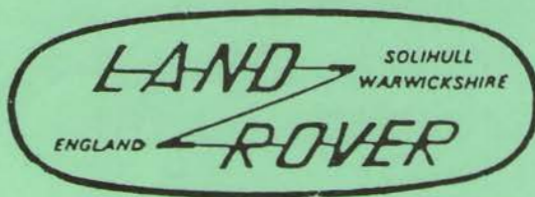


**SERIES**



**TWO**

**CLUB**

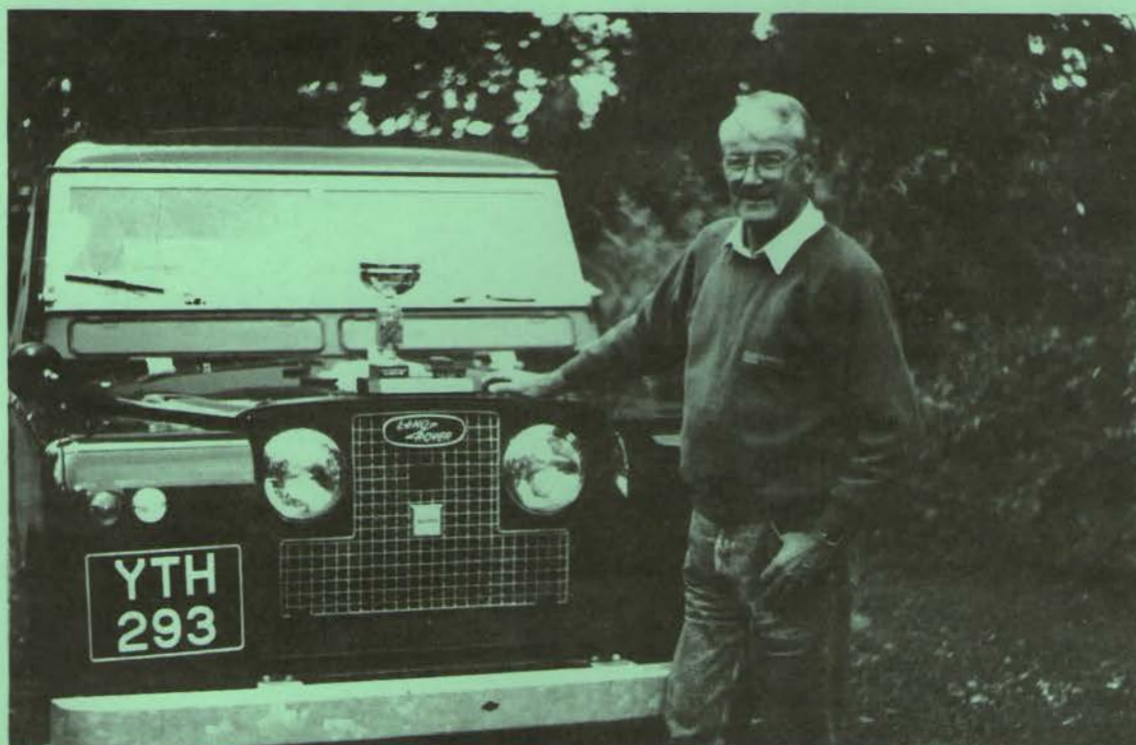
**NEWSLETTER**

SEPTEMBER 1992

MEMBERS' LETTERS  
TECH - TALK  
COMMITTEE MEMBER  
PROFILES

FROM THE ARCHIVES  
OUT AND ABOUT  
SHOP WINDOW  
CLUB SHOP

CLASSIFIEDS  
EVENT REPORTS  
EVENT CALENDAR  
NEWS



**"WE HAVE A WINNER"**

*Club Member Keith Gissing collecting the Farvis Trophy  
for 'The Best Series Two in Daily Use' awarded at  
this year's ARC Rally*



*Federation of British Historic Vehicle Clubs*



## SERIES TWO CLUB COMMITTEE

Chairman : Ross Floyd  
Secretary : Frank Myatt  
Treasurer : Jerry Bright  
Newsletter Editor : Peter Lamb  
Technical Officer : Gordon Lord  
Construction & Use advice : David Dutton  
Northern Branch Secretary : Roger Horne  
Events Officer : Steve Ashton  
Ladies Group : Kaye Ashton  
(without portfolio) : David Lockyer  
Club address:

P. O. BOX 1609  
YATTON, BRISTOL  
BS19 4QP

### CLUB SHOP

Paul & Alison Thompson  
1494 Ashton Old Road,  
Manchester, M11 1HL.

Your local branches.

Series Two Club Northern : Roger Horne, Buxton, Derbyshire. 0298 83328  
Series Two Club South West : Peter Lamb, Tiverton, Devon. via Club Office  
Series Two Club Severnside : Ross Floyd, Bristol, Avon. via Club Office  
Series Two Club South East : Jo Cotton, London. 081 840 2462

As we do not receive expenses from the Club, please do not ask Club Officers to phone back!  
*WE WOULD WELCOME ANY MEMBERS WHO WISH TO SET UP THEIR OWN BRANCH*

### NEWSLETTER : ARTICLES & MANUSCRIPTS.

Items for publication should be original, not previously published or subject to Copyright. Colour and black and white photographs can be accepted. Text can be submitted in handwritten form or typed. We can now accept word processor formats for IBM and Amstrad machines.

### 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 are made with the landowner or 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. This is particularly important if you participate in off highway driving. We strongly advise you to check that your insurance company provides cover for the type of event you wish to enter.

### INFORMATION

Disclaimer: You are reminded that statements and opinions expressed in this Newsletter are not necessarily those of the Club or Committee. You are strongly advised to obtain independent verification of all information, data and methods before acting upon them, particularly where safety, finance or legislation is concerned. Articles and information are given in good faith, but all contributors are amateurs and this must be remembered before you act upon anything in this Newsletter or from other sources within the Club. The Club, Committee and Contributors will not accept liability for any accident, loss or damage resulting directly or indirectly from errors omissions or contradictions in this Newsletter, Club publications or information supplied to members or to the general public.

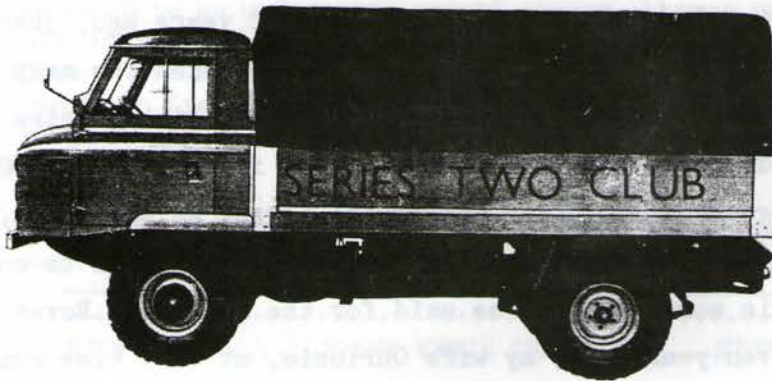
### COPYRIGHT

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COPY DEADLINE FOR NEXT NEWSLETTER IS 31.10.92

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- Page 4.....More committee member profiles. This issue Gordon Lord and Peter Lamb.
- Page 6.....Members letters
- Page 15.....Shop Window. This is basically a notice-board for information about suppliers who have made their services known to the club.
- Page 17.....This issue, an experimental Series 2, and vintage rallying scene.
- Page 18.....Tech-Talk. This issue Grodon discusses axle breathers, and an idea for a automatic reverse light switch.
- Page 21.....From the Archives. One of the earlier Series 2 manufacturers ads.
- Page 22.....Summary of current club events, (see separate sheet for full list). Also a report about the LRO Billing Aquadrome event.
- Page 24.....A report from Jo Cotton and the newly formed South East group.
- Page 25.....!Events talk' from Steve Ashton, and news of the Park 'n Picnic at Bristol.
- Page 26.....The new club shop list, including the new 'Series Two Club' mugs, get those orders in while current stocks last!.
- Page 27.....Classified Ads:



EDITORIAL

Its been quite a busy summer for the club. Out and about with the club stand at the ARC National Rally and Billing Aquadrome, as well as other regional shows. The club shop changing hands, and the South East branch finally getting off to a flying start, I can see that it will be a busy branch as there are a large number of members concentrated in a comparatively small area. Jo Cotton is the contact for members in the area, good luck from everyone I'm sure. In addition to all this the membership figure has soared through the summer;- by around 15% in fact. I think personally that this is due to an increase in interest generally in early Land Rovers and Series 2 vehicles in particular. We have now reached a time where the the youngsters that were fired by that spark of interest in their formative years are now in a position to become an owner, and it is the Series 2 or 2A that they (we) remember. This has been the case with the Series 1 club in the past and with the emergence of the new Series 3 Club will continue to happen in the future. Well thats my theory, for what its worth !.

