

**SERIES**



**TWO**

**CLUB**

**MAGAZINE**

**DECEMBER 1997**



**Ding Dong Merrily In Low**



*Federation of British Historic Vehicle Clubs*



**PRICE £2**

# SERIES TWO CLUB

8 Willow grove, Malvern Link, Worcestershire. WR14 2SE  
 Association of Rover Clubs  
 Federation of British Historic Vehicle Clubs  
 D.V.L.A. Recognised Club

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Magazine: We welcome contributions of all types, either photographs, stories or articles on any subject relating to Land Rovers and off-road driving. Articles should be original and not subject to copyright. Please if possible could these be sent on disc for ease of reproduction.

**IMPORTANT:** Participation at any event or show is at your own risk. While the club is happy to draw attention to events which may be suitable, arrangements are made directly with the landowners or organisers even if the club forwards applications and passes information we do not act as agents for the organisers. It is a condition of membership of the club and partition in any event that the vehicle Owner, Driver and all Passengers are covered by third party insurance and that they agree to absolve and indemnify the club that no Member or Passenger will claim against any other participant in the event, Organiser or Landowner. We strongly advise you to check that your insurance covers off-road driving and that it is in sound condition.

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## EDITORIAL

### A MERRY XMAS AND A HAPPY NEW YEAR TO YOU ALL

I will make my excuses first, when the magazine dropped on my doorstep last time, I was extremely perplexed and surprised to see the number of spelling mistakes etc. which I had duly corrected before printing the final copy and sending it to the printers. It took me a while to work out how this had happened, but on booting up my computer it came clear (machines I hate them). The computer had created a separate file of the incorrect copy and printed out that one. So I know a bad workman always blames his tools, but it has taught me not to send any copy off without rereading it.

On to the leaded fuel deletion, the FBHVC have set a protocol to test the additives, they are asking manufacturers to submit there products. There is are rumours about European Union members seeking derogation for a limited number of years, they feel the UK will not ask for this, so want a campaign to lobby the government to extend the date for discontinuation of the supply of leaded fuel until research has been completed on an additive. I leave this subject on a quote from the FBHVC " As yet there is no properly effective substitute to be had for love nor money and the only way to protect your car, if you run on unleaded when it was designed for leaded, is to drive sedately, and not exceed 55 mph, for at such speeds and conditions, the lack of lead protection will cause minimal wear to valve seats."

Find included the sad news of the death of Major Hervey-Bathhurst ( A true Land Rover Enthusiast), he will be sadly missed and was much admired by our club members. His memorial service was held on the 5th December. Frank has conveyed our condolences from the club.

I have had loads of entries to name the magazine, the competition is now closed. Many have been suggested by more than one person, so if this is chosen the winner will be picked out of a hat.

The next issue (which will be my last ) will be a special 40th Anniversary edition with a special centre spread, so I would especially like to hear from anyone who still owns a SII from new. See you in 1998.

## SOCIAL NEWS

### NEW MEMBERS

Andrew Cook, Andover, Hants.  
 Richard Forgan, Aylesbury, Bucks.  
 Robert Hine, Bromsgrove, Worcs.  
 Jon Horsman, West Tanfield, N. Yorks.  
 Daniel Snape, Wimbourne, Dorset.  
 Richard Dickenson, Bromley, Kent.  
 Steven Lawton, Halifax.  
 Marvin Benton, Wollaton, Notts.  
 Simon Ward, Burton-on-Trent.  
 Barry Forster, Witton le Wear, Co. Durham.  
 Phil Watson, Luppitt, Devonshire.  
 Michael Austin, Cowes, Isle of Wight.  
 David Thomas, Ledbury, Herefordshire.  
 Torsten Payne, Hackney, London.  
 Terrance Wilkinson, Willington, Beds.  
 Wayne Potter, Upton, Wirral.  
 Adrian Hall-Carpenter, Thetford, Norfolk.  
 Nicholas Bullock, Eastley, Kent.  
 T. Nicholls, Holywell, Clwyd.  
 Hugh Ferrier, By Alness, Highland.  
 Charles Shields, Anstey, Leics.  
 David Worrall, Anstey, Leics.  
 Bernadette Raeside, Maythorne, Notts.  
 Gary Austin, Brixworth, Northampton.

Sally Middleton, Solihull, West Midlands.  
 Mike Egan, Langwathby, Cumbria.  
 Phil Clayton, High Peak, Derbys.  
 James Hooper, Luton, Beds.  
 Charlie Kee, Oferton, Stockport.  
 Howard Wickett, Helston, Cornwall.  
 John Hunt, Steyning, West Sussex.  
 John Munn, Harlington, Beds.  
 Kerry Lewendon, Hinton St George, Somerset.  
 Suzanne Maclaughlin, Portstewart, Co. L. Derry.  
 William Macleod, Tain, Ross-shire.  
 Graham Floyd, Remarley d'Abitot, Glos.  
 Robin Milligan, Clitheroe, Lancs.  
 Alistair McMurray, Kingswinford, West Mids.  
 Andrew Dineen, Llandudno Junction, Conwy.  
 John Bibby, Malvern Wells, Worcs.  
 Gary Wood, Tunbridge Wells, Kent.  
 Patricia Payne, Swindon, Wilts.  
 Paul Leech, Manningtree, Essex.  
 Jonathan Hogg, Stoud, Glos.  
 David Drinkald, Carlisle, Cumb.  
 Kevin Taylor, Kingswinford, West Mids.  
 H. Richard Gomes, Newtownards, Down.

## OBITUARY

It is with great regret that we record the death, after a relatively short illness, of Major B. Hervey-Bathurst, OBE on Saturday, 18th October.

He has led parties of series Two Club members on safari type scenic drives within the Eastnor Estate for many years giving drivers tips on "off road" driving.

A true gentleman - he is sadly missed.

## THROUGH THE LETTERBOX

Military Vehicle Spares- The official MOD disposal agents are disposing of 3000 series III's prices start at £1,500. They have 50 per day to view from 8.30 to 17.30 Mon. to Fri. There address is Units 14 & 15 Fradley Park, Gorse Lane, Fradley, Lichfield, Staffordshire Tel: 01543 417733 Fax 01543 417427. ( They also have plenty of spares.)

## FROM THE SECRETARY

### Report of a Meeting at the Presentation Suite, Rover Company, Lode Lane, Saturday 20<sup>th</sup> September 1997.

The Meeting was opened by the Vice chairman at 11.05 am Peter Oakden sent his apologies as did several others.

