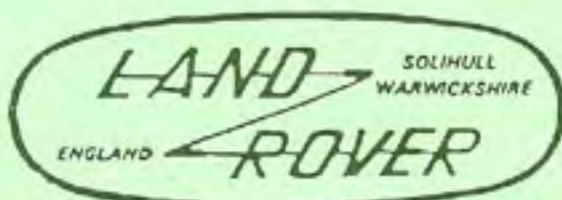


SERIES



TWO



CLUB



NEWSLETTER

DECEMBER 1992

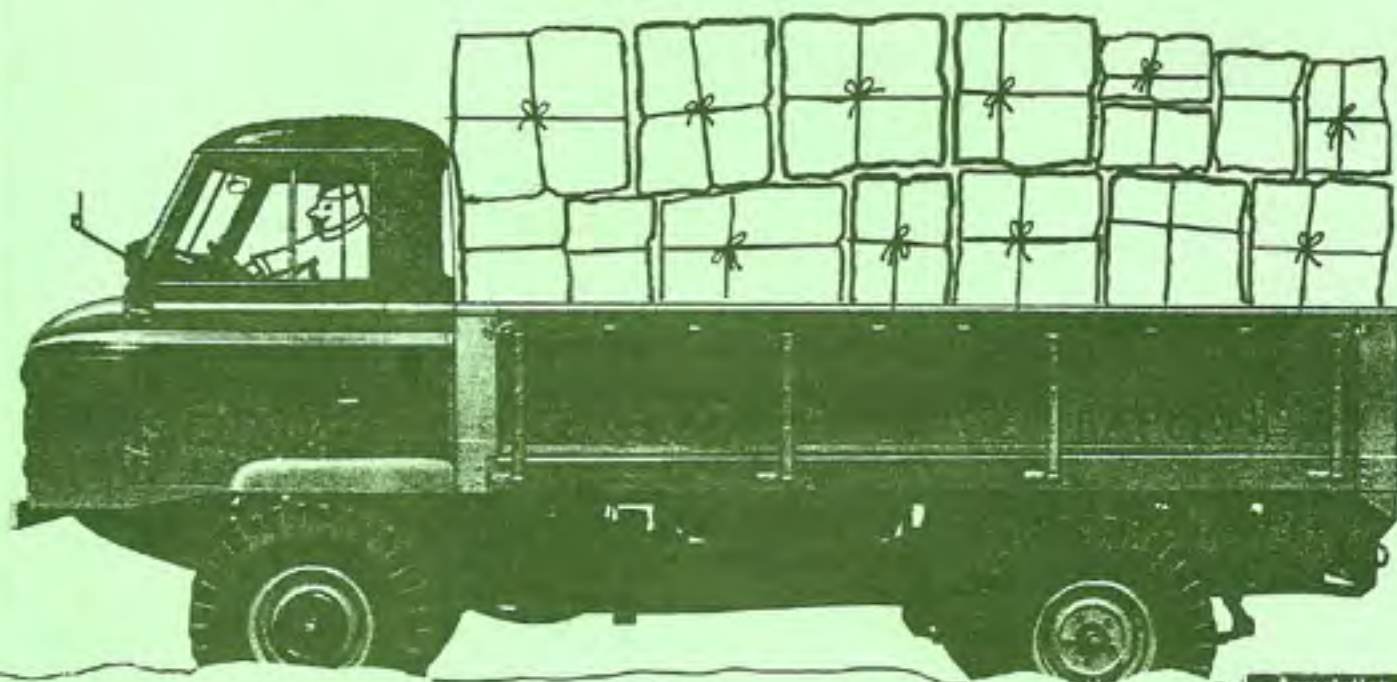
MEMBERS' LETTERS
TECH - TALK
COMMITTEE MEMBER
PROFILES

FROM THE ARCHIVES
OUT AND ABOUT
FBHVC NEWS

CLASSIFIEDS
EVENT REPORTS
EVENT CALENDAR
NEWS



A Very Happy Christmas to All



Federation of British Historic Vehicle Clubs



SERIES TWO CLUB

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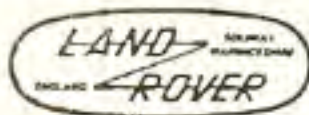
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- Page 25-- Tech-Talk. Gordon discusses the mechanics of engine oils, and looks at the subject of Land Rover clutch problems. Also, some information about the new MOT regulations soon to be introduced. Roger Horne describes the fitting of a Kenlowe Hotstart unit.
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EDITORIAL

Just when I thought I had just about caught up on the new vehicles and updated specifications unleashed by a hyper active Land Rover Ltd, they go and release another major model change. In the last three years we have had the Discovery, the Defender range, the TDI200 engine, and now the Vogue LSE. This isn't just another re-trim of the existing vehicle but an almost re-designed running gear under a familiar body style. Basically, without going into too much detail, (this is the Series 2 Club, after all !) the chassis has been lengthened to 108", and now has a 200 bhp 4.2litre engine. In addition to this, a major change has been the electronic air suspension, and a new electronic traction control system, which operates only on the rear wheels. Basically it applies the brake to the spinning wheel thereby transferring torque to the other side of the axle, so pulling over on to a grass verge with one wheel on the tarmac won't present the usual problems, as well providing improved traction on side slopes.

The electronic air suspension consists of four 'air-springs' which replace the coil springs, and have five ride-height settings. These ride heights vary by 130mm. As there is no metal-to-metal connection between the axles and the chassis this reduces road noise considerably. This system makes for improved ground clearance at one end of the ride height, and easier loading and vehicle entry at the lower position. These are only a couple of the major improvements; a whole string of other changes have been made to Land Rovers flagship vehicle, including a new interior, cruise control on the manual models as well as on the automatic version, improved headlamps,



new alarm system, the list is seemingly endless. The price is £39,995.00.

The Discovery has also been in for some attention with the recent announcement that the V8 version is available with automatic transmission, and all petrol Discoverys will now have a catalytic converter fitted as standard.

As you will see later in the newsletter there are a couple of serious items, both of which may require your urgent attention. The first is an item that was brought to our attention by Paul Thompson. We have mentioned wheel corrosion before in these pages but as you will see from the photo it can have very serious consequences if allowed to carry on unchecked. If after checking your wheels as mentioned in the article you find any corrosion which looks vaguely like it may weaken the wheel, please scrap it. If possible damage the rim in some way after the tyre has been removed so that it can't be used again by mistake. Series 2 wheels have been knocking around for nearly 35 years so there is probably a need to check your wheels now !.

The other item of concern is the discussion in the European Parliament about a proposed bill to enforce a rule to the effect that any vehicles over 20 years old must have any spare parts fitted, manufactured by the original manufacturer. It is immediately apparent that this would immediately clear the vast majority of 'classic vehicles' from the roads, including older Land Rovers. Obviously this cannot be allowed to happen, so please, please write to your MEP and local MP at least. Gordon Lord takes up the story later on in the newsletter.

Evidence that action can bring results is proved in the press release from the Series 2 Club regarding Forward Control Land Rovers. Many Forward Control owners were worried after it was found that their vehicle could not be legally accepted for a 'car-type' MOT test due to the excessive gross weight of the vehicles. It was found that Land Rover themselves were affected by the rules as they stood. Fortunately now this has now been clarified, and a full report can be found by means of the press release later in the newsletter. Ross Floyd did the leg-work on this after he found that his own vehicle would fall outside the criteria for a standard test. This would have meant taking Forward Controls for an HGV type test at a different testing station, which would be much more thorough and costly.

Finally I would like to take this opportunity to wish all members, committee, and their families a happy Christmas and a happy and healthy new year;- and to thank all members on behalf of the committee for their support and encouragement over the last year, and we hope to see even more of you in '93.

Peter Lamb.

PARTS SOURCE

Peter Galilee. (Sec LR 47-51 register)

.....Had a good sort round recently while looking for 80" parts; there weren't too many of those, but there were quite a few Series 2 & 2A parts, panels and even complete vehicles parked in the yard, not the usual rubbish either!. The prices were a little high in some cases, cheaper for others, so it is best to enquire first. I hope this is of interest, when I had Series 2s', available parts were always battered to bits. The address is; British 4x4 Centre, Haresigns Garage, nr, Spalding, Lincs. tel, 0775 750223.

BRIDGE GAME

Graham Bennett of Stoke-on-Trent wrote recently to enquire whether any members in the area would like to participate in a 'Bridge Game'. I'm not sure exactly what it is but I believe to be similar to a treasure hunt, but involves the location of bridges where articles can be found. It would also include some non-damaging offroading. Would members interested please contact Graham, on, 0782 537671.

