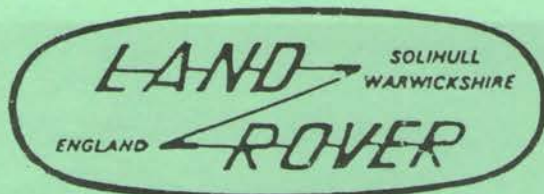


**SERIES**



**TWO**

**CLUB**

**MAGAZINE**

**SEPTEMBER 1993**

**ARC NATIONAL  
RALLY REPORT**

MEMBERS LETTERS · EVENT REPORTS · CLASSIFIEDS · TECH TALK · NEWS



**2A SPOTTED BY THE OFFROAD COURSE AT THE  
NEW GAYDON MOTOR HERITAGE MUSEUM**



*Federation of British Historic Vehicle Clubs*



# SERIES TWO CLUB

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D.V.L.A. RECOGNISED CLUB



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### EDITORIAL

When we started to sort through the masses of potential material for this issue I was beginning to think it would have to be published in separate volumes, but its surprising how material can be compressed and arranged to squeeze things in with the computer, so we managed to get it down to a sensible 32 pages after all.

The main increase in material has been from the branch organisers. There has been a tremendous increase in local branch activities in the last few months, as a result of some very hard work put in over the summer months to organise both local and national events such as the ARC National and Billing. Please support your local branch organiser, they are working hard for you, and any support will help to make their job that much easier and worthwhile. There is talk that future committee meetings will be held at the new Motor Industry Heritage Museum at Gaydon in Warwickshire. After visiting in June, I for one certainly look forward to going again. There is so many vehicles to see, with many first and end of line vehicles, prototypes, and not least, around 8-10 Land Rovers. I can imagine that the actual Club Committee meetings may well be fairly brief affairs from now on !.

There have been two changes of Club officials recently. Simon and Juanita Glass have taken over the reigns from Ross and Gill Floyd's marathon stint of pioneering work in the Severnside area. Frank Myatt has stepped down as the Midlands branch organiser, after his sterling work, this position has been taken on by Helen Lippitt. Thanks and best wishes from the Committee to both former and present incumbents.

**New Discovery.**

Land Rovers Discovery range has been joined by the recent addition of the MPi which is fitted with the 2 litre injection Rover 800 car engine, and is available in the 3 and 5 door bodystyles. This is aimed at the company car driver as the price range is £17,000 to 20,000. It may well appeal to the buyer who does not need the heavy towing ability of the TDi diesel.

**Split Charge**

Chassis Developments Ltd has introduced a new electronic split charge controller for vehicles where a second or auxiliary battery is also charged by the main alternator. Connecting to the alternator, the controller takes care of the charge being passed to the batteries to prevent draining and also to maintain the batteries at the optimum levels for use. A useful accessory for industrial or leisure applications.

**Warn Winches**

Following the Warn Transsylvania Trophy in the Ukraine as featured the offroad press there will be a mini version of the event in this country. At each event around the country there will be a prize and trophy awarded, and in turn the winner will be invited to a Champions Challenge, where a new M8274 winch will be awarded as first prize. Entrants will receive 17.5% discount on all Warn winches. The event is open to all off road drivers whether warn winches are fitted or not. For more information contact Vince Cobley on 0536 770096 or John Bibby on 051 933 4338.

With the oncoming Winter months members who may be thinking of upgrading their standard (Joe Lucas, Prince of darkness) lighting may be unaware that a inexpensive way of converting to halogen on some vehicles is to change the existing bulbs for some Ring R12 or equivalent. This will only work with the later 2A unit with the 3 pin connector, and not a replacement for sealed beams or the early 2-contact type.

**Mot's and Diesels**

It has been estimated that over 200 jobs have been lost in the smoke metering business since the DOT stopped testing diesel engines as part of the new MOT tests. The government pledged that testing would be re-introduced by September, meanwhile the visual check at idling speed carries on. In all, 34 engines were reported to have failed through the rigorous high revving test. These engines are currently being examined to determine whether these failures were genuine, or whether they were helped on their way by unscrupulous owners loosening vital parts before the test.

**Intermediate newsletter.**

The Intermediate, as it come to be known, has been very well recieved, performing a vital service to members to update information and to publish news which can't wait for the Newsletter to come around again. This has become necessary with the increase in Club events which have taken place over the summer. The appearance of this extra publication is due to the efforts of Steve Ashton and Paul Hanbury, who had to pull out all the stops to get the first issue out on time, not helped by Newsletter editors who submitted wrong dates for events !!, whoops. The next issue should appear through your letterbox around the third week in October.

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



**PETROL  
or  
DIESEL**

# One of the Family. Henry Edwards



One year old, 1968.  
Married Felicity,  
another good decision.



1968. Honeymoon in  
Scotland.



A few announcements  
to make to 60 guests,  
our 25th anniversary.

Among the mail that the Club receives there is occasionally the story of one man, or woman and there Land Rover which they have owned for several years, with stories of restorations or trips at home or abroad. But it is only very occasionally that the association between the vehicle and first owner goes back over 25 years.

Henry Edwards, a farmer and agricultural contractor from Kent, bought LKJ 217F, a 109" LWB truck-cab pick up in 1967. Over the years the faithful 2A, has been used for a myriad of jobs around the farm, and as can be seen from the photos used to tow the caravan on holidays. The Edwards family were obviously proud owners from the early days as they have many photos of LKJ from the early days. Readers may be surprised to know that the 6 cylinder engine fitted averaged 15-17mpg, even with the heavy caravan. The vehicle has now covered only 52,000 miles and is only used seldomly these days, although she is regularly started to help preserve the engine. In fact Henry has decided to sell LKJ, so if someone is looking for a low mileage well cared for LWB 2A phone Henry Edwards on 0580 763428.

Great Train Robbery 2

M. Scatchard

Thanks for printing my article about the vehicles involved in the Great Train Robbery. Since that article more information has been offered to me and it now appears that the Series 1 was purchased and it was the Series 2 was stolen.

I have been researching the Train Robbery for the Cae Dai Trust based in Denbigh, Wales. The Trust provides employment for patients discharged for the nearby North Wales hospital. The Trust already has a 1950's theme museum and the train Robbery will feature in a 1960's theme museum which is now taking shape. Just in case any members get the wrong idea, the trustees and Chairman of the Trust do not wish to appear to be glamorising the robbery in any way, but it was a major event of that era.

How the Series 1 came to be registered BMG 757 A is not clear, perhaps it was an ex-military vehicle and the number was designated on its release in 1963.

Peter Galilee of the Land Rover Register has been most helpful in my research unearthing the Series 2, which is in the hands of an enthusiast in the Midlands. The robbers fleet of vehicles assembled outside Leatherslade farm on or about the 13th of August 1963. The Austin truck is now owned by the Cae Dai Trust, the Series 1 is owned by a Club member.

Long Land-Rover with basic equipment.





## The Tale of KKS

Jim Bradley.

To be given the news that the next year or thereabouts is not going to include work in the working for money sense, must be thing that just about everyone might relish. However, when that news also includes the fact that a rapidly developing cataract in ones remaining eye, it becomes somewhat less than welcome. There wasn't a damn thing I could do about it, so I began the adaption to a life of enforced leisure.

The first week or so was quite nice, packing my wife off to work, long rambling dog walks, midday ale breaks, expanding waistline etc etc.

Then I got bored.

As the boredom got worse so did my temperament. In order to save my marriage, (geddit ?) I decided that to hell with the fast fading sight, some occupational therapy was called for. basket weaving was out, so was adultery and cooking was getting a bit risky, so by a swift process of elimination, another rebuild was in the frame. the next question was, naturally enough, what to rebuild ?, I'd done a 86" an 80", a Series 2 7 seater, another 86", a 107", and had a hand in a good few more with other folk. To find my answer I began to be seen rummaging around behind local garages and the nether regions of local farmyards until, BINGO ! my long time mate and motor engineer Bill let slip that he had a Series 2 languishing in the 'shortly for the chop' section of his stock of period motors.

There it was, KKS 990, up to the dash vents in nettles, piled high with junk, mildly robbed all over but largely intact in all the areas that matter. I armed myself with a machete and went to look at this rather rustic carriage.

