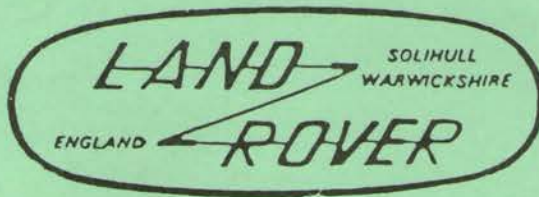


**SERIES**



**TWO**

**CLUB**

**ARC  
NATIONAL RALLY  
REPORT & PICTURES**

## **NEWSLETTER**

**JUNE 1992**

MEMBERS' LETTERS  
TECH - TALK  
COMMITTEE MEMBER  
PROFILES

FROM THE ARCHIVES  
OUT AND ABOUT  
FHBHVC NEWS

CLASSIFIEDS  
EVENT REPORTS  
EVENT CALENDAR  
NEWS

## **NATIONAL GATHERING**



*Federation of British Historic Vehicle Clubs*

**ARC NATIONAL AT CANNOCK IN MAY**



## 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

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 : to be arranged.

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.

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INDEX

- Page 4 Committee member profiles. This issue its the turn of Ross Floyd & Jerry Bright.
- Page 8 Members Letters.
- Page 13 F.B.H.V.C. News. A new feature page with news of new and proposed vehicle rulings.
- Page 14 Event Report, The very first Ladies Day report from Kaye Ashton.
- Page 15 ARC National Report. News of the '92 National Rally.
- Page 19 Event Report. News from deepest Exmoor on the South West area camping weekend.
- Page 21 From the Archives. This issue a copy of the 1965 vehicle & accessory price list.
- Page 22 Events Calendar. A list of up & coming vehicle shows and club events.
- Page 24 How it all Began. The story of the founding of our club; told by Ross Floyd.
- Page 27 Out and About. This issue a look at some 'extended chassis specials'.
- Page 28 Tech-Talk. Gordon Lord discusses the consequences of infrequent engine use, and in part 2 considers the concept of vehicle originality. Part 3 looks further into the question of unleaded fuel. Part 4 is an in-depth look at the new MOT regulations concerning Forward Controls' by Ross Floyd.
- Page 31 Classified advertisements.

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EDITORIAL

Just what is it that makes normal, sensible (at times, Ed's wife) people drive long distances in noisy, dirty, uncomfortable and slow Land Rovers? , when there may be a perfectly 'normal' conveyance sat at home on the drive, which would offer a more upto date mode of transport. I'm sure everyone would have their own explanation. But after attending the ARC National there is no doubt that these vehicles have a very powerful hold over their owners.

Just walking around therewere people from all walks of life probably with absolutely nothing else in common except their vehicles, and it seems not to matter whether you drive a brand new Defender or an 'ancient beaten up hack', in the Land Rover world all are equal. All Land Rovers have one feature which you won't see in the brochures; 'in-built social interaction capability'.

What a National it was; after all the turmoil preceeding it, and all the negative gossip, I was expecting anything from, fairly reasonable to a shambles. But it wasn't just good, it was brilliant, and that isn't just my opinion, I'm not going into a lengthy appraisal of what went on here, as we have a report on page 15 it was excellent. Full marks to Andrew Staverdale, Harold Lowe, and all the team. Also, thanks on behalf of the club to all the members who attended the club stand at the National, it was far and away our best stand yet, (until Billinging?!). What great company to spend a weekend with, the tale swapping after the barbecues were great.

Ross Floyd, Club Chairman

The Series Two Club was initiated in the early 1970's by a young vet who I never actually met who rented a flat along the road from my parents house. He had a lovely rag top 88" Series Two with a full wooden dash board and enough dials for an aircraft. The summer I took my O levels it used to be parked, sides rolled up and door tops off; I fell in love.

Having left Bristol grammar school I went to Bristol Polytechnic to do business studies. During my four year 'sandwich course' I worked at British Leyland at the height of the troubles and Michael Edwards famous letter. This gave a wonderful insight on how not to run any company. I loathed it, had nothing to do and spent my first six months writing a flight simulation programme on the mainframe computer. During my 'training' I managed to lean on an emergency stop button in the computer room and shut down the production of the Midget, MGB, and TR7 bodies, and cause a small strike on the Marina panel line by glancing at my watch as I walked through the press shop- as I was wearing a tie they thought I must be timing them!, it really was that bad.

My Land Rover came next year in 1979 as I managed to save enough during my industrial 'placement' to buy it. It came from a graveyard behind a small unfranchised dealer in Bath. It had a coathanger of an M.O.T, The man refused to honour the 'warranty', and like a fool I paid cash. My girlfriend said she didn't want to be seen in it and finished with me on the spot, and my friends told me I was stupid.

It changed my life. I was always broke and had permanantly oily hands. I became the mechanical joke of the course and spent my life fixing it or trying to find ways of keeping it on the road, while my contemporaries were living it up in the Student pubs in Bristol. Their money went on beer and clubs, mine on petrol, second-hand parts and 20/50 which dripped from the crank seals. Land Rovers are incidious, you don't realise you are hooked until it is too late. It lost me several more girlfriends, got bogged to the door bottoms in the Brecon Beacons, into scrapes with game keepers, and in trouble with the council for using a lamp post as ground-anchor, trying to move a Tesco artic with the Capstan winch one snowy night.

A friend got married in 1981, the next year I graduated. I was best man, taking him to his fate in the Rover, morning dress, ribbons, top hats the works. I met his cousin Gill who had been warned by an Aunt that I wasn't interested in girls, just crawling about under Land Rovers; (and I quote !!). Coming from a motor trade background, perhaps she didn't mind too much and tells me the first thing she remembers being told was to keep anything she wanted to keep clean on her lap!. In 1982 I decided to buy a dog and bought a smooth-haired welsh Collie named Ben who became the bane of my life and guardian of all he surveyed. The choice of breed was simple- it had to match the Land Rover.

After a spell working for a national chain of garages, first in Land Rover sales and



later in Fleet sales, Land Rovers again, where I was a pig in Clover, it seemed logical to start the club which I did in the Winter of 1984 as the All Wheel Drive Club didn't appeal.

In 1986 Gill found herself in the passenger seat as we used 'XHR' to take us from the church to the reception- true to form a protruding bolt tore her wedding dress as she got out and she fell headlong out of the cab into the arms of the catering manager!, such is life. We bought a cottage just outside Bristol having almost bought a house about 100yds from Andrew Steven's Vicarage (Chairmen of the Series 1 Club) in Chewton Mendip- at the time was offered the Parish of Cleeve where we now live so it was almost an unbelievable coincidence.

In the summer of 1988 (D-Day) Katie was born. In the months that followed I wanted a project which would not leave Gill at home on her own and which would give us something to do when the children were older. The answer was to restore XHR. By that it was in good mechanical but had fourteen differing colours on the body. A full strip down and rebuild took about nine months. A year later I chanced on a huge heap of scrap and bought 'Goliath' our Forward Control which I also rebuilt. We had a two seater vehicle and three in the family. Shortly after that it was four with the addition of Jennie, but not to be outdone I bought a Series 1 Fire Engine with three seats and restored that, so that we still have to take two vehicles to shows to get the family there and Gill has to follow behind in her car, as Katie and I chug along in front!, her Aunt warned her'.

I bought XHR in 1979. Despite the expense and the many drawbacks I never regret it for a moment, even when I think of the financial problems it gave me at college. Land Rovers, as I am sure you have already found, are like a warm coat, or a shaggy dog, a symbol of stability, reliability and loyalty. Each one is different, each one reflects the personality of the owner and each one has an amazing character. Not to say they don't breakdown, but you can usually fix them somehow and they have a huge 'get-you-home factor. The vehicle still brings with it a deep friendship among owners and an unspoken code of conduct which no other vehicle can hope to equal and one which drivers of other types of car cannot even begin to imagine.

If I have one memory of my early days of Land Roving it is of XHR one freezing and snowy February night. Gill, Ben and I had come across the remains of a Marina which we dragged from a ditch, and now had two shaken teenage would-be rally drivers in the back of the truck. Having stowed the recovery gear and buttoned down the tilt it was time to depart. My indelible memory is of opening the cab door and smelling that warm Land Rover smell, the instrument panel illuminated, the heater on, and the cab vibrating gently with the engine; and knowing that we at least were going to make it home.

Jerry Bright Club Treasurer

A suggestion at the committee meeting in December was that the committee members should write a profile about themselves. Here's mine !.

It is probably fair to say that I have always had an affinity for four wheel drive vehicles since quite an early age. From the age of 15 onwards I worked at a farm during the school holidays doing as much overtime as I could. The result of this was that after a year and a half of this I was able to buy a Ford Jeep. It cost me £65 at the time. This was in 1961. I was not able to do much driving due to the length of our drive, so most of the time was spent taking it to bits, re-painting etc, nothing that got 'to involved'. I carried on working on the farm and by this time I was just 17. I passed my driving test, and decided that I would sell the Jeep and get a sports car. I bought an MG PA 1934 (AVT 411) and sold the Jeep (DAP 707); where are they both now I wonder ?.