RE-ISSUE OF ORIGINAL REGISTRATION NUMBERS

Ian D. Harrison

Ross Floyd's article in a previous newsletter reminds me both to thank the club officers for expediting my own re-issue application, and also to add an extra dimension to the problem, which is not covered in the clubs documentation on the subject.

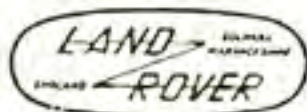
If you 'rescue' an old Land Rover from oblivion, from a breakers yard, barn or whatever, not only is it unlikely to have a V5 registration document ('logbook, to the older generation!), it probably pre-dates the DVLA at Swansea, who therefore won't know anything about it. (A quick way to check this is to telephone your LOCAL DVLA office (under Dept of transport in the phone book), and/or ask the local Police whether it is recorded as stolen).

Without a logbook, you can usually get an age-related number (in the SK,SV, or SU series), rather than the original one; but there is a further possibility which I discovered in researching my own vehicle.

The old Vehicle Registration Offices were all Local Authority offices, because of the geographical nature of the British registration system. When these offices were discontinued when the DVLC Swansea was set up, there documents may NOT just have disappeared into thin air!.

Many Local Authorities, especially County Councils, have a well developed attitude to the preservation of their local history, and all Council documents come into this category. Therefore the old Vehicle Registration office records may well have been taken over by the County Records Service or other historical department,- this is certainly the case in Essex.

If this is the case, the County Records office may be able (and willing!) to produce a photocopy of the original Register entry, from which the original logbook was prepared. (In theory at least, this is BETTER than the logbook!). This entry will contain not only the original number but also the



vehicles chassis number, the name and address of the first owner, and the local agent who sold the vehicle (from who you may be able to get details of the original Bill of Sale as further evidence).

Swansea will happily accept this as 'proof of original registration' without argument.

VEHICLE THEFTS

Johnathan Powell.

I write with reference to the letter in LRC recently regarding the attempted thefts of Series 2 Land Rovers;- although this account concerns a Series 3 vehicle.

I owned a 109" diesel truck cab which I was storing in a field until some chassis repairs and an engine swap could be carried out. The battery on the vehicle was disconnected, one fuel tank empty, and the other with very little fuel. I also had a 'Krooklok' fitted to the steering. The field gate was also locked with a chain and padlock. Despite these inconveniences the vehicle was still stolen, and by looking at the tyre marks, it was driven away rather than being towed.

The theft was reported to the Police and last week I was informed that the vehicle has been located on the docks at Georgetown, Guyana, South America !. I have yet to receive full details of the circumstances from the Police but thought that the story may be of interest to yourselves.

FORWARD CONTROL'S - PANIC OVER.

A Series 2 Club press release from 14.9.92.

There has been a considerable amount of concern among owners of 2A and 2B Forward Control Land Rovers that vehicles previously accepted for a 'car type' MOT test were being refused a test on the grounds that they are not 'dual purpose vehicles'. This was because the new MOT criteria used the gross vehicle weight and the derogation for dual purpose vehicles was no longer deemed to apply as the vehicle had only one passenger seat.

Matters came to a head when my own vehicle with a tare weight of 1960kg was refused a test as the testers manual stated that the vehicle must be constructed or adapted to carry passengers and it only had one passenger seat. After much telephoning, the MOT branch of the Department of Transport permitted an MOT if a Land Rover bench type side seat was permanently fitted to the load deck. Rear seats were a manufacturers option for the Forward Control.

We published a statement in our Spring newsletter warning other operators of Forward Control vehicles about the problem as it is most undesirable to 'plate' a hobby vehicle with all the attendant fuss, while for incidental use, a small folding seat is not a problem. However this was spotted by Land Rover and taken up by their product assurance department, no doubt as the decision could have serious consequences for some current vehicles.

We understand that the matter became most involved within the Department of Transport and at one point it was suggested that a vehicle with only two seats could not be classed as a passenger carrying vehicle, causing more than a few problems for sports cars !!.

6 Following a decision by the DOT legal depart-

ment, it was decided to harmonize the interpretation of the regulations for dual purpose vehicles as the approvals branch accepted one passenger seat and the MOT division required two. It has now been decided that passengers in fact means one passenger in the same way that 'goods' can be one item.

The regulations now state that if a vehicle is under 2 tonnes (2040kg) unladen, has drive to ALL road wheels on a selectable or permanent basis AND at least ONE passenger seat, it is acceptable for a car type MOT.

Generally the unladen weight is taken to be the taxable weight on the registration document, but operators may be required to produce a current weigh-bridge certificate if the tester is in doubt. This can be obtained from a local weigh-bridge, often at a quarry or builders merchant, without formality and costs about £3.00. It is a good idea to know your unladen weight in any case !.

We would add a note of caution. Many 4x4 operators now fit winches and other heavy equipment to vehicles. Although weights are rarely checked by 'the authorities', anything which is permanently fixed (ie bolted) is taken as part of the unladen weight and if the vehicle were to be checked and found to be over the limit, it could lead to all manner of legal, license and insurance problems. The problem is unlikely on SWB Land Rovers but is of considerable importance to fully equipped LWB vehicles and VITAL for Forward Control vehicles which are borderline.

Additionally we are told that 6x4 vehicles with an 'undriven' trailing axle is NOT dual purpose vehicle and subject to the lower gross vehicle weight limit.

We understand that the above is to be incorporated into the next MOT testers manual.

The club is most grateful to Land Rover for taking the matter up on our behalf, and to the DOT for the courteous and helpful way in which they dealt with our enquiries.

The club would be obliged if Editors would make reference to the Club and include the address (inside cover) if they use the information in this release.

Ross Floyd. Club Chairman.



A tale of woe from Sam the Dog, dated 27th September 1992

I should have known something was up when I was put to bed at 6.00pm last night. Sure enough, at 2.15am I was unceremoniously packed into the back of the Land Rover together with a load of carefully packaged boxes, display boards, tables & chairs. The one ton trailer was hitched up and away we went on what I predicted was to be a boring drive from Manchester to Bagshot Heath. I couldn't have been more wrong, it was hilarious!

First Dad missed the turning off the M56 which meant he had to do a detour of about 10 miles. This did not go down at all well since we were on a pretty tight schedule to do 240 miles by 8.30am. Then about half-way into the detour one of the back wheels decided it was a split rim in a former life and split in half. This was at about 3.30am doing around 50mph on the motorway. Well, I nearly deposited a load of smelly stuff all over the back body, but I was proud of the way Dad nonchalantly steered the old bus into the hard shoulder, with what looked like the manoeuvrability of a shopping trolley. The trailer didn't seem to aid this process either, to quote one of my favourite expressions it was like the tail wagging the dog! Now guess where the jack was? Correct. Underneath all the carefully packaged boxes, display boards, tables & chairs. These were quickly strewn all over the embankment to resemble a Vietnam air-drop. It was noted at this point how useful the front position lights on the trailer are for illuminating the work area. 20 minutes and two marrowbone biscuits later we were back in business with rather less carefully packaged boxes, display boards, tables & chairs to accompany me.

Then came the fog. After we had been driving through it for several miles we saw one of those useful illuminated warning placards in the central reservation which read "Fog". Tremendous. In fact it was so foggy we had difficulty seeing it at all, I could barely see my paw in front of my hooter, I don't know how Dad could see where he was going. But there were still the Carlos Fandango drivers whizzing past us, we tried to tag along using their fog-lights as a directional aid but it was no use, our average speed dropped and we were way behind schedule.

Then there was the M40. Or there should have been the M40. The only problem was that our map didn't seem to have anything called M40 on it. Now this was really tricky, seeing as we didn't know where to expect it and the fog made reading the signs rather difficult. This put the navigator (Mum) under extreme pressure, fortunately we stumbled across it, and with a bit of quick lane swerving managed to avert a marital crisis so often brought on between driver and navigator.

Half-way down the M40 and out of the fog, we noticed useful signs telling us that there are no services on the motorway. Now if we had only known that as we flashed past Frankley services! It was at this point that I had to advise Mum & Dad that I needed to go out for a leak. This is best achieved by sitting by the emergency exit and giving my best "if you don't stop and let me out I'll do it all over the T-shirts" look. Bingo - I was spotted in the rear view mirror so Dad had to get off the motorway for me to stretch my legs. What was highly amusing here was that he unknowingly got off on a limited access junction and had a devil of a job getting back on! I thought I had sussed out the routine that sitting by the back door equates to being let out for a walk, so I attempted this one immediately after we resumed, but they cottoned on to this and made me wait for the rest of the journey.