So hopefully we will see even more Series 2s' around the roads and the club will continue to flourish. With the current level of enthusiasm this is a certainty.

Peter Lamb.

Gordon Lord - Technical Officer

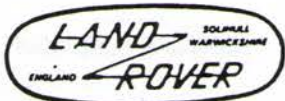
As far as I can remember, the first time I drove a Land Rover was when I lived in Leicestershire a good many years ago. A friend who owned the village garage asked me to accompany him and the local butcher on a trip to foreign parts (Northampton) to recover the butcher's car, which had been stolen and dumped in that city. We thought the car might not be drivable, so we borrowed a local farmer's Land Rover, a Series 3 SWB in case we had to tow the car back. In the event it was undamaged, and the butcher drove it back. I was elected to drive the Land Rover, and so had my first taste of heavy controls, vague steering, and the grand view over other cars. The only thing hidden from me was the thirst. I next came onto contact while working in Pakistan. An American friend had a Series 3 LWB Safari issued to him by his employers. During the day it came complete with driver, but in the evenings I was allowed to drive it. On one trip to Islamabad a front stub axle broke, but we were still able to drive to a garage, where a new one was produced on the lathe!

I purchased my present vehicle, a 1967 LWB Safari about 12 years ago, just before the four wheel drive boon started. In my innocence, I overlooked the many faults, as it was what I wanted, and could afford. It had belonged to a Lincolnshire potatoes farming company, and had covered about 70,000 miles. Now it has done 151,000 miles, still on the same engine, gearbox and other mechanical parts. As Ross said, Land Rovers had tremendous get you home potential, and I have never failed to complete a journey in mine, which is more than can be said for the next Land Rover purchased for this family. About seven years ago, my wife Chrissie, at that time running a small goat and chicken breeding business bought a second '67 LWB Safari. This one, which was two months older than my own, had been fitted by someone who I trust does not call himself a "mechanic", with a Rover V8 engine, and hard, almost solid rear suspension. It was a tremendously thrilling vehicle to drive, but oh so unreliable, mostly with intermittent fuel problems. After a while Chrissie got fed up with riding out and walking back, and it was abandoned to the back of the barn for a few years. I have now retrieved it, and am engaged in a slow rebuild, with the intention to produce a comfortable roomy and reliable caravan puller. Whether to keep the V8 (sounds grand) or fit a diesel (much cheaper to run) is undecided.

No ground too rough—  
no job too tough for



Petrol  
or  
Diesel



Peter Lamb Newsletter Editor

I can't quite remember when my interest in Land Rovers began, but it was certainly before I reached double figures. Thinking back as even then having a keen interest in cars and commercial vehicles, it was the amazing 'difference' that the Land Rover possessed. It wasn't a car, it wasn't a lorry, it wasn't a tractor, it was all three and, could be more besides.

The cross country ability I remember was most impressive to me coming from an agricultural background, and I'm sure the tough macho image must be appealing, if only sub-consciously, it didn't matter, that they weren't fast, they could tackle any terrain you could possibly encounter, greatly superior to a 'mere car'.

I started my collection of brochures and sales literature about then, if you couldn't drive one this was the next best thing. These were the early seventies when we were producing such 'classic' cars as the Morris Marina, and Austin Allegro, there was not much competition as far as I was concerned. You could buy a Ford Capri for £850. or a Jaguar XJ12 for £5,000., a Land Rover came in at about £1200.

Our current vehicle is a 1958 SWB hard-top which we have had for four years; it is used everyday by me for work, and looks 'distinctive' next to the Cavaliers and Escorts in the car park. Even though it is a 'petrol' I find it very comparable in terms of running costs compared to a modern car. Depreciation - nil, relatively cheap parts, cheap tyres, cheap insurance, enhanced vehicle security through sturdy design, and in Devon, the ability to see over the high hedges, alright so it only does 16 - 18 mpg around the lanes but I think on balance this is an acceptable trade-off.

My wife Rose and I have been involved with the Club for about four years, and we always enjoy attending club events and meeting new members. It really is a good way to spend a weekend. We have jointly produced the newsletter for about three years, I stress jointly, as although the front inside cover only mentions my name, without Rose's help on the typing and production front, a great many issues would appear weeks late. It is always good to get members input for the Newsletter as only then can you be sure that you are providing what is required in terms of content, and producing the Newsletter means you receive a good amount of interesting correspondence. I still believe that the newsletter editor has one of the easiest jobs of any committee member as he is one of the only committee members who actually is rewarded by some tangible evidence for his/her labours..

It never ceases to amaze me how an old vehicle can motivate us, but they do and long may they continue.

**THE WORLD'S GREATEST ALL-ROUNDER**  
**... 4-wheel drive Land-Rover**

Swiss Army Strife

Peter Ruegg

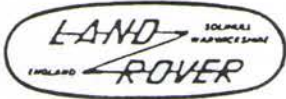
After having spotted a '60 Series II 88 inch model for sale in an advertisement last week, I went to see it. Although the overall condition was good and original, engine running well (50,000 miles, ex Swiss Army car), body "unscratched" I did decide not to buy it (£1,000.) because a chassis behind the rear axle was almost non-existent! Apart from this experience I had for the first time a closer look at this type of car, 'which is older than me) which seems to be very rare in Switzerland. I suppose most of the cars delivered to the Army in the 60's are scraped by now and I do not know if it was imported already at this time. To make it short; I seriously think about buying one (SWB, open) for pleasure, not work, if I find an example in acceptable condition. I therefore, hope you will be able to answer my following questions:

- a) What are the weak points, mechanically, body etc., the points to check (I am not a mechanic)?
- b) What are the main reasons for failing M.O.T?
- c) How is the spares supply? I guess, most of the parts are exchangeable from later models.
- d) Can you name me a few addresses of helpful, prompt and reliable spares suppliers?
- e) Can you tell me something about the price level and availability of Series II SWB models (the ones with the "narrow eyes")?
- f) Do you have any idea about export figures to Switzerland?
- g) Is it possible and has anyone of your members experience in fitting an all synchromesh gearbox (available from Series III on?) from a later LR type instead of the original non synchromesh 4 speed transmission?
- h) Has there ever been PAS available and if yes, would it be possible to fit it in a Series II or III model? Any experience?
- i) Can safety harnesses be installed (points to fix) and were there any available at which times?

I hope the lot of questions did not frighten you too much and I really appreciate your help very much.

REPLY:

- a) Corrosion behind the rear spring hangers is a fact of life and not a great problem to rectify.
- b) There are too many potential problems to list - people have written books about this!
- c) Spares in the U.K are no problem.. A company like John Craddock Ltd. in Cannock
- d) Staffs. can export at a price.
- e) Prices range from £500, to about £10,000 depending on the type, condition, and history.
- f) I have no idea about exporting to Switzerland.
- g) The Series 3 box is a direct swap - but not as strong as the Series 2 box, which incidentally, has syncho on 3/4.
- i) Seat belts can be fitted into any 2 or 2a (and F.C) but you MUST ensure a secure



inner mounting is achieved. Outer and upper mountings are available from the factory and are no trouble to install.

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### Reissue Of Original Registration Numbers

ROSS FLOYD

Please note: the following does NOT apply to military vehicles, vehicles which have had registration numbers transferred or sold or vehicles which have never been allocated a number.

Do you have a vehicle with a 'Q' plate or an 'age related' number because your vehicle was not given a V5 when the DVLC went onto computer in 1975.

Reissue of vehicle's original numbers has now been changed and is not as strict.

Previously, only very rare vehicles or ones which were famous could have a 'lost' number reallocated, but now subject to reasonable proof, an original number can be reissued. This is a tremendous bonus for enthusiasts as an older vehicle just doesn't look the same on a 'Q'. Instead of the necessity to prove that the vehicle is rare or historic, and entitled to the registration number, it is now only necessary to give satisfactory evidence that the number was originally allocated to the vehicle in question.