Since then cars have very much been a part of my life, it could be said all most an obsession !. I left school at 18 and joined Rolls Royce Derby as a commercial apprentice, and over the next five years qualified as a Management Accountant ACMA. I clearly remember my first week at the Rolls Royce "Apprentice Initial Machine Training School" AIMTS in Ascot Drive, Derby. I spent this whole week with four others filing vice-blocks using engineers blue to get them square. We knew how to use a file at the end of that first week,- it was a good job my hands were used to hard work from working on the farm. There then followed a whole succession of cars, an MG TF 1500, Austin A40, Ford Zephyr Six, various Minis', an MG TD, all of which needed, at some stage, some work on them to keep them on the road.

After working in Derby, Birmingham, I moved to Oxford in 1972 and met Sara who also has some affinity for cars, although not to the same extent as myself. At that time I was working for BL (UK) Ltd, as it was known then, and I had a 'Management Car Lease Plan' vehicle, this was an excellent scheme, the vehicle was replaced each year with a vehicle of ones choice, so it allowed me to drive around in Triumph 2.5 PI's, and a Rover 2000. I wanted a Rover 3500 S but was a little concerned about the fuel consumption.

Sara and I married in 1976, and were then living at Harpenden Herts. There wasn't much space for cars, I only had space for three and Land Rovers had not come onto the scene yet !.

In 1982 I got tired of working for British Gas, as I was at the time, and started work for British Telecom which meant a move to Clevedon Avon. In addition to the jobs attractions I was keen to find a property that would allow me more space for my hobby. After a few years making some improvements to the house, I decided I would like to get back to a Jeep or Land Rover. In view of the high prices and lack of body carrying capacity the Jeep had I opted for the Land Rover.

My current vehicle is a Series 3 LWB with a Perkins 4203 diesel mated to a 2A gearbox. Prior to the conversion the vehicle was fitted with a 6 cylinder so it

had the larger brake drums and more space under the bonnet for the engine to fit. This has proved an excellent combination, can carry anything within reason, and has superb economy. It is used for all sorts of fetching and carrying. It has a Safari body at present, and I am debating whether to remove this and revert back to the usual LWB rear body and hard top. I find that the step in the floor (the rear seats are removed) allows all sorts of bits of rubbish to collect there. Also the lack of a rear body bulkhead means that heavy articles can join you in the front seat if an urgent stop is required. I do have a Series 2A SWB, at present it is under cover and one day it will emerge from the garage in a restored state !. I also have a Series 1, but I must not say too much about it in this magazine! It would be fair to say that quite an amount of my spare is spent working on my various vehicles. I went to evening school to learn how to gas weld as I think this is an essential skill to learn for serious vehicle restoration/repair. My wife is very supportive, but keeps a check on my fleet size, there must be sufficient space to turn round and park the 'normal' vehicles used for work etc. This is the end to my 'profile', I hope it gives some insight into my 'past' and how I got interested in Land Rovers. Writing it has made me think of those signs;- "You don't have to be mad to work here, but if you are it helps".  
Happy Roving, Jerry Bright.



ROSS FLOYD

**INSURANCE?**

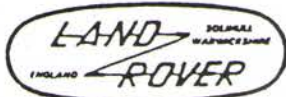
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HELP !

IAN WATTS  
READING

After having read and scanned the Club Register I was surprised to learn that my vehicle is not a Series II as I was led to believe but a Series IIA. The chassis No. being 24104124A. I located the chassis No. on the vehicle registration document as the plate in the cab is non-existent. The same document suggests that the date of manufacture is and I quote 'Approx 1958' yet the year of registration is 26-06-62, is it possible that the vehicle is older than 1962 - staying on the subject of the chassis regarding to the rear axle check straps which on my particular vehicle bolt directly on to the side of the chassis as indicated by an 'earlier' type chassis, whereas in the Series IIA parts manual they fix by a V plate. There are also various discrepancies between original parts on my vehicle and those in the Series IIA parts manual needless to say I am now very confused.

This brings me on to my next confussing item regarding the engine, the engine is a 2.25 petrol engine No. 1511 02227 (no suffix). Now according to the information supplied on the front pages of the two part workshop manual the engine should belong to a Series II 109" Home RHStg built in 1961.

Also, I am trying to track down a supplier of very early 2 $\frac{1}{4}$  litre petrol engine crank rod bearings. After having consulted with my main supplier of parts - John Craddock Ltd, who have never let me down as yet, I have found out that Rover haven't manufactured these parts for some number of years, the Rover part number is 523336 and the engine no. is 151102227. And I was wondering if either yourself or any other club member know of a supplier or if anybody has a set floating about in the depths of a garage somewhere. As my Land Rover is my only means of transport and being unemployed with a severely disabled fiancée money is a key issue, as my only other alternatives are to replace the engine or remove the crank and have that shaved down to fit the later type bearing, which will take expensive equipment to remove engine etc., as I do all the maintenance myself. Any help in this would be greatly appreciated.

REPLY:

The chassis number you quote is for a home market RHD 88" Series 2A 1962 or later, although I would suggest 1962. However if the vehicle plate cannot be found, and you are using the details on the log book, there is no certainty that the number is the correct one for your vehicle. Thirty years is a long time, and it is quite possible that for some reason the vehicle has changed identity, and may indeed be older than the log book suggests. If the vehicle still carries its original radiator, look at the tag which secures the radiator cap chain to the radiator. It should be stamped with the month and year of manufacture. As with the log book so with the engine, and it is quite possible that the vehicle does not have its original engine. As I say thirty years is a long time for the various parts to stay together and the Land Rover lends itself to home modifications and parts often interchange.

If the normal parts suppliers cannot supply big-end bearings, I am not sure who else to try; of course somebody reading this in the newsletter may be able to help !?. Alternatively try a specialist engine parts supplier, especially on who supplies the engine rebuild trade. Quite often parts such as valves, bearings etc were shared by various engines, and parts intended for another make of engine may be suitable. Take along your parts as samples. If the big-end has failed are you sure the crank is alright. Otherwise you may find a similar engine in a scrap yard; with fingers crossed, big-ends will be in good order.

Gordon Lord.

DANSK DIESEL

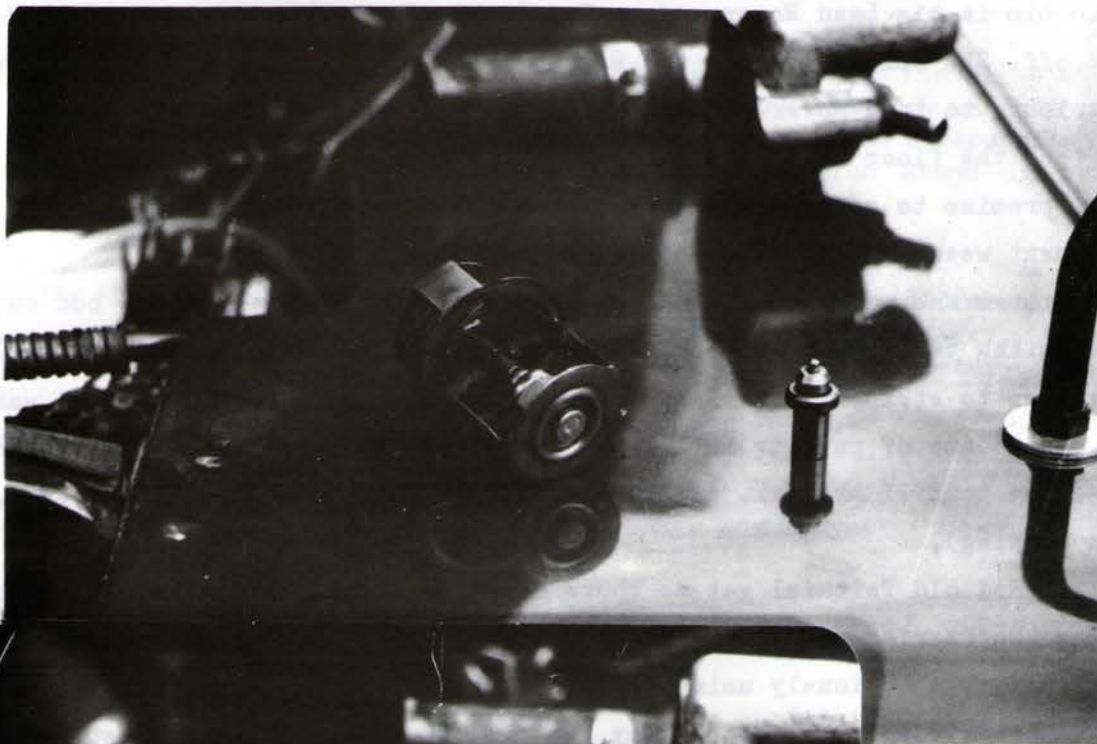
I have some questions about my 2 litre diesel engine. Is there an explanation as to why my engine has an aluminium timing chain cover, and thermostat cover. It seems to be a bit special since I have not seen any other with it.

