) and 304 is only just acceptable although it is the major material used. The good ones use 316 which is not that much more expensive, but is almost indestructible.

All the best for the end of the Summer (or Winter if you insist on living in the Falklands). Please can we have some more letters and feed back and above all a new Editor!

#### CLASSIFIEDS

##### CHEAP, NEW CYLINDER HEADS - A BARGAIN!!!!!!

Well done with the club efforts, good to see! I am writing to the home address as you have not published Ross' new office address and telephone number (the garden shed). Enough Tom Foolery but we find ourselves with eight early 2.25 petrol heads, part number 279573 which we could offer through yourselves to Series Two Club members at a silly price of £75.00 plus VAT.

SPARES MANAGER - JOHN CRADDOCK L/R'S  
Bridgetown, Cannock

[The company are members of the Club - the only ones to support us].

OIL COOLER KIT. Complete and Boxed. The whole lot and ready to fit with temp gauge etc. Part no 90608466 £75.00 ono. tel 01 226 6454

Diff for series 2. Several! Shelf collapsing under the weight. £30.00 (No offers). Rare forward control rear body. Floor shot but frame good. Would restore easily. Shortly to be removed from scrapped vehicle. Best offer. Buyer collects but can deliver in Bristol area if arm twisted. Ross 027583 3772.

FREE TYRES!!! yes, but just illegal...Ok for off road use (not green laning). Just the thing for pottering about the farm. You must collect. Roger Bass Land Rovers. Essex. 04028 372

3/4 swb tilt. Green., heavy duty. Good condition. £45  
1293 'A' series engine - fully rebuilt to cooper S spec. Unrun! £450  
Midget gearbox £60 Midget engine for rebuild £15 David Dutton.

P.02

066334232

F.01

26-JUL-89 WED 16:01

26-JUL

TRANSACTION REPORT

RX TIME

PAGES

NOTE

SENDER

1'25"

2

OK

DATE START

26-JUL 16:00

066334232

Thorneycroft Farm,  
Kettleshulme,  
STOCKPORT,  
Cheshire,  
SK12 7RG

25/7/89

Dear Ross,

Firstly, an apology for not having written for such a long time. Now I have finally got my A-Levels out of the way, I should have more time to keep in touch and let you know what I'm getting up to.

For the summer break I am working in Rhyl, on the fair, organising the children's 4 wheel motor-bikes. They are only little Suzuki 50cc Quads, but when unrestricted, they go quite well. The man who owns the bikes is also an agent for Crayfords Argocats, the eight wheeled skid-steer amphibious vehicles, and part of the work I do for him is to drive all over the country with another lad, Craig, and demonstrate these machines to various companies as well as private buyers. I also have free use of them in my spare time when I'm over in Wales.

I found a cracking Series 2 last week, which I was going to swap for my VW Polo, but I had a blow out in my car on Saturday night and ended up in a ditch, the car suffering severe damage to the steering and suspension. Luckily, I was uninjured (some people have said unluckily !!!), but I think that changing the car for a LandRover is out of the question, for a few months at least.

I hope you are impressed with the quality of this letter (the physical quality, not the contents). It has been printed out on a high quality Cannon laser printer.

The offer of a pub meet with any club members in the north is still open, anywhere from Liverpool to Barnsley is easily accessible. The response from my last offer was astounding. The amount of 'phone calls that just didn't come was stunning. **NOBODY REPLIED.** I can't believe that there is no-one else who, like me, can't make it to many, if any, of the Bristol and area club meets and would like to meet some of their fellow enthusiasts. My telephone number has now changed to (0663) 734232. I'll wait and see what the response is this time!

I don't know when I will next be in your area, Ross, but when I am, I'll give you a call....it's my shout for the chips this time!

Anyway, it is time for me to go and feed the animals, so I must close.

With my best wishes,

*Wheeler*

PLEASE NOTE

SERIES 2 BULKHEAD REPAIR.

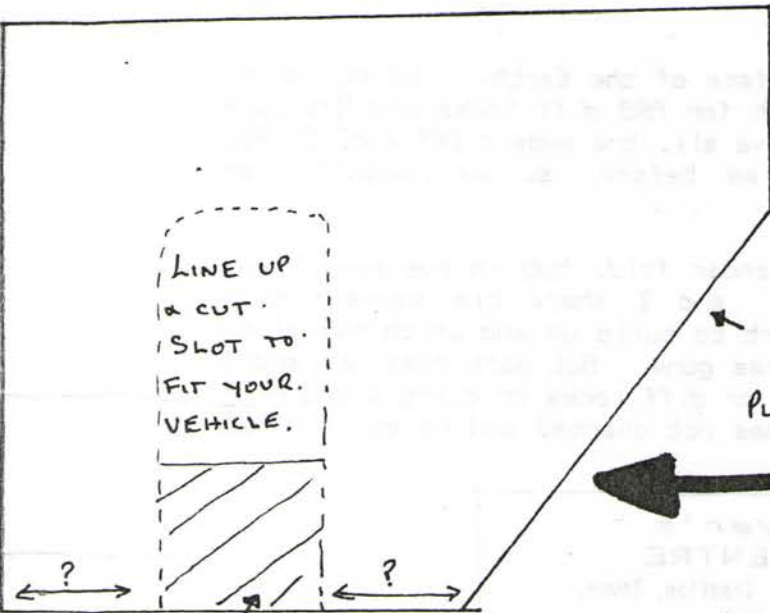
TEMPLATE FOR  
BULKHEAD / MOUNTING

THIS SECTION IS PRONE TO

RUST & NOT GENERALLY AVAILABLE.

IT DOES HOWEVER HOLD BULKHEAD TO CHASSIS!