With assistance from the FBHVC of which we are members, the Club is now one of some 80 clubs registered with the DVLA at Swansea to authenticate Series 2, Series 2a and Series 2b Land Rovers for subsequent application to 'Swansea' for reissue of the original number plate where this has lapsed, the vehicle has been 'lost' to the system, or has been issued with an 'age related' number or a 'Q' plate.

Previously, as you may know, there was a racket whereby if an owner did manage to get a number reissued, it could then be sold and there was considerable financial pressure to regain a number. DVLA have now seen through this and the numbers, once reissued, will not be transferable and although they will enhance the value of a vehicle, they will be intrinsically worthless - something of no concern to genuine enthusiasts at all. Once issued, the number will stay with the vehicle for life.

Outline procedure for obtaining original registration:

- 1) Know what the original registration number was and be able to prove beyond reasonable doubt that it belongs to the vehicle in question. It must not have been transferred to another vehicle by you OR a previous owner, DVLC will know if the number you are claiming has been sold previously, but assuming it has not been, it is up to you to prove that it relates to the vehicle.
- 2) Write to your local Vehicle Licensing Office and obtain a V55/5 and V765 form. If you already have an 'age related' number you only need the V765. Full Instructions are on the forms.
- 3) Fill in the forms and send them to us with all the proof you can get! Use registered post. We then check the material over and, assuming we agree, send it back with a special authentication stamp. It is then up to the DVLA to reissue or not as they consider fit, We may ask you to bring the CLEAN vehicle to us, by appointment, for inspection, (In this case we can't give a decision at the time.)



All rather beaurocratic, but DVLA have made it clear that they don't want any 'funnies' getting through and we are honour bound to do our best. It certainly gives you a second chance to get rid of those awful 'Q' plates and I can assure you that we are not out to cause anyone any trouble, just to help you get your number back!

We will probably charge a fee to cover the cost of phone calls, paper work etc., but one of the conditions of the scheme is that it is open to all comers, not just Club Members. It is all very new and untried, and we are very keen to have a go, but please remember that we MUST remain impartial and that we must treat everyone with the same care - and caution.

If you do decide to take advantage of the new scheme, please bear with us. Quite why we have put ourselves out for this extra work I don't know, because no one in the Club will make a penny out it. If we make a cock-up, our name will come off the List at once. In the past, we have more trouble over registrations than anything else, so please, DON'T hassle us or we will give the whole thing up and it will be dealt with by someone who doesn't know about, or perhaps even like, Land Rovers. Having said all that, we have done it to help you get your 'Rover's number back, so give us a try, that's why we are in the scheme!

IMPORTANT NOTES:-

There are no rules for 'proof' but we suggest you might show that:

- 1) Chassis number is linked to the original registration by providing one or more of the following: old green log book, bill of sale, service invoices etc.
- 2) Show that the chassis number relates to your vehicle, by providing a legible photo of manufacturer's data plate in position, showing car number clearly, plus photographs of vehicle, engine and speedometer. Also details of engine number, type and capacity and number stamped on chassis leg.
- 3) Any other supporting documents, old MOT's showing reg, no, and mileage, tax discs, service bills, anything like that.

This is based on my understanding of the scheme as at day of announcement. To meet Peter's deadline I have had to write this with only outline information and it may not all be correct.

If you have an ex military vehicle, it will never have had a civvy number and you won't be able to get the 'old' military number. This procedure is only to regain a 'lost' original number that was once shown on a registration book for the vehicle you now have. DON'T buy a vehicle on the assumption that the number plate fixed to the car can be reallocated under the new scheme - it may have been sold or the registration document in the vendors name might have been a duplicate issued before transfer, so tread with great care if part of the sale price, or the reason for buying the vehicle is the original number plate'.





Clive Elliott

Shorland Update

Please amend the vehicle register entry no 00026 HOI 383 which was owned by a former member in Exeter, and then it was sold to someone in Exmouth. I bought this in June '91 so it now resides in Wiltshire. It is listed as a Shorland which is incorrect, it is in fact a prototype armoured personnel carrier made by Shorts in 1968, but it never went into production in that form. It was not until 1974 that a more heavily armoured development of this went into production known as the Shorts SB301. It is undergoing a major rebuild, not only are there rust problems but it has been hammered heavily with splits in the chassis where the weight of the armour is transmitted. Replacing the footwells and door frames are one thing but on this vehicle the armour was built around the Land Rover chassis so it is a bit tricky. But my task is made easier with experience gained in restoring a Shorland as many of the components and ideas used are the same. I am also taking the opportunity to convert it BACK to left hand drive as originally manufactured, why a totally unique vehicle has been mucked about like this I cannot understand. Before it went to Exeter it was disposed of in the Craddocksale of a couple of years ago when it appeared white, although it was in fact a very light grey. If anyone knows anything of its history or has any photos of it at the sale especially of the rear of the vehicle I would be pleased to hear from them, (or want to chat about Shorlands etc phone 0794 390418). But I am determined to make a reasonable job of it as it is the major link between the more aggressive looking Shorland with it's turret etc and the current Land Rover based armoured personnel carriers.

The other missing link which never went into production was a strange development called the 'Shorland Trooper'. Little is known about this vehicle in over thirty books I have on post war military vehicles, only one book makes a reference to it, albeit just one line. I have obtained a preliminary brochure on it. It is the same height as a Shorland (without a turret) i.e 5.75 ft and 15 ft long. Room for 8 troops seated in the rear, no armour on the roof except above the driver and commander. The roof was merely canvas or a metal canopy to keep out the weather, there was no rear door although one could be fitted if only 7 troops were accommodated in the rear. All this powered by a 6 cylinder petrol engine. Judging by some of the external features on the rather poor pictures available I would date this as 1965.

More on Thefts

Name and Address Supplied

"My owner tells me that you want to know about attempted thefts on Series II Land Rovers".  
"Im a happy little 32 year old Series II and lived on a farm until my owner bought me 5 years ago, he striped me down and rebuilt me, and although I'm no showroom car I can turn a head or two".

"I normally live in a garage which keeps me warm and safe, but due to the warm weather my owner left me parked by the side of the house so that I could watch other Land Rovers going up the lane, and warm my body in the sun, apart from the odd pidgeon crapping on me, my life was most content."

On Sunday 10th May my owner was working by the side of me when a red escort stopped in the road, a young man got out of the car and asked if I was for sale."

"No said my owner, the Range Rover is but not the Series II."

"The stanger then started asking questions about me and where he could buy one, but my owner didn't like the look of this man and eventually he left."

"In the early hours of Tuesday May 12th I was raped By a Stranger. My Krooklok was sawn in half, and a screwdriver was pushed into my ignition switch to try and make me start, but I resisted."

"My dash panel was then unscrewed at the top and bent down to reveal my unbilical cord of wires, and with a pair of pliers the stranger destroyed my loom in an attempt to hot wire me, yet still I resisted, I wasn't going to give in and leave my home, and I would not reveal my push button starter."

"My owner disturbed the stranger without realising what was going on and didn't know what happened until the following day when he felt gutted and very angry, but he worked on me all weekend to get me re-wired, and now I'm as good as new."

"I'm now kept back in my warm garage, but when I do go out I now have a portable alarm which clips on to my steering wheel and sends out one hell of a noise if anyone should dare to tamper with me again."

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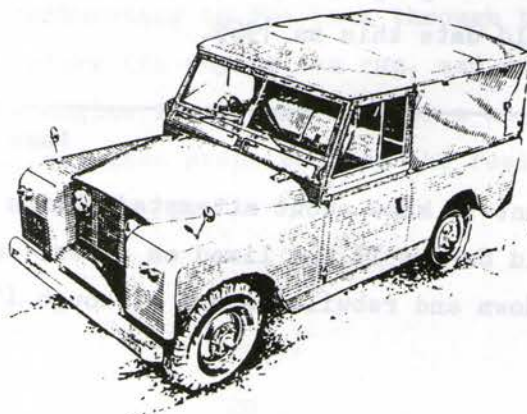
Jim Bradley

### Seal Advice

A wee line to let you know that thanks to your efforts I have got KKS 990 on the road with its original number.

That statement is not actually correct as the brute ran a rear main bearing shortly after being licensed which as you may know was a bit of a downer.