Also what do you do with a defective thermostat when you can't source a new one



I enclose a couple of pictures to show what I did with mine recently. As you will see this refers to the old 'ethyl-alcohol type.

First I cut away the bellows and then fitted a spring above the valve plate. The strength of the spring isn't critical, just make sure that the valve can open fully (that is to be measured together with the thermostat cover). Now you have to find a wax thermostat with the correct temperature. My choice was  $179.6^{\circ}\text{F}$  or  $82^{\circ}\text{C}$  normally fitted to an early Volvo lorry. Take out the wax cartridge as shown to the right of the picture. Then drill a hole in the bottom of the thermostat to fit the wax cartridge. Then I found a brass nut to be used as a distance piece so the bottom of the cartridge and the thermostat are level. Now you have to adjust the length of the tube fitted to the valve plate so that the cartridge can just be fitted under it. You will now discover that the stainless steel pin on the cartridge will go into the tube, but because the hole in the tube is longer than the pin you have to fit a piece of wire in the tube so that the pin can just reach it. Now you put the thermostat into a pot filled with water and heat it up, (do this when your wife is not at home!!) now you should see that the pin comes out of the cartridge and pushes the valve plate up, and when cool the spring closes the valve.



CLUBBING TOGETHER

The clutch was slipping, I knew that but put up with it. However the crunch came when I went for the annual nerve shattering M.O.T. I wanted the ground to swallow me up when the tester couldn't get off the rolling road in a Land Rover! . It passed with the guy mumbling about 'no hill to steep' etc.

So at the northern meeting it was decided that we have a day doing my clutch, however before it was to be done by half a dozen members eager to tear my vehicle apart, the layshaft bearing broke up. After the initial panic and hysteria (Oh my God a gearbox strip-down ! ) I contacted my saviour Hedley, who calmed me down from a jibbering wreck that I had become.

It was decided that he would come over to Manchester and have a look. When he arrived, I started her up, into first and she was away (it wasn't driving before, honest !). With him in his Land Rover and my Dad in his Skoda (just in case I needed a tow) we set off. She managed it all the way to Huddersfield (in fourth mostly) without a tow, a tribute to Land Rover gearboxes.

We took the floor and seats out with surprising ease (didn't we Hedley ! ) and I made them promise to go out and stroke my Land Rover every day then left for home. Come the next weekend Paul gave me a lift back up.

A 10 ton crane was moved into position and we managed to get the box out. After collecting the remains of the bearing off the floor (anyone for marbles) Hedley got down to stripping it. In a few hours we had the parts, my wallet was empty and it was a case of putting it all back together again, using half of the Kuwaiti oil reserves to fill the box. All in all it took from 9am to about 1am (yes, 1am in the morning),

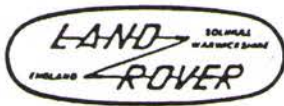
So how did old faithful get me there minus layshaft bearing ? well the bracket that holds the bearing in place has three studs, all of which had a corner shaved off !. The shaft was obviously using these bolt heads to keep it straight. Land Rover boxes are strong!. Oh, by the way, we did the clutch as well, just for fun.

Without help (and a sympathetic bank manager) I wouldn't have managed, so thanks to Paul Thompson for the lift, Andrea for putting up with me at 2am, to Sue and Hedley Cope for the knowhow, garage facilities, tea, cake (almonds yipee!) and sandwiches and Roger Horne for the offer of a tow.

Eddie Weed

STOP PRESS

FOR SALE - Land Rover Fire Tender ex Powergen, 109" Series II A, Chassis No. 251161636, Petrol, Reg No. WAE 609H, 6035 MILES ONLY, Original Condition. Contact John Stamp, Edward Symmons and Partners, Tel: 0703 779778, Southampton



SERIES TWO, W reg, !?

I am having a problem with my Land Rover, and I do hope you can help me, I need to establish its age !.

I bought it as a derelict last year and have since rebuilt it. It was re-registered on a W reg when I bought it, but now I find I am constantly getting stopped by the Police as it is obviously an early Series 2A or possibly a late Series 2, and the registration doesn't fit. I have contacted the DVLA who can only tell me that it was fitted with a replacement chassis before their computer records began in 1983, so the 'VIN' number on the Log book is not relevant, and the plate on the Land Rover is missing.

I have owned five Series 2/2A Land Rovers over the last ten years, re-building each one from scrap, so I know a reasonable amount about them, so here is the result of the detective work;-

1. Positive earth 12 volt Series 2 , small fuse-box.
2. Separate starter push, combined lights and ignition swith.
3. Solex carb.
4. Straight handbrake lever.
5. Front panel with early type headlamps, not flush, but projecting with chrome rims.
6. Grill without cut-out for access to bonnet release. The bonnet was originally held with Series 1 type spring-loaded bonnet catch.

The oil cooler and petrol tanks under the seats show that mine was originally an ex-MOD vehicle.

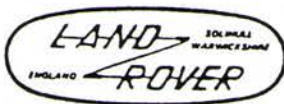
I look forward to your reply, which I will forward to the DVLA.

T.E. Roberts.

REPLY. I have been in contact with the policy division of the DVLA about this matter and they share my own view that it will not be possible to obtain an age related number for this vehicle, and that the vehicle would be better with a 'Q' prefix plate.

It is generally considered that the chassis, or in some cases the bulkhead of a Land Rover carries the identity of the vehicle, and as the former has been changed and the identity plate from the latter is missing, also as you have added a large number of parts from other vehicles, it is not possible to give your vehicle a definite age as it is not really any particular vehicle at all.

In the circumstances I suggest that you either fit a 'Series 3' type front grill and wing fronts, which would give the vehicle the appearance of being a 'W reg', or that you apply to the DVLA for a 'Q' plate. However, there is an absolute minefield of construction and use regulations which which came into effect between the early Series 2 and the late Series 3 vehicles, and unless you can prove the year of manufacture, which otherwise could be taken as the year of restoration, you might be required to carry out very expensive modifications before the vehicle could be used on road.



The only hope I can see is that you argue strongly that the chassis number on the documents is the true identification, but as this is not carried on the vehicle I honestly think that even this approach is unlikely to succeed. I am sorry that I cannot be of more help.

Ross Floyd.

#### CAUTIONARY TALE

I recently had a puncture in the offside fronttyre, so I had to fit the slightly dubious spare on a rather battered wheel. I had the puncture repaired and promised myself that I would put the 'good' wheel and tyre back soon, and the battered spare, one evening, fell off the hub while driving round a bend, and vanished into the suburban gloom. I found it after fifteen minutes, in the middle of a rose garden, 100 yards down the road. Damage was limited to a broken free-wheel-hub and a deep score in the road.

So if you have a spare with slightly enlarged mounting holes, beware!.

Ian Simmons (3-wheel driver)

N.B. Upon inspection rust is often present around the stud holes on the inside of the rim, especially in the reinforcement-recess. It is always worth checking this area where water often accumulates, when ever the wheels are removed. (Ed.)

#### IN BRIEF

At the ARC National Rally John Cradock of John Cradock Land Rovers Ltd mentioned that he had a stock of new and unused (still boxed) speedos for the Series 2 & early 2A. These he is offering at a special price to the club of £20 + p&p. I took advantage of the offer as my speedo ran slightly fast, and am very pleased with the new unit. For reference the units numbered 1500 or over are for the SWB, any number under this is for the LWB.

On a different subject completely, as you may have seen in the LRO, there has been a few cases of theft or attempted theft of pre '67 vehicles, with the possibility that they could be bound for export to the USA. We don't currently have sufficient information to detect a trend but all members are advised to keep a close eye on their vehicles, and take security precautions. Please contact the club address should any incident occur. We will keep you informed if this develops further. As you may have noticed the club shop address has changed. We are pleased to announce that Paul & Alison Thompson have volunteered their services, and indeed were in action at the ARC National manning the club shop. I know that the rest of the committee would like to thank them both for enthusiastically stepping into the breach, and thank David & Jackie AGAIN for their efforts over the last few years.

The Federation of British Historic Vehicle Clubs, of which this club is a member, produces a very good bulletin covering all new and proposed legislation affecting older vehicles. We have decided that the information published will often be of interest to members, and therefore, starting with this issue there will be extracts from the bulletin included in our newsletter to keep you informed as to what is going on, enabling you to respond to any new legislation or safety advice.