Our President, Nick Stephenson's Trophy will be presented to "The best presented vehicle of Land-Rover production and driver at the International Rally". The trophy will be held for one year, a replica is being considered.

Norman Whiteley is disappointed at the response from Clubs to his initiative in an attempt to arrange a Calendar which will avoid "clashes" of events arranged for the same day.

The Vice Chairman, in his report asks if an ARC stand can be arranged at Shugborough. The Heritage Run will consist of 50 vehicles-one representing each year of production will start at the NEC, go to Gaydon and then back to the NEC where there will be a firework display. The date-possibly the 26<sup>th</sup> April 1998.

National Farmers Union Mutual Insurance Co. will contact John Bradbury (Secretary) and it is proposed that a proposal form be included with the next issue of the ARC news.

The 1997 video of the North Wales International is available.

Donations to the fighting fund have been received from some of the competitive clubs. Ian Davies of the RACMSA attended and will address the meeting later.

Chris Savidge stated that the 1998 "All Rover" weekend will not be at Gaydon, possibly at the Dunsfold Land-Rover Museum.

The National Rally Committee report that Sponsors for the main events are now complete and that Tabards will be issued. A 15 piece band has been booked for the 40's event at the International, an events secretary is to be appointed.

The Yorkshire ROC will host the 1999 International, Harold Carman and Norman Whiteley exchanged comments on competitive events.

I left the meeting at 2.30pm.

### Series Two Club. Minutes of Committee Meeting Held at Billing on the 19<sup>th</sup> July 1997.

Present- All members of the committee, except Hedley Cope who sent his apologies.

Minutes- Frank, the secretary, reported on the last meeting held at Brookhouse Green on the 19<sup>th</sup> April. These were accepted by the meeting.

Matters Arising- Frank reported on a meeting of ARC Clubs he had attended at Lode Lane on the 14<sup>th</sup> June and the All Rover Weekend at Gaydon on the 21<sup>st</sup>/22<sup>nd</sup> June, details of which are attached to these minutes. On membership he was pleased to report that after Pauls reminder in February no fewer than 34 members responded on late membership renewal making a total membership of 374, which is the highest it has ever been.

Treasurer's Report- Jerry informed the meeting that we now had £9000 in the bank, which is an increase of £2000 on last year. He distributed a sheet explaining magazine costs and it was noted that current costs are the same as they were in March 1994, but the cost per page is rising as there

are fewer contributions to the magazine at present being received by Helen. She is much in need of material for publication.

Advertisements would be useful but as the magazine can only increase in size by four pages at a time this has to be substantial to be worthwhile. Subscriptions - it was explained that the SI club charges £13 and the SIII club £12. After discussion it was agreed to keep our subscriptions at £13 and maintain the quality of the magazine at its present level. (At this point these minutes must congratulate Helen because, after the Billing show, the club was awarded the prize for the best magazine - it was agreed that the prize should be sent to Helen to keep).

Jerry confirmed that he wished to stand down as Treasurer at the next AGM. He said the job was not a difficult one and ran very smoothly. Paul indicated that he might be interested in taking the post on.

Secretary's Report - Frank reported that he had run the Bike Trial at the All Rover weekend at Gaydon and arranged for three trophies to be given courtesy of Margaret Wary (editors secretary). A report of the event is available but it was not well attended either by club members or the Rover fraternity as a whole. Frank said he had purchased 100 shirts of various designs, sizes and colours with the new club logo. Club Magazine- Frank reported that Helen had been contacted by a member, Peter Hopkins, who had volunteered as new Editor. She had queried the front cover but, after discussion, it was agreed it was fine, but the new logo will be added and we will keep the oval shape at the top. It was considered whether either "Birmingham" or "Solihull" should appear, but it was decided to remove both.

John King had written to the Club concerning shop sales. Peter will reply via the Club magazine and Steve will write personally to Mr. King. A vote of thanks was expressed for Peter's management of the shop for some years and it was agreed that Chris Bentley and Ben Hanbury should take over. The naming of the magazine was discussed and it was agreed that the committee should review all suggestions by post and make a decision after the 1<sup>st</sup> of December.

Any Other Business.

(a). Paul reported on a discussion he has had with Martin Hodder of LRO which was to do an article about the Club shortly.

(b). The locations of Shottle and Chatsworth were discussed as being useful for events next year, during the 50<sup>th</sup> Celebrations for the Land-Rover and 40<sup>th</sup> for the Club.

(c). 27<sup>th</sup> & 28<sup>th</sup> of June 1998 will be the dates for the Shugborough Series one event to which the Club is invited. We are being given space for a stand which will have enough room for 6 motors, Chris reported.

(d). Solihull visit - this was thought to be a good idea and Roger will try and book a date in the autumn next year.

(e). East Anglia Branch - it was agreed that one should be started and Peter offered to see what could be done.

(f). Joining package - This is to be re-thought as it is insufficient at present.

(g). Club shop - The format of the new arrangements was agreed.

Next Meeting.

As 1998 is going to be a busy year for the Club it was thought that we should meet during November this year. Chris will check on the availability of Hartington Youth Hostel and Frank will set the date in due course.

**FROM THE CHAIRMAN**

I would just like to wish all the club members A MERRY XMAS AND A HAPPY NEW YEAR from all committee members. I have had a few problems with my vehicles, ( its a long story, but the moral is always get a receipt for your fuel.)

**VOLUNTEERS NEEDED IN THE NORTH.**

Would anyone be able to tow the regalia trailer to the major shows, as most of the committee members in the north tow a caravan they cannot bring the trailer as well, so if anyone could help us, please contact Roger Horne for more information.( Telephone number at front of magazine.)

**ROVERS IN ACTION**



## TREASURERS TOPIC

### Job Vacancy

After about 10 years as Club Treasurer I have decided that the time is right to hand over to a successor. I confirmed my intention of doing this at the Billing Committee meeting and agreed to write a job specification so that my successor would have a good idea of what is involved.

One fundamental is that the Club is a Limited Company and the books of account have to be audited by a Registered Auditor. This person has to be satisfied that the transactions give an accurate picture of the financial health of the Club over the year and at the year end. This means that supporting paperwork has to be kept on file to back up all payments made, and all cheques have to be promptly banked. What this boils down to is that a high degree of care will be required, the Series Two is national club with a annual income of over seven thousand pounds.