This was caused by me not noticing that the rear main has an off set oil gallery and if the bottom shell goes in the top (it fits) then oil starving results.





Yen For a Rover

Masanori Kakutani

Please let me introduce myself. I am a Japanese postgraduate student, studying at the University of London, and I am a classic car enthusiast. I own my car in my country, which is an Alfa Romeo roundtail spider 1750 (built in 1969), and belong to the Alfa Romeo Owners Club of G.B.

I have no car now and have been looking round for my next one.. I hope to drive some British car because I am living in this country now, and I had always been considering, talking with my purse, which British car was the most proper for me.

I could get an answer. It must be Series 1 or 2 Land Rover. It is quite British, tough, reliable, and has unique taste that I have never had, yet.

Now I have considerable interest in the car, and am seeking people who are able to give me advice and enjoy it with me. So, I also have much interest in your club.

---

Trevor Easton  
Ontario

From the Colonies

Mary and I along with our son Alexander will be visiting England in August for three weeks. We (more honestly, I) would like the chance to attend some Land Rover events and meet some of the Series II Club people. Maybe you could include something about us colonials in the newsletter.



We live in the Golden Horseshoe of Ontario, about 25 miles from Niagara Falls. I had several encounters with Land Rovers during the late 50's, early 60's and worked at Chandos Motors in Forest Hill during my sixth form years, 1963-64, where I drove a SWB which was the company workhorse. This was the end of our association until September 1991 when the "love affair" was renewed with the purchase of a 1962 "88", a 1973 "88" and a brand new galvanized chassis. These were stripped and combined into one vehicle which emerged in mid April as "Miss Golightly" known to the vehicle licensing authorities as a 1963 Short Wheelbase Station Wagon. We have joined the Toronto Rover Club, The Canadian Series One Club and of course The Series Two Club, we hope to have great fun and meet plenty of interesting people with a similar hobby. There seems to be about 60% of the Land Rovers imported to North America still on the road and almost a cult following among dedicated owners.

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ROSS FLOYD

Land Rover Series 1, 2 & 3 Restoration by Lindsay Porter.  
£17.00 Published by Haynes

I am reasonably well known for my contempt of most workshop manuals, apart from the official manufacturer's, as they always leave you in the lurch by stating that 'this item may be difficult to remove' when you would need a 10 ton press and Attila the Hun to make any impression at all. We are often asked what a new owner should buy in the way of books, and I always suggest a copy of the driver's hand book and the full illustrated parts manual. Far better to hear what the people who built the thing say about it than try and understand some time server who wrote a DIY manual without getting his hands soiled and aimed it at owners with an intellect equal to that of a hypothermic tortoise. Most of us will soon discover if we have not 'refitted the road wheel and lowered the vehicle to the ground', but we may NOT know that you don't have to strip the front axle to replace a damaged swivel oil seal. That is where all the workshop manuals seem to fail. Until now.

From time to time we see books on Land Rovers, workshop manuals, histories, picture books, which are aimed at some section of the market and which are usually fairly good but uninspiring for most people.

This book is different. At least a publication which is well thought out and which is lavishly illustrated. There are one or two mistakes, but nothing I've found that is serious and the book is well produced, with photos of vehicles, history of the marque and a huge wealth of information and tips. If there were to be an ultimate all embracing book on earlier Land Rovers, then this is it. The book is divided into sections with a large chapter about Series Ones, and at the end a most comprehensive chapter with full facts and specifications for all Rover 4x4's. The book covers maintenance, restoration, conversions as well as the replacement of major units. The useful part is that the Author has also included a good deal of fault finding which is not done for simpletons - it tells you what to look for and why!

I have one complaint. I know Dunsfold Land Rovers are a wonderful firm. I know Dunsfold Land Rovers have a museum. I know Dunsfold Land Rovers restore vehicles. I know Dunsfold Land Rovers supply vehicles for export. I know Dunsfold Land Rovers made this book possible. If I ever see the name Dunsfold Land Rovers in print again I shall destroy the damn book. The name is on every page. No doubt the book would never have been produced without their assistance and their huge fund of knowledge, indeed the restoration was done on their premises, but this really is going over the top.

In limited space it is difficult to give a full review of this superb book. Suffice to say that as a veteran of three major restorations I found it absolutely first class, better by far than any after market workshop manual. For anyone new to Land Rovers, or anyone who wants to know what buying one and DIY maintenance will involve, it is, quite simply a must. Come to think of it, there are a good few main dealers who ought to buy it.

It's not often I can recommend a book without reservation - I can this one.

# INSURANCE?

**SPECIALISTS IN WHEEL DRIVE INSURANCE**

**TURN TO THE 4 WHEEL DRIVE INSURANCE SPECIALISTS**

**INSURANCE QUOTES**

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58 60 WETMORE ROAD, BURTON UPON TRENT, STAFFORDSHIRE DE14 1SN

**SNOWBALL INSURANCE BROKERS LTD**

**SOME LAND-ROVER PARTNERSHIPS**

**MOUNTED SAWBENCH**

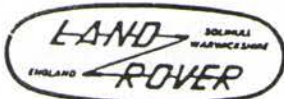
**SLASHING MACHINE**

**LIQUID MANURE AND SLUDGE HANDLING EQUIPMENT**

*Regular Land-Rover canvas top.*

*Long Land-Rover canvas top.*

*Long Land-Rover truck cab.*



Bob Hay

2200TC Transplant

Please give any help or advice you can on fitting Rover 2200TC engines into IIA Land Rovers. I have heard they bolt straight onto the gearbox bell housing and fit well in the engine bay. The idea really appeals to my friends and I. Although over the years I have fitted many V8, I would like a less drastic, more harmonious engine transplant for vehicles mainly used on the road. Instead of changing diffs, I like the sound of Ian Ashcroft's transfer boxes with 15 or 30% increase in high but low as standard. Any comments.

REPLY:-

Let me say that I have no experience of the 2.2TC Rover engine myself and these comments are based on what I have learnt 'second-hand' as it were.

I can understand your desire to use this engine, as it appears to have a good reputation, and appears to fit the Land Rover engine bay quite well. However, I understand a fitting kit is required and these used to be available from I and A Bartram Land Rover Services Ltd., Great Harwood, Blackburn. Tel: Great Harwood 883232. However, I suggest you give some thought to the following points;

1. These engines, and parts for them are getting scarce, and you may have difficulty in this area. Could be a problem if you suffer a breakdown, perhaps.
2. These engines were designed for a performance saloon car, and develop their power and more importantly their torque at a higher engine speed than the Land Rover 2 $\frac{1}{4}$ , or indeed the V8. Low speed pulling power will be lacking, and you will have to make much more use of the gearbox. No more pulling away from a walking pace in 3rd as the 2 $\frac{1}{4}$  engine will! I understand the torque figure for the 2.2 TC is 135lb/ft at 3,000rpm.
3. This engine is more complicated than the Land Rover 2 $\frac{1}{4}$  engine, and will require more attention at servicing time, but then, there are not many engines in common use as simple and easy to service as a 2 $\frac{1}{4}$  Land Rover engine.
4. I have no experience of the Ian Ashcroft high ratio transfer box, but it seems an expensive alternative to a differential change. One advantage however, is that it would enable you to retain the use of a 4.7:1 Salisbury back axle from a Series 3 which are much stronger than the Rover type axles, and quite cheap second hand. The standard IIA transmission is really only strong enough for the 2 $\frac{1}{4}$  engine and is easily damaged by a more powerful engine. Another alternative is to use the Stage 3 Land Rover front axle, Range Rover gear box, and have permanent 4WD.

Let me know how you get on with the 2.2TC please.

Gordon Lord

The club gets a tremendous amount of post over the course of a year, much of it is from business' large and small informing us of their services. Many of the services and products may well be of interest to members and although we don't want to start a back-door method of free advertising for these businesses, I think in some cases where the information is of interest, not to include it in these pages would be construed as cutting your nose to spite your face!

I would point out that the following items are for information only, and that the club is in no way endorsing or recommending the goods or services mentioned.

PATHFINDER SUPPLIES, 79 Easemore road, Redditch, Worcs. Tel: 0527 67476.  
IIA Land Rover Specialists, Recovery and Off Road Accessories & Used Spares.  
Prop. R D Hay.