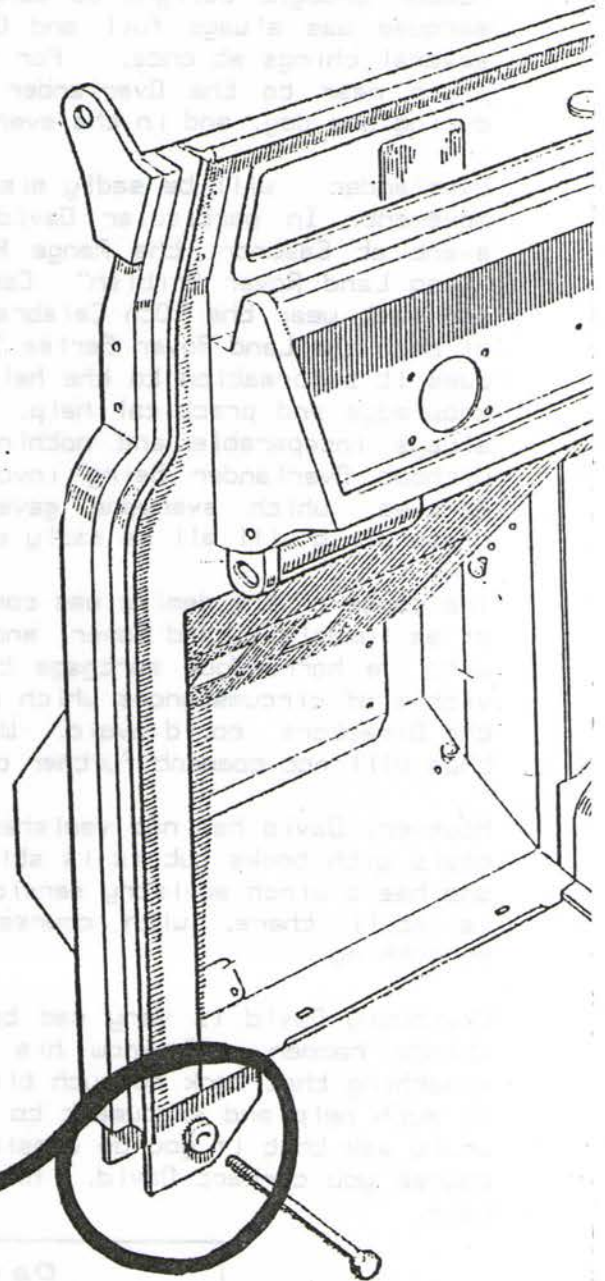
DO NOT WELD NUT & BOLT  
TO PLATE! REMOVE BEFORE WELDING!



OFFER UP TO  
DETERMINE  
POSITION OF  
SLOT.

CUT OUT THIS PART  
& WELD BACK TO MAINTAIN  
STRENGTH. AFTER 'TACKING'  
PLATE INTO POSITION.

- SLOT NOT IN EXACT POSITION -  
DETERMINE THIS BY OFFERING UP.



REPLATE TOP & OUTER  
EDGE WITH 1/8" STRIP.

WELDS MUST BE SEAMED.  
NOT STITCH: \* SOLID.

## FROM THE ASHES

It is with the greatest sadness that we have to tell you that Overlander has ceased to trade.

David Bowyer and Overlander have been a focal point of many National Rallies and trade shows and his mass of books and 'goodies' were a constant source of entertainment. I think that everyone who is involved with the Club movement has been asked to 'mind the shop' while David had a wander round or made a dash to the food stall. His style of business and good humour brought delight to many, and hilarity to those that knew him. The marquee was always full and David in a state of mild panic trying to do several things at once. For many, going to an event was made by a camping pitch near to the Overlander stall, which was the focus of social life during the day, and in the evenings the sampling of fine wines and spirits.

Overlander will be sadly missed. The Company did much for the Land Rover movement. In particular David instigated the Land Rover 35th Anniversary event at Eastnor, the Range Rover 15th anniversary event in Cornwall, the "Keep Land Rover British" Campaign gathering at Battersea Park in London and last year the 40th Celebrations in Wales. He is also a founder member of both the Land Rover Series 1 Club and the Range Rover Register; this Club owes it's formation to the help David gave us and he was always a fount of knowledge and practical help. The Company and the 'Off Road' scene were always inseparable and nothing could be done in the 4x4 leisure market without Overlander being involved at some point. The Caravan and huge marquee, which everyone gave a hand to control during erection and dismantling will all be sadly missed.

The cause of the demise was commercial; Overlander traded in what many think of as luxuries; Land Rover and off road kit for a hobby are soon forgotten with a horrendous mortgage to pay - unfortunately Overlander has been a victim of circumstances which no strategy or amount of personal effort from the Directors could avoid. We do not involve politics in these pages and thus will not comment further on the cause.

However, David has not vanished from the face of the Earth. He no longer deals with books but is still the agent for ARB diff locks and Roo Bars and has a winch advisory service. But above all, the superb OFF ROAD COURSE is still there, with courses running as before, so we haven't lost everything.

Obviously David is very sad to see Overlander fold, but in business these things happen. I know him personally and I share his sadness that something that took so much time and effort to build up and which has given so much help and enjoyment to thousands has gone. But part remains, and I would ask that if you do consider a winch or diff locks or doing a training course you contact David. His training has not changed and is still first rate.

**David Bowyer's  
OFF ROAD CENTRE**  
East Foldhay, Zeal Monachorum, Crediton, Devon,  
tel Bow (03633) 666

ARB DIFF LOCKS  
WINCH ADVISORY, SALES AND FITTING SERVICE  
WINCHING ACCESSORIES  
AND THE WORLD FAMOUS  
OFF ROAD TRAINING COURSE

SERIES  TWO  
CLUB

Ross Floyd, Secretary,  
Brockley, August 1989

ends.

# SERIES



# TWO

# CLUB

## THE CLUB SHOP.

We will be taking the Club Shop to the New Forest so that members can make their purchases. This week we have purchased a lot of new stock and we now have some different models for sale. We will be sending out a new stock list in the near future.

## T-SHIRTS.

These are now in stock and available at £6.00 including post and packing. The T-shirts are white with green print. They have the club logo on them and several Land Rover prints on the main body of the shirt. They do come rather expensive as we are a small club and therefore can only afford to order a small amount. They are, however very smart and the general opinion amongst those who have purchased one is that they are well worth the money. Please also remember that by wearing one of our t-shirts you will be helping to promote the club, so come on let's have those orders rolling in!

## VITESSE COLLECTORS MODEL.

We have had numerous orders for these models and have had to place another order with the importer. The order was placed several weeks ago and we are hoping to receive the goods at any time. We know that several members have been waiting a long time for their models and apologise for the delay in despatch, but we hope that you can appreciate the situation. Please be assured that all models will be despatched as soon as possible.

We would like to thank all those members who have supported the club shop. We have had several letters of encouragement from members wishing us well with our taking on the shop which has been nice. Most members seem to have been pleased with their purchases. We have had a few members question the price of the Vitesse model for sale at £10. We know that these WERE for sale through LRO at £8.00, but we understand that these were not obtained through the only official importer of these models. I hope this answers the question for those concerned. We will continue to try and sell all goods at the best possible prices.