Now after that health warning, this is mainly what is involved:

- receiving the new membership cheques from the Secretary, there is usually a batch of about a dozen every month or so, it varies. It goes quiet over Christmas but rises gradually as the new year gets under way.
- paying the expenses of the club, the main ones being for printing the newsletter, regalia purchases, stamps, stationery etc. Two signatures are required on all cheques, its a bit bureaucratic but it is essential part of control procedures. No payments are made for cash.
- keeping a check on the magazine printing costs, both in terms of cost per page printed, and overall cost per copy.
- advising the Committee about the adequacy of funds, do we need to raise membership subscriptions at the next renewal, how much etc.
- ensuring that there is a reasonable level of control over club assets, stocks held for sale, regalia etc.
- preparing the annual accounts promptly in readiness for audit. It is quite a tight timetable to have the accounts audited in time to be circulated before the AGM in April.
- attending at the AGM and giving a brief verbal report on financial events in the year

During the year the books should be written up on a monthly basis to pick up any fall-off any income, which may necessitate evasive action. This was certainly an ever present problem in the early years of the Club. I did plan to put the books onto the Quicken computer package, but did not pursue this as the hand-written ledger works well enough for me. Its a matter of choice, but any choice of ledger package should be discussed with the Club's auditors.



At present, the Club's auditors are based near Weston-super- Mare and the bank account is maintained at the Clevedon branch of the National Westminster Bank. I would envisage that the new Treasurer will find it essential to have an auditor within close distance of their work or home. The Account can stay with the Natwest, but the branch changed. Its a lot of aggro setting up new accounts from scratch.

I will give all the assistance I can to the incoming Treasurer, including the last and current years files. I will ensure that the Accounts for the year ended 31 January 1998 are prepared and audited, and that the initial rush of renewal subscriptions are banked. I will hand over to the new Treasurer at the AGM.

I would like to thank all the present and past Committee members who have all responded helpfully with my requests to ensure that transactions are fully documented. There is one individual to whom I want to place on record my very sincere thanks.

Frank Myatt has been the linchpin of the Club for many years now, and was one of the old brigade that started out in those bleak days when we wondered whether the Club would ever have a future. Thanks Frank, may your typewriter keep clattering awhile yet.

Jerry



**In The Bleak Midwinter not so long ago and Not So Far Away in The Shropshire Hills**

## LETTERS

Thank you for the last copy of the club magazine which I read with interest.

*(Incidentally, I know both Steve Downing and Peter Farley and have often joined them on the Series II Club stand at local shows.)*

You invited (pleaded?) for some items from members so I attach a few in the hope that they may be of interest.

### ***County Contact***

I would be happy to be listed as a 'County contact' although I suspect that either Steve Downing or Peter Farley probably know of far more contacts than me and, as Essex is a pretty large county, I could only really cover suppliers in the south east corner of it.

### ***Club membership***

I also belong to the Southend-on-Sea Land Rover Owners' Club and therefore enclose a copy of the club's latest newsletter which you might want to quote from.

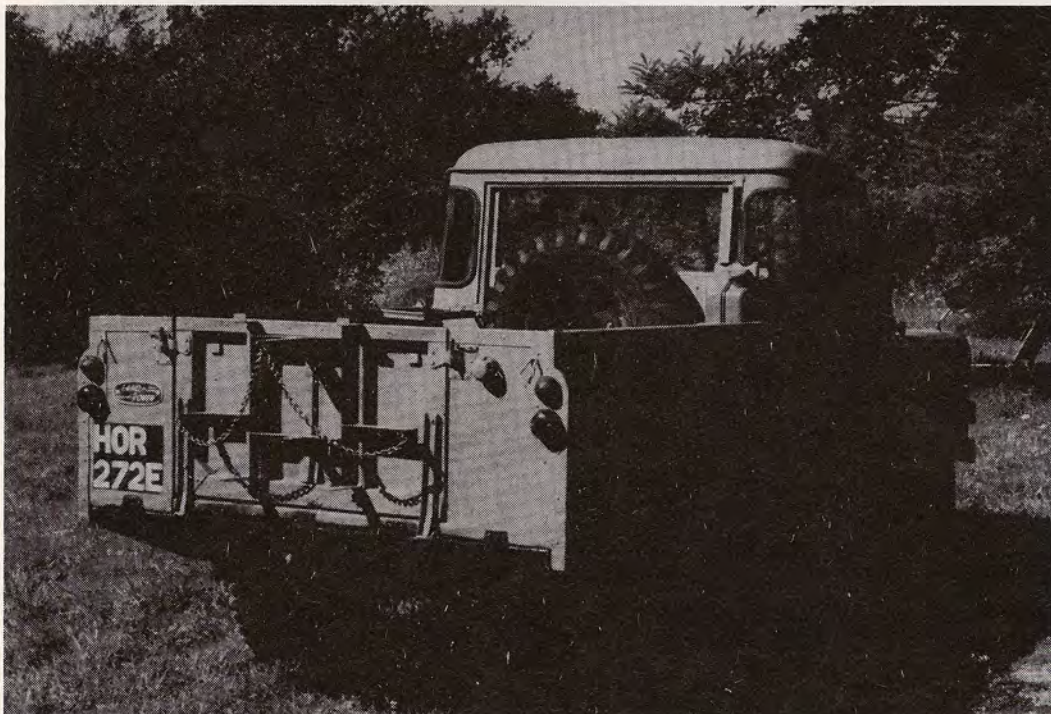
Can I draw your attention to the Southend club's Essex wide Quiz Challenge that will take place on the evening of Monday, 24th November at the White Horse Inn, Southchurch Boulevard, Southend-on-Sea starting at 8 pm. If you could give this event a prominent display in the magazine and generally help spread the word around we'd be grateful.

If you require any further information please don't hesitate to give me a call on Southend (01702) 587534.

***V. Hartridge***

## French Connection ?

Dear Mr. Myatt,



I have just bought a 1967 Series IIA LWB pick-up(VIN :Q5 110398C),which I would like to refurbish as close to original specs as possible (I am not aiming, though, at a Concours condition).I do not know too much about the Series IIA, and would greatly appreciate some wise bits of advice from an expert! One of the wiper units is missing. I found out that J.Craddock is still selling

them, but at a very high price (nearly £180). Do you think I could find (mail order) a second-hand one in good condition, and where? Or do I have to buy a new one from Craddocks. Or has it ever been factory fitted?