We arrived at Bagshot Heath rather later than budgeted, only to find we were the first Series II, and worse that the allotted stand area had been substantially eroded by errant Range Rovers and Series I's. This caused some consternation but we decided not to cause an embarrassing confrontation and we set up our stand elsewhere, which was a better spot anyway! We were left to unload all the boxes, display boards, tables & chairs and then Jo & Dave and later Dave & Jackie arrived.

This was promising because it also signalled the arrival of Holly, Jo's dog. We had a play for a while until Holly became too boisterous for my liking so I retreated underneath the boxes, display boards, tables & chairs. Chuck & Cilla arrived and we began selling items from the shop, and we also managed to sign up a new member, talking him into the special offer 15 month membership deal. Then I let go of his leg. Jo and Dave went on the course and were gone an inordinate time, we were later to learn that they got stuck and had to be recovered by a nasty Series I. If I had been there I would have chewed it's tyres off. Dad went playing on the off-road course and came back with a stupid grin on his face as there was a lot of deep water to play in. If only dogs were allowed on the course as well.....

I wasn't allowed into the trade stand area because the access was too middy and I would have got muddy paw-prints all over the place, which was a shame because I learnt that there were lots of food stalls where I reckon I would have done really well with my super "I've not been fed for three days" look. I had to settle for scraps of sandwiches, pasties & doughnuts handed out on the stand.

It eventually became time to go, so we loaded all the boxes, display boards, tables & chairs into the Land Rover to wend our weary way home. Then we hit the M3. All I can say is I'm glad I don't live near London. We eventually hit the M25. Pathetic. I assume we found our way back onto the M40, I thought I might as well get some kip by now, only to be woken some hours later, expecting to be home, to find us at Keele services where Mum & Dad were frantically in search of a Kentucky Fried Chicken. Ha-ha... the place had closed ten minutes earlier. Serves them right for not letting me out before then. So the two under-nourished darlings had to endure the rest of the journey as hungry as I was.

We arrived home, on approximately the same day that we had set out. Then came the hilarious game of reversing the trailer onto the back garden. The bonus here is the time of night, with a not too quiet exhaust pipe. And the final chore?..... unloading all the boxes, display boards, tables & chairs in case they get nicked in what's left of the night.

Paws for thought.....

What was disappointing in all this was that, having been cooped up in the back of the Land Rover for the best part of the day, I was expecting to see some of my friends, (both human and canine), and meeting new friends into the bargain. So come on, next time there is an event near you, you don't have to do a marathon trip like I did, but you could hassle your owner enough to drive you an hour or so to meet Sam the Dog, couldn't you?



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GETTING THIS WHEELBARROW HOME

Mike Dean recalls his experiences in Africa with a 2B Forward Control.

For me the fascination of offroad vehicles was born way back in the days of Grandstand on the BBC on Saturday afternoon when often they would show inter-services competitions, (later called motor-cross), racing all types of motors from Champs to Bedford 3 tonners over moonscapes, remember ?, with that young lad Murray Walker having fits commentating. Coming from 'the Smoke' there was certainly very little chance of seeing Land Rovers in action unless you went out to the home-counties, and there out in the sticks you would occasionally see a SWB pulling a horse box.

Then one day, back in the mid-sixties, I came across a really odd one, like a jacked up box on wheels belonging to the local Water-Board;- a pick-up that needed a ladder to get into it. I was amazed, later I found out this is what they called a Forward Control Land Rover. So assessing my pocket-money, Post Office savings, and reckoning on doubling up on my paper round I made a mental note of getting one of these when I grew up.

Well, grow up I did, and as the years progressed and the FC faded into memory. But soon Land Rovers were to become an integral part of my life, as from 1975 I've worked overseas and they have been around me ever since.

I first travelled abroad with Uncle George Wimpey to Zaire in central Africa and this was my first physical encounter with Land Rovers, and of the terrific performance they could give. Then I moved to Kenya where the firm I was working for used a couple of Series 2 Station Wagons (one a 6 cylinder which had driven overland from England) and I became further convinced that these motors were something to be reckoned with.

Later, towards the end of the seventies I landed in Nigeria, and one day in Bauchi, a provincial town in the north, whilst sniffing about for spares for concrete mixers, I came across a graveyard full of Forward Control Land Rovers. They had belonged to the Nigeria Electricity Board, but unfortunately they consisted only of cabs and frames and the occasional axle, sadly too cannibalised to rebuild one from the bits and pieces lying there.

Seven years on I drifted to Tanzania in East Africa and even whilst driving to Dar-Es-Salaam airport and into the city I spotted two FC 'pick-ups,- and the mental note of getting one one of these (and I had the money now!) was high-lighted to me once again; but the workload I had on at the time prevented a dedicated search in finding one. Then by coincidence, in 1989 I returned once again to Dar-Es-Salaam, which at that time, apart from Nigeria was the worlds largest user of Land Rovers. This time I was determined to get a Forward Control.

I poked about and I heard that some Swaheli around Magomeni had one for sale, so I set off to see it, and I found it !, a 2B FC incongruously parked on the side of a rubbish heap. The owners brother said that it had been used on Mafia Island not far off the east coast for ferrying goods from the landing stage up to the trading area. Apparently, continued carburettor problems had rendered it U/S and so it had been returned to the

mainland where he said it had been stripped down and re-bored, but the constant carb problems had stalled any further progress in returning it to the road. This all sounded a bit wide to me; carbs generally are a doddle to fix - so I summoned up all my pocket-money and after a couple of protracted haggling sessions I soon became the proud owner of a bona-fide, if not patched up FC.

Then came the problem of getting it accross Dar-Es-Salaam to my house. At the time of purchase it had three different sizes of tyres ranging from 7.50 to 9.00 (one was an 8.50, I had never come accross one of these before). Luckily our firm had a Mercedes Benz Unimog with a Hiab hydraulic crane fitted, and off it went to fetch the Land Rover. Three hours later, with the front axle mounted on the back of the Unimog, the FC turned up at my abode. My colleague Hans, who was staying in the same place was flabbergasted - he said "I thought you had bought a Land Rover !-it looks more like a wheelbarrow!"; and quite rightly, at that time it did, and the name stuck.

Tanzania is full of old European vehicles, though Japanese motors are gradually taking over like most places in the third world, so with this wealth of aged machinery scattered over this dusty and sprawling metropolis I set about rehabilitating the FC, and it was round about this time that the seed of a thought got planted in my mind - about getting this wheelbarrow home - to Blighty !.



Dar-Es-Salaam for some unaccountable reason is the last stronghold of Mark 2 Cortinas. They are all over the place, being driven about mainly as taxis.

In stripping the FC, it was only then that the full extent of the bodge-ups that had been carried out over its 23 year life span became apparent. It was originally registered to the Tanzania army in 1968 and had been sold off thirteen years later. Now if anything can survive the torture that African Armies inflict on their vehicles it must say something; and this gave me further encoura-

gement in getting this monster back on the road.

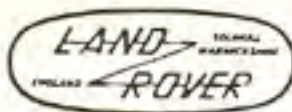
I never found out if this FC originally had a 6 cylinder engine or not. Maybe export vehicles were only 4 cylinder for registration books can say anything. The block had been re-bored .020" oversize and the crankshaft similarly. I noted that the lead cylinder on the block had much more wear than the other three and I took a risk and managed to get it bored out just .040" oversize, and with original oversize bearings and pistons put it back together and we were away. Overseas you come across a lot of rogue Land Rover spare parts, mostly from India and Pakistan, cleverly disguised by their packaging as UK originals. But one look at the cast components is usually a dead giveaway. One of the biggest problems in sourcing new parts was replacement U/Js' on the fan shaft. I must have searched every 'duka' in the city for replacements and finally only managed to find one bearing, and that was second-hand, but at least it was good enough to use for the time being.

Delving into the depths of the engine I discovered that the scavenger pump had been horribly welded and subsequently broke in half in an attempt to remove it. The carb was a real mess with a hole in the bottom of the float, which had been 'patched' with something resembling chewing gum. It was a Solax, yet finding a good replacement was a real problem, and in the end decided on a second-hand Series 3 Zenith, with some rather natty mounting modification fitted a treat only to find that the engine cover wouldn't fit over the air cleaner on this higher assembly; and with the aid of some PVC drainage fittings and a length of flexible plastic pipe I mounted the offending air cleaner in the load-bed behind the cab !.