I didn't take too long to see that this was a real Series 2, not messed about, but with a lot to do to bring it back from the brink. Just what the doctor ordered for a bored Land Rover nut. In very short order some bank notes changed hands, and, decent as ever Bill trailered the next project the short distance from my home.

I started as always with a few shots with the camera to give me a 'before' picture. As extra motivation, a laser copy of the most telling picture was pinned above the desk indoors to keep my mind on the task in hand. The weather was not too bad so an outdoor stripdown was the order of the day. Armed with gallons of 'Releasall', the spanners and a selection of large hammers, battle commenced. I would like to tell you that each part was carefully take off, labelled and lovingly stored as all the best articles of state that one should. not me, a couple of two-gallon pails for the nuts, bolts and fiddly bits and the rest went to swell a rapidly growing pile of rusty parts in the corner of the yard.

On a Land Rover access to components is usually quite straightforward, the main barrier being the hundredweights of stone hard mud which adheres to all of the underside, and when wetted, just about moos at you !. In my case, access was much improved by the luxury of being able to pull aside a lot of steel body parts as well as a bit of the chassis. Now I've seen a few rotters in my time but this fella was as rusty as an old Alfa. The body was in fact the main support for the chassis which obligingly self-dismantled as the body was removed in its component sections. A mental note was made that some heavy thinking was going to be necessary when the question of chassis repairs was taken.

It took about 3 days of easy work to reduce KKS to kit form. An initial assessment of the mechanical parts didn't produce many horrors, in fact it would appear that up to the point when it was last used KKS had been kept in an unusually good

state of repair by a local farming bloke who I think had sold it to Bill when he retired from a life of toil. Bill had stored KKS in various sheds, yards and places, until it had been shunted into the nettle guarded lair in which it was found. The body was, shall we say, fair with all panels complete, although the front wings showed signs of gate opening and cow nudging, while the rear panel appeared to have been in contact with a missile or maybe a stay wire from a power pole. Thus it was that we could do the rebuild if, and only if a suitable chassis could be found near to hand.

Armed with my favourite chassis poking screwdriver and due to being grounded from driving by then, my long suffering mate John, the hunt was on for a donor chassis, or at least one which could be combined with enough of the original to do the trick. Sad to say, this plot met with a dismal lack of success and the whole job was rapidly getting to the abort stage when I reached the 'stop mucking about and make up your mind' stage.

So I bought a nice new chassis. It sent the budget right through the ceiling but really brought the project back to life. A nice man called Bob Wood, who makes the odd Land Rover chassis took my order for a chassis with a few minor extras, such as strengthened rear cross member, a bit of extra meat in the front dumb irons and early delivery from his workshop near Duns. The chassis arrived within a couple of weeks, delivered in person by Bob Wood on a natty sort of bogie towed behind a Range Rover that looked as if it had fought a war single handed and lost.

With the single minded glee that tends to typify the rebuild nut, I set to work with the primer and the paint and within two days had the chassis and myself well preserved from the elements. Purists among you may, when inspecting the nether parts of KKS, be moved to say that there are numerous runs in the chassis paint job. This was due in equal parts to my somewhat limited vision at that time and my belief that runs are the sure sign that the painter is applying the stuff in sufficient amounts, so there !.

By this time, vision was in fact becoming so limited that a dropped nut or washer was likely to stay that way or at least until I swept them all up with the brush to repeat the process. However I decided to persevere as best I might, and with a bit of a hand now from those mates incautious enough to call at the house to be pressed into action. Those essential parts which could not be abandoned thus were found by touch or by means of a 'radar', a powerful spot lamp on a wander lead, which put out enough light that by operating with my beak about three inches from the floor gave me a sporting chance of finding things like BA nuts and bolts. I developed a loathing of parts which were round enough to roll away into dark recesses of the workshop, but learned the trick of laying a sheet of thin foam under the area to be worked on which meant that the little devils stayed where they fell more or less. Contrary to popular myth, necessity is the mother of cunning as well as invention. By this means I had got me a rolling chassis with brakes piped, axles and the engine and transmission installed by the time that the cataract had me beat. I could no longer see well enough to safely install parts on what I had hoped would be a reliable road going vehicle.

Another factor in my decision to give it the best at that point was that I was starting to have little mishaps which suggested that unless I got sensible real quick I was going to do myself damage which could complicate an already glum situation, so with a little sadness I closed the workshop door on the job and awaited better times.

Here we come to the happy bit. Within 6 weeks, my medical magician announced that my cataract was now ready for revenge and gave me a date for the job to be done. His enthusiasm and confidence rekindled my optimism to the extent that the very next day I was on the phone to Rupert



Leng, my friendly neighbourhood parts supplier to order as many of the parts needed to finish the job as I could think of. Thankfully our Rupert was not party to certain information normally only precious to a bank manager and his client, but sent the stuff anyway. Rupert did get paid but it was rather close affair.

I'll skip the rather nauseous details of the 'op', suffice it to say that the medical magician came up trumps, filleted away the cataract and inserted my plastic lens 'bionic eye' with little more than a flick of the wrist as they say. There then followed a period of forced convalescence, heavy with dire warnings of the horrible consequences of bending, lifting, over excitement and constipation. Looking back on the time, I think this was the worst part of the whole affair, apart from the sickening feeling earlier experienced when I had fought to mate the transmission with the engine, bolted it up, cleaned up, washed up and then found the flywheel spigot bush winking at me from the workshop bench. The language which followed the discovery was loud, atrocious and prolonged, followed by a lengthy sulk. As the eye improved and confidence returned, so did the desire to get on with KKS. On receiving the go ahead for a little light recreation, or was it a little before that?, I returned to the workshop to try and remember where I had put everything when I had quit.

The body was next. A skilful chap called Alex Black had taken in the sand blasted and lace-like bulkhead to his workshop and reappeared with a beaming smile and a primed bulkhead that looked really good with new floors and a 'wee bit o' tack weld here and there. As a long term cobbler of bulkheads and the survivor of an epic battle to make a repro Series 1 bulkhead fit where it touched, I was real impressed with the standard of work. It was painted That night and fitted as soon as my fingers did not stick to it. On went the work and with it the rear body tub, repaired wherever the alloy had gone back to nature. In order to keep the tub in shape, I bolted it up on the chassis, young Bob Wood had done his work well, all hoses line up dead, and the level of profanity in the workshop dropped to a level whereby Jehovahs Witnesses began to call again. There did however remain the problem of the offside rear panel which bore the prospect of a huge pop riveted plate repair which was going to look nasty forever. A deep breath and a call to Rupert produced a rear panel and the promise of a couple of second-hand front wings which would fettle up better than the original items.

The fitting of the side panel was not funny as body tubs move a bit over the years and need a bit of massage to get the new panel to fit. Careful tapping with a panel hammer and dolly, zillions of pop rivets and a certain amount of spilt blood got the job done to a level which I could live with. A little tip here is to get all the fitting bit done before applying the body caulk goo or you will become very attached to your hobby.

There followed a lengthy session of getting the fit right between the rear tub and the bulkhead so that the doors would work. A bit of packing of the bulkhead to chassis outrigger was required, and to this day I still don't think it is right but its the best I can get.

After six months or so of graft and enforced lay-offs I had got to the stage where all body panels were on, primed at the joints and the vehicle was looking a bit more like the thing. I had got most of the mechanical items installed, brakes bled up and working, but no power due to the need to leave the re-wire until my sight had returned to something like normal. So sporting my spanking new specs and with such comments such as 'bicycle face' and 'bottle bottoms' ringing in my ears I set about wiring the brute.