I would like to fit back lights of the original type, but am puzzled between the "Wipac", "Sparto" and "Lucas" types Craddocks offers. Which one should I take (It is fitted with Lucas now).

One last question, purely cosmetic. I would like to fit the old fashioned pressed metal black and white reg. plates instead of the yellow plastic ones we have now in France, but they are no longer available here. Is there any place in Britain where I could get them from?

Please find the enclosed pictures of the vehicle as I bought it, I have removed some of the offending bits and will change the bumper soon.

Thank you very much for every bit of information you can give me.

Kind Regards.

Jean Yves Franceschi. Meudon, France.

Dear Jean,

Thank you for your letter recently, and for the pictures. In answer to your queries;

The n/s wiper motor was an optional extra fitted to the earlier II's. There may be a socket in the top of the dash panel (bulkhead) into which goes the live connection. The earth is just to any self-tappers on the windscreen frame. The motor is in very short supply. If you are able to obtain one from a scrap yard, it can be repaired and the October issue of the magazine Land-Rover World (no 44) contains on pages 120-124 a description of the method of repair of an old unit. I can advise you an FW2 unit is costly as you point out.

The rear light lenses of the "Sparto" type were fitted to the earlier SII's. -I would go for the Lucas ones-but I would ,wouldn't I? Although I realise Lucas are not Birmingham based-they were once. Perspex Black & White number plates are available from Halfords, but are not exactly Land-Rover Types. The pressed aluminum types are available from;

M.G.M. Spares, Firth Street, WIGAN, Lancs.

Telephone 01942 820181. (uk).

00 44 1942 820181.

Price £17.95.a Pair.

The bumperettes in your pictures are a military addition and could be offered for sale to someone with macho tendencies.

### Narrow Boat Crew Required!

If any member is interested in crewing a Narrow Boat for a weekend or longer, Between April and October, Please contact the East Midlands Organiser .

Telephone 0115 913244.

Please Note.

Not suitable for children under the age of 10 years.

You must supply your own sleeping bag, pillowcases, towels etc.

No pets allowed due to the boat owner having his own pets.

A donation of £5.00 per person per night, to cover fuel, gas etc.

### "Please Identify my Landie".

Many thanks for your pleasant letter accompanying the application forms for the Series II club. You said "a note of the chassis no. and Engine no. would help to identify my Landie". Here are some details:

Chassis no. 271005301C

Engine no. 146100630 (2052cc diesel-I think?)

I thought this engine was made until 1961.

Here are the measurements from the engine parts:

Main journal diameter 2.50 inch.

Big end diameter 2.125 inch.

Main shell thickness 0.083 inch.

Big end shell thickness 0.072 inch.

Main shell width 1.061 inch.

Rear main shell width 1.624 inch.

Big end shell width 1.060 inch.

Cylinder bore 3.375 inch. (85.79mm).

The pistons are five ringed with an oil scraper ring on the skirt of the piston below the gudgeon pin.

I bought a petrol engine from a friend which is from a Series III . I think it was a military engine, it has pulleys on the crank and the water pump will take a double fan belt arrangement. There are extra protrusions on some of the castings, and the sump has a take off of some kind near the drain plug. I'm not sure if it is a low or high compression engine. The engine runs quite sweetly but is a wee bit smoky. Its thirst for fuel alarms me. I spent over £700 on petrol last year and just about all it does is fifteen miles a day (probably a gallon a day !).

On Friday, a couple of weeks ago, a friend and myself took the Land-Rover up to a wind farm that had been built on some high hills (about 2000ft) not too far away.

It is a eyesore, but when you get there it is most impressive. We then cut back through the hills on tracks trying to find a gate, out of the estate and onto the main roads, that had not been padlocked. We should not really have been there! We ended up driving about twenty miles through the hills which was pretty exciting. The third gate we tried got us out. Having a Landie make you a boy again. It was no problem for the Land-Rover. I've not done much like that and was amazed at how it coped-especially when its 32 years old.

I have just got another M.O.T last Saturday so I'm delighted. It shows how stupid I am but I had radials and cross-plys on it, and was not aware. So I had to buy a couple of 205-16 radial remoulds. Never mind, Its great to get another year on the road. It handles like a Ferrari.

Well sorry about all the moans, Despite it all I still love my Landie. It has character. My wife has an Astra which is a good car (46,000 miles into its second lap of the clock)but it has no soul. I love to get back in my Land-Rover after driving it. I had intended sending this letter with my club membership application form, but was not organised enough.

With thanks and best wishes.

Hugh Ferrier, by Alness, Highland.Scotland.

Thank you for your letter dated the 6<sup>th</sup> and for the detailed description of the engine.

The bore of the 2052cc diesel is 85.79mm. which is close to 3.375 inches but, according to the chassis number 27105301C, the diesel engine with which the vehicle left the factory was 2286cc diesel. I am unable to explain why you had the lower rated diesel which ,as you rightly pointed out was discontinued in 1961.

But back to the present, petrol consumption may be improved with particular attention to ignition cleanliness i.e.(plugs, points, etc).And general fine tuning, The fitting of free-wheeling hubs and overdrive, both contribute to an improved rate of M.P.G. But in view of the cost, are hardly worth while. The radial tyres should marginally improve matters-certainly should improve the ride.

As regards the smoky exhaust, the first(and inexpensive) remedy is to renew the valve guide seals. But other action is rather expensive.

My information is somewhat basic but if you would like more, a word with our Registration officer would provide more positive information.

You're most fortunate in having hills on which to drive Land-Rovers. The Malverns are 1,300 ft high, but there are notices everywhere saying "No Wheeled Vehicles".

Thank you for your account of your adventure to the wind farm !  
and also for the stamped, self-addressed envelope.

**A Warm Welcome.**

I am writing to thank the members of the club that I met at Billing for the effort that they put into the stand and show. It was great to meet them all and I am looking forward to next year, maybe even the National. The members at the stand were all so friendly inviting my dad and I to join them for a bar-b-q and I even drove my SWB baby into the arena! I encourage all the members out there to introduce themselves and get stuck in.

If there are any members around the Winchester area who would like to join a few of us for some gentle weekend laning then contact me on 0181 873 0166. It is time that some of us southerners proved that we run series II's as well.

Where can I find replacement original hook arm wiper blades?

Doug Barham, mem no. 1216.

I would like to thank you for your kind remarks about the club stand at Billing this year. Peter Farley, Basildon Essex although not exactly in your area, is vary active. Should you be interested, possibly you could become an area organiser and drum up some support in Surrey. Let me know if I can help.