The upper part of the cab had been 'modified' whilst in army use and had a perceptible lean to the left and had to be replaced at all costs. The replacement came from a very interesting scrapyard which I stumbled across from a Series III LHD pick-up with a Yemeni registration! Goodness knows how it managed to get to Dar-es-Salaam, but it fitted as a snug as a bug.

Engine/gearbox mountings became an every increasing headache as all I could get for replacements were of dubious parentage for Series III types which kept splitting along the vulcanised surfacing. What should have been done was to fabricate a wedge type spacer so that both bearing surfaces between the engine block/the frame were parallel & with each other. Don't forget, I had nothing anywhere near a parts book for an FC (in fact I should think that they are quite rare animals indeed!)

And then, in a fit of madness, I splashed out heavily and managed to secure a five set of 900 x 16 boots. Now you may think that this is a bit bicycle tyrish but these sized tyres don't grow on trees here but not only did double the looks of the wheelbarrow, they practically doubled its value!



Trying to get a replacement fuel tank sounds easy - could I get a decent one - no chance. So in the end, I dropped my standards a bit and got one off a Nissan caball which fitted very nicely thank you, onto the mountings aside of the frame.

The drivers' seat was the original, re-upholstered though, whilst the passenger had the luxury of sitting in the comfort of a Mercedes Benz truck seat borrowed from one of our firms' lorries in the workshop.

By far and above all the problems encountered was in starting. When cold, she'd start first time, but once the engine was warm, she'd just refuse to turn over. 'Too tight after the rebore' someone said, 'Timing out' said another, 'Battery or alternator dodgy' another 'Starter Knackered'. The diagnosis were endless - yet after trying every which way, she'd still refuse when warm. (In the end it was found out to be an undersized earthing cable from the starter coupled with a defective starter solenoid).

In most African capital cities there is a Land Rover agent with all the parts you want for a 110 and its immediate family, and more often than not with a fair selection for Series III types yet for older models, you just have to dig around for parts, occasionally finding some bona fide originals; but after spending all these years on this continent, I've maintained the fact that practically everything that you want is more or less available (usually at a price mind you) and all it needs is a concerted effort and a good deal of time poking about, and in the end, you'll get what you need. For those of you who've never been to Africa, it must be explained that certain items on motors are gradually dispensed with as the vehicle gets older. The first thing to come out is the thermostat, then invariably, the hand-brake gets disconnected, shrouded by clouds of procrastination to fix it. Rear number plate lights and mirrors get busted and so it goes on until some vehicles become traveling death traps. When asking for parts for hand-brake assemblies and the like folk in auto-spare shops look at you a bit strangely and then slowly shake their heads. "Seat belts only gather dust and spoil your shirt" is the answer as to why you can't get them. Fuel gauges more often than not are out of order, and as for speedo cables, forget it!

It was about this time last year when my employers told me that I was to be re-sited, and there was my FC, in the throes of restoration, and my marching orders already issued. Fortunately, the move was reasonably local;- to Uganda next door. So hasty preparations were made in getting the 1600km from Dar - Es- Salaam to Kampala, and by this time there was no way I was going to leave the FC behind, after all I'd been through.

After many late hours in the hot humid workshops of Dar - Es - Salaam, she was as ready as she ever would be for a Safari that would make or break my determination in getting the FC back to her birthplace; after all Kampala in Uganda is on the Trans-Africa route to Europe from the coast.

So there we were, me; my suitcase, box of

beaks, dog, and a 200 litre drum of petrol on the back ready to leave. My workmates reckoned I was bonkers, as they said that the rebored engine hadn't been run in properly, but I told them that I didn't intend to do any racing on the way. So it was to a sea of doubting faces, myself and one of our local mechanics who was to accompany me north to the Kenyan border, left to a chorus of "good luck".



The first 150km went by without incident until the throttle cable snapped. A hairy drive ensued for a further 5km with the mechanic operating the throttle by hand, (an advantage with FCs' over 'normal' Land Rovers where the engine cover can be removed from between the seats and 'running adjustments' can be made on the move), when we happened upon a Toyota Hi-Lux pickup that had run into a tree; and from its carcass I found the cable that operates the bonnet release, which were then carefully extracted for a very reasonable price from a chap who claimed that he was looking after it while the owner returned;- "but it's been here at least a year" I said,- "YES" was all he replied.

Back on the road again for another 220km, when the engine started to backfire and finally conked out in the middle of nowhere, somewhere south of Korogwe. The cause was narrowed down to the fuel system, but from there it became a bit of a puzzle, for after priming the carb with the lever on the fuel pump she would run for another 20km and then conk out again. Don't forget that the warm engine starting problem hadn't been resolved and so it was necessary to aim for the gradients of some sort when the backfiring started, in order to bumpstart after priming her again !.

That evening we made for Korogwe and arrived rather late with all the luck that we could have wished for, loads of hills !. Next

morning, with plenty of soap box mechanics all voicing their opinions as to the cause of the fuel starvation, a general decision was finally arrived, that was that the automatic lift-pump was on the blink, and with no replacements available within the 200km radius, we decided to go for a direct gravity feed from the 200 litre drum in the load bed, via an in-line fuel filter straight into the carb. A local garage with a length of copper pipe into the drum and some fancy brazing did the trick and we were off again.

Thankfully our luck held out, as from then on for the next 1200 km to Kampala nothing really disastrous happened. The top hose that I noticed was perishing in places, and it eventually burst near Moshi;- we were lucky not to have been scalded as we had the engine cover off until then. This was repaired with a short piece of 1" pipe supplied by some bloke who had stopped to see what was wrong; this together with yards off tightly wound strips of inner tube, of which I am convinced holds the greater part of Africa together. The exhaust pulled away a little from the manifold, but apart from deafening the pair of us, gave no further trouble. It must be mentioned here that on the trunk roads in East Africa in particular, there is no need to use four-wheel-drive, but the punishment that the springs and shock absorbers get in traversing these dreadful roads is nobody's business, and after a long Safari everything starts to work loose and rattle, hence constant listening for something noisy that could be disastrous if not caught in time.

I remember reading a letter in the readers column of the Series 2 Club magazine where the writer mentioned about being overcome by the heat in the cab of an FC in the heat of a summer day - well he is dead right, but with the front vents and the side windows open the journey doesn't become too unbearable, (even if you do have the engine cover off!).

Finally Kampala in Uganda was reached, five and a half days after leaving Dar-Es-Salaam via Kenya. My mechanic, a Tanzanian decided of his own choice to carry right on through (not bad considering he had no passport or temporary travel documents at all - just an amazing smooth-talking style that he employed with traffic Policemen and imigration officials encountered on the way).

The engine ran itself in a treat on that journey, and now I have the 23 year old FC up here in Gulu, northern Uganda where our firm has a contract for getting the town water supply and sewerage system running again after a six year period of absence resulting from what seemed an endless civil war. What is of paramount importance is to get a Diesel engine for the Land Rover, not that there is anything wrong with the petrol that is in there at present; it is down to the fact that petrol is very hard to come by these days in central Africa, and in getting this wheel barrow home, a Diesel engine is a must.

This issue, a less well-known Series 2 ad from 1964 celebrating Donald Cambells success.



CONGRATULATIONS BLUEBIRD!



LAND-ROVERS were proud to help!

Essential parts of the team which made the successful bid on the World Land Speed Record were the two Land-Rovers servicing Bluebird. These vehicles, based at each end of the high-speed track, helped with the preparation of Bluebird before each run and with the rapid turn-round and re-preparation. This enabled Bluebird to make the required two runs in opposite directions within the specified time.

Each Land-Rover was fitted with the following equipment: Power take-off-driven compressor providing air for braking systems; power take-off-driven generator for engine starting; power take-off-driven alternator powering fans for cooling brakes between runs; hydraulic pump operating built-in jacks for wheel and tyre changing; Rover hydraulic winch for general utility purposes.



the world's most versatile vehicle



The Rover Company Limited, Solihull, Warwickshire

THE ROAD TRAFFIC ACT 1991

The Act

This Act which came into force on July 1st this year, amending the R. T. A. of 1988, affects the competitive side of historic vehicle motoring by altering the scope of the offences for dangerous and careless driving. Whereas previously they only applied to "motor vehicles" and to actions "on the road" they now apply to "mechanically propelled vehicles" and to actions "on a road or other public place".

A great deal turns on how the courts will interpret "other public place". It seems likely that this will be any place except one from which the public are excluded. There are possible further problems about a distinction between the actual course of a racing circuit from which the public are excluded and the sides of it to which the public are encouraged to come. Similar problems exist for the site of a driving test meeting or a trials hill. Note that the Act deals only with the offences and has nothing to do with insurance which is a quite separate matter both for drivers and organisers.