We wish members HAPPY SHOPPING.

DAVID & JACKIE DOTTON

# SERIES



# TWO

# CLUB

## BEAULIEU INTERNATIONAL AUTOJUMBLE.

The autojumble takes place on 9th and 10th September 1989. This is an outstanding event with over 1500 stalls selling everything connected with motoring and motorcycling. There will be over 100 cars for sale in the Automart. Admission includes entry to the National Motor Museum, Beaulieu Abbey, Palace House and Gardens, so there is something for all the family. Reduced two day tickets are available. We attended the event two years ago, and David had to go back on the second day because he had not seen everything!

We will be attending the event again this year and will be camping at Hollands Wood Forestry Commission Site within easy reach of the autojumble. Details of the Campsite are given below for those members who wish to join us. It would be nice to have a gathering of club members together. For those members not intending to camp, please be warned that Bed and Breakfast is very difficult to find and if required will need to be booked in advance. Two years ago we ended up sleeping in the car as the only accommodation available cost £50 each a night!

## HOLLANDS WOOD CAMPSITE.

The site has 600 pitches on a spacious level site in oak woodland. There are areas for motor caravans and tents. Shops, trains and buses are all within easy reach in Brockenhurst village. The site has facilities as listed below.

- Toilet block.
- Hot and cold water.
- Showers.
- Laundrette.
- Razor points.
- Payphones.
- Waste disposal.
- Camping gas.
- Facilities for the disabled.
- Tourist information.

There are no electric hook ups at this site. Dogs are allowed on the site. They are not allowed in the washrooms or toilets, and must not foul the campsite. Whilst on site all dogs must be secured on a lead not longer than ten feet. The warden is authorised to require any owner to leave the site if the dog is causing a nuisance.

The campsite is situated on the A337 just outside Brockenhurst. Charges are £4.60 per night for a car and caravan, or tent. We look forward to meeting some more members and wish you all a very enjoyable stay in the New Forest.



ADDENDUM TO AUGUST 1989 NEWSLETTER.

1) It is a condition of our insurance policy that if any vehicle is exhibited for static display as a member or associate of the Club, the driver or exhibitor MUST ensure that the vehicle is immobilised by means additional to the ignition switch (ie handbrake lock or power line off the coil). This is therefore a condition of exhibiting a vehicle as a 'member' of the Club. If you exhibit as an individual, not associated with the Club, you can of course do as you like, but please remove the sticker and/or badge! Sorry, but that is what the insurance company say!

2) The Beaulieu weekend is an informal event which is not an official Club event. There are reasons for this which we will explain at a later date. Hence although the information is contained in the Newsletter and is on headed paper, it is an INFORMAL gathering and will not be run by the Club although of course Club members will attend. Persons attending do so as individuals, not as a member of the Club as we have not arranged anything with the Campsite or the Auto Jumble organisers. Having said all that ..... see you there!

3) Sorry about page one! Our new copier has a reverse image system and it caught me out - not discovered until we collated it!

4) We are shortly to hold a general meeting at Brockley to form the Club as a limited Company. The meeting will be in late September and we would ask that as many people as possible attend. This meeting will be absolutely vital to the operation of the Club and MUST have an quorum if the entire thing is not to collapse about our ears.

*Details to follow*

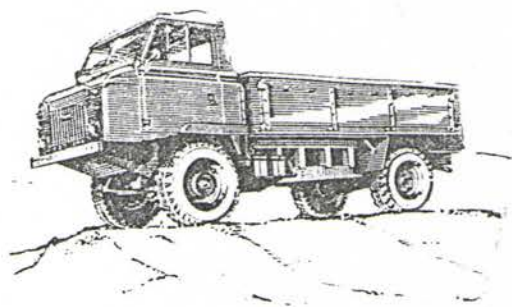
5) Quotes of the month:

Jerry on the Newsletter when the collator fouls up for the umpteenth time: "If this was central Poland and we were producing a subversive magazine I could understand it"

Ross on discovering the cooling fan on a forward control: "It's like a bad dream - you recognise everything but it's not in the right place!"

Jerry on trying to lift the cab of a forward control without waiting for help: "It's grossly over engineered but it's a real tool"

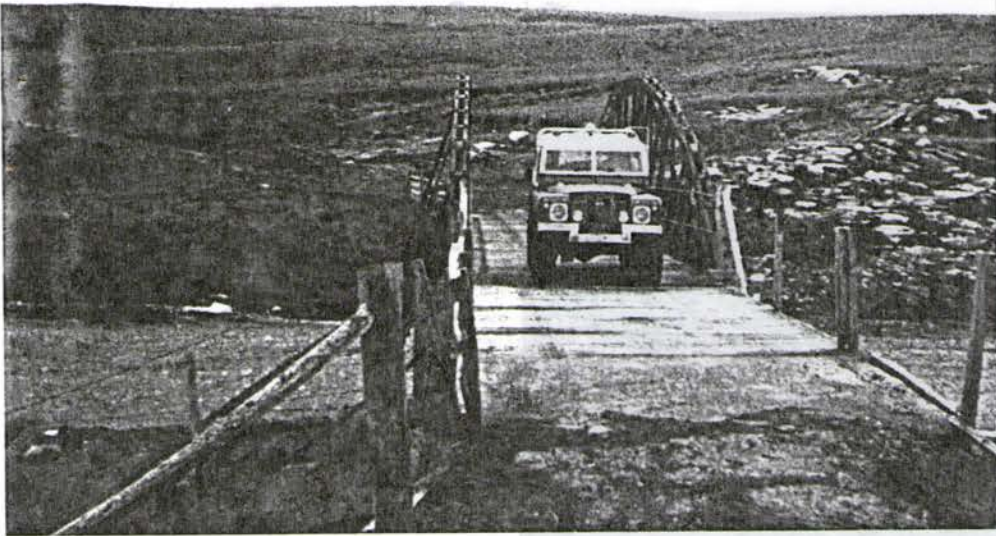
Gill: "If you lot don't come up NOW dinner's going in the bin"



## THE "STUMP",

ON THE MALO  
RIVER BRIDGE  
MARCH 1989,

( '62 IIA CUSTOM  
HARDTOP ).



EW ROUTE TO PORT STANLEY.

BROKEN HALFSHAFT,  
MALO HILLS MARCH '89

USUAL KIT INCLUDES:-

SPADE

HI-LIFT JACK

4 OR 5 HARRIER STRIP PLATES

GOOD SELECTION OF TOOLS

(INCLUDING SOCKET SET)

PLASTIC ICE CREAM TUB

1/2 gal capacity (will  
hold water, oil, nuts etc  
when necessary.)