Spray Suppression. After the worries that spray suppression impedimenta might have to be fitted to vintage commercial vehicles, the outcome is a happy anti climax. Modern vehicles requiring spray suppression may adopt the requirements of the new Community directive as an alternative to complying with the British Standards. I only mention it here in case some readers may have missed out exemption from Directive 91/226.

Maximum Heights. The proposed amendment seeks to achieve three things. The scope of vehicle required to have in its cab an indication of the overall travelling height is increased, to cover all vehicles whose height exceeds 3 metres. This is a reduction from 3.66 metres. So when this becomes law all vehicles over 3 metres high will need to have a notice, visible to the driver, in letters not less than 40mm tall, indicating the vehicle height in both feet/inches and metres.

Vehicles with high level power operated equipment, such as cranes, will be required to sense when the height of the stowed equipment exceeds the height being indicated to the driver as the height of the vehicle and warn him of the danger. This will not apply to vehicles first used before January the 1st 1986 unless they are drawing a trailer.

Tyre Tread Depth. The new tyre tread depth requirements, already enacted in the construction and use regulations in order to comply with Community Directive 89/459/EEC, require cars, light goods and light trailers to have at least 1.6mm tread depth throughout a continuous band situated in the central three quarters of the breadth of the tread and around the entire outer circumference.

Seat Belts. It was in 1984 that the European Parliament recommended that the wearing of safety belts by all passengers on all roads and in all seats in passenger vehicles (except, would you believe it, public service vehicles) should be compulsory. The driver and passenger of all vehicles under 3.5 tonnes should wear safety belts of an approved pattern provided the occupied seats are fitted with such equipment. As it stands the requirement to wear seat belts on historic vehicles depends on the vehicle being fitted with them. None of us with pre-1965 vehicles need have them but, if fitted will need to be used.

Bits & Pieces. Club members who are lucky enough to be able to find spare parts in scrapyards are advised that the days of the traditional 'Scrappie' are numbered and it could be well worth while gleaning as much material as possible from known yards before pollution control legislation closes most such establishments down.

### LADIES DAY '92.

May 2nd saw the first event held by the club aimed at encouraging us ladies to take a more active role and drive 'off-road' ourselves.

Four Land Rovers took part driven by Alison Thompson, Rose Lamb, Mrs Bright and myself (with Gill Floyd and our children). Starting with a leisurely trundle through the woods over, up and through its many natural obstacles.

Unfortunately, at one point a wrong turn was made and the convoy ended up on a more testing track than had been planned, this stopped Rose Lamb's SWB on smaller tyres on more than one occasion, the remainder of the convoy slipping and sliding through on 750's. The men were on hand to push and pull in knee deep mud when required (now that's what you call organisation) whilst Alison and I used tow ropes from in front and behind - not at the same time.

That test out of the way we moved off winding our way through the forest until a steep hill climb was reached, one by one the slope was climbed, each time the surface got more slippery until Alison, who was bringing up the rear could get no traction at all, a controlled reverse down hill and alternative track brought the convoy back together for the return journey to the start.

All agreed that the day had been great fun and a second event should be planned in the near future. I hope more ladies are encouraged to take the wheel themselves and have a go.

Kaye Ashton



This is a jumper knitted by a club member who attended the A.G.M., those of you who enjoy knitting and would like to have the pattern for this jumper please send a S.A.E. to me and I will forward on.

As I mentioned in the editorial this years ARC was a very well run affair. As far as our Club were concerned we had a good sized stand with a large steel 'pertakabin' in one rear corner. This was for use as the public address hut, the task which our club was handling as our contribution to the running of the event.

When we arrived from Devon at around 8.45pm on Friday evening, after a long delay on the M5 due to a very bad accident on the South bound side of the motorway, which had closed both North and South bound for around two hours, we set up the caravan and had a look at the stand. The PA equipment was yet to be set up so Ross (who proved to be a dab-hand at this PA lark) and Paul and Alison Thompson and Frank Myatt, set about getting all up and running. The following morning we all set to and put up the stand regalia, including getting Paul's LWB diesel up on four ramps to make a more prominent display. Will Huff very kindly came over and gave a very welcome hand to put up all the flags, banners etc.; we even had white posts and plastic chain to form a perimeter.

When this was all done a well earned rest was called for and everyone re-counted their previous days journeys.

As time went on and the event opened to the public Paul and Alison organized the Club Shop gear, and we had the first of many visitors to the stand. We had a very good selection of vehicles on display including a very nice 1961 military.

After lunch we had a look around the many trade stands on the site and had a look at some of the RTV trial; very entertaining! But it was very interesting just sitting on the stand and watch some very nice vehicles pass-by.

Ross and Gill soon got into their stride on the PA, and we had all manner of requests for messages to broadcast, including a free bus service from the site to John Craddecks HQ in Canneck, courtesy of John Craddeck himself.

On the second day the PA hut officially become Rally Control and we were issued with a radio so we could stay in contact with all event officials, and to act as the fulcrum in case of any incidents.. The only time this was put to the test was when an unfortunate little boy fell down a hole on the course and fractured his leg. The doctor was summoned (in a 110 of course) and the lad was taken to hospital.

On the third day we were 'rally office' as it was the day of the competition safari event, and the term rally control could be confusing for the others out on the competition circuit.

On Saturday and Monday we had a barbecue in the evening, which went very well, and we were pleased to see two day visiting members, who stayed for the barbecue, David Lecky from Bridport, (a 350 mile round trip, get home at 4am) and Martin Wilde from Germany, but he only had to drive as far as the local hostel where he was staying.

Action from the  
Comp Safari on  
Monday.



Action from the  
Comp Safari on  
Monday.



Eric Winter-  
Sorensen of  
the Midland  
Rover Owners  
Club tackles  
the sticky  
stuff in the  
RTV.



Plenty of  
 vehicles on  
 the Club stand



Will Huff's  
 very nice LHD  
 109" kitted out  
 for expedition  
 use.

Paul Hedgkinson  
 keeping a watch-  
 ful eye on the  
 Comp Safari as  
 a volunteer  
 Marshall





AS THE DAY VISITORS DRIFT AWAY  
 ITS OUT WITH THE BARBECUE

We had a steady flow of people coming on to the stand and even signed up some new members there and then.

I was amazed to see how many members had travelled long distances to attend, including Will Huff, Chuck and Cilla Beard and Carel from Cambridge..

What a great event, made even better by the effort that everyone had put in, including the organizers, competitors, our Club Members and visitors, - hope to see you at Eastner next year, and indeed at our next major event, the LRO Billing weekend near Northampton in July.

At the prize-giving ceremony a new award was presented. It was the 'William Farvis Trophy' which was presented this year for, the best preserved Series 2 or 2A in regular use. The trophy was given by the club Chairman Ross Floyd, and is most worthy of gracing anyones sideboard.

It was presented on this occasion to Keith Gissing of Clevedon Bristol. Keith's Regular is a most worthy winner;- BUT !!, it can be beaten. I would urge all Series 2 owners to make sure another name is on the trophy next year. So go to it and make it a real competition at Eastner next year.

CAMPING WEEKEND

May the 8th saw the start of a club camping weekend at Exford, on Exmoor, Devon. With some members travelling from as far away as Kent, Surrey and Manchester we were keeping our fingers crossed that the weather would be kind.

On the Friday it was dry, windy and fairly cold as club campers arrived and erected tents and generally got settled into the site. It was hoped that we could get the barbecue going in the evenings but the weather deteriorated on Friday night and it rained nearly all night, so Saturday morning was spent checking for tent leaks and drying clothes and equipment when they were found. As it was still raining hard on the Saturday morning it was decided after a brief group conference to postpone the planned drive around the moor, and instead to visit the Cobbaton Combat Vehicle museum, about 20 miles away. So we set off amidst the driving rain and the thick fog which was encountered on the hills. "Rain in the morning, showers in the afternoon" the weatherman had predicted; so we emerged from the museum after a couple of hours hopeful that we may see some improvement, and it was slightly better. It was lunchtime by now so we headed back for the moors, and into the Sportsmans Inn at Sandyway for a warming meal. Whilst the rain moved away and we decided to venture off on at least part of the planned drive around some of the more scenic parts of the area. Fortunately the fog had cleared and the stunning views could now be appreciated.