I find that making a wiring loom is a good test of my ability such as it is to plan, concentrate and burn my fingers with a soldering iron. Off went a sizeable order to

Merv Plastics for cable, connectors and all the necessary gubbins to build up a wiring loom. The old loom was very iffy and would have needed a lot of modification to incorporate such little details as alternator charging, extra fuses, relay linked headlamps, electric screenwash to, to the extent that it was simpler and more reliable to start from scratch, and yes, for once I did remember to 'pig' the chassis with a guide rope for the rear loom, before I fitted the rear body, just this once. I try to follow the paths and section of the original loom as much as possible, the only real deviation being a neater approach to the rear loom making the main cable snake up into the back body behind the offside rear lamp cover to divide for the nearside services. This does away with the grotty nest of connectors under the offside rear wing which always gives trouble, and always when it is dark and wet and a traffic cop is waiting with ill concealed patience while you prove to him that you can get your back lights to work. That's the general theory of wiring the Land Rover, or at least the older simpler varieties, the rules are also simple, never power up a circuit until you have checked that you know what it feeds, it is secure, and any test is protected by a fuse if possible. Keep your battery clamps slack for a quick power kill and always have a extinguisher to hand. Apart from a few oddties, luck smiled upon my endeavours and everything powered up without too much stress. In trying a wiring loom, try to set yourself a projected task or tasks for that session and make a note of what you have done. It might be longer than you think before you get back to the job and you will have forgotten how far you have got.

In my usual rather messy but enthusiastic way I slopped in quantities of oil water and petrol and then went for a little walk with my dogs. returning a hour later means that time has been allowed for little or not so little pools of gloop to form under the vehicle. Do your oiling up in one go, that way you won't forget to do the front swivels or the steering box. Anyway after a bit of churning, a few coughs and a dab of the throttle it fired up and just about revved itself through the garage roof because I forgot to hook up the throttle return spring. This was ten o'clock at night and left a lasting and unfavourable impression with several elderly neighbours.





Lots of careful checking and a rather stressful half-hour at my local testing station produced a nice new test certificate which was pinned on the board over the desk and I just gazed at it for a long time. Some insurance was paid for and after a fairly long battle with the good old DVLA KKS kept its number. With a strange feeling of anti-climax I was on the road. It looked awful, (no paint) ground to a halt on more than one occasion and still has a goodly number of jobs outstanding. KKS and I now have a love-hate relationship in which I frequently threaten it with the sale columns of the local paper. When the weather picked up, I was forced to apply some thought to the paint. The general body condition and the fast dwindling cash reserves meant that spraying was not a good idea. I use my rebuilds carefully but not to the extent that I grieve over a scratch or dent. Thus, the time honoured method of paint pot and brush is my method. I have also limited success with a roller which must make some folk cringe a bit although it does cut the paint runs down a lot. Tractol paints do a reasonable shade of Land Rover green, so on it went after a bit of preparation to produce a fair finish with only a few flies adhering to the shine. So that's the tale of KKS. It's a horrible looking Land Rover, laughed at by all my mates when it starts in a cloud of period exhaust smoke. As a means of transport I must admit that it has distinct limitations, but as an exercise in boredom bashing I'd say that it has worked OK.

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Tech Talk-Talk Back

John Arrowsmith.

Regarding the article in the June newsletter relating to fitting new oil seal distance pieces to Land Rover axles. I have recently carried out this operation and found the workshop manual method of removal to be quite satisfactory. In fact the rings do not shatter as the manual suggests, since in fact they are soft and not hardened. What happens is that the cold chisel applied as the manual suggests deforms the ring which in turn relaxes its grip and comes off very easily. No levering is required so there is no possibility of damage to the stub axle if it is supported from underneath with a wooden block on a screw jack. I heated the new rings in the oven, at what gas mark I forget, but not too hot, and found that they slipped on very easily, no tapping required. Just push them hard against the shoulder before they cool using the box spanner that everyone MUST have. I am surprised at the suggested method of adjusting the taper bearings, the manual requires between .001" and .004" of end float which must be measured with a dial gauge or guessed at. There must be at least some end float on these bearings as they are not designed to take any pre-load, and the suggested "free to rotate with no play" could in fact apply pre-load, as the hub can be rotated even when this nut is done up quite tight. Please do not butcher nuts with screwdrivers or chisels for the cost of a box spanner, it is not worth making a easy job difficult. Also after tightening the outer of the two locknuts it is important to re-check the bearing end float, because the clearance in the threads allows the outer nut to push against the inner nut and so take up some of the end float. So end float must always be checked and set with both nuts tightened against each other. The price of over-tightening is ruined wheel bearings. Thanks for a much improved and interesting newsletter.

## Upgrading Your Brakes

David Dutton.

As you may have read in recent editions of the Club magazine Jackie and I have been slumming in a TDI 90 Defender estate, however this does not mean we have turned our backs on draughts and leaks, (yes the Defender is a real Land Rover, it leaks). We have a 1960 Series 2 88". This vehicle has been subjected to much bodging over the past 33 years and over 200,000 miles. Most of it has been replaced and is not original. The plan has been to totally strip the vehicle. the vehicle will look completely original from the outside but will be updated and modified internally.

To cater for a more powerful engine the brakes must always be updated from the single leading 10" drums. This is what has been done and has yet to be completed. First of all the accumulation of parts. The complete front brake assemblies have been discarded as has the original brake pedal box assembly, which included the CB master cylinder. To replace these assemblies I obtained used front 109" front brakes. Do not use 6 cylinder brakes on a SWB as you will probably stand it on its nose the first time you touch the brake pedal in anger. However 6 cylinder brakes will do nicely to update standard LWB brakes.

It is debatable whether a servo is necessary, this is purely a personal whim, or whether you like the macho image. Yes, I've gone for a servo !. Remember a servo does not increase the efficiency of your braking system, it merely provides assistance to the driver in operating the brake pedal. In the quest to fit a servo you can travel two roads, either use a remote servo as fitted to some LWB 109 2As', or use the Series 3 (DA) direct acting such as used on modern cars. This means, as the name implies the foot pedal acts directly upon the servo which has the master cylinder attached to it. However to fit this system to a Series 2 and most Series 2A bulkhead/dash panels the dash panel will have to be modified. This will not apply to the last Series 2As' fitted with composite dash panels when the removal of cover plates will suffice. The dash panel is quite easy to modify as shown in the photos. . **Photo 1** shows the dash panel after galvanising and modification. The brake pedal slot has been enlarged and the stay bracket has been removed. Master cylinder/servo assembly - Parts required.

Series 3 servo pedal box

Servo

NEW Master cylinder.

Check the phosphor bronze bearings for the foot pedal pivot point. decide which footbrake switching system you want to use. Series 2's and 2A's use a switch operated by the brake pedal pressurising the fluid in operation. The Series 3's use a pedal operated switch so the wiring will be different. **Photo 2** shows the completed brake and clutch master cylinder assemblies.

Series 2/2A have a combined fluid reservoir, so as the Series 3 brake master cylinder has an integral reservoir it is worth discarding the combined fluid reservoir and fitting the Series 3 clutch master cylinder - a straight swop.

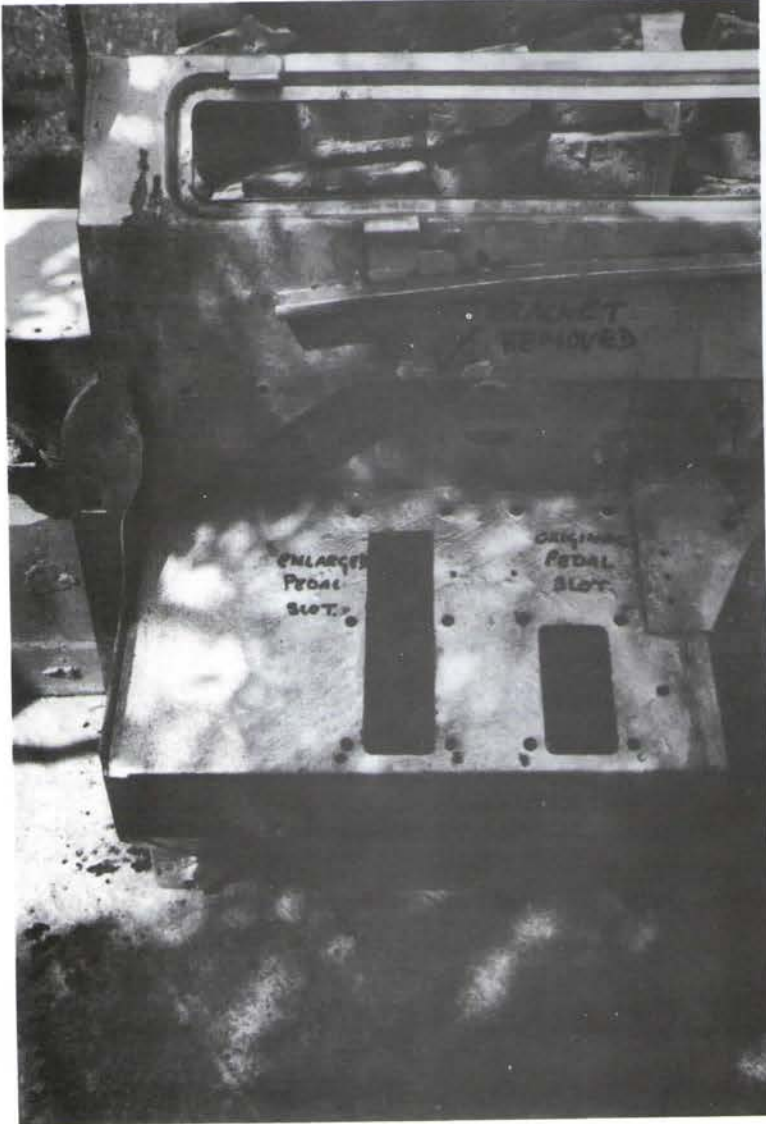
**Photograph 3** shows both master cylinder assemblies trial fitting to the dash panel.