KITSON COLLEGE LEEDS,

How about a full time vehicle restoration course which is ideally suited to anyone with a keen interest in the preservation of old vehicles. The course lasts for two years, at the end of which the students sit a City and Guilds examination for a Diploma in Vehicle Restoration. It has proved to be a great success.

If you need further details about the course or any information concerned with, for example, how to contact your local education authority regarding grants, or obtaining residential accommodation in Leeds or whatever, contact me, as soon as possible. The next first year of the course will start in September 1992.

For further details please telephone Leeds 0532 774433.

M J Moorhouse M.I.B.C.A.M., Course Tutor, Diploma in Vehicle Restoration.

STRAMBERG CARB SPARES Tony Connorton, 'Gresham Spares', 322 Goldharbour Lane, Brixton, London SW9 8QH. Tel: 071 978 8973.

We offer very competitive prices for new (not reconditioned) carburettors.

CLASSIC LINES/GOODRIDGE Replacement Brake Hose Kits, Fuel and Oil System Hose and Fittings. Classic Lines are the main distributor for Goodridge (UK) Ltd's range of high performance hose and fittings for brake, oil and fuel applications on Classic Sports, Saloon and Racing Cars.

We would be pleased if you could let your Club Members know, through the pages of your magazine, that we can offer members a 10% product discount.

Please contact our sales department on Tel: 0803 550066 or by Fax on 0803 663147.

INTRODUCING THE P.E.I (Positive Earth Interface)

The unit is an electronic interface that enables an alarm designed for negative earth vehicles to be used on positive earth vehicles with no loss of functions i.e. remote control, current sensing, ultrasonic interior protection etc.

The cost of the unit is £25 to Club Members (please quote membership number), the unit is fully guaranteed against faulty parts or workmanship for a period of 2 years, and is complete with full comprehensive instructions and all fitting hardware,

The unit measures approximately 3"x2.5"x1" approx, and can be fitted anywhere in the vehicle. When used, for example, with the Moss MS705 remote control Car-Alarm, an impressive specification is attained, add on a ultrasonic or microwave sensor and a high level of security is offered to both the vehicle and its interior.

Davis Auto Products, Vehicle Security Specialists, 3-11 Biggin Hall Crescent, Coventry, CV3 1GR.

AUTO-SPARKS Established in 1921, Auto-Sparks is recognised World-wide as the leading manufacturer of replacement wiring looms for British vehicles. The "Family Business" philosophy combined with a highly motivated and dedicated work-force ensures not only a quality product but also a high level of personal service.

Auto-Sparks Ltd., Lime Street, Hull, HU8 7AH Tel: 0482 20719; Fax: 0482 20709.

LUMINATION electronic ignition.

Autocar Equipment tell us that their OPTITRONIC system consists of three basic components; an optical trigger, a power module and a rotating segmented disc. The claimed benefits of the system are that a longer lasting high energy spark is produced even at the highest engine speeds. This is said to bring results such as improved fuel consumption, easier starting, faster, smoother acceleration, reduced maintenance, and a three year guarantee. Contact 071-403-5959 for further details.

AUTO INTERIORS- manufacture high quality tufted pile carpets for classic cars, and the old style jute soundproofing felt. This can be purchased in rolls or cut to pre-cut patterns. In addition they offer a 10% discount to club members. Tel, 051-708-8881.

Another well known supplier of sound proofing are ACOUSTIKIT LTD. this can be bought in ready to fit kits. These kits are available in full kits to fit under the bonnet and inside the vehicle or just the under bonnet kit. This company also offer a 10% discount to club members. Tel, 0625 536308.

The STANFORD BATTERY SERVICE are offering the old type black rubber batteries ;- the finishing touch for any vintage restoration. They have been manufacturing batteries since 1935 , and are able to supply a battery to the correct specification for almost any vehicle, using their large range of reference material. Prices range from from £22.50-£44.50 + vat. They can be contacted on 081-679-3962.

N.D. DAVIES of Kingswinford, West Midlands supplies "good second-hand" parts for Series 1, 2, and 3 vehicles, and will gladly supply an extensive list to anyone who phones him on 0384 298399.

How about a safari?; TRAILBLAZERS MOTOR CLUB is planning a safari to Morocco next Easter, and is promised to be an "action-packed driving adventure", "combining a relaxing holiday with a touch of luxury. They will even organize a tailor-made safari for groups or motor clubs. Contact Edwin Brazil, on 0273 748333.

PETER BEST INSURANCE CONSULTANTS wrote to inform us of their "special schemes" available These include limited mileage policies, and house & contents policies which include cover for stored spare parts at no extra cost. All schemes are underwritten by "leading insurers". They can be contacted on 0245 415714.

AUTOFLUX PUMPS are marketing an S.U. electronic fuel pump conversion kit which fits inside the cap of your pump. The benefits claimed are mixture weakening is eliminated, it is unaffected by damp conditions, and as there are no points there are no sparks so there is no fire risk. The unit is operated by infra-red sensing and solid state switching. Phone 0579 20459 for full details.

BETTA-STRIP LTD offer a chemical-dip paint stripping service to car restorers. Panels are dipped individually, both steel and aluminium panels can be dipped. This process is said to be better than the sand-blasting process because it does not attack the surface of the metal;- although this company also offer a bead and grit blast service. For more information phone 0442 877680.





THE EXPERIMENTAL TORSION BAR SUSPENSION SERIES 2 AT THE LRO BILLING SHOW.



A RALLYING LAND ROVER ON THE 1963 SPA-SOFIA LIEGE RALLY:- PRESUMABLY WITH A ALTERNATOR FITTED FOR ALL THE LIGHTS!.

### Off Road Driving Tip

Those members interested in off road driving in their Land Rovers may be interested in giving a little thought to the front and rear axle breather arrangements. This comprises a small brass valve, mounted on the axle casing to one side of the differential and is intended to allow the air pressure inside the axle casing to equalise itself with that of the outside air. When the vehicle has been on the move for some time the axle becomes warm, and warm air expands. Unless this expanded air can escape, the pressure inside the axle will increase above atmospheric pressure, to the detriment of the oil seals and oil tightness of the axle.

Conversely, unless, when the axle cools down again air can enter the axle, there will be a slight reduction in pressure, which would encourage the ingress of water. And this, of course is the danger when driving off road. If the axles, nicely warmed up on the drive, are suddenly plunged in to a river or large pond the axles will cool quickly and the internal pressure reduced. If the axle is under water, it is water and not air that is sucked in to mix with the gear oil. Alternatively, if the breather becomes blocked by mud, the axle cannot breathe properly, leading to a tendency to oil leakage, and internal condensation.

The solution of course, is the fitting of remote breathers mounted on or inside the vehicle above the "water line" and connected to the vehicle by flexible tubing.

The necessary parts are readily available from Land Rover and other suppliers, and those with the money to spend need read no further. For the rest, a cheaper alternative is available in the form of redundant brake piping. The flexible brake pipe, or clutch slave cylinder flexible pipe, is the same thread as the axle breather. One end of the flexible pipe is threaded in to the axle hole, and the other end attached to a suitable bracket on the chassis. From here ordinary pipe, either steel or copper alloy can be run to a suitable point, and simply terminated in a U bend. The brake flexible pipe has one end with a short, flat ended end, and the other end is longer, with a tapered end. The shorter end is the one to screw in to the axle, although it is a bit too long and should either be cut off, or a suitable spacer used. Put some sealant on the threads to form an air tight seal, and don't screw it in too tight, as the thread in the axle is easily stripped.

Because safety is not involved, the flexible pipe can be a pipe removed from the brake system because of a crack in the outer wall, but otherwise sound, or else it can be the cheapest "pattern" spare from the local motor parts shop. Similarly the rigid pipe can be cut from a length removed because of rust at one point, in which case the union and flared end to connect to the flexible pipe will already exist. If not a local garage should be able to make up a couple of lengths quite easily. The amount of air to be moved is small, and the small diameter pipe is quite adequate, but it does keep the water out.

Gordon Lord



### Automatic Reversing Light Switch

One of the questions raised recently is whether an automatic reversing light switch can be fitted to a Land Rover. Well, of course there is no provision in the design of the gearbox for a reversing light switch, but one can easily be fitted by anyone with a practical interest.