Part of the route was to drive through the river Barle at Tarr Steps near Dulverton. We did have a slight unscheduled delay here as we took the first of two possible routes which are signed as "Unsuitable for motor vehicles", this route is a much rougher route which descends the valley steeply to the river below down a rough steep track. So we stopped at the top and decided it may be best to do a 'recce' first; bearing in mind that with some vehicles having to travel a long way home the next day that we wanted to avoid damage at all costs. As I was at the front I was going to drive down to check it out before we all came down. However, the intrepid Tony Wright suggested that he should perhaps go down as he had a C.B and could communicate with Paul Thompson who also had one. So Tony set off down the track which I could best describe as being at a rating of 7-8 on a scale of 1-10 for difficulty. "Not too bad" came the voice from the radio. But it was difficult to see on the map whether the track took us to where we wanted to go; and having spotted a less tortuous route a little further along the main road Tony turned around and set off back up the hill, and I started to walk down to meet him. It was when he was about ten yards from me, that as I watched him pitching and bouncing over the rocks I heard an awful crash, like breaking glass; for a moment I thought that the window had fallen from his safari rear door; it was only as he drew nearer that I saw the source of the noise, as behind him was a trail of food, drink, oil cans, and general belongings strewn down the track resembling a 'food-aid air drop' in Ethiopia. Of course his rear door had unlatched in the violence of the pitching of the vehicle.

So Tony stepped the vehicle and we proceeded to collect up the gear and carry on to the top.

We arrived at the river crossing and Paul Thompson attempted to cross first in his LWB diesel. As this is a local tourist hot-spot there were quite a few trippers around. But as we started to come across people were appearing from everywhere, some stood on the other side, some stood on the old stone clapper bridge that spans the 100 feet wide river. We all made it across successfully, which was quite an achievement as the earlier rain had swelled the normally 6" deep river to a height level with the sills. After a check over the vehicles to check brake pipes etc, and a brief word about drying the brakes out we made tracks to the nearby town of Dulverton for barbecue provisions, leaving the standing crowd at the river.

On arrival back at the campsite in the now glorious sunshine we were pleased to see the arrival of Adam and Valerie West in their new 130 V8 camper. I won't describe it fully here but if you have seen their 2B Forward Control then you will get the general idea, what a machine !.

The weather remained fine for the rest of the time and we concentrated on seriously reducing the mountain of Burgers and sausages sizzling away. This was washed down with some very fine home-made wine courtesy of Keith and Joyce Gissing. So it was with straining belt-buckles (well, some of us) and reddening cheeks that we chatted the evening away and retired to our respective tents at around 11pm.

After breakfast on Sunday morning everyone took advantage of the dry conditions and got tents and equipment packed away. Goodbyes were said and we set off in our separate directions. An event hopefully to be repeated before too long.

Peter Lamb.





This issue, a price list from 1965. Were prices really that low !; a brand new vehicle for the price of a chassis today. Read it and groan !.

VEHICLES	*Price £ s. d.	Purchase Tax £ s. d.	Total £ s. d.
Regular — 88" — Petrol	491 0 0		
Regular — 88" — Diesel	805 0 0		
Long 109" —			
Basic — Petrol	790 0 0		
Basic — Diesel	904 0 0		
De Luxe — Petrol	810 0 0		
De Luxe — Diesel	924 0 0		
STATION WAGONS —			
Regular — 88" — Petrol	835 0 0	175 10 5	1,010 10 5
Regular — 88" — Diesel	949 0 0	199 5 5	1,148 5 5
Long — 109" — Petrol	975 0 0	204 13 9	1,179 13 9
Long — 109" — Diesel	1,089 0 0	228 8 9	1,317 8 9
12 Seater — 109" — Petrol	985 0 0		
12 Seater — 109" — Diesel	1,099 0 0		

OPTIONAL EQUIPMENT—FITTED AT THE FACTORY

Ref. No.	Description	Models	Remarks	*Price (fitted at Factory) £ s. d.
E.1214	Alternator, 12-volt	88", 109"	Provides substantially improved battery charging facilities. In the case of the diesel model the centre seat is not fitted.	68 15 0
E.1050	Cab — Truck type	88" only, except Station Wagon.	Spare wheel carrier on bonnet should also be specified (E.1149). When supplied in lieu of standard Hood, deduct £18.	22 0 0
E.1219	Engine speed governor	Petrol only.		21 10 0
E.1211	Flasher equipment	88" and 109".	Standard on all Station Wagons.	5 0 0
E.1090	Hard top, detachable	88" only, except Station Wagon.	When supplied in lieu of standard Hood, deduct £18.	40 2 9
E.1092	Hard top, detachable (full length)	109" only, except Station Wagon.	When supplied in lieu of Truck Cab, deduct £22.	54 13 9
E.1003	Heavy duty rear springs and front and rear shock absorbers	88" only.	Not applicable to 109".	5 8 0
E.1188	Heavy duty rear springs and front and rear shock absorbers	109" only.		19 0
E.1054	Hood, full length, khaki or blue	109" only, except Station Wagon.	When supplied in lieu of standard Cab, deduct £22.	22 0 0
E.1104	Hood, hoodsticks and tie bars, 2-length, khaki or blue	109" only, except Station Wagon.		21 0 0
E.1112	Hood, hoodsticks and tie bars, 2-length, khaki or blue	88" only, except Station Wagon.	For use in conjunction with Truck Cab.	17 0 0
E.1040	Lock and security catches	88" only.	Standard on all Station Wagons and 109".	1 4 3
E.1107	Lock for spare wheel on bonnet (provision for)	88" and 109".	Padlock not supplied.	9 6
E.1161	Lock for fuel filler (provision for)	88", 109".	Padlock not supplied.	10 0
E.1204	Oil Cooler Unit	Petrol only.		27 8 0
E.1229	Oil Cooler Unit	Diesel only.		22 10 6
E.1123	Reinforced front axle	88" and 109".		3 15 0
E.1059	Spare wheel carrier on de luxe bonnet	Station Wagons and 109".		1 5 0
E.1149	Spare wheel carrier on plain bonnet	88" only, except Station Wagon.		1 5 0
E.1100	Speedometer MPH, with trip	88" and 109".		1 10 0
E.1180	Station Wagon type rear door	All models where hard top is specified.	Can only be used in conjunction with E.1090 and E.1092.	5 0 0
E.1153	Trim, De Luxe, for doors, dash and floor	88" & 109", except Station Wagon and De Luxe 109".	Can also be supplied when hard top is specified. For full De Luxe trim on 88" cab (E.1050), order E.1089 and E.1153 (£20).	10 10 0
E.1066	Winch, front capstan	88" and 109".	On petrol Land-Rover, Hand Throttle Control should be fitted by Dealer (503033).	46 0 0
E.1169	Winch, hydraulic	88" and 109".	Suitable for recovery and agricultural purposes.	219 19 6
E.1080	Windscreens, laminated	All models.		3 11 0
E.1210	Wiper, extra, for windscreens	All models.		4 3 0
<b>TYRES</b>				
E.67	6.90 x 16 T.28 "Trakgrip" tyres and tubes	88" only.		
E.1128	7.50 x 16 Dunlop Road Pattern tyres and tubes	All models.		
E.1129	7.50 x 16 Dunlop T.29A "Trakgrip" tyres and tubes	All models.		
E.1166	7.50 x 16 Michelin "XY" tyres and tubes	All models.		
E.1172	7.50 x 16 Dunlop RKJ or Avon TM tyres and tubes	88" only.	Standard fitting on 109".	

The above recommended prices apply only if the equipment is fitted during production.

OPTIONAL EQUIPMENT—SUPPLIED BY DISTRIBUTOR OR DEALER

Service Part No.	Description	Models	Remarks	*Price (fitting extra) £ s. d.
332440	Chaff Guard (radiator)	All Models.	To prevent straw, chaff, etc., being drawn into radiator. (Painting extra).	6 5 0
261829	Covers for Universal Joint	All Models.		1 9 4
330990 (khaki)	Curtain	88" and 109", except Station Wagons.	To be used with full length canvas Hood only.	3 0 0
600597	Foot Pump	All Models.		1 5 0
501025	Fire Extinguisher	All Models.		5 5 0
75940 (5 off)	(Including Fixing Bracket and Screws)			
2247 (5 off)				
3073 (5 off)				
332995	Fly Screens for Dash Vents	All Models.		1 14 0
330988	Heater and Demister (recirculating)	88" and 109".		12 0 0
511302	Heater, Electric Immersion, 200/250 volt, 250 watt	88" and 109".	Supplied complete with lead and plug.	4 15 0
511303	Heater, Electric Immersion, 100/125 volt, 250 watt	88" and 109".	Supplied complete with lead and plug.	3 16 0
534603	Hubs, free wheeling	88" and 109".		22 10 0
332969	Lock, bonnet (de luxe)	109" and 88" and 109" Station Wagon.		5 0
332970	Lock, bonnet (plain)	88" except Station Wagon.		5 0
330992	Mat, Link, front	88" and 109".		2 2 2 (inc. P.T.)
330994	Mat, Link, for floor of body	88" only.		3 8 0 (inc. P.T.)
330995	Mat, Link, for floor of body	109" except Station Wagon.		5 15 0 (inc. P.T.)
331392	Mat, Rubber, front floor, R.H.	88" and 109" except Station Wagons and De Luxe.	Standard on De Luxe models and Station Wagons.	18 2 (inc. P.T.)
331393	Mat, Rubber, front floor, L.H.	88" and 109" except Station Wagons and De Luxe.		16 6 (inc. P.T.)
331452	Gearbox Cover	" " " "		1 6 6
331401	Mat, Rubber, for rear body floor	88" except Station Wagon.	Standard on 88" Station Wagon.	1 11 6 (inc. P.T.)
334000	Mirror, Internal	88" and 109" except Station Wagons.	Internal Mirror standard on Station Wagons.	7 8
77789 (2 off)				
526521	Mirror, external	All Station Wagons.	Two external mirrors are fitted as standard on all Land-Rovers, except Station Wagons, which have one internal mirror and one external mirror.	12 6
320401	Mud Flaps, Front	88" and 109".		1 18 6



VEHICLES AND OPTIONAL EQUIPMENT

JANUARY 1965

THE ROVER COMPANY LTD · SOLIHULL · WARWICKSHIRE

## SERIES TWO CLUB - CALENDAR '92

Items in bold are events organised by the Club for its members. The other dates are items that may be of interest to members, in most cases a Club stand will be arranged, if you intend to go to any of the non-Club events and are interested in exhibiting your 'beast' please contact the club as soon as possible at the P.O. Box so that arrangements can be made (enclose a S.A.E.)