The wiper arm for which you enquire is available from John Craddocks - price £10.88 and the lock barrel may be obtained from a lucas agent. This always is dependent on the actual type you require. Shall be most pleased to see you at Eastnor '98.

Frank.

**Weston Park Military & 4x4 Show August 1997.**

Hi. Having spoken to Tony Land (West Midlands rep) to see if the club was involved in the show(actually I thought if I volunteered I'd get a free weekend).Well it turned out that the club wasn't going this year ,but I did go, so here goes!!

Saturday morning 03.16 set off for Weston Park with my young five year old son Robyn and the caravan in tow (boy were his feet sore by the time we got there).

Arrived at Weston Park, booked in found a pitch, close to a water point (no sense walking miles for water)there were hundreds of caravans and tents on a nice flat field. Set-up the caravan, quick glance at watch still 03.16 the battery was dead (usually only happens on the Land-Rover).Thought I was up a bit early for me.

We drove down to the display field's, we were going to walk but it was about a mile from the camp site. We were amazed at what unfolded before our very eyes. I thought W.W.II had broken out again(well I was in time lapse!)Jeeps, Scamells and even obscure east-European trucks, jeepthings, tanks amphibious monster troop carriers and then I came across loads of military spec Landies, including the most awesome Land-Rover ever built a Pink-Panther, Robyn made a bee line straight for it.

The owner let him clamber all over It, I can not remember her name but thanks, it made his weekend.

In the other field there were the trade stands, you could buy anything from a dog collar to a (can't bear to say it !) Japanese 4x4 thingy, but of course Land-Rovers & parts stalls were very much the order the day.

The clubs were in attendance both regional & national ,food outlets were varied(no cooking) and the obligatory beer tent. Made our way back to the caravan, still 03.16, nearly bought a travel clock, but was too tight!

Robyn wanted to go to the adventure park, so off we went where we met some old friends. Next was the 60's night disco and barb-b-q ,we arrived, but there wasn't one, that is until one turned up, a metallic blue Discovery with a sound system that filled the whole of the boot, yes one speaker taking up almost the entire boot area!!! Someone else drove up in a 101" fire tender and hey-presto disco lights, great night.

Got up on Sunday at 03.16(must get a battery )turned on the caravan radio to the news of Princess Diana's death. I was devastated, I did not know her, only of her, we shared the same birthday, but it was like losing a relative. We made the decision to stay rather than go home(I do not think she'd have wanted it any other way).The atmosphere was very different from the day before much more solemn, people were very genuinely in mourning, and had their own stories to tell of their relationship with her. But life goes on and so did Weston Park 97.

We had a courtesy ride around the off road course ( in a Daihatsu of all things)actually I was very impressed, but I will not be swapping the SIIa !! One of the many highlights of the weekend for me was the mud run, to say it was deep was an understatement, from the entrance all that could be seen was the roof of a J.C.B. pulling everyone out, and if that was not up to it, a lorry with a crane was on standby to haul 'em out. There were amphibious vehicle displays on the lake, quad bikes and go-kart rides for the kids, clothes stalls for the ladies(Those of you who are not into Land-Rovers etc.).We got home at 03.16, but I did go back for the travel alarm ,it cost £2.25. See I told you I was tight!!! Did we enjoy ourselves? Was it fun? Will we back next year? We did ! It was ! You bet ,hopefully with the Series Two club. See you all soon.

Mike & Robyn Bailey . ALSAGER.

### Shropshire.

Clive Roberts. Auto Engineer. (Vehicle servicing, Repairs ,M.O.T preparation, Welding etc.).  
Telephone Days 0831 694872. Evenings 01952 276229.

Or Call at the workshop at Peacock Grove Farm, Mossey Green, Red Lake, Telford.  
Open 08.00am until 6.00pm.

Clive has worked on all types of Land/Range Rovers and is experienced with Diesel engines. He has worked on my Land-Rover for about four years. I only ever take it to him with the nasty jobs, but they all get fixed. No problem !

Peter Hopkins, Shrewsbury.

**New Drivers---BEWARE.**

New rules mean that anyone who passes their first driving test from the 1<sup>st</sup> of July 1997 will be subject to a two year probationary period. This will apply to anyone driving in England, Scotland or Wales on a licence issued by the D.V.L.A, who passed their test in the United Kingdom or a European country.

During this probationary period, if someone is convicted of one or more driving offences for which penalty points must be awarded and these points total six or more, the court or fixed penalty office must send the person's driving licence to the D.L.V.A to be revoked.

Penalty points acquired before passing the driving test count if they were awarded for an offence committed within three years of an offence committed after passing the driving test. Revocation of a driving licence DOES NOT count as a disqualification.

However, for some offences, instead of sending the licence to the D.L.V.A for revocation, the court can disqualify the driver and/or order a re-test to be taken. If the offence is particularly serious, the court can order a double length practical driving test to be taken.

If the person's driving licence was for more than one class of vehicle, for example, car and motor-cycle. The D.L.V.A will revoke the whole licence. To get His/or Her entitlement back, the person will have to get a provisional driving licence and drive with "L-Plates" until He/or She passes both theory and practical parts of the tests again.

There is no minimum time limit for which the licence must be revoked. As soon as someone has passed both the theory and the practical parts of the test He/She can apply for a new full licence. However, the penalty points will remain valid for three years from the date of the offence. The two year probationary period will end before the two years are over if the person whose licence is revoked by the D.V.L.A passes the retest in that time.

**From 1st June 1997, people passing their first driving test will be "on probation" for two years a total of six or more penalty points during that time will mean they have to go back to learner status, apply for a new provisional licence and take the test again.**

*( taken from the Department of Transport leaflet , the road back to L , retesting for new drivers who offend.)*

**Auto Engineers.**

If you have a local repair service who can do the jobs on you Land-Rover that you can not ie. welding, engine removal or if they provide a good service etc, why not write in with his or her details, as it may prove very handy for other members in your area and of course it may lead to a reduce rate, if you tell them you saw their name in the Series II club Newsletter.





# ASSOCIATION OF ROVER CLUBS



## 1998

ANNIVERSARY INTERNATIONAL RALLY



### PRESS RELEASE

IN 1948, at the Amsterdam Motor Show, the Land Rover made its first public appearance. Since that date it has grown out of all expectation. In the last fifty years the Land Rover has become the world leader where off-road terrain needs to be crossed in expeditions around the globe. The Land Rover has also developed into a market leader in the leisure and luxury motoring sectors with the Discovery and Range Rover.