Brake Units.

the 1LWB 109 front brakes are all 11" diameter with twin leading shoes. As stated before I am using the brakes from the 4 cylinder models which are readily available second hand. A word of warning, - check that the surface of the drum is not scored and that the cast iron dust seal on the edge of the drum is not broken off.

The backplates have two shoe adjusters on each (snail cam

Photo 1



adjusters) there are good repair kits for these. Wheel cylinders, throw the old ones away and buy some new ones from a reputable source, ie a Land Rover agent or a Girling agent. New springs new brake shoes, - refer to the workshop manual to get the anchor springs in the correct position, and fit together after painting the backplates with 'Smoothrite' or similar. Plumbing, obviously the pipework has to be altered when the chassis has been repaired and the axles replaced. All the Bundy piping will be replaced with Kunifer with brass unions, all flexible pipes replaced with Land Rover genuine items.

Rear Brakes. - The original 10" units will remain although the original front wheel cylinders (3/4" bore) will be replaced by the original front wheel cylinders (1" bore) with new shoes, anchor springs and refurbished backplates. Well its back to welding up the chassis now !.



Photo 2

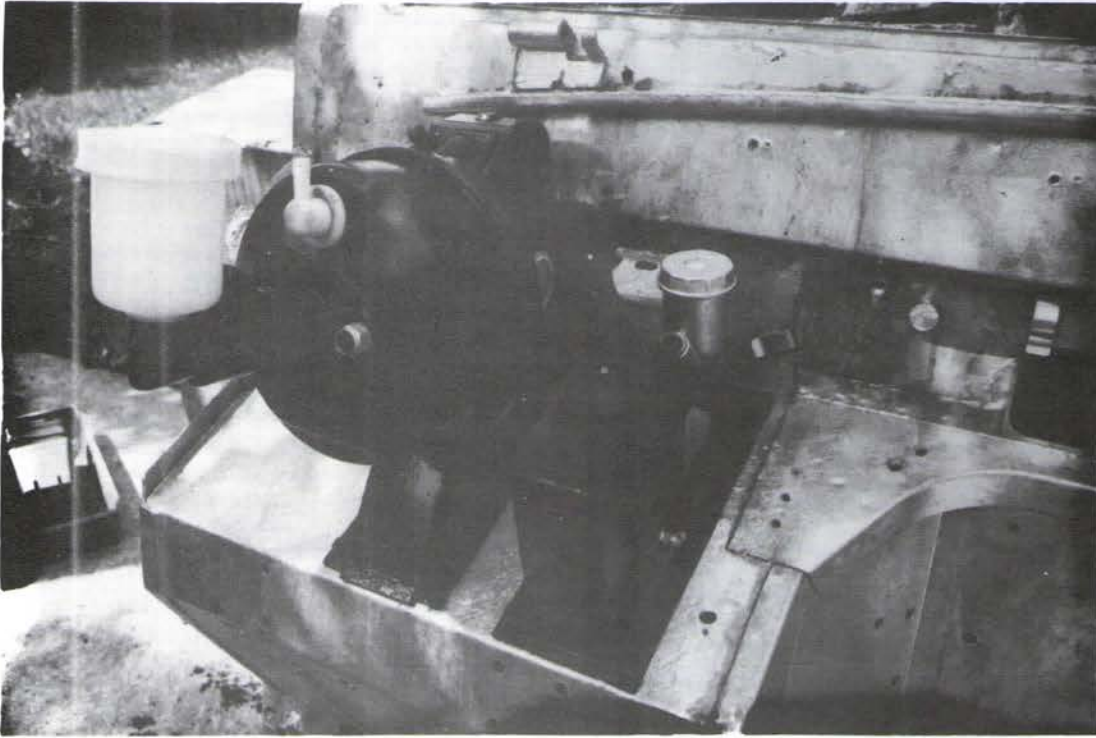
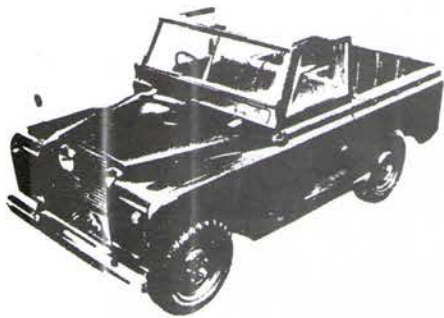


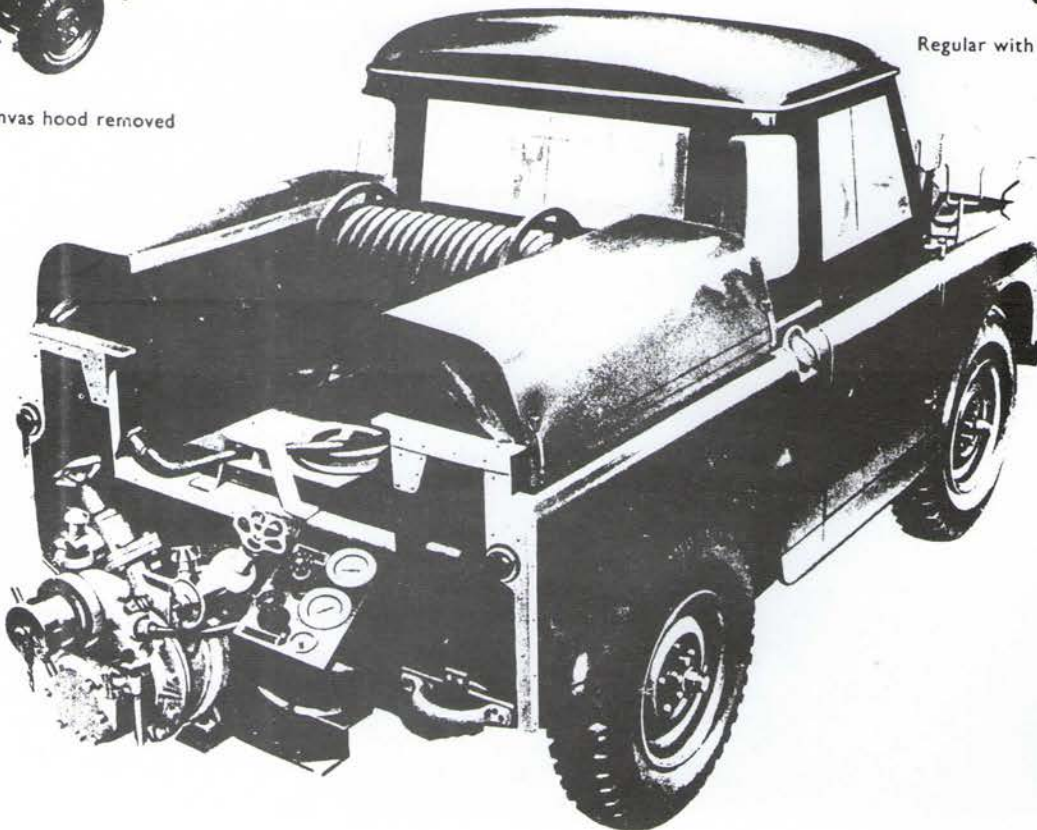
Photo 3

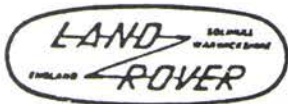


Regular with canvas hood removed



Regular with truck cab (optional extra).