Because of possible ramifications for motor sport a section has been added (Section 13A of R.T.A. 1988) providing that "A person shall not be guilty of an offence under sections 1, 2 or 3 of this Act (Death by dangerous driving, dangerous driving and careless driving) by virtue of driving a vehicle in a public place other than a road if he shows that he was driving in accordance with an authorisation for motoring event given under regulations made by the Secretary of State."

Those regulations (The Motor Vehicle (Off Road Events) Regulations 1992) list eleven bodies entitled to authorise events. They are:-

- Amateur Motor Cycle Association
- Association of Rover Clubs
- Auto-Cycle Union
- British Schoolboy Motorcycle Association
- International Organisation of Professional Drivers
- National Autograss Sport Association
- NORA 92
- National Traction Engine Trust
- Royal Automobile Club
- Scottish Auto Cycle Union
- Youth Motorcycle Sport Association

Plenty of choice for motorcycles but those with motorcars should be aware that the RAC have taken the line that they insist on authorising under the Act all events for which they give permits regardless of whether the organiser wants to have authorisation or, indeed, whether the event uses any public place other than a road. If you think that it would be bad publicity for your event which is, say a navigation rally starting from a public car park, that event drivers are exempt from prosecution while other users of the car park are not, all you can do is to protest quickly to the RAC and the Department of Transport. That the RAC have also taken this Act as the reason for demanding registration with them (at an appropriate fee — see below) of all competitors is, in my view nothing other than an excuse to introduce universal licensing as it is not required by the Act.

Arthur Jeddere-Fisher, Hon. Legal Adviser

The RAC MSA

Those clubs registered with the RAC Motor Sports Association will have received information concerning proposals for the registration of all competitors taking part in RAC MSA permitted events. We have received approaches from several clubs concerned at these proposals and on their behalf have tried to take up the matter with the RAC MSA.

It would appear that the RAC has decided for convenience of administration that they will automatically seek exemption under the Road Traffic Act for any event where a permit is sought, whether or not that event really requires such exemption. This is definitely against the Department of Transport's guidelines which state clearly it is not the purpose of the regulations to legitimise unnecessary dangerous driving and applications should be considered on their merits. According to the RAC, the sort of navigation rallies as run by the Veteran Car Club, the Vintage Sports Car Club and many other one make registers, are so uncommon that special rules can not be made for them.

In the RAC club information bulletins details of the driver registration scheme have been given which indicate that this is a necessary step as a result of the new Road Traffic Act. A letter was sent out by Mr. Quenby on the 13th April 1992 which gave people this indication. Mr. Needham at the RAC has now confirmed that the registration scheme has nothing to do with the Act and is a separate decision by the RAC. We know that for many years it has been the ambition of the RAC to have some form of universal licensing although, when that was tried some 15 years ago it was killed off by the clubs.

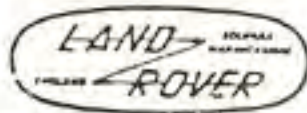
We have put to the RAC the concerns of clubs that the additional £10 per annum for each entrant is an unnecessary cost and burden on the clubs and participants, particularly those clubs where perhaps only one event is held a year. We have pointed out to the RAC that the same form of bureaucracy has not been required by the ACU who will be authorising motor cycle events and the NTEC who will be authorising traction engine events.

The greatest complaint received by the Federation was that the clubs had not had prior knowledge of any change and no consultation had been made. At our meeting on the 25th June with the RAC, Mr. Needham confirmed that the RAC knew about the Road Traffic Act and proposals that the RAC would make as long ago as March 1991. Apparently they only informed the RAC Regional Association's committee but it would appear that nothing was sent out to Regional Associations in writing and those associations have no requirement to inform any clubs. As a result the first information received by clubs was in April via the club information bulletins.

As a Federation we are not satisfied with the answers that have been provided by the RAC and feel that the clubs have been misled over the true requirements of the 1991 Road Traffic Act. Having said that, Mr. Needham did accept the case that where clubs held events where the extent of the event on public land off a road will be such that they would wish the event to be subject to the Road Traffic Act there was possibly a case for some alteration. Apparently no-one has actually raised this point and it is now being put to the Motor Sports Council.

At this point we should assure member clubs that all motor cycle events seem to be adequately catered for and so do the traction engine events where the authorising bodies are following the Department of Transport guidelines and not introducing any other rules of their own.

For those interested in further reading the relevant legislation is the Road Traffic Act 1988, the Road Traffic Act for 1991 and "the Motor Vehicles (Off Road Events) Regulations 1992" all of which are available from HMSO. Further information is also available from the Department of Transport, Room C17/02, 2 Marsham Street, London SW1P 3EB.



We have had a considerable amount of correspondence recently from companies and organisations offering their goods and services. The file seems to be growing all the time so we have tried to squeeze in as many as possible in this issue. So here goes !.

Green Road Wilderness Expeditions are offering offroad holidays in Western Canada. They are keen to attract Land Rover enthusiasts, and indeed were offering a 10% discount to club members. The trips take in some of the best of the spectacular Canadian scenery. I know that Roger Horne had a very enjoyable trip with this company last year (see Dec '91 issue). The contact number is a Canadian number, 604 925 1514.

For members considering the carrying of a fire extinguisher in their vehicle Firemaster Extinguisher Ltd seem to offer a good service judging by reports from other members. As far as I am aware they offer a full range of extinguishers, from the small BCF type to full size commercial extinguishers. Their phone number is 081 692 6231.

County Garage (Taunton) Ltd have again contacted us regarding special offers on surplus stock of Land Rover pistons, piston ring sets, crankshaft bearings and crankshafts. They are quoting a reduction of 50% off trade prices. For any members looking for a bargain try 0823 277063.

The subject of fuel additives to enable the use of unleaded fuel has gone quiet recently. However there is an opportunity for a member to try (at their own risk) a Fuel Cat fuel treatment kit. This will be free of charge but you will be required to submit a report as to the benefits or otherwise of the product and the effects that it had on their vehicle. Would members who might be interested in using their vehicle as a Guinea Pig please write to the club address. The claimed benefits of using the Fuel Cat system include; improved mpg, increased power, a reduction in harmful exhaust emissions, allows any car to run on unleaded fuel; what more could you ask !.

North of the border Cobbinshaw Wheels Centre are offering a 600 acre area of Moorland, old coal heaps, dismantled railway lines and water splashes, which is available to clubs or individuals for the use of 4WD vehicles. A nearby campsite is also available, and all within 25 minutes of Edinburgh. Phone 0501 85272.

There have been several insurance brokers who have contacted the club recently, so if your policy is soon to expire here are some companies to try. Peter Best Insurance Services Ltd, Chelmsford, Essex. Tel, 0245 225714. Ben Clarkson Ltd, Dudley, West Midlands. Tel 0384 455011. Norton Insurance Brokers, Birmingham, Tel, 021 455 6644. Wilson Insurance Brokers, Didsbury, Manchester. Tel, 061 445 6111.

Thought about fitting side windows in the hard-top ?, Caldwell & Son are vehicle and marine window manufacturers are based at Wigan, on 0942 826406.

The purpose of this page is to inform members of goods, new products and services offered to the club by companies and organisations, and in no way serves to endorse or promote them.



Some of the South East Group out on the Ridgeway Path.
(See Event Report)

David Lockyer's
beautiful recently
restored 2B Forward
Control, at Yeovil
Festival of Transport



The ill-fated
LWB Lightweight
at Billing Aquadrome,
in July.

Ridgeway RunWill Huff.

The weather couldn't have been worse as we arrived for a buffet lunch at the Fox Inn at Hermitage near Newbury. At this point my exhaust had developed a small hole, but a quick repair job with a little Gun Gum soon fixed that.

After a vehicle check we were ready for the off, but not before a jeering encounter with the local 'Fourtrack' owners club, (poor misguided creatures !) who looked on with envy as we rolled out of the car park.

We joined the Ridgeway at Compton, where conditions varied from deep muddy ruts, to chalk, and grass (enough to keep you alert). We followed it across the Compton Downs, arriving eventually at White Horse Hill, where we stopped to brew up, huddled in the back of two Land Rovers, and under Jamies rather large fishing umbrella, and the rain still persisted !. But this didn't dampen our spirits after a short wet walk across the fields to see the White Horse cut into the chalk downland we returned decidedly damp to our trusty Land Rovers. With everything packed away we carried on down White Horse Hill, the correct gear was needed here;- I wasn't in it though, and I stupidly applied the brakes and stopped almost at 90° to the track. Everyone else did OK ! We all arrived safely at the bottom none the worse for wear and carried on to Lambourne and the M4, where we all parted company after what was a great days gentle green-laning. My exhaust by this time had almost parted company with the Land Rover.