To celebrate fifty years of the production of the Land Rover, the Association of Rover Clubs (ARC) in conjunction with the Land Rover Company, are holding a nine day International Rally at Eastnor Castle near Ledbury from May 22 - 31, 1998. The event will open with a cavalcade of Land Rover vehicles, one from each year of manufacture from 1948 to the present day.

The International Rally will also attract the biggest gathering of Land Rover enthusiasts ever. Already enquiries are being received from all over the world by members of Land Rover Clubs. It is expected that members from all five Continents will be represented at Eastnor.

There will be competitions staged during the nine day extravaganza from a showroom vehicle trial to speed events where 2.0 - 4.6 litre powered Land Rovers will be competing against each other in the Competitive Safari, a gruelling drive over rough terrain where competitors will be driving in total more than 30 miles aiming to be the fiftieth anniversary champion in the twenty first ARC International Rally.

For the non-competitors there will be several vehicles for them to admire including several entries in the Concours d'Elegance, where vehicles have been restored to their original showroom condition by their owners. Some of these rebuilds have taken years of dedication and research by their present owners to restore these once-abandoned Land Rovers to exactly as they were many years ago when they left the factory. These vehicles will be displayed in front of the Castle on the Eastnor Estate over the nine day period.

There will also be many of the special vehicles on display that, over the years, the Land Rover company have been commissioned to make.

All enquiries about the event should be made to Harold Lowe, Event Director, on 01772 716956

S.J. WELLS, 6. HALL FARM, BINBROOK, MARKET RASEN, LINCOLNSHIRE, LN8 6BW  
Tel: 01472 398019

July 1997

## GEAR CHANGE

### 'The Car Is The Star'. The Japanese Connection, Part Two



*Early in August my wife , Akemi, had a peculiar telephone call at work, 'We've heard that your husband has a couple of old Land Rovers and is a bit of a character, can we come and make a documentary about you, your home and the old Land Rovers?'*

*The voice on the phone was revealed to be that of Kay Bartlett, a producer with the London office of Fuji T.V., the Japanese equivalent of ITV. She had*

*heard about us through speaking to somebody at Japan Airlines, who had in turn been speaking to Akemi a few weeks before. The program they were hoping to film was to be one of a series of programs called 'Eikoku Seikatsu', or 'English Living'. The Japanese still seem to love all things English , so much so that they have a weekly program all about us , our homes and hobbies. This was our chance to be Stars!!*

*The filming was spread over two days at the beginning of September. The morning of the first day was interviews and filming in the garden, but following a long lunch my 1967 SIIA, which has already featured in the April issue of 'Land Rover*



*Owner', came out of the garage and was filmed from every conceivable angle. The programme 'host', a very cheerful Japanese gentleman, turned into a little boy with the Land Rover, and couldn't stop himself having a go in the driver seat, looking under the bonnet and being amazed at the barbeque grill qualities of the metal radiator grill. The second day was filmed mostly around the house, with brief excursions back to the garage for another few 'views' of the Land Rover.*

*I have another two cars, a 1987 110" and the latest toy, a shiny, fast and beautiful 1982 Porsche 944, but neither of these got so much as a look in. Not even a single second of video. Once again the SIIA was the star.*

*The program will be shown in Japan in October. Move over Vitara, Land Cruiser and Shogun, here comes England's finest!*

**Malcolm & Akemi Holmes, Milton Keynes.**

**'A tale of lust'**



**With My New Love**

**F**rom the moment I set eyes on her I knew had to have her. She was a fine looking 'gal with a beautiful body dressed in red. I passed her every day on my way to work, every day when my desires grew. She stood proud and purposeful, she knew how to turn a fella's head. Her blue eyes beckoned, I couldn't resist, I didn't want to resist.

Those near and dear to me said she wouldn't be welcomed at our house.

There would be too many other calls on my services to accommodate a demanding mistress. She was an expensive lady, too expensive. I knew they were right and my heart fell. There seemed no hope. But my heart still drew me to



**And The Cupboard was Bare.**

her. I managed to arrange a clandestine meet with my beauty and steal some treasured moments. She had not traveled far in her life and her condition meant she had led a sheltered and protected life. But her red dress promised more.



Plush Interior

As the weeks went by, to me, her beauty never wavered. Discussions with loved ones, often heated, considered how my mistress might be accommodated at our house. Relationships were put under strain. Gradually, ways and means were explored. Some options were angrily rejected some not so. Was there not a glimmer of hope developing? If there was it was hanging by a thread. True love never runs smoothly they say, how right they are.

I heard on the grapevine that others had been attracted to my beauty's charms. There were stories of what they would do if they had their way with her. This made me even more determined in my resolve to make her mine.

After several more weeks of torment and with arrangements finally explored, a solution was finally found. An affordable dowry was eventually negotiated and on one dry balmy night in September she eventually became mine. There in our driveway at last, standing in all her crimson splendour, was a 1974 Series IIB Forward Control Fire Engine with just 10,200 miles on her clock! ♥

*Vaughan Hartridge, Southend-on-Sea*

## Missing History

I have recently purchased a Series IIB Forward Control Fire Engine but, knowing very little about it, I would be grateful if any member could throw some light on its history. Unfortunately, apart from an MOT and a registration document, no other documentation came with it, not even an Owner's Handbook.

The vehicle's details are as follows:

- **First registered: 9th July 1974 - reg. no. TOU 767M**
- **Chassis no.: 33100519E**
- **Engine no.: 33001477A** (2.6 litre 6 cylinder petrol)
- **The vehicle is fitted with an HCB-Angus Ltd. fire rescue equipment body Serial no. 5396/2**

As Solihull stopped production of IIBs in 1972 I understand, I can only assume it took some time to sell the last of the series and for HCB-Angus Ltd. to complete the bodywork. (Sadly,

all the original fire rescue equipment is missing although there are still labels inside each compartment listing the equipment previously held.)

In terms of it's past ownership, it was bought last year by a company called Restorix Ltd. Based in South London who, having abandoned the idea of using it as some form of works maintenance vehicle, had decided to get rid of it at auction this summer. Previously, the vehicle was owned by a company called Barrington Oxenham based in Chislehurst, Kent, they have since gone out of business and so nothing is known about its use during this period or any time before then. If any member can provide me with some more information on previous owners, particularly who had it first as a fire tender, I'd be grateful to hear.