**DANGER - Fluoroelastomers.**

David Dutton.

I have recently been sent a circular by the Institute of Vehicle Recovery concerning the dangers of contact with compounds and various components used in the automotive industry containing manmade Fluoroelastomers. These compounds are used in place of rubber compounds for items such as brake/clutch seals, oil seals and possibly spring bushes. In normal service life a fluoroelastomer is a stable compound, but can become very unstable in temperatures of 400o C and above, these compounds then remain unstable. If they should come into contact with human skin in this state it is almost impossible to remove them, being a highly corrosive acid. It must be stressed that this material is completely stable at any temperature in normal service. This highly dangerous condition only arises after fire or after temperatures in excess of 400oC. So take care when refurbishing old units, don't burn out old seals etc.

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**Axle Check Straps**

Gordon Lord.

There has been mention before in these pages about rear axle check straps, which often rot off and disappear. However they do serve a useful function, that is that they prevent strain on the brake pipes at full axle travel. If they have rotted off they can be replaced easily and cheaply by using old seat belt webbing which can be obtained from a scrap yard. I purchased enough to do both sides on my Land Rover for £2. The only requirement may be that you will have to satisfy the scrap yard that you are not using the belts as seat belts, this you could do by cutting off the ends before you leave. When fitting, drop the axle down to its maximum extent with the vehicle chassis on blocks, or until the brake pipe starts to be pulled tight. then fit the belt webbing around the axle with each end secured to the chassis brackets using large washers or clamp plates, and with the webbing folded over to double thickness. Provided the webbing is clamped between the chassis bracket and a washer or clamp plate it will not hurt to have two holes cut in it to accept the securing bolts. Because this webbing is made of a nylon material it should not rot, and it is more than strong enough. I don't know why they didn't use it in the first place.

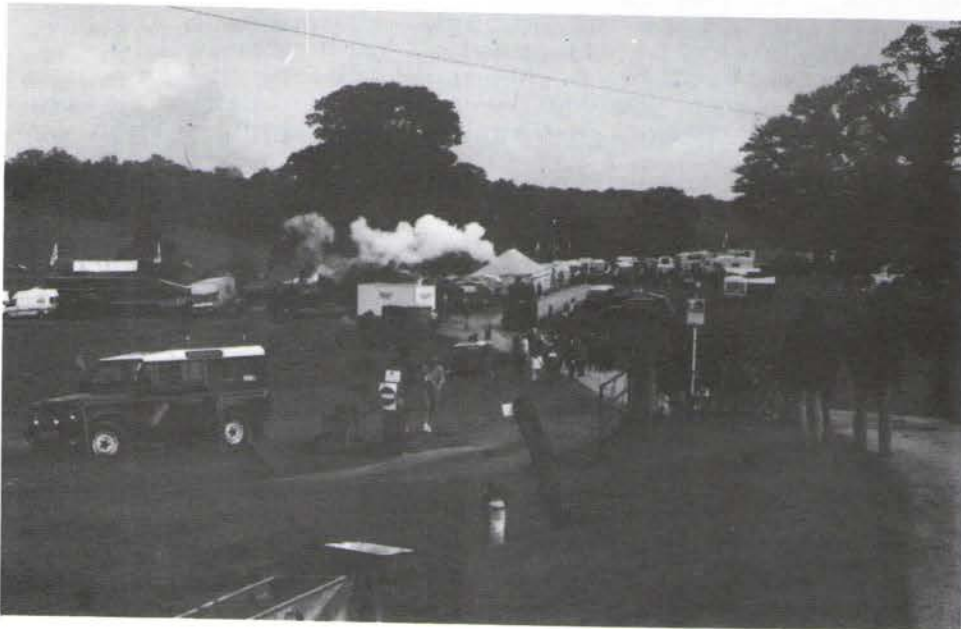
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**Waste oil**

Gordon Lord

And now a question for those of you who have well worn vehicles which leak oil from engines gearboxes etc. What do you do with all those empty oil bottles and tins that result from frequent topping up? well I'm in that position, and I keep in the corner of the workshop a tin with a funnel in it. Into this funnel I up end the empty containers and leave them for a few days before putting them in the dustbin. By this means I retrieve the last few tablespoons of oil that would otherwise be thrown away, and collect enough oil for a biannual oil paint of chassis and springs. In addition to the oil collected in this manner I also add oil from the air cleaner when that is changed, and waste gear oil. All these are reasonably clean, but I do not use old engine oil, as it contains acids, water, and there is evidence to support the theory that it can cause cancer if handled. The best place for used engine oil is the local authority's waste oil collection point. It may seem a bit penny pinching but it puts to use otherwise waste oil, and in my view springs and other parts benefit from a coating of oil.

## ARC NATIONAL RALLY



Fred Dibnah opens the show in style aboard his steam traction engine, with steam rising amid the trees.

The second bank holiday in May saw the Land Rover faithful converging on the picturesque home of Major Hervey-Bathurst and family at Eastnor Castle in Worcestershire. This year's proceedings were organised by the Midland Rover Owners Club who regularly make use of the facilities provided on this excellent site which has been used for many years by Land Rover themselves for testing various vehicles over the years, so it was a pilgrimage almost of the proportions of visiting Solihull itself.



A very tricky recovery during the CCVT on Sunday. Conditions were so bad it took 3 vehicles to pull clear.



## EASTNOR '93



A Range Rover tackles the Family Vehicle Trial.



Among the restored vehicles the star of the show for some was Ray Adams superbly restored 101 FC. The finish underneath matched that on top.

A read through the programme after arriving and being greeted by the cheerful Midlands marshalls revealed a traditional format for the weekends activities, Saturday the Family Vehicle Trial, Sunday the Cross Country Vehicle Trial followed by the Competition Safari on the Monday. Great, all set for an excellent weekends thrills and spills. In addition to this of course were the Club stands, the trade stands and the arena events. What better way of spending a weekend in the sunshine, looking at Land Rovers in abundance.

Friday evening and it was off down to the club stand site to help set up the equipment, including this year Paul and Alison Thompsons ex MOD generator and lighting set, a veritable Aurora Borealis on wheels as it turned out. We went to bed on Friday night in anticipation of the weekends events in store, all the competitors were making last minute preparations, all the stands were up, the polish was out, all was set;- well not quite all as it turned out, there was one other item which was yet to make its appearance. RAIN.

Saturday dawned fine enough but as the day wore on it became darker, first the drizzle then the RAIN, this was not a shower by any stretch of the imagination. The ground did its best to soak up the downpour but eventually it could take no more. The pressure of vehicles and pedestrians took its toll and soon what was rolling green parkland turned into a morass which appeared to have been used for tank trials rather than Land Rover trials. The PA appealed for people to only drive their vehicles when essential but this could only have a limited effect. However the mud only curtailed enjoyment to a small degree for most, and the main events went ahead unaffected.

David Dutton receiving his Pete Wilford portrait of his 88, as an acknowledgement of his and Jackie's work with the Club shop.



The horizontal banner and the appearance of the two visitors in the foreground describe the weather on Sunday.

There was a definite decrease in the numbers of day visitors over the 3 days, and the Club stand was very quiet. There did seem to be a definite increase in activity on the stand as the sun went down and was replaced by the dim glowing embers of the barbecue, and the glowing cheeks of those whose fortitude to prevail despite the weather was reinforced by beverages of more than a 'low alcohol' content. It was during one of these 'evenings of the enlightened few' that we were called to order by our Club Chairman and an overdue presentation was made to the outgoing Club Shop managers David and Jackie Dutton. This took the form of a portrait by Pete Wilford of Davids soon to be completed Land Rover which I understand was Marine Blue, but under the artificial light of the caravan and the physical effects of the liquid refreshments appeared Bronze Green, are you better now David or does it still look green ?!

The weather eased slightly on the Monday and there was some great competition to be seen. Despite the weather I think everyone had a great time splashing about in the mud, the revellers at last had an excuse to fall over and it certainly made the competition 'interesting'.