'OFF ROADING' - If coming a long way please check that the event is still scheduled. Priority will be given to first timers and those coming a long way, we usually manage to accommodate all vehicles however.

- June 20 Saturday      Park 'n' Eat at 12.30, the Brunel Buttery on Bristol Quay Side followed by gentle 'off-roading' at 3.00 in Brockley Woods. See pictures in Practical Classic Magazine - April '92 edition.
- June 28 Sunday        Bromley Pageant of Motoring '92, Norman Park, Bromley, Kent. (Closing date 16.5.92) Entry fee £5 with £15 paid back on the day - so they say. Attractions are car and fancy dress competition. Further details from Club Events Officer.
- July 5 Sunday         Burnham-on-Crouch Bus and Commercial Vehicle Rally, Essex. Attractions include, railway museum, historic vehicles and autofair. Further details from Events Officer. (Closing date 20.7.92)
- July 11 Saturday      ANNUAL CLUB BBQ at 6.30pm, this has always been a successful event which gets better each year, all the family welcome. Venue courtesy of Club Chairman, Cleeve Nr Bristol. A small charge will be made, so if you are interested please let Ross Floyd know.
- July 12 Sunday        Barnsley Metropolitan Vintage Vehicle Rally, Locke Park. Well organised event for true enthusiasts (Closing date 19.6.92). Further details from Events Officer
- July 12 Sunday        Granada Owners Club pre 1977 Charity Car Show, Stonehouse, Gloucestershire. Details from Club Secretary, Frank Myatt.
- July 18 & 19           National Off-Road & Four Wheel Drive Show, West Wickham Park Estate, Nr High Wickham, Bucks. This event (previously known as the B.F.Goodrich event at Trentham Gardens) is a large show with improved 'off-road' course(s). Further details from Club Events Officer.
- July 25 to 26         L.R.O. Weekend at Billing Aquadrome, this family event is fast becoming popular with plenty of stands and a "non-damaging" (don't quote me) 'off-road' course, has good coverage in a certain magazine!. If you would like to display your L.R. on the club stand please make arrangements through the Club and not the L.R.O.
- August 8 & 9          Yeovil Festival of Transport, Barwick Park, Yeovil, Somerset. Claimed to be the largest classic car show in Europe. A club stand is envisaged.

- August 16 Sunday Eastnor Park near Malvern, an 'off-roading' course which is used as a testing ground for Land Rovers and has featured in many articles. Also, I understand the Castle (house) and grounds are very picturesque and open to the public. This event was much enjoyed last year and has been re-booked due to popular demand, not to be missed. Full details from Club Secretary, Frank Myatt.
- 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 at 12.30 on Felton Common, Nr Bristol. A relaxing lunch and afternoon in a peaceful setting.
- 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. Each outing is something different, from orienteering L.R. style to adventures in a quarry, always enjoyable. 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.

1993

- January 16 An early event for your diaries, a chance to show off those new Christmas jumpers and woolly socks - Park 'n' Eat at 12.30 on the Bristol Quay Side.

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'.

CLUB ADDRESS - P.O. Box 1609, Yatton, Bristol BS19 4QP



THE LAND ROVER SERIES TWO CLUB,  
AND HOW IT ALL BEGAN

Ross takes a trip down memory lane to the early days and gives a potted history of the club.

During the early 80's the 4x4 scene began to carry momentum, headed by David Bowyer and 'Overlander'. The Series One Club provided facilities for older vehicles but there was no enthusiasts club for the later ones and no Series Two club, or indeed anything for the Series Two owner who did not want to get involved in competition.

In 1981 I went for a gentle offroad trip in the Brecon Beacons with the AWDC. Supposedly suitable for novices, the expedition leader took off and we had to follow him or risk being stranded. Being completely 'green' to serious offroading I didn't know when to back out and had to drive up a waterfall, over a private paddock, and down an horrendous shale track with clouds on one side and stones actually falling over the edge into the mist below as we descended. I became stuck in a bog which required a double snatch tow to get out, and the 'local guide' advised me not to stand on the surface. I began to think that there must be another form of activity for Land Rover owners who didn't have Series Ones !.

Unfortunately, in the Bristol area, there wasn't. Having a smashed exhaust and dented cross-member, migraine and cracked spring, the trip back was memorable.

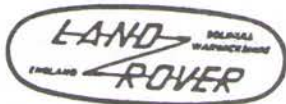
Late in 1984 I wrote to 'Off Road' magazine, which had just taken over the old 'Overlander' asking if anyone would be interested in forming a Series Two Club. We had about six replies. The first response was from Dave Rhead, soon followed by Mat Ford and Ann Kohrs. David Bowyer got in touch and offered help without him we could never have got the club off the ground as he put us in touch with the ARC and the other clubs.

Growth was very slow, but Dave Rhead, as membership secretary worked in a curious sort of numerical base five, so that we had plenty of gaps for missing members and the membership numbers bore no relationship to the paltry number of members we actually had. We sat in on the acceptance meeting at the ARC hoping we wouldn't be asked to produce a membership list as we had twelve of the ~~twenty~~-five members needed to join-we made it.

Facilities were basic. I did the publications and membership list on a spectrum computer and Ann was the editor. Mat Ford organized the events. It quickly became clear that there was a demand for a 2 and 2A club and we decided to combine and make the club open to 1958 - 1971 vehicles. We had a good range, but surprisingly only one forward control until 1990 when interest in the type began to increase. Our first newsletter had 25 copies and many of these were 'spares'. Typing it in on the mini sized spectrum keyboard was dreadful and the machine used to crash if the bathroom light was switched on !.

The club remained at 100 members for several years. We never pushed it, but just let it grow, so that it was an enthusiasts only affair with a lovely family and friendly atmosphere, which it still has





We never tried to claim we could offer something we couldn't and tried to welcome everyone who wanted to be an active member. The club took off following the article in the Sunday Express Magazine on the 40th Anniversary. Gill and I spent a cold and miserable day at David Bowyers course being photographed, the club was mentioned in print, and although we only had one direct reply, it seemed to be the catalyst for a steady, if unspectacular growth.

We soon went 'underground' behind a PO Box, not because of trouble with members, whom we always try to welcome within the limitations of family life, but because of the number of idiots who had no intention of joining but who would phone, and even come to the door, sometimes as late as midnight, expecting us to have spares and free advice, and facilities for them to fix their vehicles on the spot. Gill put her foot down and we came out of the phone book and onto the PO Box 1609 (I should really have asked for 2286 I suppose). Even now we get people calling at the local Post Office trying to find us!. David Bowyer of the Series 1 club always used to say that if we didn't have a phone number we would lose a lot of members. I tend to agree, but in this age of instant communications, if someone has to sit down and write to us, they need to be serious. We don't get very many unreturned application forms, and to date only about a 25% drop out each year, which I understand is a very good figure for a club like ours.

In our early years, the main event of the year was always the ARC rally, simply because we didn't have enough members in any one area to make a meeting successful and had several disasters where nobody turned up. Our first was at Eastnor, then Plymouth in 1986 when we had about six members on the site. As we began to gain members, it became possible to run local events, the first being the Park n' Eats' at Bristol, followed by cautious meetings elsewhere, and then Roger Horne's spectacularly successful brand of road events in Derbyshire.