I'd also like to know more about the vehicle, for example, were IIB Forward Controls designed with a unique chassis or were they adapted from a 109" LWB or perhaps they were a forerunner of the 101? Do they use standard wheel rims and tyres? (There is a notice on the dashboard which advises the 9x16 cross ply tyres should be inflated to 45 psi which seems a bit excessive.)

### **Spares**

Although all of the original rescue equipment is missing, the vehicle is generally in very good condition with just over 10,000 (believed genuine) miles on the clock. However, I badly need a spare wheel and tyre before I dare venture to events afar. I would also like a Workshop Manual. If any member could help with these I'd be grateful.

**Vaughan Hartridge**

**Tel: Southend-on-Sea (01702) 587534**

### **YOUNG ENTHUSIAST**

I bought my Land Rover in early 1994, at the age of sixteen, with a view to learning to drive in it. It is a 1970 Series II A SWB - registration number BHA 237J. It has a hard top with side windows, as well as a soft top, which means I can alternate between the two in summer and winter. The mileage at this point was 114 000.

I have been interested in Land Rovers since about the age of twelve, when I went with Ben, a friend of mine, who's father owned a Series I and subsequently a Series III to the twice annual MROC trials in the woods at Eastnor. He is also a Series II club member, we have just completed a 3 year restoration of his 1959 SWB Series II. We are both very lucky in living so close to Eastnor where so much in the way of Land Rovers is happening all the time.

The first job on my LR was to replace the rear diff pinion oil seal, and both under wing mud shields, the old ones having rusted away completely. The front wheel bearings and hub oil seals were changed in time for our first visit to the Old Sodbury Sortout, in March 1994. This turned out to be the first of many useful and enjoyable trips to the sortout, in the years since. It has been a valuable source of parts at bargain prices, and I can recommend it as being a very good day out.

Next I began a tidy up of the interior of the Land Rover. I started by stripping out four layers of carpet of various colours from the front footwells and rear floor. This revealed a hole in the passenger footwell for which I proceeded to fabricate a repair section which was duly welded in. Whilst 'inside' I removed the door trim which was very tatty, this revealed very rotten door tops. I hasten to add that the carpet and door trims were not replaced. I much prefer to see the acres of green metal instead, and there was only a small increase in cab noises levels - anyway this is a Land Rover, if we, as enthusiasts wanted a quiet and warm ride we would buy a car, wouldn't we.

Two door tops were bought and I painted them and glazed them using new channel. The removal of the old door tops was very difficult as the two threaded pins holding the tops to the bottoms were in three cases out of the four, rusted in.

Having passed my driving test in May 1994, I was free to drive the LR by my self. The second bank holiday in May 1994 was the date of my first trial. It was with the Mid West Off Roaders Club, who were holding their first trial. It was on the Foxley Estate at Mansell Lacy between Hereford and Kington. I double drove the event with my father, it was the first trial for both of us. I enjoyed the day, until I got home and found that both of the front spring hangers on the front springs had parted company with the chassis. It was lucky that we made it home. Two new dumb irons were bought from John Craddock, and were welded in place by my uncle. The mileage was now 116000.

The next job was to replace the front sidelights and indicators, the old ones were falling out and were very rusty. September 1994 saw a new exhaust middle pipe fitted, the old one was very difficult to remove, with none of the bolts co-operating.

February 1995 saw the first anniversary of LR ownership, and also saw the reconditioning of the dynamo, and two new rear shock absorbers. February also saw the MOT test. Much work was necessary after a pre test inspection. Four new wheel cylinders were fitted in addition to new brake shoes all round. Four new road springs were also fitted along with all new bushes, shackle bolts and U bolts. The front swivel pins were de shimmed to eliminate free play. The mileage had now moved on to 120 000, and the MOT was passed.

May 1995 saw the brakes fail due to a faulty master cylinder which was duly replaced. August saw a new speedometer cable fitted, after the other one became rounded off. The rear hub seals were also replaced and the wheel bearings were adjusted. A new set of spark plugs and leads were fitted.

The 125 000 mile mark was passed in October 1995. At this point I decided to replace the swivel housings which were leaking due to very pitted surfaces. The housings had been filled with semi fluid grease, and so I had been unable to drain them to change the lubricant. Once the job was complete I was able to fill them with EP 90. October also saw me start a three year degree course at The Royal Agricultural College in Cirencester.



Since I had owned the LR I had noticed that the temperature gauge was reluctant to move from the cold mark, This was investigated in December 1995 when it was noticed that the LR took a long time to warm up. Upon investigation it was found that there was no thermostat. This also explained why the heater was barely warm. The bolts were very difficult to remove out of the cylinder head, and a cam type bolt/stud extractor was bought which performed wonderfully. Now that a thermostat was fitted the temperature gauge read N and the heater actually blew out warm air.

Very cold weather and freezing rain immediately after Christmas 1995 saw a failed starter motor on the very morning that we had planned to drive the 130 mile round trip to John Craddock's to buy some parts for Ben's restoration. A service exchange starter motor was bought for my machine along with a clutch master cylinder and a pair of front shock absorbers.

February 1996 saw the second MOT test for which a new outrigger was required and was duly welded in place by my uncle. It was the rear of petrol tank outrigger in this case.

A faulty slave cylinder was diagnosed for a non operational clutch. This problem saw a very interesting trip back from Tim Fry Land Rovers in Cheltenham. I have now perfected the clutchless gear change.

The new slave cylinder was fitted outside in the dark at Ben's house in Eastnor because the workshop was full of his restoration. The clutch seemed fine, but on the short trip home that evening the clutch stopped working again. Another look in the morning revealed that the new master cylinder fitted not 8 weeks before had failed. An exchange was sought from Tim Fry and needless to say the replacement was a genuine part not a pattern part. A lesson learned I think.

May 1996 saw two new rear propshaft UJs fitted, 130 000 miles was also passed. June 1996 saw a distributor overhaul with a new cap, points, condenser and rotor arm.

In September 1996 the carburettor was overhauled with a thorough clean and new seals. This greatly improved a long-standing problem that I had had with pinking.

February 1997 saw the MOT test again, and two new ball joints were required on the longitudinal steering arm. Access to these was very difficult with a bulky ball joint splitter. The hub oil seals were changed again after leaks had begun to contaminate the brake shoes on one wheel. I also changed the lands on the stub axles where the oil seals run.