Belts, hoses as usual  
on off road run.

2 rear half shafts,

Snatch rope

1 cs. Carlsberg Lager

Half dozen Maws Bars.





LESSON No. 1. in  
Recovery Techniques,  
Make sure the other  
guy knows what the  
hand signals mean.  
The original bogging  
was not so serious  
but the towing  
vehicle didnt stop  
afterwards.

PORTAKABIN HAULAGE  
MAY 1988.



CUTHBERTSON 88"  
TRACK SET, VIEWED  
IN DARLINGTON, 1986,



HOLDEN 186-S POWERED  
86" IN CANTERBURY,  
NEW ZEALAND, THIS WAS  
LETHAL & HAD A 0-60  
TIME OF 8.2 IN THE  
STANDING QUARTER.

IIB F/C  
WITH B-N 2  
ISLANDER  
GIBRALTAR STATION  
JANUARY '89.

(TWIN 900 x 16's  
ON REAR, 11.5 x 15!  
ON FRONT, REAR  
BOX MOVED BACK.)





109" 1-TON  
SIIA SAFARI  
(rare beast)  
Owned By  
TEAL INLET LTD

KURT WHITNEY'S  
DIESEL 127" on  
11.5" PADDLES,



TWO RARE MODELS;  
ROADNESS TRACTION 109"  
(FOREST ROVER)  
109" 1-TON SAFARI (IN  
ORIGINAL PAINT TRIM)



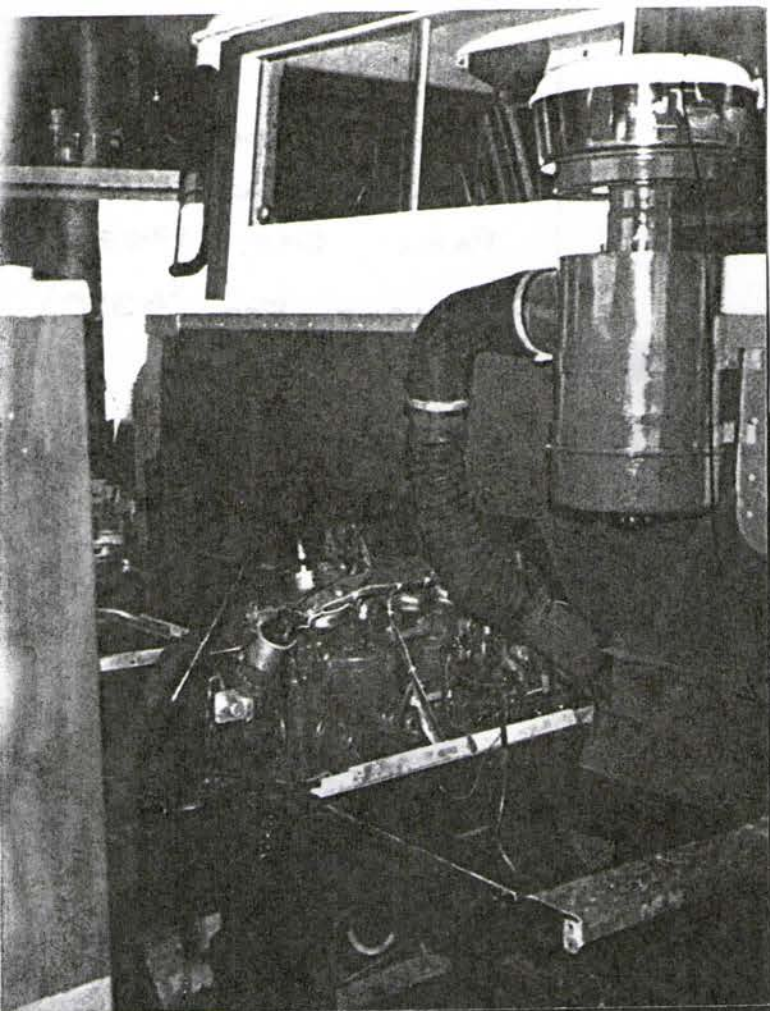


110" IIB HCB Angus  
Foam tender in the  
"Gordon Lines" cast  
Park Oct. 1986,  
(Bought for £350)

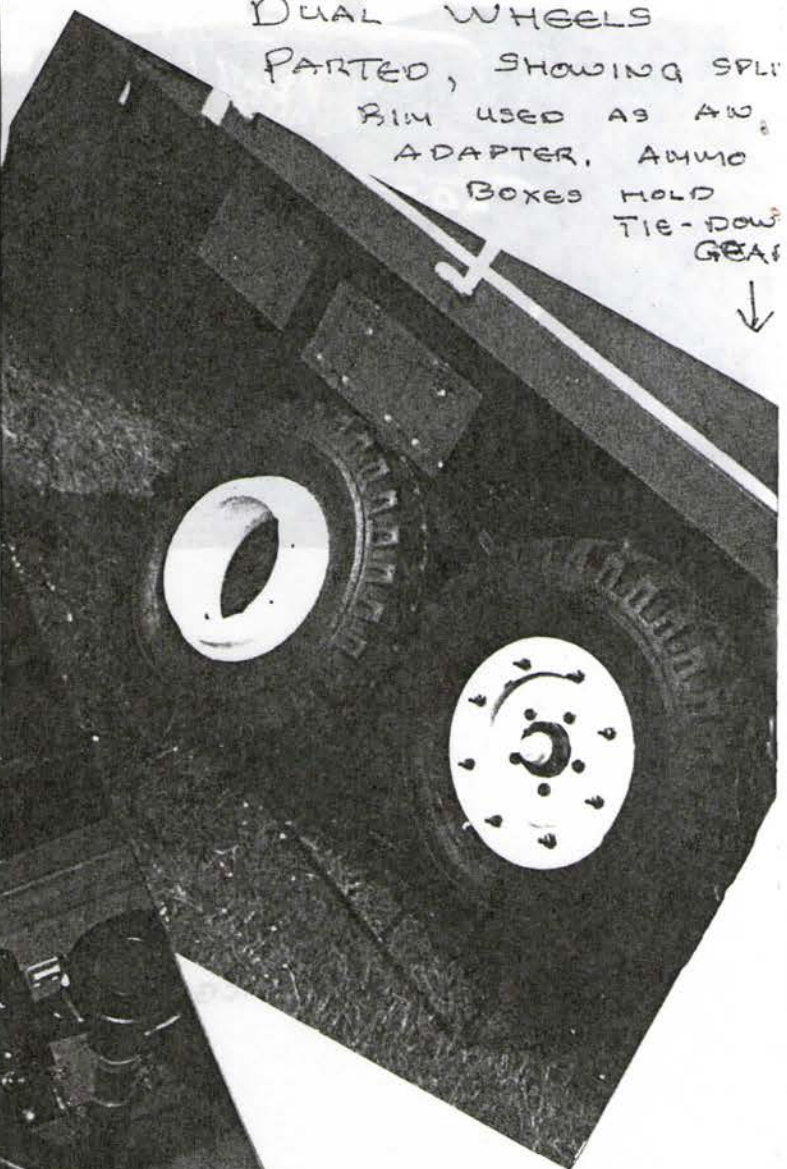
109" IIA, ex -  
- BRITISH ANTARCTIC  
SURVEY & JOHN  
ROWLANDS CONTRACTORS  
(STRIPPED IN 1987  
TO PROVIDE BODY  
FOR HCB CHASSIS).