In the late 1980's the club changed again. It became clear that we needed a locally based committee if we were to run efficiently. The club was now too big to run on a personal basis and was taking too much of my time - around 20 hours a week!. The other committee members wanted a break, so enter Jerry, Frank, Peter, David and Gordon. That was our turning point. Each committee member was experienced in a particular field and the muddle along approach changed to a 'management team', the ultimate effects of which you are now seeing in the new-look newsletter, the very tight budget control, Club Shop and slick membership system. We have decided to keep well away from spare parts for the time being, apart from a few 'special-offer' lines, limiting the Shop to regalia and fast-moving service items. There is no real problem where parts are concerned and hundreds of dealers are far better equipped to deal with the problems that supplying them can bring.

Having had a very good run, and reaching the 200 member point we decided it was too much of a personal and financial risk for the committee and organisers to remain



uncorporated. In 1989 after almost 12 months of organising and delay, we became 'Limited' and the club was reformed as a company limited by Guarantee, the Series 2 Club Limited in 1990, with a turnover well into four figures.

Gill, my wife has been a tower of strength and the Club would not have succeeded without her. She ran the club a few years ago when I was in hospital (and no one even knew she had taken over) and she has provided hospitality to committee and members, had the house and garden regularly muddled and wrecked by meetings, cooked the BBQ, (on one occasion whilst 8½ months pregnant), and cleared up afterwards - and she still does the routine post, most of the renewals and other boring clerical work.

This is perhaps a good opportunity to mention someone who never had a choice, has never been elected and who has done a huge amount of work behind the scenes, work which never thinks exists.

I resigned as Secretary in 1991 and dropped out of much of the routine work due to a need to earn a living and not play Land Rovers so much!. I had business matters which required a lot of time and something had to go, unfortunately the club didn't pay the mortgage, although hugely enjoyable, it was in danger of taking over!. Something had to go!. However as I set up the membership and the data system on the computer I kept this on as well as the club address. Frank took on the job of Company and Club Secretary and the club never looked back.

With the efforts of Peter who has done wonders for the newsletter, Roger 'up north' where the northern branch is very active, and Gordon who does the technical replies the club has a much higher profile, and from having perhaps one membership enquiry per week, we sometimes get several a day. In the last few weeks it has become clear that we have reached a 'break point';

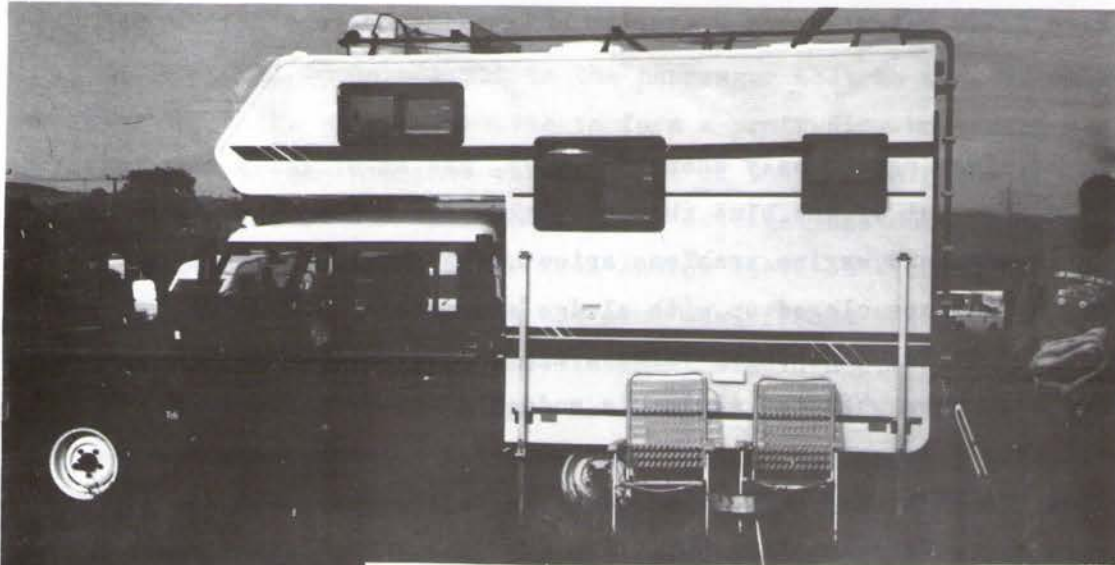
suddenly we are going from being a small time club to being one of the bigger ones in the Association of Rover Clubs and could eventually become one of the biggest. We have gained almost 100 members this year and the rate has been increasing, so when the recession ends eventually, we should see some spectacular growth. Hopefully the 'Practical Classics' article should have some benefit, (page 64 Ross, Ed.), although we do not seek growth at any price.

The Series 2 Club has always been a friendly club and all the committee are hands-on types. Some car clubs tend to be very introspective and new members have little chance of getting involved, and even less chance of speaking to the committee. It has been our hope that this club is not like that and that anyone can come and join in the fun, regardless of the type of vehicle, age or condition. We are an enthusiasts club - vehicles don't matter, but people do!.

Ross Floyd.

LONG VEHICLES

This issue, a look at some extra long Land Rover specials.



A 130 camper from Holland at this ARC National. Not sure about the overhang at the rear for off-road use.

A very useful looking six-wheeler, with drop-side body, also at the 'National'.



A very smart 130 coach-built camper belonging to Adam & Valerie West. In addition to the V8 engine with air-conditioning, it has a 240 volt alternator, and is beautifully appointed inside.

1. Engine Use.      2. Originality.

1. Some recent letters have drawn attention to a problem which appears to effect Land-Revers, for some reason.

Many vehicles spend their lives making only short journeys, and never get a chance to properly warm up. If then out of the blue they get taken for a long journey at a comparatively high speed, and engine problems arise.. The problem is that on short journeys, the engine becomes clogged up with sludge and carbon, and acids collect in the engine oil. Seals, especially valve seals become stiff, and the piston rings get gummed up. Then when the engine is suddenly driven at speed for a long distance the oil gets thin and leaks away, the gummed up piston rings allow oil in to the combustion chambers, and combustion gases in to the sump, and the carbon on the valve head and stems glows red hot, The engine overheats, the valves can get burnt and drop off, and piston failure can occur.

The best plan is to make sure the engine has a reasonable run from time to time, to get hot, and if it has been restricted to cold journeys for some time, take it easy for a while until the engine has had a chance to warm up and clear itself.. Keep an eye on the oil and water levels, and stop and let the engine have a rest if it appears to be overheating. The Land-Rover 2 $\frac{1}{4}$  engine is a good tolerant engine, and it deserves a bit of care and attention.

2. One of the questions which frequently troubles members is that originality. They either want to know if their vehicle is in original condition, or perhaps have a vehicle that has features which do not fit in with published details and want to know why. Well, we cannot always give a clear answer, but perhaps the following may provide some clues to possible answers..

It is over twenty years since the last Series 2A was produced, and well over thirty years since the first Series 2 was produced. Thats quite a long time ago. Another factor to bear in mind is that the great majority of Series 2 and 2A vehicles have now passed out of commercial ownership into the hands of private owners. Private owners have a habit of wanting to improve and alter their vehicles, and Land-Rovers lend themselves to such treatment.. Finally, although production of Series 2A vehicles ceased in 1971, the Series 3 which took over was very similar, and it could be said the Land-Rover was in production in basically the same form from 1958 to the late 1980s. But note I said basically, as there were a constant stream of minor improvements and changes to suit user and production needs, many of which were not widely published.

So what do we have? Elderly vehicles, likely to be well worn, in the hands of enthusiastic private owners willing and able to carry out repairs and alterations, and a vast fund of similar, but not always identical parts which to use. Is it any wonder that most vehicles we see these days are mongrels. And why not - surely it is one of the features that makes Land Rovers so enjoyable.

### 3-Unleaded fuel;-the debate continues.

At the recent AGM the question of leaded petrol was again raised, and it is clearly still a problem.

As members may know, in the early days of petrol engine development it was found that raising the compression ratio of an engine increased its efficiency. Unfortunately it also caused problems because, with the petrol then available, the increased compression ratio caused the petrol/air mixture in the cylinder to fire prematurely. This pre-ignition puts strain on the pistons, and when severe, soon leads to engine failure. However the chemists found that by adding certain lead compounds to the petrol this 'pre-ignition' could be prevented, and allowing the development of the modern high-compression engine. Later it was discovered that the same lead compounds also provided protection to the exhaust valve and seat, and made it possible to machine the valve seat into the cast cylinder head, and avoiding the need for special valve seat inserts.

Over the past few years however, it has been recognised that lead in the environment may be harmful, and this, together with the introduction of catalyst converters, in exhaust systems has caused a demand for petrol without lead compounds in it. Modern refinery methods can produce a petrol without lead in it, with a reasonable resistance to pre-ignition, and ordinary unleaded petrol is approximately equal to the old 3-star petrol. What unleaded cannot do, however, is provide protection to the valve seats, and it is for this reason that the unleaded is unsuitable for the Land Rover 2 $\frac{1}{4}$  engine. In use the valve and seat will be red-hot and without the protection given by the lead compounds, the valve and valve seat contact areas gradually burn away.