Thanks in particular to Paul & Sue Hanbury who had their caravan 'trashed' in a single weekend and Paul Thompson for bringing his generator trailer. There has been some discussion as to whether the non-competitive clubs are adequately catered for by the ARC Rally in its present form, and whether Land Rovers tearing across the countryside is the image that is advisable in an increasingly environmentally enlightened time, time will tell whether the ARC will serve to provide greater facilities to enable a greater representation of the car clubs in particular, and an increased emphasis on the ever growing non-competitive Land Rover owner/enthusiast. The ARC rally has long been the Blue Riband event for not only enthusiasts in this country but for Europe this could well be due to the unique atmosphere which prevails at wherever the event is held, it has always been the event that has been uppermost in peoples minds and not the venue. The world of the Rover car enthusiast and Land Rover enthusiast has expanded and diversified over recent years, perhaps this may in the future become reflected in an annual event which serves to represent the diversity Clubs in the ARC in a more equal proportion.



Frank Myatt officiates over the Concours D'Elegance.

BILLING - JULY 1993

ROGER HORNE

Many thanks to all members who helped, or just came and said hello, at the Club stand at LROs Billing Aquadrome event. Without doubt it was the best turnout of Club members for any function so far, with over fifty enjoying the barbecue on Saturday night.

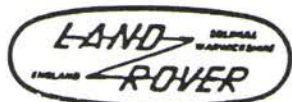
The area allocated was hardly big enough to park all the members vehicles for display - at one time there were nine Series Twos jostling for space between the information boards and they made a grand sight. The Club found eleven members brave enough to put their vehicles into the LRO arena for presentation to the public over the P.A. system and our worthy Secretary Frank Myatt won the award for The Best Series Two in Show. Congratulations Frank !

As last year the Club helped LRO by running the Childrens bike competition. This involved a great deal of work both before and during the Show and was well received by the LRO staff, children and parents. It was good to have so many parents come up to us afterwards to thank us for arranging it.

We gave out over 50 information leaflets about the Club to people at the Show and a dozen new members were signed up on the spot. The Club shop did a good trade and the showers did not dampen any spirits.

So, to all you helpers (you know who you are !) thanks very much for making it such a great weekend. Lets hope we can repeat the success next year.





## NORTHERN NOTIONS

Here is a round up of a few events organised via Northern Branch in the last few months :-

Last November we were guests of the Army. 34 Base Workshop REME at Donnington near Telford made us very welcome. Fifteen members attended, some with Series Twos (six of which were in military green, so as not to feel out of place !) We started with a long walk across their vast site, past workshops repairing things we were not supposed to know about - the occasional glimpse of fighting vehicles and strange devices were intriguing - and were introduced to the manager (wearing a smart suit !)

First we were shown the assessment centre where all service Land Rovers are examined for faults on admission. A chart was then made up on each vehicle which might indicate anything from a new exhaust being required, to a complete rebuild.

Then we were taken into the workshops proper. They are amazing - warm, light, dry floors, exhaust extractors hanging from the roof to put over the tail pipes when testing etc etc. Stuart & Les showed us round and the engineers were happy to let us ask them silly questions.

The aim is that each Land Rover, on leaving the workshops, is fit for three years further use. So, nothing was left to chance - any slightly worn part was binned - only genuine Land Rover parts were used in replacement (incidentally, they can buy parts at about one third of the prices we pay, on account of bulk buying)

Each vehicle is returned to its original unit - so as to instill a sense of responsibility and belonging within the users. Since the end of the Cold War, business has suffered some cutbacks but during the Gulf War there was much overtime available. They have to be able to respond quickly to any conflict- Suez, The Falklands, the Gulf etc have all seen them stretched to maintain the correct level of maintenance. Many thanks to Bob Morrison, Lt Col. Harvey, Major Watson, Stuart & Les who made the day possible.

In May, a small contingent of Northern members took the Club Stand to the Anglesey Vintage Machinery Rally. With Anglesey being the birthplace of the Land Rover concept, in this birthday year it was well attended by over 100 Land Rovers of all ages and types. There was a good turn out of Series ones, twos and threes but the best of the twos did not belong to club members ! Let us hope we managed to recruit some of them to join. The displays of traction engines, tractors, stationery engines and other equipment made an interesting addition to the usual type of Land Rover event. I can strongly advise a return visit to this show in 1994.

In June, Northern Branch were made to feel very welcome by Robert Ivins at his farm near Leek. Eight vehicles, plus tents and caravans attended and a good barbecue was enjoyed on the Saturday night. On Sunday Rob gave us a talk on offroading safety and then a

demonstration around his off road area. Later we were allowed free access to this area and much enjoyed the 45 degree slopes, tree roots and muddy bits for a while ! We also managed to set out some childrens bike courses for the younger members. Many thanks Rob, for a great weekend.

Future events include Top Farm (still can't call it anything else) a camping weekend in Yorkshire, and the Llama Trophy - see events page.

ROGER HORNE



Anglesey Machinery rally in June.



Rob Ivins talks to members, at Leek.

# FROM OUR NEW **SEVERNSIDE** ORGANISERS...

to all members in **AVON, SOMERSET, GLOUCESTERSHIRE, SOUTH WALES** and anyone else who wants to come!

Simon and Juanita Glass  
Rookham Farm,  
Dursdon Drove,  
Rookham, nr Priddy.  
Wells Somerset. BA5  
3AW

Telephone 0749 675425

Dear Member,  
Severnside as you know were looking for a victim to act as events organiser; well after due consideration or was it that last glass of wine at the very successful BBQ at Billing? Simon and I decided to give it a bash between us. We already have a few dates lined up well into 1994....

**BRISTOL PARK' EAT**  
14th August 93.... just a good old chat this time as no off roading organised. Along from the Industrial Museum near Prince Street at 'Brunel's Buttery'

**MOTORAMA**  
5th September 93. We have managed to get a Club stand near the new off road course, it has been redesigned with new Land Rovers, in mind so will be non damaging, non competitive fun and FREE. We have 12 passes and can get more if necessary, so send in your name and address for a great day out.

**BACKWELL STEAM FAIR**  
18th & 19th September 93. Details from Ross Floyd on 0860 251486 (m). A Club stand has been entered.

**A DAY OFF ROADING**  
in the Mendips. 14th November 93 .... meet at Rookham Farm at 10.00 am. The site is available all day so we will break for lunch at the local. If you wish to drive here the night before, you are welcome to camp in the paddock. If you let us know we will send a map with directions.

[ SEE ADVERTISEMENT ELSEWHERE ].

Attached are a few dates for 1994....

You must let us know what you want to do, we want to keep everyone happy, but we can't do that if we don't know what you want.

Look forward to seeing you soon

*Simon & Juanita Glass.*

## DATES FOR YOUR 1994 DIARY

10th APRIL Lunch meet on Priddy Green. Off roading in the afternoon.

26th & 27th JUNE.

By popular request BBQ at Rookham Farm on Saturday evening. OFF ROADING ALL DAY on Sunday.

**OCTOBER** Provisional off roading/ social at Brockley for Halloween.

There will be more dates to follow and we will endeavour to keep you informed.

## **NEWS FLASH** **28TH AUGUST '93**

We have been invited to assist in the building of the new off road course for the MOTORAMA. A great day out in wellies with spades, diggers and Land Rovers. Details from Simon & Juanita. LIMITED NUMBERS !!

**MORE ON BACKWELL STEAM FAIR** A small 'local' show with a great atmosphere. A ploughing match with all the local characters doing battle and on Saturday morning a 'bygones' auction. Camping is available but you MUST phone Ross a.s.a.p. Last year the live entertainment on Saturday night had complaints from 3 miles away. It's magic!

Ross ( 0860 251486 )

## SEVERNSIDE OFF ROAD DAY

Sunday 14th November.  
ONE OF THE BEST OFF ROADING SITES IN THE WEST!

A day's off roading at a superb site high in the Mendip Hills of Somerset. Morning session, pub lunch and vehicle line up and more off roading in the afternoon.

This site has everything 45 degree slopes, a mud hole, axle twisters, humps, lake - even a river bed! The event is not suitable for immaculate vehicles and there is likely to be some mud, but it will be a gentle, fun day out based on a number of non competitive trials sections. There will be no 'route' to follow and you don't have to drive any section you don't want to! The event will be marshalled and there is a maximum speed of 10 mph on site. Overnight camping on Saturday and a possible evening pub visit.