We also had a whip-round for the Ridgeway Volunteers, who carry out most of the repair work on the path, and between us raised £25 which has been donated on the Club's behalf.

Thanks to Jo, Dave, Jamie, Simon, and Eddie for helping to make it a great day despite the weather, lets do it again.

Ridgeway FootnoteJo Cotton.

The Ridgeway Officer was delighted to receive the donation, and has no objection to us using the relevant parts of the path provided we stick to the codes of practice laid out by L.A.R.A.. As it stands at the moment the stretch of Ridgeway we drove down will soon be closed to vehicular traffic on Sunday and Bank Holidays, this I think is fair enough as it leaves plenty of other days for off-roaders to also enjoy the route. My advice to anyone wishing to drive this beautiful track is, - to keep vehicle numbers down- four being the absolute maximum.- stick strictly to the speed limits laid out.- and above all show respect for the walkers who have as much right to be there as you do. Hopefully in the near future we will be organising another trip on the Ridgeway, please feel free to contact me if you are interested, as it is a great day out.

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



**PETROL
or
DIESEL**

SERIES TWO CLUB - CALENDAR 1993

Items in bold are events organised by the Club for its members and guests, 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 vehicle 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.

- December 13 Sunday South East Branch Outing. Christmas bash, plenty of dirty Land Rover videos etc !. Contact Jo Cotton for details.
- January 16 Saturday A chance to show off those new Christmas jumpers and woolly socks (and Club sweatshirt!) - Park 'n' Eat at 12.30 on the Bristol Dock side. Full details from Ross Floyd, club address.
- January 23 Saturday South East Branch outing - green laning. Full details from Jo Cotton.
- January 30 Saturday Northern Branch outing. These events are very popular and enjoyable. Full details from Roger Horne.
- February 21 Sunday Pub and lunch meet (near the M25) by the South East Branch. Come and meet some Land Rovers and their owners. Full details from Jo Cotton.
- March 27 Saturday Northern Branch Rally. Always varied, worth attending even if you have to travel some distance. Full details from Roger Horne.
- March 27 Saturday South East Branch outing - green laning. Full details from Jo Cotton.
- April 11 Sunday Motor Rally on the Beach Lawns, Weston-super-Mare. Last year we won the Best Club Stand Trophy which was presented by the Lord Mayor. If your looking for a day out over the easter holidays this is the one for you.
- April 24 Saturday A.G.M. to be held at Brookhouse Green Primary School, Bucknall, Stoke-on-Trent. The opportunity to go 'Off-roading' is likely. Hot food will be laid on at very reasonable cost (an estimate of numbers will be needed nearer the date). Full details in the next issue of the Newsletter including map, menu & 'Off-roading'.
- May 29 & 30 A.R.C. National '93. To be held at Eastnor Deer Park, Ledbury, Herefordshire. The event will be arranged by the Midlands Rover Owners Club. A new display is being considered - a type of pageant showing all the different Land Rovers through the 'ages'. If anyone is interested in putting their SII or IIA in the static pageant display please let me know ASAP (this will be in addition to the club stands) as the planning has already started.
- June 19 & 20 The Devon Motor Show '93 at the Devon County Showground, Westpoint. Free entry and camping for exhibitors. This is an up and coming show that's attracting more attention each year.
- July 17 & 18 National Off-Road & Four Wheel Drive Show, West Wickham Park Estate, Nr High Wickham, Bucks. This is a provisional date to be confirmed by the organisers
- July 31 & August 1 Bristol Regatta. A very colourful weekend with hundreds of vessels of all sizes from around the world, Tall ships to yachts. A club stand is being considered and I would welcome any comments from members before pursuing the idea further.

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 MEMBER DISCOUNTS.

There have recently been information from Land Rover parts dealers and independent parts suppliers regarding extra discount for club members. The latest ones are, ROGER YOUNG LAND ROVERS, where a large new showroom and servicing/parts complex has been opened at Liskeard road, Saltash Cornwall. The man to contact there is Mr Alan Briggs who is the parts manager. Discount available will be in the region of 10% on production membership card, but this would be negotiable on larger purchases. If you are a Cornwall member, or find yourself in that part of the world on holiday why not call in for a chat. Another business offering club member discount which has been kindly negotiated by David Dutton is LOOKERS LAND ROVER. They are the Land Rover appointed agent for South and Mid Essex. They have two branches, one at Chelmsford, and one at Hadleigh. Cliff Britnell, the parts manager at the Hadleigh branch has offered discount to club members, again on the production of a membership card.

Again in the South West, BROOKWELL SUPPLIES have two branches, one at Taunton and one at Bovey Tracey. They are an independent parts supplier and supply a whole range of parts, accessories, manuals etc; and also produce a very good catalogue with workshop manual type drawings with the part numbers next to them to make ordering easier. They are offering a 10% discount on most parts and accessories. They also offer a delivery service. They are at 58, Station road Taunton, Tel 0823 254630.

CHECK YOUR WHEELS

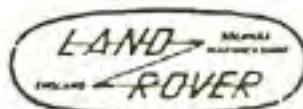
Checking road wheels for corrosion has been mentioned before in these pages. An area which is often affected is the recess around the stud holes on the inside of the wheel. However Paul Thompson has recently brought to light a problem with the area around the rim where the wheel centre is rivetted to the rim. Advanced corrosion here would be more difficult to spot, as the inside of the wheel is usually covered in mud and paint, and would have to be actually wire brushed to effectively check the area. But as can be seen from the picture if the rim breaks away while you are travelling along it could have catastrophic results, fortunately this wasn't the case in this instance. But it has to be remembered that these wheels have been running around in everything from cow dung to road salt and although the outside of the wheel may be kept clean the inside is often left alone so it is little wonder that after up to 35 years use, corrosion may be well advanced. So please check your rims soon, it is probable that there are more around that are on the verge of ending up like this one. (see photo on next page).





The world's most willing horsepower



A TIME FOR ACTION.

Gordon Lord.

No doubt most of you will, by now, learnt of the proposals being put forward by the European Parliament which would, if they became law, allow the use only of replacement parts and accesories on motor vehicles that had been produced by the original manufacturer. As far as we are concerned, this would mean we could only use parts supplied by Land Rover Parts Ltd. If the original manufacturer will not, or cannot provide replacement parts then the vehicle could be no longer repaired, and hence used; and of course the monopoly situation that would arise would enable car makers to charge what they liked. THOSE OF US WHO WISH TO CONTINUE TO USE OUR LAND ROVERS IN THE FUTURE MUST FIGHT THIS PROPOSAL, AND I URGE YOU ALL TO WRITE TWO LETTERS AT LEAST. One to your MP, in Westminster, and the second perhaps even more important, to your Member of the European Parliament. Your UK MP can be contacted at, House of Commons, London, SW1A 0AA. (PLEASE DO THIS ASAP, Ed.)

DIESEL PRECAUTION.

Ross Floyd.

The following is a portion from a Land Rover Service Newsletter dated 7.8.67 regarding the oil form the air cleaner being ingested by the engine with dire consequences.

E-2

LAND-ROVER SERVICE NEWS LETTER No. 13—continued

Item 68 SUBJECT: POSITION OF AIR CLEANER WHEN RUNNING DIESEL ENGINES

MODEL: Land-Rover Diesel.

REMARKS: We are repeating important information that was circulated in Rover Service News Letter No. 85, Item 352, concerning the air cleaner on Land-Rover Diesel models, and request that all Distributors, Dealers and Fleet Owners ensure that their workshop personnel adhere strictly to the instructions given.

At all times when the diesel engine is running the oil bath air cleaner must be fastened securely in the vertical position.

If adjustments are made with the engine running and the oil bath air cleaner balanced on top of the engine, it is possible, should the cleaner tip to one side, for oil to be drawn into the intake manifold and hence into the engine, where it will act as a fuel and cause the engine to overspeed out of control and serious damage may result.

Should it be necessary to run the engine with the air cleaner out of the normal position, the rubber hose should be disconnected from the inlet manifold and the whole oil bath removed from the vehicle.

APPLYING SOME HEAT.

Peter Lamb.