When the Rover gearbox was adapted for use in the Land Rover the gear selectors and gear lever were moved from the top of the box to a position on the bell housing. The gear lever is carried in a bracket mounted partly on the box and partly on the bell housing, and here the end of the gear lever engages in to the ends of the gear selector rods. Mounted on the end of each selector rod is a piece rather like a cup with a side missing. Additionally the reverse selector rod carries a spring loaded lever. When selecting reverse the gear lever is first moved horizontally across the gate, and this causes the end of the gear lever to strike and lift the spring loaded lever. The purpose of this spring loaded lever is to prevent accidental engagement of reverse, and since the springs are prone to breakage and easy to replace it is worth checking them occasionally.

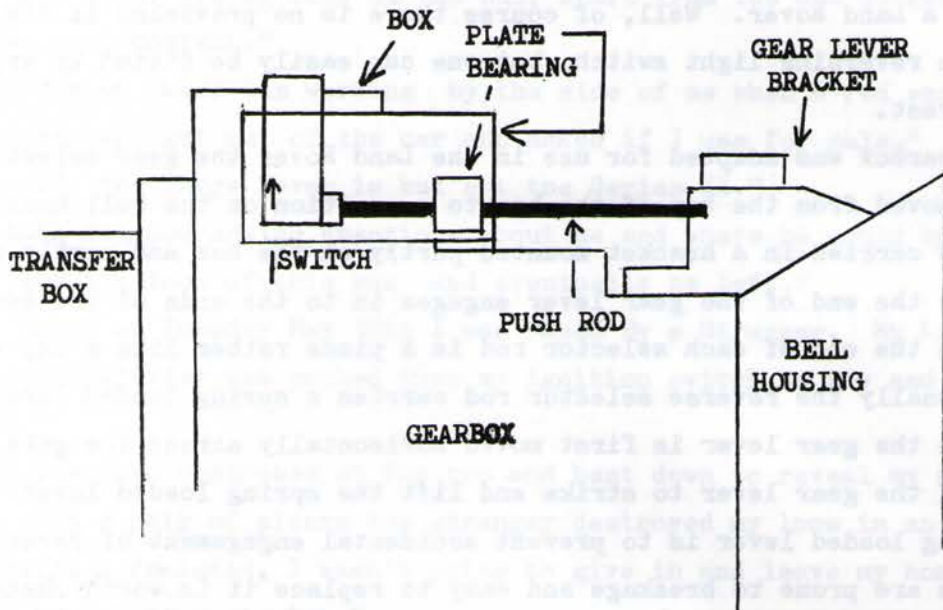
As the end of the gear lever lifts the spring loaded lever it allows the gear lever to enter the cup on the end of the reverse selector rod. Subsequent movement of the gear lever forward in to the reverse position pushes the selector rod back and engages reverse.

In order to fit an automatic reverse light switch it is only necessary to detect this movement of the reverse selector rod by an electrical switch and the job is done. One way to do this is to drill a hole in the bracket which holds the gear lever. This hole should be in line with the reverse selector cup, so that a rod pushed through the hole is struck by the cup and pushed back as the reverse is engaged. Something like an  $\frac{1}{8}$  or  $\frac{3}{16}$  inch diameter rod should suffice, and I was able to drill the bracket without removing it, just, but it is only held on with four bolts if you do have to remove it. The other end of the rod is held in a bracket mounted on to the box on top of the gear box, where the reverse stop clearance adjustment lives. This box is fitted with a steel plate cover held with two countersunk screws. Either fill the bottom of the box with rag or vacuum it out afterwards when you drill it.

The bracket I used was simply a piece of flat steel plate bolted to the side of the aforementioned box. At the front of this plate is a small block of brass held with screws, and with a hole in it to carry the other end of the steel rod which is pushed back by the selector cup. Fixed to the rear of the plate, in line with the steel rod is an electrical switch, with normally open contacts.

The only other point to bear in mind is that the steel push rod will require some form of stop to prevent it working too far forward and jamming the gear selectors. I used a threaded rod, with locked nuts to form stops, but you may be able to find some other method.

## SCHEMATIC DIAGRAM FOR AUTOMATIC REVERSELIGHT SWITCH


Starting Problems

Some recent correspondence has raised the question of starting problems that a number of Land Rover owners experience, when their engines are hot. This seems to be a common problem, and indeed I suffer myself to some extent, and have to turn the engine over quite a few times before it will fire if it has been standing for ten or so minutes when the engine is hot. When the engine is cold it will fire straight away, indeed it is quite easy to start on the handle when it is cold, even if it has been standing for a few days. The problems seems to be caused by fuel vaporation in the carburettor and in the pipe between the carb, and the pump. It is a problem I intend to investigate further, but would be pleased to hear from members who either suffer, or have some ideas about a cure.

Another starting problem affects engines that have stood for some days, and take a considerable amount of cranking before they will fire, Unfortunately, if the battery is a bit old, it may not be able to withstand the demand, and fails before the engine fires. This situation is caused by leaky valves in the fuel pump, which allow the fuel in the pipe from the pump to the carburettor to run back through the leaking valve to the tank, and has to be pumped back before the engine can run, and since the pump is leaky this takes time. Some times the engine fires and runs for a short time on the fuel in the float chamber of the carb., and then stops because the fuel is not replaced. Remedy is a new pump.

Gordon Lord

ONE OF THE EARLIER ADVERTS FOR THE SERIES 2 FROM 1958.

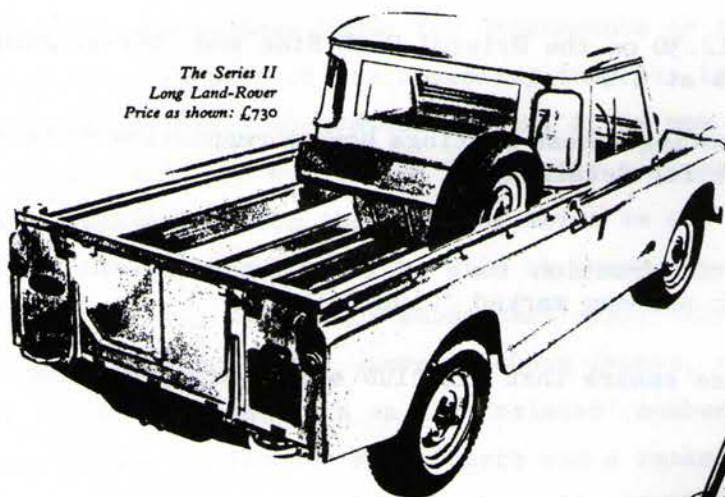
# Two new LAND-ROVERS consolidate a 10-year lead

Series II models introduce:

**better looks...higher performance  
...easier handling...greater comfort**



By Appointment  
to Her Majesty Queen Elizabeth II  
Manufacturers of Land-Rovers.  
The Rover Co. Ltd.



The Series II  
Long Land-Rover  
Price as shown: £730

During the past 10 years, 4-wheel drive Land-Rovers have won an unrivalled reputation for toughness and reliability. Year by year, there have been modifications and improvements and today, more than 200,000 are in service around the world. Now come the Series II Land-Rovers to consolidate Rover's 10-year lead in the design of go-anywhere vehicles. Both regular and long wheelbase models are now built to the new specification and are available with petrol or diesel engines.



The Series II  
Regular Land-Rover  
Price as shown: £640

## Important new features

- ★ The bodies of both models have new lines—smoother, more flowing, easier to keep clean. The successful corrosion-proof alloy bodywork is continued.
- ★ The long-wheelbase model now has a 2½ litre, 77 b.h.p. engine for still more impressive performance and a new cab with big rear windows.
- ★ Deeper, softer seats and squabs on both models give extra comfort, while improved suspension also helps to ensure smoother riding, both on the road and across-country.
- ★ The new designs permit smaller turning circles for extra manoeuvrability.
- ★ Easier bonnet opening is provided by single bonnet catches as fitted to Rover cars, while tail-board fastening is also simplified.
- ★ Both models are now available in a range of 6 attractive colours—bronze green, light green, fawn, dark grey, light grey and marine blue.