**ENTRIES LIMITED** and on a first come, first served basis so that we can enjoy the site without feeling crowded! Cost for off roading ( both sessions ) is £5.00 per vehicle or family group. Open to all Club members, so if you want to come act NOW! Places are likely to be taken quickly! If over subscribed, your money will be returned. Information and a map will be sent to you nearer the date. The last time we used this site it was reckoned the 'best ever' Severnside meeting - but hurry, places are limited.

Write to Series 2 club c/o Mrs J Glass, Rookham Farm, Priddy, Somerset.



Regular Land-Rover—canvas top



## From The Midlands

Chris &amp; Helen Lippitt

On the 18th of July myself and two other Club members, Frank Myatt and Peter Whitney attended an open day at the Land Rover works. We had been invited to show our vehicles in a classic display, which incorporated many different vehicles associated with Rover, all held in an arena adjacent to the works.

Some 11,000 people attended the safari which started with a guided tour of the transmission works and the state of the art paint shop, workers were on hand to answer questions, identifiable by their safari jackets. Then it was on to the arena. Along with the Classic car displays there were displays by Rover Special Vehicles, and a Rover car dealership, also Tombola and Sovereigns competitions etc. Refreshments were provided courtesy of Land Rover.

To end the tour the trip back to the car park was by an endless Safari of taxis, namely Defender 110 Station Wagons which took a detour via part of the offroad test area. A good time was had by all, and this being my first trip to the works I was overwhelmed by the scale of the plant and the technology of the operation. All proceeds of the days events went to the Warren Pearl charity. Thanks to Land Rover for their hospitality.

## South West

Peter &amp; Rosemary Lamb.

Mid August always means the Yeovil Festival of Transport. This year being no exception we headed off in the unusual sunny weather to set up shop on the Friday evening in anticipation of the weekends activities.

Simon and Nita Glass brought the Club trailer along, so there were plenty of hands to get the stand set up. There were three vehicles on the stand on Saturday morning including Tony Wrights lightweight, fresh from battle at the National Rally.

Saturday was quiet on the stand, so there was plenty of time to go and see the attractions at the show, which this year included hot air balloon competition with a giant fire extinguisher from Chubb, bungee jumping, a round of the national tractor pulling championships, huge autojumble, the Royal Artillery motorcycle display team, all manner of Classic cars, lorries, motorcycles, around 30 different Club stands, military vehicles including Clive Elliotts superb recently finished Shorland armoured Land Rover, which I had the pleasure of sitting in on the Saturday evening. With all the hatches and turret closed and only a 5"x 1" glass slit to look through it is definitely not for the claustrophobic. No rust problems with this Land Rover, its all 6mm armour plated.

Fortunately the weather held for the whole weekend, after a overcast dawn on Sunday morning we were joined by Simon Glass and his own SWB and David Lockyer with his 2B Forward Control. This really drew the crowds, with many people stopping to admire the standard of the restoration, or just look in amazement. Quite a few people stopped and actually new of a similar vehicle for sale or had a mate with one for sale. They seem to be more widely recognised now than they were even 2 or 3 years ago.

There many thousands of people enjoying the sights and sounds on the Sunday with the proceedings drawing to a close at 6pm. We look forward to the next one, it really does get better every year.

## 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' - Please bring with you your Club Membership Card.

⊙ This denotes that the 'off-roading' may be unsuitable for restored vehicles

- September 5th Sunday** Motorama '93 at Tockington, north Avon. A large family show with an assortment of entertainment, a club stand has been organised. The organisers are arranging an 'off-road' course and are keen to have 4x4 clubs attend. Nearby is a Kitchen Garden with 'pick your own' fruit & veg and an adventure area for children. Details from Simon & Anita Glass on 0749 675425.
- September 11th & 12th** Langley Farm 4x4 Weekend '93 at Scissett, just off jun 38 of M1, this is a change of venue from **TOP FARM**. A larger show than last year, it is a meeting for all 'off-road' vehicles, this show attracts the big 4x4 trucks including the Scammels and Stalwarts (6x6) and has a serious 'off-road'⊙ course. Camping and catering on site. Full details from Roger Horne on 0298 83328.
- September 11th Saturday** Days green laning organised by the South East Branch has been postponed. However a days conservation work on the Ridgeway is being planned sometime in September/October. Full details from Jo Cotton on Tel 081 840 2462.
- September 18 & 19** Camping weekend organised by the Northern Branch at Snowgatehead, New Mill. Saturday can be spent green laning and a trip to the Land-Rover Centre, Huddersfield. Sunday will be a visit to a quarry for some more serious 'off-roading'⊙. A Club barbecue on Friday night and childrens bike trial sometime over the weekend. Full details from Paul Hanbury on 0335 346103.
- September 18 & 19** Offley Port Classic Festival at Longleat. An event held in the famous grounds with many attractions. An entry fee is required. Full details from Events Secretary.
- September 18 & 19** Backwell Steam Fair, a weekend of steam engines, ploughing contest (by horse & vintage tractors), trade stands and various other entertainments. A Club stand has been organised so come along and join in the fun. This year a different site is being used not far away at Wrington Hill, A370, Cleeve. Full details from Ross Floyd on 0860 251486 (mobile).
- September 19 Sunday** Vintage & Specialist Rally, Tredegar House and Park, Newport, Gwent. Event in support of the Leukaemia Research Fund. All sorts of vehicles and club stands, camping available.
- September 25 & 26** South West Branch camping weekend at Westermill Farm in Exmoor, with picturesque views and access to a superb 'off-road' course. A barbecue for members will be held on one of the evenings (weather permitting). This is subject to sufficient response so please contact Pete Lamb on tel. 0884 256484 if you are interested.
- September 25 & 26** Bagshot Heath '93. This show was a success in '92, it has 10 miles of 'off-roading' courses to suit all types of vehicles and experience including alpine area, cross country and obstacle bowl. The organisers are looking for volunteers to do some marshalling. Other attractions include auto jumble, trade stands, picnic area, prizes, etc. This year the show will be open to other makes of 4x4. Full details from Jo Cotton Tel 081 840 2462.
- October 2 & 3** Llama Trophy, the famous annual Northern Branch event. First prize is, amongst other things, to organise the next one !. A chance to exercise the grey matter by answering clues and driving in circles all around the Huddersfield area. For the start of the venue and further details telephone Paul Hanbury on 0335 346103.