Ever fancied having your own oxy/acetylene gas set, but can't justify the cost, or worried about having high pressure cylinders on the premises. Well there is an alternative, at literally a fraction of the cost, and all you need to power it is your standard arc welder. If you haven't already guesseed I'm talking about a Carbon Arc Torch. For the uninitiated this handy little weapon is basically two brass electrodes incorporated into a plastic handle. There is a hole in each of the electrodes which takes a small copper-covered carbon electrode. Basically the principle is that one of the electrodes is fixed and the other slides towards, or away from, the fixed electrode by means of a slider on the handle, an arc is struck and a carbon flame is produced which has an intense heat,

this is ideal for many jobs around the workshop, heating steel prior to bending, heating stubborn nuts on the Land Rover, and I am told that you can braze with it also; and all for the huge capital outlay of around £4.00, and it really does work, however with the intense heat of the flame produced always use your welding hand/headshield with at least a No. 11 lens fitted, or the lens that you normally would use for arc welding.

TECH-TALK

OIL

Gordon Lord.

I don't intend to recommend which type of oil to use in a Land Rover, or how often it should be changed, but it may be of interest to outline some points about those choices. The normal recommended interval for oil changes is 3000 miles, but most modern cars are expected to be able to cover 10,000 to 12,000 miles between oil changes, and modern oils have been developed to cope with these service intervals. You may be tempted to wonder if by using these oils that it may be possible to extend the oil change interval on a Series 2 and save money.

In broad terms oil has three jobs to perform in a normal petrol engine. Firstly, of course, it has to lubricate the working parts, preventing as far as possible metal to metal contact, and thus keeping wear within acceptable limits. Secondly, it helps to keep the engine cool, carrying heat away from the bearings, and such areas as the underside of the piston crowns, and feeding it in to the cooling system, where it can be dissipated by the radiator. The third task is to remove contaminants and debris away from parts where it would cause damage, and either deposit it into the oil filter, or hold it in suspension, so that it can be flushed out at the next oil change. These contaminants are partly the by-products of combustion, such as acid, water and carbon;- partly the result of the gradual breakdown of the oil itself, and to some extent, metal deposits from wear.

How long the oil can perform these functions in any engine depends partly on the engine design, partly on the operating conditions, and partly on the quality of the engine oil.

Some of the engine design factors are, size of the oil filter, the extent to which the engine is stressed, the design of the oilways etc. For example, the 2 litre petrol engine used in the early Series 2s' has a shorter oil filter than the later engines. Again the same Land Rover 4 cylinder engine has, for its displacement quite a low output, and is quite lightly stressed with no real inherent weak areas. By comparison the Rover V8 is quite critical regarding the lubrication of the camshaft and followers, and users of the engine will do well to keep the oil clean and frequently changed. As regards the operating conditions, clearly a Land Rover working in desert conditions may require more frequent oil changes than one used only on roads in the UK.

In order to produce an oil for automotive use, the oil company will take a base oil, made by blending basic oil stocks and add various additives, and it is mainly the development of the additives which have enabled modern oils to remain usable much longer, and the eventual breakdown and failure of the additives which finally render the oil useless. However, as mentioned, by changing the grade or make of oil, only one of the various factors which govern oil life is being changed, and this may not be enough to permit the change to be safely made. For instance the long-life properties of modern oil may be of no value if the oil filter becomes clogged long before the oil is exhausted. I mentioned at the beginning that I did not intend to make any recommendations. I will go as far as to say however, that you should think carefully before deviating from Land Rovers own recommendations, even they were made so many years ago; and don't forget that oil filters are obtainable from the club shop, and are very good value !.

CLUTCH PROBLEMS

Gordon Lord.

I don't intend to describe how to replace a Land Rover clutch, or how to remove the gearbox, as the various workshop manuals can do the job much better than me. However a couple of points may be of interest. Firstly, the clutch is operated by means of a slave hydraulic cylinder mounted outside the gearbox bell-housing on the drivers side (in the UK). This cylinder is connected to the clutch inside the bell-housing by means of a cross-shaft which passes through a hole in the bell-housing. This cross-shaft is in three parts, and the middle part is tubular, and jointed to the other two partly by means of some pins which pass through the shaft and tubular part so that all three parts rotate together when the clutch is operated. If these pins, and there are two of them, are worn, or get lost during a clutch change, make sure the correct pin is used to replace them, and not just an old bolt. The pins have to withstand quite high torque-loadings, and a pin or bolt of inadequate steel quality can shear off, causing sudden clutch failure at some inconvenient point, as I know to my cost.

The only way to remove a gearbox from a Series 2, or Series 3 for that matter is through the passenger door. For this purpose a crane is needed, and a suitable unit can be hired from most tool hire shops. It comprises of a vertical post with an arm at the end with a hook attached. The whole unit is usually on castors, and the arm is operated by a hand-cranked hydraulic ram. But what if you need the Land Rover to collect the crane or hoist, or if like me your garage is too narrow to accept a crane alongside the vehicle. To solve this problem I got some stout timber, something like 3"x2" and fixed one across the inside of the vehicle as high as possible. In my case I was able to fix one end in a small recess in the garage wall, and the other end I supported on a second piece of 3"x2" stood on end, well secured by braces and rope. From the horizontal length of timber I hung a small engine hoist over the gearbox, just high enough to slide a piece of strong plywood underneath it across the chassis rails. I then lowered the gearbox onto the plywood sheet and used it as a bench to dismantle the transfer box and front output unit of the main gearbox. Once separated into the three main units I was able to lift each one in turn out. If you use this method take great care as the units are very heavy.

cont'd

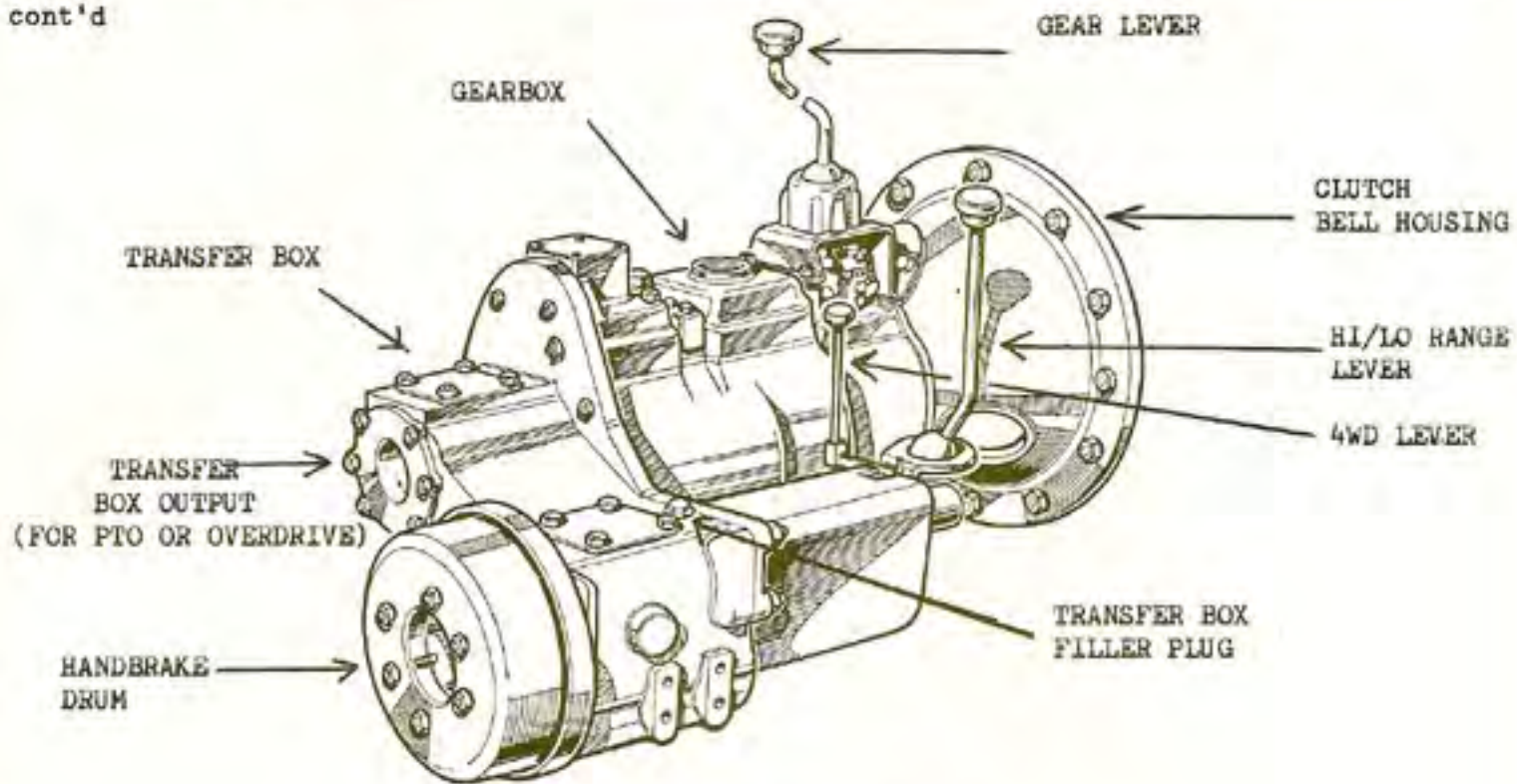


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FITTING AND USING THE KENLOWE HOTSTART IN A SERIES TWO.