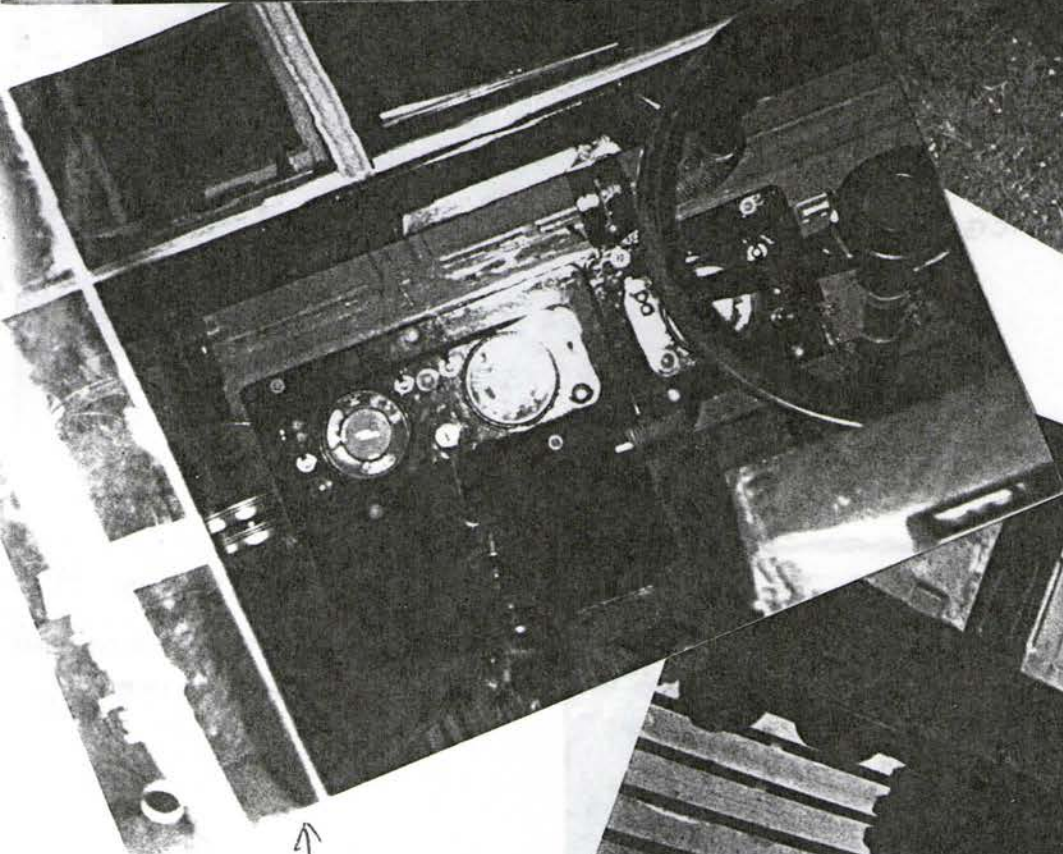
SEMI - STRIPPED HCB  
EW ROUTE TO GIBRALTAR  
STATION, (MARCH 1987,)



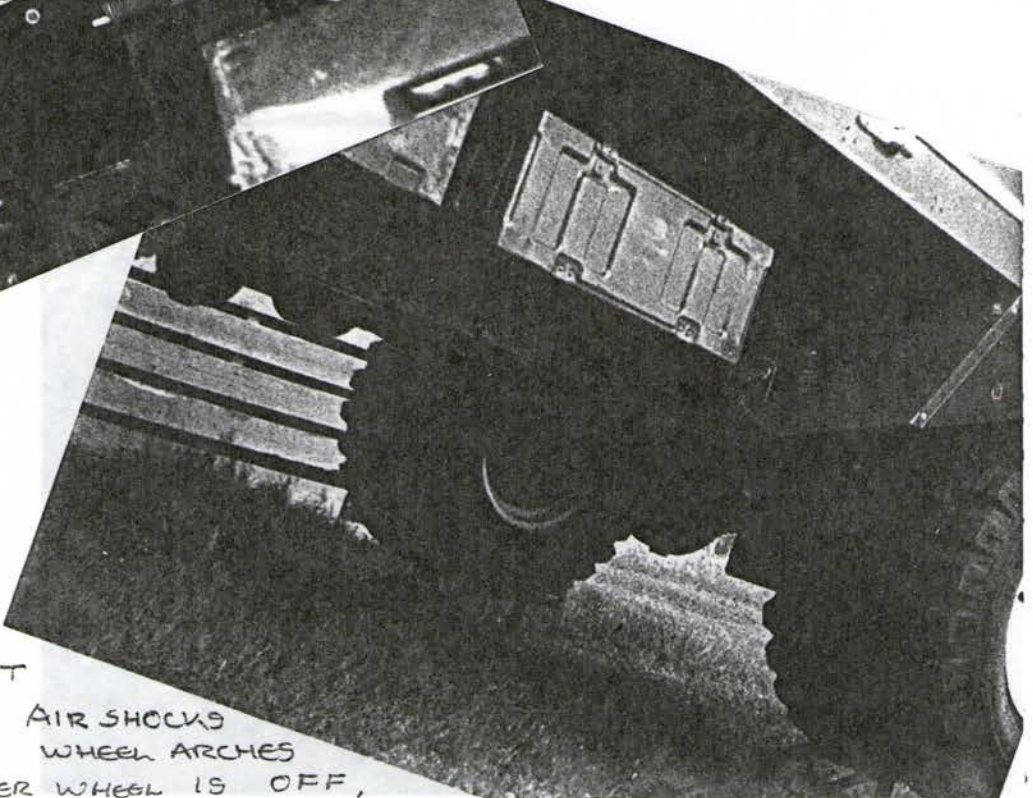
2.6 L. '6 pack, HYMAC EXCAVATOR  
AIR CLEANER (AND NEW REAR  
BODY OUTRIGGERS)  
←