**There's no substitute  
for the 4-wheel drive  
PETROL or DIESEL**



THE ROVER COMPANY LIMITED · SOLIHULL  
WARWICKSHIRE and DEVONSHIRE HOUSE · PICCADILLY · LONDON

- September 6 Sunday Motorama '92 at Tockington north of Bristol. A family show which last year featured an 'off-road' driving course constructed by the All Wheel Drive Club. There will be a club stand.
- September 12 Saturday Park 'n' Picnic **THE VENUE FOR THIS EVENT HAS CHANGED, SEE PAGE 25 FOR FULL DETAILS**
- September 12 & 13 Top Farm, Wakefield, Yorkshire. A large meeting for all 4 wheel drive vehicles, from Suzuki to Scammel tank recovery vehicles. Be sure to have a camera. (the 'off-road' course has a reputation of being difficult and fender bending!). A club stand is being investigated.
- September 19 Saturday Northern branch meeting. A Roger Rally Rendezvous. Full details from Northern area Secretary, Roger Horne.
- October 3 & 4 Malvern '92 Motoring Event at Three Counties Showground, Malvern. Further details from Club Secretary, Frank Myatt.
- November 14 Saturday Park 'n' Eat at 12.30 on the Bristol Dock Side and 'Off-roading' in Brockley Woods at 3.00
- November 21 Saturday Northern Branch outing, these meetings have a reputation of being good. Roger Horne for details.

An up to date copy of the Calendar or confirmation that an event is still on can be requested by sending a S.A.E. to the Club address marked 'Club Calendar'

N.B. Would all club event organisers please ensure that all club events are published in the newsletter beforehand.

Event Report - Billing Aquadrome LRO Weekend.

This, the second LRO event at Billing was a very well attended event with visitors arriving all day on Friday, through the evening and through to the early hours of Saturday morning. The weather no doubt helped attendances no Saturday with a steady stream looking over the many and varied Land Rover exhibits on display.

The club stand was organised by the northern and Midlands branches with around ten vehicles on display, including Keith and Joyce Gissing's prize winning SWB truck-cab which was up in the air on four car ramps to show it off to full effect. As an aside I think that this was the first club event where we had a greater number of Diesels than petrol engined vehicles.

Amongst the many trade stands selling their wares, were Dunsfold Land Rovers, who had some of their museum vehicles on display, such the LWB lightweight, and a prototype Land Rover 90, and a very early Range Rover. Some of these vehicles have recently been featured in the LRO magazine.

Many of the main Land Rover Clubs were there in force, including the new Series 3 club. As far as our stand was concerned we had a steady flow of visitors looking over the vehicles and asking questions. By Saturday afternoon six people had signed up for membership there and then. As we did not tackle the off-road course personally I can't



really comment as to its merits or otherwise. The vehicles that had tried it were emerging pretty plastered with soupy mud so I guess it was trying in places, and judging from viewing on the sidelines I think everyone got there monies-worth.

It was out with the barbecue on Saturday evening after a visit to the well stocked site supermarket. With all the trade stands and club stands in one area it was easy to wander along with burger in hand and look over the club stands and trade stands alike. There were some fantastic restored vehicles to drool over, and some interesting recent 'finds' including a recently discovered Tickford 80" Station Wagon from the early 1950's. I think the term 'hedgerow condition' would best describe it;- there will certainly be a lot of work there for **someone**.

As we unfortunately could'nt stay for both days can't say very much about Sundays proceedings but I understand it was again well attended with plenty of day visitors enjoying the good weather and looking around the show and ring events. There were in fact two rings, one of which was utilized by David Bowyer and his team demonstrating winching and recovery techniques, the other ring saw events such as concourse competitions, pull-a - Land Rover competitions, and driving skills tests, with the prize-giving on Sunday. Speaking of competitions Paul and Sue Handley organized a superb childrens bike-trial, which is always very popular amongst the younger visitors, and some of the not so young visitors. There was the trial on Saturday and the competition Safari on the Sunday followed by the prize-giving. The rest of us on the stand had the relatively simple task of marshalling while Paul and Sue did the donkey work.

All in all this is a very well organized event and LRO must have put in a tremendous amount of work to make it the success that it surely is;- especially when one considers that this is only the second year of being. I have never seen so many Land/Range Rovers in one place, or such a diversity of vehicle types, on the Saturday they just never stopped coming into the site; 'nice-one' LRO, a success all round. I suspect !.

---

As personal runabout, load-carrier and towing vehicle, the Land-Rover has no equal. With its thrustful 4-wheel drive (slip into it at will), it makes light work of the heaviest going and treats the steepest gradient like a gentle slope. On a par with its toughness and reliability is the Land-Rover's capacity for working in profitable partnership with all kinds of specialised equipment. For further details of this, write to the Rover Sales Department. When fitted with power take-off, the vehicle's famous 'go-anywhere' qualities become allied to 'do-anything' versatility. *Land-Rovers are sold and serviced by over 750 Distributors and Dealers in the U.K. and over 5,000 throughout the world. Ask one of them for a demonstration.*

**...there's no substitute  
for the 4-wheel drive**



Petrol or Diesel



THE ROVER CO LTD · SOLIHULL · WARWICKSHIRE also DEVONSHIRE HOUSE · PICCADILLY · LONDON

**SOUTH EAST GROUP - Trip to Whipsnade Safari Park**  
**"Out of Bedfordshire" by Jo Cotton.**

July 12 was the date of our epic Safari to see big game and to dare to journey into the far wilds of the North in our intrepid vehicles. When I say North it was actually only the North Downs of Bedfordshire - but that's pretty good going for a day trip in Landrovers!

Six Landrovers met up at the main entrance of Whipsnade Safari Park. after the quick obligatory look at everyone's engines (!) we set off in convoy around the park. First stop was to see the tigers in a huge exhibit with a waterfall appropriately called "Tiger falls". I heard recently that the Indian Tiger is once again losing its fight for survival, poaching is on the increase and with only 8,000 tigers left in the wild - captive breeding becomes ever more important. Next stop was the Indian rhino with their magnificent armour plating, the Bedfordshire Downs are once again one of their last remaining strongholds.

We parked up the Landrovers in a field much to the surprise of some picnickers. Time for a few quick photos...half an hour later we were ready to have lunch, just as huge black cloud loomed ominously above us. But as true Landrover owners nothing would put us off our food! Meanwhile Will was sent to make the tea in his amazing expedition equipped 2A, which carries every thing you could possibly want - sandladders, cooker, TV, even the kitchen sink!

After lunch it was on with our Safari. we arrived just in time to see the bird show. various birds of prey and parrots were flown over the audience performing amazing feats of aeronautics. The convoy set off again this time the journey "through Asia" over a railway crossing, down a rough winding track bringing us into the enclosure, where an assortment of antelope hidden by the tall grass greet the driver.

The narrow gauge train which runs through the enclosure was packed full of tourists who soon forgot the hooped mammals when a much stranger breed of mammal came into view...the Landrover owner! Even more peculiar the Series 2 owner!! The train riders were amazed to see six Landrovers bumping though the savanna. (Personally I think they got their money's worth. we added that extra feeling of authenticity and safari adventure!). I can't help feeling sorry for the poor antelope who were slightly overshadowed by us. all the cameras were pointing in our direction!

We left the Asia adventure with slightly inflated egos. next stop the Hippos - it's true they really do spend all day wallowing in mud...and other things! (mind you that Hippo was cleaner than my Landrover!). Time for a quick tea break then back to the Landrovers for another drive around making sure we've seen as much as possible and have totally intimidated a Mitsubishi Shogun! (can I say that?!). Quick look at the penguins, wolves and last of all sealions. That ended the "Thames Two's" day out as we've dubbed ourselves. It came off without any major mishaps apart from me waiting for everyone in the wrong place - sorry!

Thanks to everyone for turning up and a big thanks to "my" Dave for organising with Whipsnade the trip. If anyone from the South East region would like to "sign up" feel free to give me a ring on 081 840 2462. For details of an off-roading venue in Essex please phone Steve Downing on 0375 380002.



## WHAT DO YOU WANT ?

Club events, whether social meetings or 'off-roading' have always been well attended and enjoyed by those attending. However when you compare the numbers of members the club currently has against numbers attending events throughout the country there is a great divide, I was wondering why.

So, why don't YOU come to events, does the club not offer the type of social event you would like? or is it that all events seem to be too far away.

A member mentioned to me on one occasion that the only near events were shows and that his L.R. was not up to 'show standard'. We have exhibited our Lightweight at several shows, and one thing its not is 'show standard', its used every day and looks like it. This can be said for 50% of the vehicles shown (the other 50% are gleaming and try not to park to close to us) and it has never deterred interest from the public, in fact I would say it attracts interest as it shows how sturdy our beloved machines are. All events are social outings for all the family, good fun and worth travelling for.