During the second world war, a number of Spitfires were sent to Russia as part of the aid given to that country, and it was soon found that the high-compression ratio Merlin engine fitted to the Spitfire was unsuited to the poor quality Russian petrol. It was found however that by adding a tin compound to the petrol, the pre-ignition resistance of the petrol could be raised to an acceptable level, and it is this discovery that has been developed into some of the petrol additives currently available.

Whether some of these additives available actually provide adequate valve seat protection for a Land Rover engine is the subject of great debate. The Land Rover 2 $\frac{1}{4}$  can run quite happily on the 3 star rating of the unleaded, and pre-ignition is not normally a problem. As mentioned it is the valve seat protection that is required, but unfortunately, if this is inadequate, it may be some time, and quite a few thousand miles before the damage becomes apparent.

Also at the AGM, a suggestion was made that some filling stations are actually selling unleaded as leaded, thus enhancing their profits. As far as is known this has not yet been proved, but if members have any reasonable suspicions perhaps they should contact their local Council, or Trading Standards Authority. A Land Rover will come to no harm from an occasional tank-full of unleaded, but prolonged use could well cause damage.

#### 4. NEW MOT RULES FOR FORWARD CONTROL LAND ROVERS.

I have found to my cost that the MOT regulations have changed. This will not affect most owners, but Forward Controls, specials and 6x4 conversions (ie with a trailing unpowered axle) may be affected. THIS IS IMPORTANT.

Ordinary Land Rovers are covered by the particularly British concept of Dual Purpose Vehicle. A dual purpose vehicle with an unladen ('taxable') weight of under 2040kg needs only a car type MOT. All normal Land Rovers are in this class. The FC should be as it is based on a standard 109" chassis, but fails on a technicality.

The new rules have been introduced to prevent owners stripping small goods vehicles out to obtain a low TARE weight and obtaining a 'car type' MOT. It can be argued that in this case the vehicle should be subject to a more stringent test and there have been a number of accidents where vehicle defects have contributed and these would have been found on the more stringent test. A point in case is that aluminium bodied vehicles and ones which have removable pannels have had the old 'car' MOT while purpose built, heavier, vehicles have been subject to a stricter test. Basically it's been a right mess and if you saw my builder's Transit with gaping 'non structural' holes in the sides, you'd understand!.

The new law looks at the manufacturer's gross vehicle weight instead. Over 3000 kg GVW and you have to go for the 'commercial' MOT. Over 3500kg kg and you need a full HGV test. The forward control at 3625 kg is just over the top and now needs the full 38 tonner type test. As all were made after 1960 we can't escape as a 'historic commercial' either. There is no reason why it shouldn't pass, but the fuss is awful and it is very strict. A a hobby vehicle, forget it.

The tester in my case refused to test 'Goliath' which prompted a number of phone calls to the Department of Transport. I had always assumed that the definition of dual purpose vehicle would cover us but it seems now that the Forward Control has always escaped a commercial test as it was just under the weight limit, not because it is 4 x 4.

We now have to rely on the derogation of the Dual Purpose Vehicle; the standard Forward Control is NOT. There are two definitions but the one that concerns us is this: **The vehicle must have all wheels capable of being driven by the engine, either full or part time, AND must be constructed or adapted to carry passengers.** As the FC has only one passenger seat and the regulations say passengers (plural) it falls outside the definition. Now you know why all other Land Rovers have a middle seat! Note too that it says constructed or adapted ie done after manufacture, so it would seem acceptable to retrofit.

If you fit a second passenger seat, either in the cab or behind the driver it becomes a dual purpose vehicle and reverts back to the 2040 kg TARE weight criteria and can have a car MOT. The DOT have confirmed this and, as an aside said that the seat could be on the load deck but **must** be permanently fitted and of satisfactory type. Also remember that both the construction and use regulations and common sense are involved as well as insurance. My reading of the regulations also seems to raise the possibility that at least the front row of seats must be transverse and can be folding, although one seat alone should satisfy the rules!

ROSS FLOYD

FOR SALE

Zenith 361 V Carburetter, brand new, un-used £50

Selex PAIO Carburetter, brand new, un-used £50

Tel, 0375 640103.(Essex)

Series 2A 2 $\frac{1}{4}$  petrol Land Rover, Bronze Green, SWB Hardtop. Approx 60,000 miles from new. Mechanically sound, Bodywork good, new tyres. First registered April 1962. The vehicle belonged to Major General Sir George Freden Johns. Original log-book. Reluctant sale.

Mrs Coleman, tel, 06997 47656,(Cumbria)

Land Rover SWB hard-top, petrol, free-wheeling hubs, taxed, 12 months MOT, G reg (1969) £750.00 . Contact Peter White Tel, 0629 824135, (central Derbyshire).

2A Forward Control, dropside body, almost totally restored, over £1000 spent. Fitted with Perkins 4203, 6 months tax & MOT, Excellent condition, £1950. Tel, 0535 646277,(Yorks)

1971 110" Forward Control, 6 cylinder petrol. Fitted with high ratio gearbox and ENV axles. Professionally re-wired. Recent engine rebuild. Electrical and mechanical fans. Auto-held brake. Weford drop-tail body. MOT until December, two new tyres. £2500.

Tel, 0737 843633 or 843586.

1971 (K) LWB Safari, Genuine 53,000 miles from new. FWH, Bullbar, full-length galvanised rack with two ladders. Recent head overhaul and bakes. Resprayed in 1990. MOT 28.3.93, Tax June '92. Very reliable used as my sole transport for the last two years. One of the very last 2A's. Good original condition mechanically and structually. £1795 - will haggle !.

Tel, 0952 883150,(Shrops)after 6pm or weekends).

Land Rover Series 2, 1959, petrol. Yellow with black roof with fitted rear tonneau. Clean restored interior. Not used since March '91, due to working overseas. Vehicle stored in Dartmoor. MOT lapsed July '91. It probably needs some welding underneath, and exhaust, also may need two new tyres. The vehicle has served me well for the last three years, both over long distances and locally. Contact Ian Robinson, Exmouth (0395 268398, or 0395 278861, daytime messages. Offers around £300.

Also Vauxhall Victor 2000SL, 1972 (K). 16,000 original miles . One careful owner, now deceased. Vehicle inherited from late Father, seldom driven, stored in a Dartmoor barn. The limited use of this vehicle reflects its condition. Needs new ignition lock. Offers around £1000+.

1 set of pistons for '62-'73 2 $\frac{1}{4}$  Diesel Land Rover. C.R.23.1, size + .040" £60.

Also 2 water pumps, 1 Land Rover 2 $\frac{1}{4}$  petrol '58-'62, the other 2 $\frac{1}{4}$  diesel '58-'61.

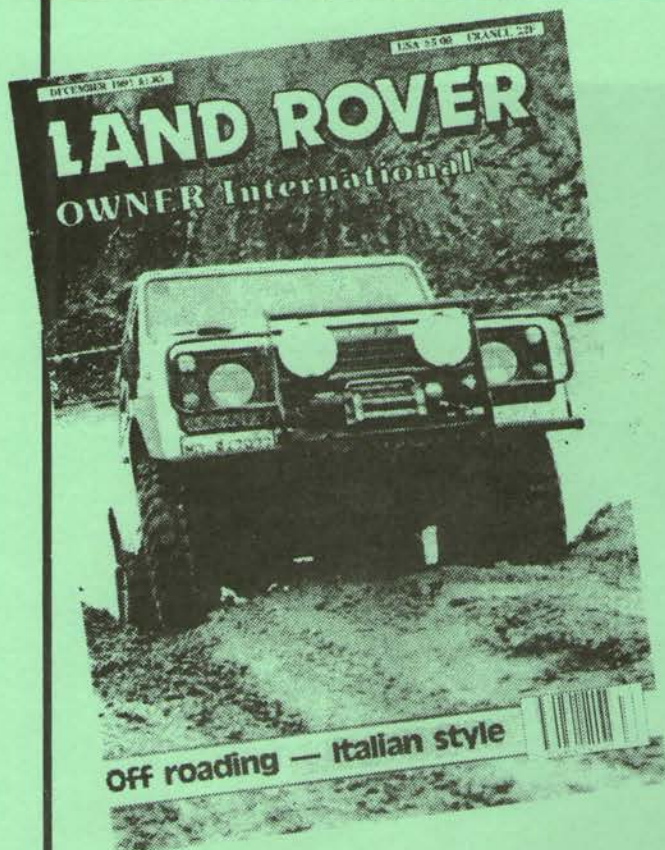
£35.00 each.

Tel, 0889 270407,(Stafford).

L reg'd Forward Control. Chassis very good. Good brakes and steering but no MOT. Hydraulic winch,(needs attention)to diesel engine.

Tel 0629 650287 day

0629 732752 eves (Derbs)



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