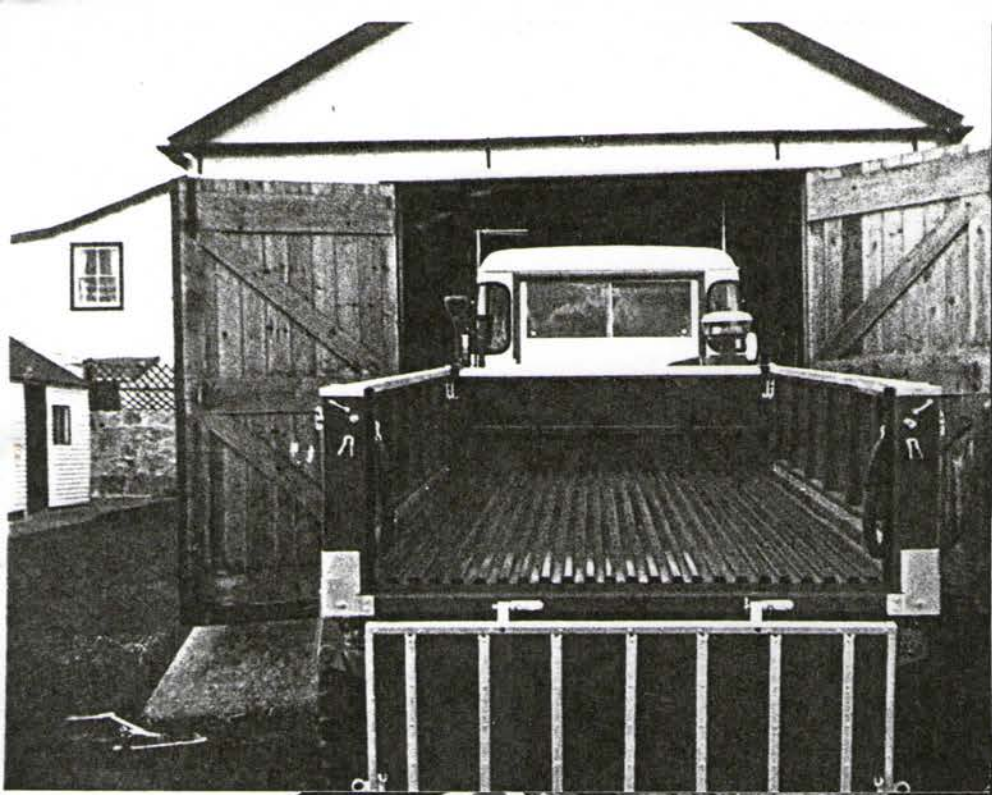
DUAL WHEELS  
PARTED, SHOWING SPLI  
RIM USED AS AW  
ADAPTER. AMMO  
BOXES HOLD  
TIE-DOW  
GEAR  
↓



↑  
WIND CLUSTERS, & SPEEDO  
ON MODIFIED PANEL

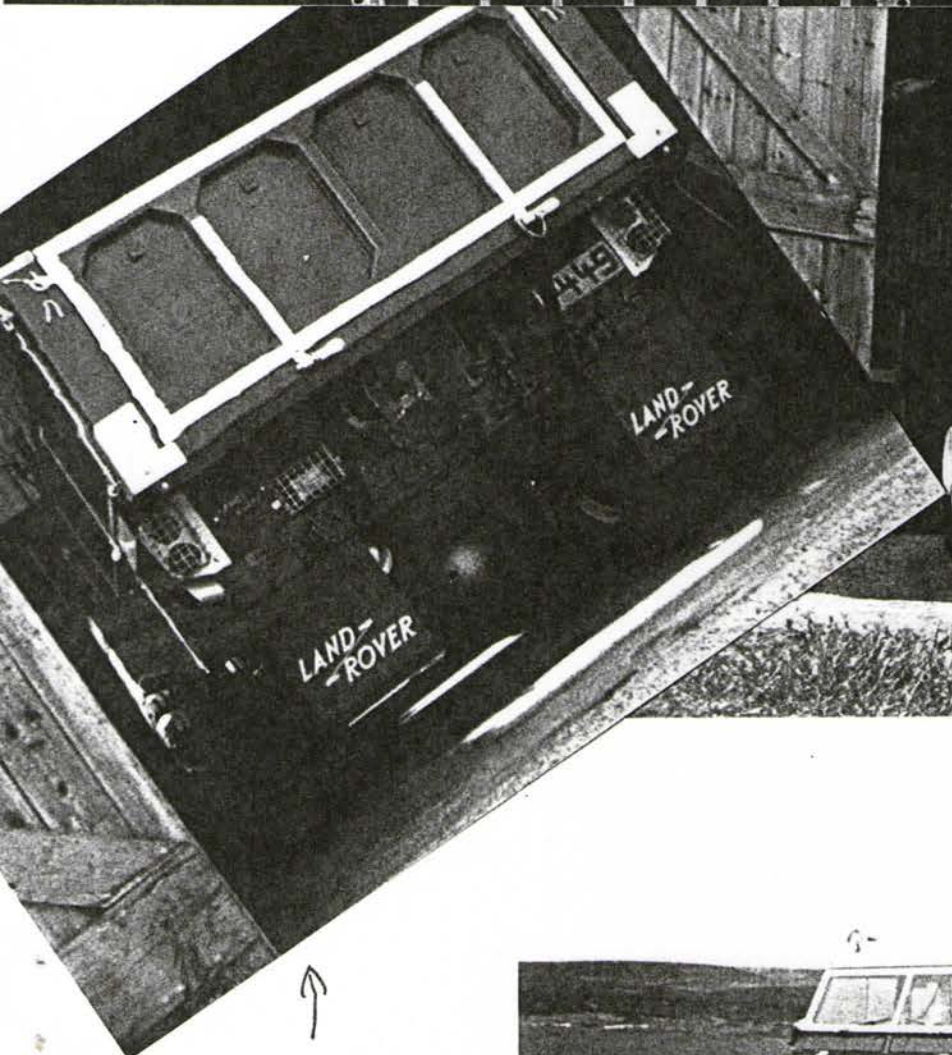


E.N.V. AXLES, (FRONT  
& REAR) & MONROE AIR SHOCKS  
ALSO FITTED. OUTER WHEEL ARCHES  
COME OFF WHEN OUTER WHEEL IS OFF,



HARRIER AIRSTRIP  
 PLATE USED FOR  
 DECK.