I have also heard that some members are worried about going 'off-road' because of the damage it may cause. Whilst there are no guarantees your L.R. won't be damaged (it would be an unforeseen event), every attempt is made to ensure the chosen route is safe. As a guide, on the last trip we went on, there were young children (including our own) and dogs along for the ride. If your that worried - don't go first. No event is competitive and everyone is free to turn round or stop at any time. We have even had an occasion where some members stopped and had a picnic.

Time to stop rabbiting, please write and let me know what you feel on this subject, what type of event do you think the club should organise or attend.

\*\*\*\*\*  
VENUE CHANGED.....STOP PRESS.....EVENT VENUE CHANGED.....STOP PRESS.....EVENT VENUE

The Venue for the Park and Picnic will now be at Brockley Woods near Bristol. Come offroading with the club and have lunch in the beautiful surroundings of the biggest area of woodland in Avon - several hundred acres of woodland which we have the land owners permission to use. There are miles of tracks suitable for all Land Rovers including restored vehicles. We know the area well and can tailor the trip to suit the type of vehicle and the level of enthusiasm of the crew !.

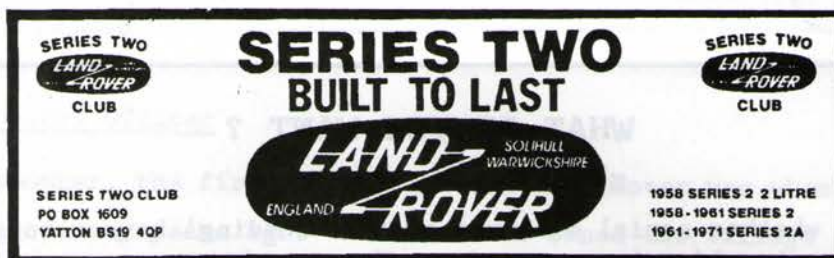
BRING.. VEHICLE (TAXED INSURED ETC)....PACKED LUNCH....PACKED AFTERNOON SNACK.  
CAMERA.....SENSE OF HUMOUR.... DOGS ON LEADS ONLY PLEASE....WELLIES &  
WATERPROOFS...

As these are commercial woodlands NO brewing up with stoves or naked lights.

We hope to run two escorted drives during the afternoon. Tracks used will depend on the weather conditions to minimise damage to the surface-10mph maximum speed- this is a family day out.

Please confirm if you will be coming, Tel 027 546 3772.

Meeting place is the Brockley Combe layby, 12.45 sharp. (off the A370)



ITEM 2

## CLUB SHOP

All orders & correspondence to :

Series Two Club Shop  
Paul & Alison Thompson  
1494 Ashton Old Road  
Manchester M11 1HL

All prices INCLUDE post and packing to UK mainland destinations. For Europe & Overseas please add 50%. Due to our status of a limited company, these items are for sale to members only.

STICKERS: All stickers in yellow & green on white background.

ITEM 1	4" square Club windsreen sticker - self cling	£0.50
ITEM 1	4" square Club stickers - self adhesive	£0.50
ITEM 2	9" x 3" windsreen sticker "Series Two built to last" - self cling	£0.75
ITEM 2	9" x 3" sticker "Series Two built to last" - self adhesive	£0.75
ITEM 3	9" x 3" windsreen sticker "You are following a Series Two" - self cling	£0.75
ITEM 3	9" x 3" sticker "You are following a Series Two" - self adhesive	£0.75
ITEM 4	Club tax disc holder	£1.25



ITEM 4



ITEM 1

### PUBLICATIONS:

Servicing Chart (A4 size). Owners handbook reprint	£0.50
Diesel engine priming and filter information. Manual reprint.	£0.50
Chassis prints (A3 size). Line drawing of chassis, engine and transmission	Each £1.50
88", 109" and Forward Control.	
Forward Control 2A information pack (Technical Supplement)	£3.00
Back copies of newsletter - contact editor via PO box.	

SHIRTS: Green shirts with yellow print - Club logo and large Series Two 88" soft top.

T-shirts Small	£5.00
T-shirts Large & Extra Large	£6.00
Sweat shirts Large & Extra Large	£12.00

### MUGS:

Quality earthenware mugs with two colour logo and Series Two 88" soft top	£3.50
---------------------------------------------------------------------------	-------

### MODELS:

ERTL Land-Rover 110, 3" long, green with full tilt.	£1.25
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### OIL FILTERS:

Series II paper element (long) RTC 3185	£5.50
Series IIA paper element (short) Coopers	£3.00



ITEM 3

FOR SALE

Land Rover 109" hardtop 1962. 2286cc petrol. Red (ex company fire tender). Clean, sound chassis, rebuilt engine and gearbox fitted, new m.o.t; £1250.00 ono.

Also MOD trailers. Choice of two, 1-10cwt, 1-15cwt. Both well shod. Nato hook/socket available if required. Tel, 081-504 9834. (London).

1970 SWB hardtop, present owner four years. MOT April '93, tax October. Recent battery, fuel tank, outriggers, front springs, 78,000, £925.00 Tel, Tony 0923 82148. (Middx).

Land Rover Series 2. Registered 1965, light green LWB truck cab with tilt. 2286cc petrol. Phone 021-430 4500. (Birmingham).

Series 2 1958 SWB, canvas tilt. Original 2 litre petrol engine re-bored 1000 miles ago. Number 1500 off the line. Over £1000 invested during four years of ownership. Sadly failed MOT but only needs time to make good. Will haggle around £750.00. Tel, Andy Cox, 021 745 1968. Birmingham.

1962 SWB seven seater station wagon. This vehicle has recently been restored and has covered 9,000 miles since completion. Receipts for over £10,000. Some of the work is listed below along with a photo.

Vehicle completely stripped down, chassis wax injected and painted with rust inhibiting paint. Axles stripped and all seals replaced along with half-shafts and drive members.

All springs shock absorbers replaced along with brake shoes, cylinders backplates and pipes. New clutch propshafts and steering ball-joints. Engine reconditioned by Turner Engineering (diesel). New radiator, alternator, wiring and starter motor. New door tops and safari rear door. Fully re-trimmed, and all door and window seals replaced.

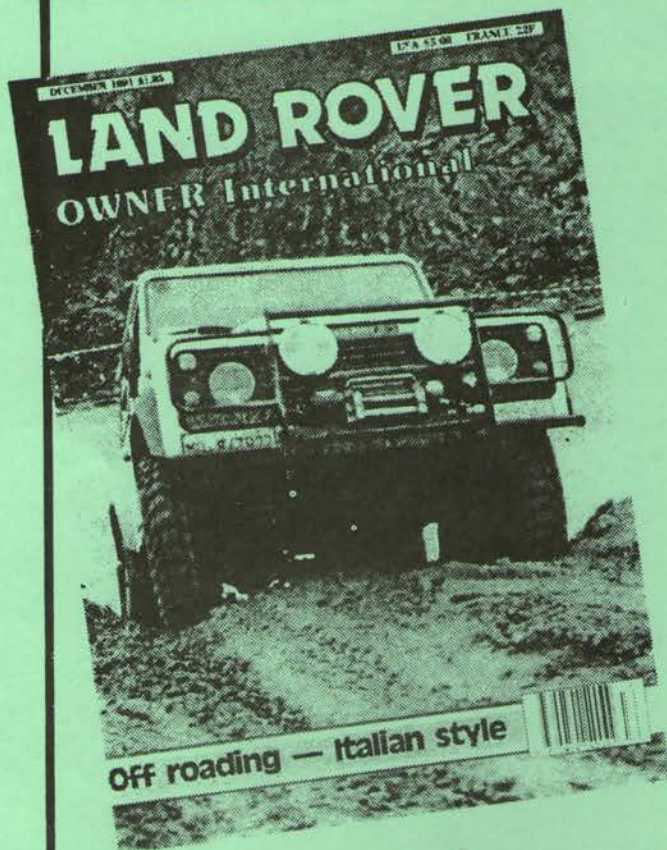
Tax and MOT until January 1992. £2950.00 ono. Quick sale needed as going to University. Tel, 0903 267958. (W. Sussex).

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