# SERIES TWO CLUB CALENDAR 1993

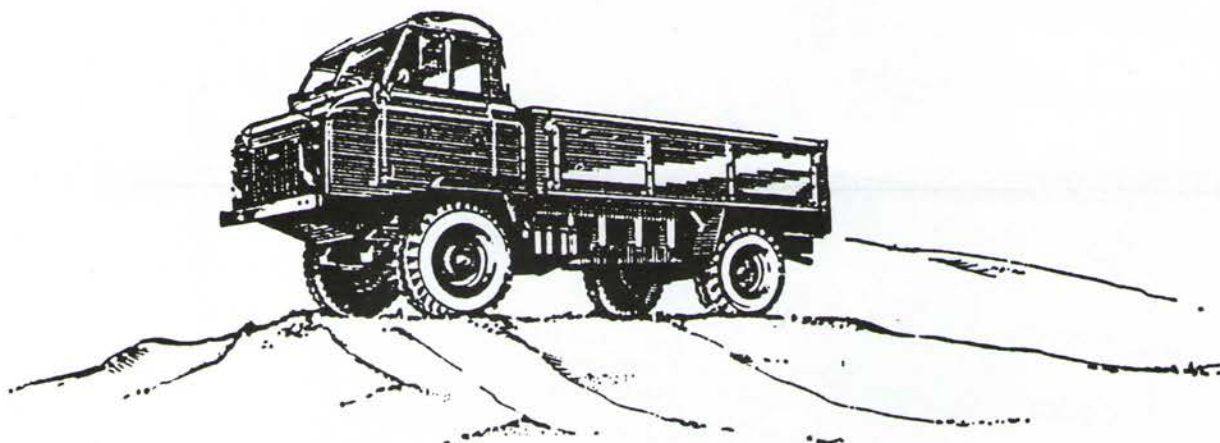
- October 2nd & 3rd Malvern '93 Motoring Event at Three Counties Showground, Malvern. Further details from West Midlands Branch, Helen Lippitt, tel 0905 427966.
- October (early) A few places still exist for the Camel Trophy presentation by Gwil Berry, please contact Steve Ashton if you are interested.
- October 23 Saturday Park 'n' Eat on the Bristol quay side (Wapping Wharf) at 12.30pm with 'off-roading' in Brockley Woods afterwards. Full details from Severnside Branch, tel 0749 675425.
- October 30 Saturday Old Sodbury Sort Out. This is a public sale of second hand Land-Rover parts at a type of car boot sale. Cheap and cheerful event aimed at pre 80's vehicles, in a field starting at 11am (1 hour earlier if your selling) and finishing at about 2pm, entrance is £1. Club stand and 2nd hand 'shop' being organised, if you've got something you want to sell let us know. We may be able to organise transport to and from for heavy or large items. Steve Ashton for details. Just off junction 18 of the M4 & head for Old Sodbury, sign posted thereafter. Similar events all over the country - watch this space.
- November 14th Sunday Severnside & Northern Branch joint meeting at Priddy, Somerset for 'off-roading'® on an official course, a day full of action, entry limited to 20 vehicles at any one time on a first come first served basis. An invitation has been extended to the Series One Club. Meeting at Rookham Farm at 10am before leaving for the site, pub lunch then back to the dirt !. Contact Simon & Nita Glass as soon as possible, tel 0749 675425 for details. Camping available for saturday night.
- November 20 & 21 National Classic Motor Show, N.E.C. Birmingham. The Club has been invited to put on a stand, any members interested please contact Events Officer. Attractions are large auto jumble, dealer and trade stands.
- December Date to be fixed, Northern Branch outing to a quarry®, possibly a joint event with one of the other Land-Rover marque clubs. Roger Horne for full details, tel 0298 83328.
- December 25 Saturday Christmas day. Opening special presents from family and friends who did their shopping at the club shop.

If there are any events happening in your area that you feel would be of interest to other members which is not mentioned above, please let me know and I will try to include them in the next edition.

N.B. The use of a Public House or Inn for an event meeting place is for convenience only as most are recognisable landmarks and have suitable facilities. It must not be seen as encouragement to drink and drive.

\*\*\*\*\* CLUB ADDRESS - P.O. BOX 1750, BRIDPORT, DORSET DT6 5YJ \*\*\*\*\*

Steve Ashton



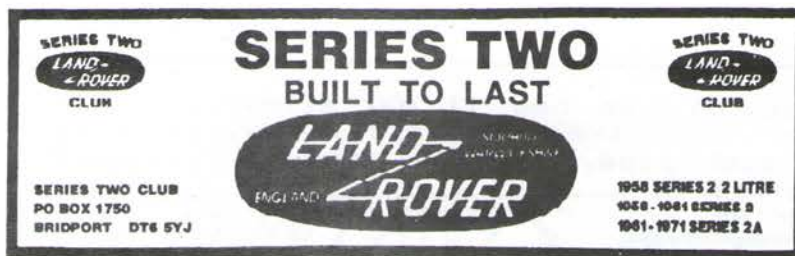


A Police 90 at the Bloxham Steam rally near Banbury.

The Land Rover Shuttle at Gaydon Museum. There are two of these vehicles in service, each pulling 3 'carriages'. They are both TDI 110's. There are PA speakers in each carriage.



A very 'tidy' 88" competing in the Family Vehicle Trial at Eastnor in May.



ITEM 2

## CLUB SHOP

All orders & correspondence to:  
 Series Two Club Shop  
 Paul & Alison Thompson  
 1494 Ashton Old Road  
 Manchester M11 1HL

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

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

|         |  |       |
|---------|--|-------|
| ITEM 1: | 4" square Club windscreen sticker - self cling                           | £0.75 |
| ITEM 2: | 9" x 3" windscreen sticker "Series Two built to last" - self cling       | £1.00 |
| ITEM 3: | 9" x 3" windscreen sticker "You are following a Series Two" - self cling | £1.00 |
| ITEM 4: | 4" Club tax disc holder  | £1.50 |

|                |                               |       |
|----------------|-------------------------------|-------|
| <b>BADGES:</b> | Enamel - Front view of 2A     | £2.50 |
|                | Embroidered - 4 1/2" x 2 1/2" | £5.00 |



ITEM 4



ITEM 1

### PUBLICATIONS:

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

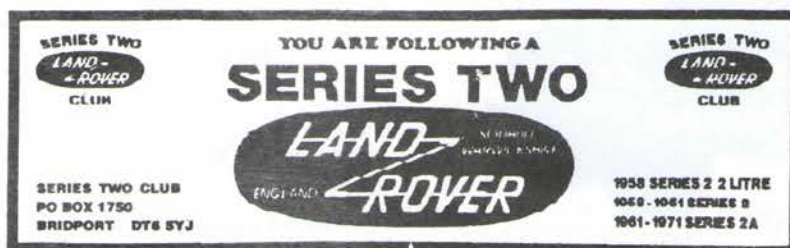
**SHIRTS:** Green shirts with yellow print - Club logo and large Series Two 88" soft top.

|                                 |        |
|---------------------------------|--------|
| T-shirts Small                  | £5.00  |
| T-shirts Large & Extra Large    | £6.00  |
| Sweatshirts Large & Extra Large | £12.00 |

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

**MODELS:** ERTL Land-Rover 110, 3" long, green with full tilt. £1.25

**OIL FILTERS:** Series II paper element (long) RTC 3185 £5.50  
 Series IIA paper element (short) Coopers £3.00



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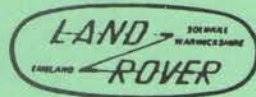
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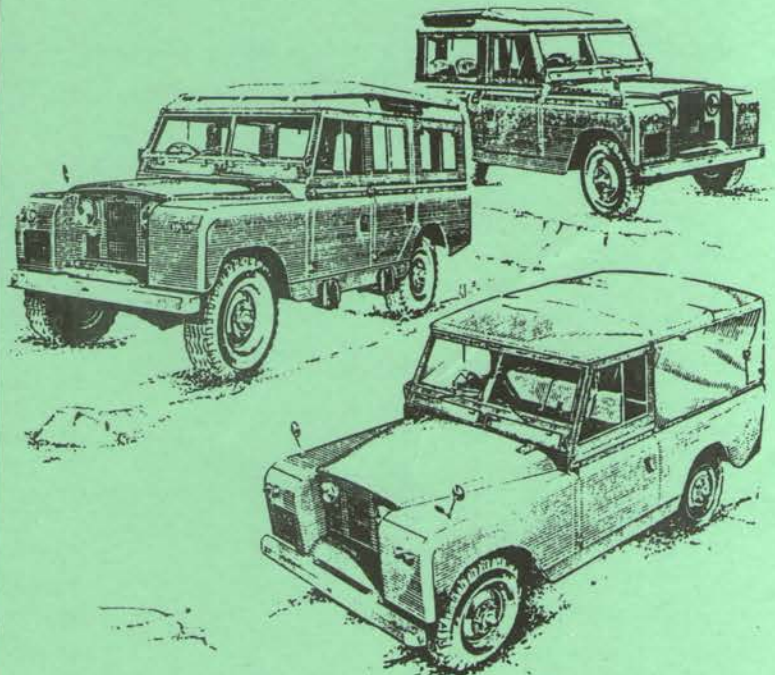


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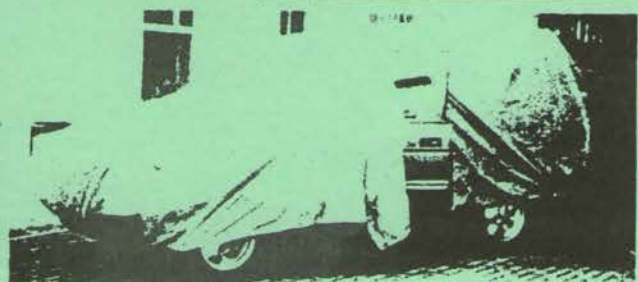


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