DUAL 9.00 x 16  
 CONTINENTAL DANUBIAS  
 DONE USING SPLIT  
 RIMS AS ADAPTERS.



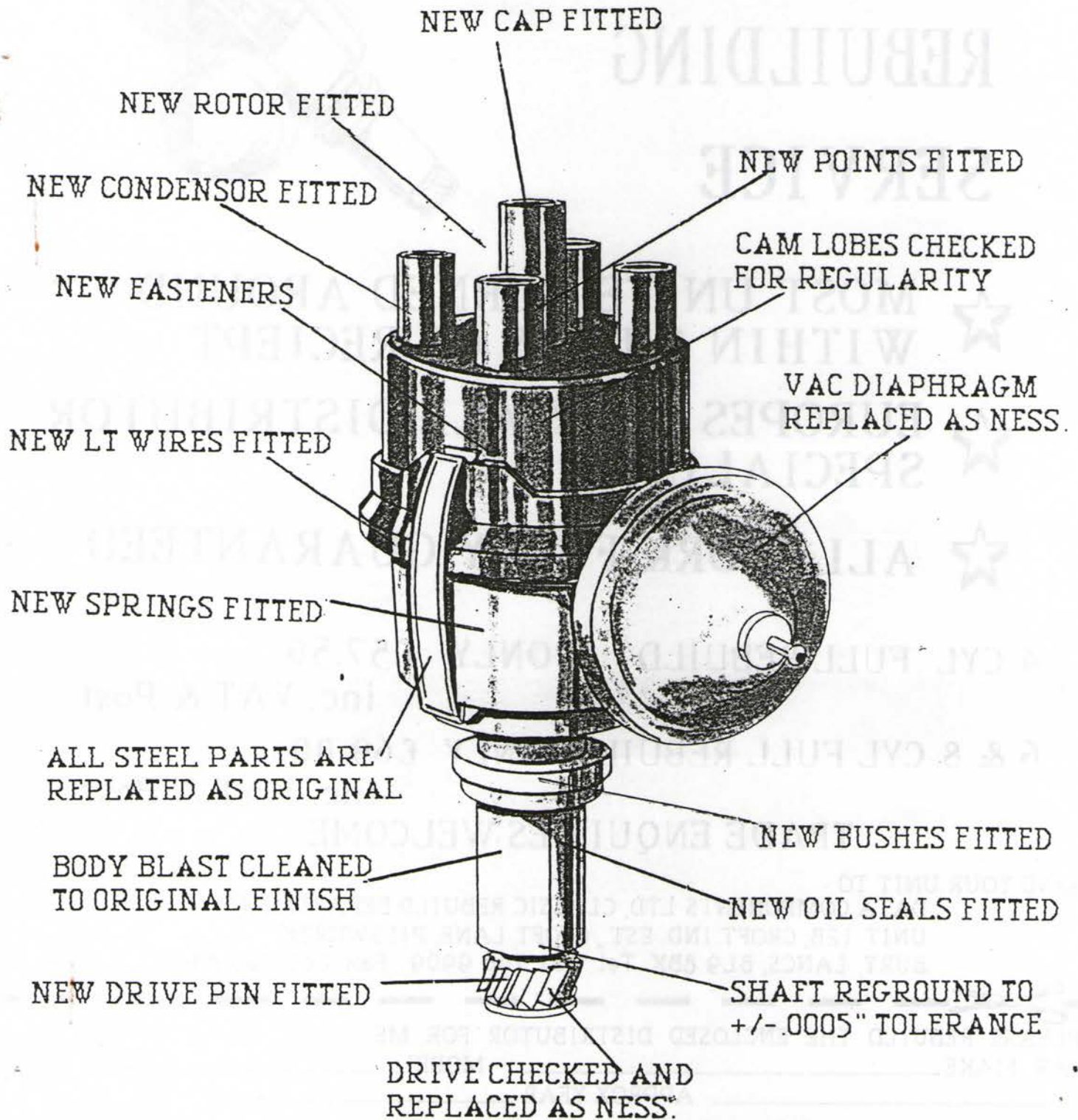
14" EXTENSION ON  
 SUBFRAME & P.T.O.  
 FITTED, USING OLD  
 FOAM PUMP DRIVE.

NEARLY COMPLETE  
 MAY 1989





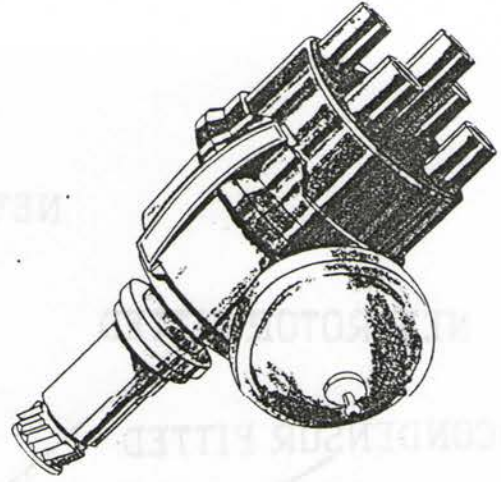
# SPECIFICATION



**ALL OUR WORK IS COVERED BY A NO QUIBBLE  
12 MONTHS / 12,000 MILES WARRANTY**

**DATA COMPONENTS LTD, UNIT 6 , CROFT IND. EST.,  
CROFT LANE, PILSWORTH , BURY, LANCs  
Tel:061 766 9909 Fax: 061 766 8301**

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- ★ MOST UNITS TURNED AROUND WITHIN 2 DAYS OF RECEIPT
- ★ EUROPE ONLY ALL DISTRIBUTOR SPECIALIST
- ★ ALL WORK FULLY GUARANTEED