Roger Horne,

Living at altitude of 1300 ft has its problems in winter - particularly if you have a 28 year old diesel Land-Rover sitting in the yard. You know the symptoms - sluggish engine cranking, reluctance to fire up, a heater that takes for ever to get warm and your breath constantly re-freezing on the inside of the screen.

Batteries, I find, will only last two years due to the heavy winter load imposed on them and even a new one, if not fully charged, is reluctant to start the motor below zero. Being fed up with the constant "will it or wont it start." scene I bought a Kenlowe Hotstart which is a mains electric engine pre-heater and will, Kenlowe claim, heat a 2 litre family saloon engine to 85 deg C. running temperature in 25 mins.

Fitting it is not difficult although there is only one place it can really go - attached to the inner wing adjacent to the dynamo. The instructions are easy to follow and written at length. It fits into the water supply to the heater and involves the cutting of the copper pipe running across the top of the manifolds, at one end, and fitting it to the other end of the same heater pipe run on the top of the thermostat.

After fitting, the pump has to be primed by slackening hose clamps and allowing air to escape. My first effort was not successful and the device did not work properly as a result. A second priming session cleared the air trapped within and all was well. The electric side involves fitting a heavy duty electric socket on the vehicle. Kenlowe say this can be fitted on the outside near the bumper but, as the vehicle goes off road from time to time, I decided to fit it internally on the dash panel. This involves bringing the live cable from the mains supply either through an open window or the door crack. Naturally there is plenty of air space in the door gap to allow the mains cable to pass without pinching!

Operating the Hotstart is easy - just plug it in before you want to set off. As for how long before - that depends on how cold it is - I can tell you that with the temperature at minus eight degrees C. it needed 45 minutes to get the temp. gauge needle off the cold band. I found the warm up time improved if I insulated the engine with an old blanket whilst it was heating up because there is so much heat loss to the air. When it is going it sounds like a kettle - you hear the noise of an impeller within the unit - if it sounds like it is beating eggs it means you havent bled all the air out of it.

Certainly starting is much improved - the diesel heater plugs are still needed, I find, if I want an instant response. I suppose this means I have not got the engine up to operating temperature yet on the Hotstart alone. Those of us who like to watch the little wheel on the house electricity meter will notice it fairly charge round when the Hotstart is turned on. It draws a fair bit of current and I tend to use it on Economy 7 rates (i.e. before 8 a.m. - this means if you want a lie in it will cost you a bit more to get the vehicle started

The performance of the screen demisting is not much improved but I suspect this is due more to the vehicles own inadequate equipment than to the Hotstart. The heater is certainly warm but not what I would call hot, unless the Hotstart is left on for a very long time. If you forget it is on and it reaches operating temperature the Hotstarts own thermostat comes into operation and it will not turn itself back on for up to 30 minutes. This could leave you with an engine colder than you would like if the ambient air temperature is very cold.

Petrol engined vehicles are supposed to be started without use of choke - but I have no experience to comment on this. One must not forget to disconnect the unit before driving away, or remove the blanket. Having the power socket in the cab does, at least, remind you it is connected. In the summer you can forget about it although Kenlows suggest running it once a month to avoid the pump becoming blocked by cooling system sludge. Oh, and dont forget the antifreeze in winter.

The Hotstart comes with a two year guarantee and is available from Kenlows Ltd, Burchetts Green, Maidenhead, Berks SL6 6QU or from some motor accessories dealers. I see from the latest edition of LRO they are being advertised at £91.65 plus carriage. I paid £89.88 including carriage last December direct from Kenlows - it might be worth checking current prices with them - tel: 062882 3303

NEW MOT REGULATIONS

Gordon Lord.

At the beginning of 1993 new measures will be introduced in to the MOT, making it more difficult to obtain a pass, also raising the test fee. Those whose MOT expire early in the new year may wish to consider taking their vehicle for a test before the end of the year, especially if there is any doubt about the standard of their vehicle. The unexpired portion of the old certificate will be lost, of course, but this may be worthwhile in exchange for an earlier pass. Basically the new test will include the following extra features;

1. There will be a more demanding standard for bodywork, which must be now be more corrosion free than at present.
2. The windscreen must be free of chips and cracks in the drivers line of sight. This is to include stickers or any other appendage obscuring vision.
3. Mirrors must be un-damaged.
4. There must be no projections from the bodywork, or any loose trim.
5. Fuel tanks and pipes must be free of leaks, including the filler cap.
6. Diesel engines will be tested for exhaust emissions.
7. Number plates must comply with the law;- with the gaps between the letters and numbers in the right places.
8. Hazard, number plate, and fog lights will all have to operate.
9. Doors, tailgates, seats, and the like will have to be secure and properly fitted.

WANTED

Pre '68 2B Forward Control, up to £5,000. Contact Miles Murphy, RR2, Box 84, Lincolnville, Maine, 0849 USA.

Engine speed governor for Series 1. Keighley, West Yorkshire. tel. 0535 605310.

FOR SALE

Engine speed governor for Series 2 £40. Also PTO selector and gearbox output £30'ish. Peter Galilee, tel, as above.

1960 LWB ex fire service vehicle. 34,000 miles from new, current owner since 1977. Original registration document. Very good condition. Mr Miller, 48, Bartram road, Sotton, Southampton.

Forward Control 2B camper. Three berth, 220-12v, gas, fridge/freezer, built-in cupboards, porta-potti, 2 spare wheels, 270 litre fuel tank, 4.1litre General Motors engine, with only 22,000 km covered. Tel, 09323 49654 (UK) . Or 077 648165 (Switzerland) work hours. Or 056 862579 other times. Vehicle is in Switzerland but would be brought to UK for viewing.

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An early 1960's S.W.B. (petrol) in outstanding condition. Preferably a station wagon. Must be in excellent order throughout, and ideally still with original registration number. Top price paid by club member for the right vehicle. Please contact Lee Johnson on 0204 840468.

LATE WANTED

Front and middle section exhaust to fit Series 2 'old type- through the wing manifold. Please phone 0884 256484, eves.

Rubber buffers for Forward Control drop-sides, (same as standard Land Rover spare wheel bonnet buffers) approx 4"x 1"x 5/16". Please phone 0308 27372

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CLUB SHOP

We can now offer through the Club Shop the following items. Since these are generally bulky and therefore impractical to offer through the post, they are available only through prior arrangement with the Shop for collection at events.

1 gallon Carlube EP90 gear oil	£ 6.00
5 litres Carlube 15W/40 oil	£ 6.50
5 litres Carlube 20W/50 oil	£ 5.00
5 litres Bluecol antifreeze	£ 7.00
5 litres Finnigan Waxoyl	£13.00
1 litre Carplan winter screenwash	£ 0.75
600 ml Carplan all season screenwash	£ 0.65
300 ml Carplan de-icer aerosol	£ 0.50
500 ml Redex diesel treatment	£ 5.50
Universal wiper blade	£ 1.85
4" 6-hole drop-plate	£ 3.50
1/2" tow-ball spacer	£ 3.00
1" tow-ball spacer	£ 4.00
High tensile tow-ball mounting nuts & bolts	£ 2.00/pair
Rear safety lamp	£ 2.00
Reversing lamp	£ 2.50

We have also had a sample embroidered Club badge made which is hand made on an individual basis, (photocopy below). This means that the wording "SECRETARY" can be anything you like, e.g. your name, chassis number, registration number etc., and look absolutely excellent on a Land Rover cap. Because they are hand made there is no minimum order quantity but they are a little pricey at £5.00 each, but well worth it. They consist of yellow wording on a green background, with the outer wording and piping in silver. If anyone is interested in this item please contact the Shop before 31st December so that a firm order can be placed.



SEE LAST ISSUE FOR FULL CLUB SHOP LIST.





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