4 CYL FULL REBUILD ONLY £57.50  
inc. VAT & Post

6 & 8 CYL FULL REBUILD ONLY £69.00  
inc. VAT & Post

TRADE ENQUIRIES WELCOME

SEND YOUR UNIT TO:-

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UNIT 12B, CROFT IND. EST., CROFT LANE, PILSWORTH  
BURY, LANCS, BL9 8BX Tel: 061 766 9909 Fax: 061 766 8301

PLEASE REBUILD THE ENCLOSED DISTRIBUTOR FOR ME

CAR MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

CC \_\_\_\_\_ APPROX YEAR \_\_\_\_\_

I HAVE ENCLOSED A CHEQUE MADE PAYABLE TO DATA COMPONENTS LTD FOR  
THE SUM OF £ \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Post Code \_\_\_\_\_

Tel (Day) \_\_\_\_\_ (Eves) \_\_\_\_\_

# CHASSIS No. 24127358.

Falklands resident known to you all: Nick Piteluga made it to the Daily Telegraph with the 'Stump' on 17th October. The result of an advertising campaign by Land Rover to stress the longevity of the Series 2 and by implication later models as well.

We are not sure if the advertisement text works as intended, but the history is fascinating and makes a good story (all true). It is nice to see our badge (just visible on the original advert) proudly displayed on the grille. As we were sworn to secrecy about the advertisements we could not give any advanced warning.

Following on from this, we are proposing to keep a list of vehicles available for file or advertising work. IF anyone has a vehicle which they would like to use for 'file work' or believe is of sufficient interest to merit inclusion on the list would they please drop us a line with a photograph. Specials such as fire engines and 'original' condition or restored vehicles would be most suited but you can never tell what is required! We have about one request for vehicles each year but if there is enough interest we will contact various file prop suppliers.

L. R. O. BOOKSHOP -  
NOW OPEN!

All Land Rover Ltd. - Owners Manuals, Parts Catalogues, Workshop Manuals and Service Training Literature available. PLUS:

A large selection of 4 x 4 Reference books by Haynes, Brooklands, & many others. Contact; (0508) 28068 for list or see September edition of Land Rover Owner Magazine.

The Argentinian Captain reluctantly hoisted his revolver and Robin Piteluga shivered with relief.

It was May 1982. The previous day, Robin had been safely at his farm, Gibraltar Station, 20 miles north-west of Port Stanley.

Whilst sitting at his two-way radio, he happened to intercept a transmission from HMS Hermes, the British aircraft carrier, trying to make contact with the Argentinians.

The message was that they should surrender before there was any further bloodshed, and Robin agreed to help get word to the Argentinian headquarters in Port Stanley.

The entire conversation had obviously been monitored because shortly afterwards two large troop-carrying helicopters landed at the farm and spewed out dozens of soldiers, who immediately surrounded the entire settlement.

Convinced that Robin was a spy, they flew him to Port Stanley for questioning.

"This Officer taunted me with his revolver, but the gun wasn't loaded."

Unwilling to return him to his farm, the Captain placed Robin under house arrest in the Upland Geste, a small hotel which had been taken over by enemy officers.

He hadn't been there long before he saw his own Land Rover being driven away from the hotel by the Captain.

Robin was, understandably, a little peeved.

The Piteluga family had been using the vehicle as an airport tender in Port Stanley.

However, on April 2nd, in the first few hours of the Falkland Islands invasion, the Argentinians had shot the lock off the airport tarmac and stolen it.

Robin was held under house arrest for about four weeks and saw the abuse which his Land Rover was treated.

The short wheelbase vehicle, designed

to discharge as many as fourteen soldiers at a time,

It was loaded to the brim with so much ammunition that the tops of the rear wheels

disappeared and the bonnet pointed upwards.

Towards the end of May, there were signs that the Argentinians were beginning to feel that they were there to stay.

For example, the Land Rover, which had been painted blue with a cream top, turned up outside the hotel one day painted khaki.

The colour was later nicknamed 'Gaitleri Green' and seemed to have been applied with a broom.

As we now know, it was a waste of paint, because on June 14th, the Argentinians surrendered.

Robin was released from the hotel only to find that now, his Land Rover had been commandeered by the British Army.

(Ironically, it was first used by the British Army after it was built in 1982.)

But now they used it to scour Port Stanley for discarded weaponry and ammunition, large piles of which would be unloaded at the makeshift dump.

Later, the Bomb Disposal Squad took it to help identify and cord off the thousands of acres of minefields that the Argentinians had left behind.

It seems that the Land Rover was like the wars itself, because when it was finally recovered, the front wheels had both been replaced.

The man responsible for getting it back was a Port Stanley local nicknamed Ned Telly,

fingered acquaintance', Ned took it upon

himself to retrieve Robin's Land Rover before the British Army had actually finished with it.

Finding it unattended, he grabbed it. Then,

In return for doing a bit of work on it, Robin let

at agricultural college and an sheep farms.

He began restoring the Land Rover, which Robin gave him in 1985, and finished it a

year later. It now spends all its time on

the family farm, 51,000 acres of gruelling, treeless countryside.

On top of a clay base, there lies between 3 to 20 feet of the rich peat which the Islanders burn in their Agas. Peat becomes easily waterlogged, and the Land Rover has to cope with areas that get severely rutted and cut up.

Even more punishing are the deep, man-made Buffalo ditches, which were ploughed in the early 1960's to provide extra drainage.

Further north, nearer the coast, there are hundreds of invisible 'Jackass' holes, which are the nests created within the peat by Magellan penguins.

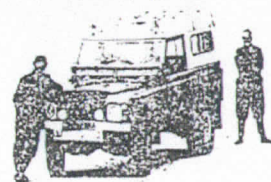
However, Nick manages to cross this terrain in the Land Rover, often to retrieve bogged vehicles far bigger

than itself (of course, like every other Islander with a Land Rover, he still carries around the essential combination of a shovel, a jack and some planks.)

It's worth pointing out that, for a population of 1,800 people, there are at least 1,200 Land Rovers on the Falklands, two of which arrived in 1951 and are still going strong.

As for Nick's, he reckons he'll still be using it for another 20 years or so.

And every time he opens the bonnet, he'll be reminded of the conflict. When he gave it the overhaul, he used some parts from two



him use it for a while. As it turned out, the biggest job he did on the vehicle was to plough off the road into a deep storm ditch, which didn't do much for the steering.

This meant that it had to be shipped back to the fan on the local coasting vessel, where it awaits the return of Nick, Robin's son.

Nick was away in New Zealand during the conflict learning the family business

**NINETY & ONE TEN.**