April saw the biggest job I had attempted yet. This was to remove the engine and gearbox. The gearbox was taken to Grimley Transmissions in Droitwich who did an excellent job in overhauling the whole assembly, and also changing all the oil seals throughout. I had had a problem for a long time of oil running from the transfer box to the gearbox. In a very short space of time the gearbox would almost fill right up with oil. During the stripdown at Droitwich it was found that the transfer box casing was from a Series I which I found quite difficult to believe, it was very worn around the area where it bolts to the gearbox. A correct part was sourced and the problem has vanished.

Meanwhile the engine block was sent to Moss Engineering in Ledbury, who rebored and refaced the block, and reground the crankshaft, and reassembled the whole thing with new pistons, timing chain, core plugs, bearings, and water pump. I also bought a new high performance unleaded cylinder head from Turner Engineering in Surrey, this was in response to the article in LRO in early 1997 about this very conversion.

The whole thing was reassembled and 5 000 miles later I am very pleased with the results. There is now a very noticeable increase in power, with hills which were previously tackled in second, are easily done in top. The extra power is very useful when towing also. The fuel economy is the most noticeable improvement from a pre conversion 19 mpg to a very good 23 -24

mpg now. That is with a mixture of town driving and longer runs. On a recent 165 mile round trip the Land Rover averaged an astonishing 29.5 mpg, with 250 miles done on the whole tankful at an overall average of 25.5 mpg. I never thought these figures possible with a 2.25 litre petrol engine. I wonder if the figures would improve further if I were to change the 205R16 tyres for 7.50R16 ones. The service I had from all three companies involved, was excellent and I can recommend their work to anyone contemplating such a job on their Land Rover.

June 1997 saw Ben and I enter the LRO driving day at Woolhope near Ledbury. It was a very good day, being Ben's first off road outing in his newly restored LR. The events organized by LRO are perfect for everyone as you can drive as much or as little as you want. There was much laughter when he managed to get his machine stuck twice and I had to recover him.

We attended another LRO driving day in July at the beautiful Lake Vyrnwy site in Montgomeryshire, where despite the recent dry weather there were several bogs which we both got stuck in more than once.

As I write it is August and the Land Rover is coming up to 145 000 miles and it looks as if it will go on for ever, I shall certainly never sell it.

Derek Carless (869) Malvern.

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### **KENNIE'S REBUILD Part two**

Since last time in the September magazine, I have been very busy working on Kennie's rebuild.

The chassis is now a rolling chasis with both front and rear axles fitted with new springs, shock absorbers, shackle plates, bolts and u bolts. The swivels have been replaces compltely and gaiters fitted to keep them in some kind of good condition. At the time of writing I am finisheing off the repairs to the replacement bulkhead with the help of my friend and fellow series Two owner Gordon Barlow, which will be resprayed in the new colour of the body work. Next will come the rewire of the chassis and the replacement of the brake pipes, wheel cylinders, master cylinder and brake shoes, which can be carried out after the refit of the bulkhead.

Next time I write should be in the March magazine and this should cover the refitting of the bodywork. The end of this series of articles should be finished in the June Magazine.

Brian Webster, East Midlands Organiser.

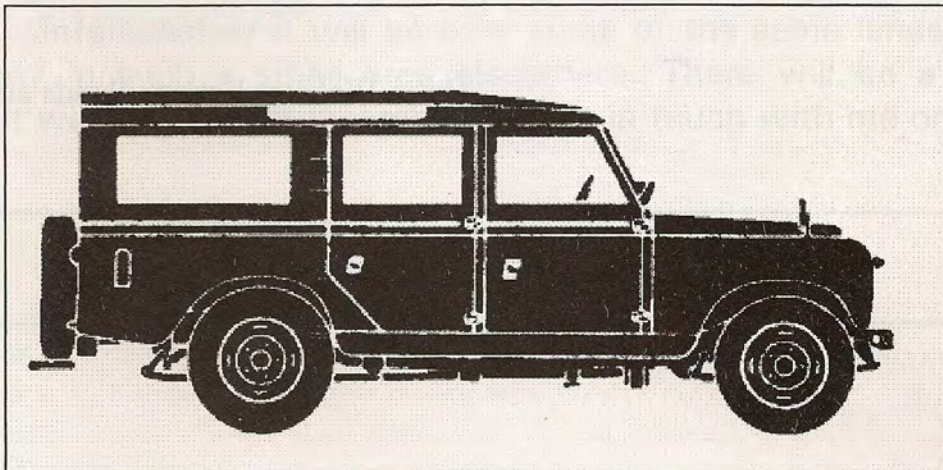


# MEMBERS MOTORS

## From The Membership secretary



BOA 995A a SWB diesel, currently fitted with a safari top, belongs to Steve Mitchell our membership secretary. It also sports a fairey drum winch which has been very useful on previous Series II Club off road events.



**BRANCH NEWS****EAST MIDLANDS MATTERS****Calverton Capers.**

Calverton steam and vintage vehicle rally took place on the 30<sup>th</sup> and 31<sup>st</sup> of August 1997.

I must start by saying a big thank you to Tony Land and the rest of the members who attended, for looking after the club stand due to myself being very busy with helping to run the show.

The first to arrive on Friday, in their immaculate s.w.b truck cab, were Keith Gissing and his wife Joyce.

Closely followed by Tony and Janet Land, Trevor and Marie Herrington with their daughter Kate.

Saturday dawned with the arrival of Jeremy Haynes and friend Chris Burton, Richard and Ann Dawson.

At the end of the day we did the driving skills test which we opened up to members of the 101 club.

The winner of this event was Mr C. Savidge of the 101 club closely followed by Mr J. Haynes of the SII club.

This was followed by the club barbecue at about 7.00pm.

Sunday dawned with the news of the Princess of Wales sudden death, and the club flag was flown at half mast.

Mr J. Stewart arrived with his two SII fire engines one a normal 109" bonneted model, and the other one a 2b forward control, which had its body made on the Isle of Mann, one of only two ever made and now the last one, as its sister vehicle was turned in to a flat bed truck!

The best on show went to Mr T. Herrington for the work carried out on his Land-rover and second place went to Mr C. Stewart for his 109" Land-rover fire engine.

Brian Webster. East midlands area organiser.

## WEST MIDLANDS MATTERS

### Malvern '97

Was it really the first week in October, for the four years to my knowledge the same weekend had been one of the wettest of the year, but Saturday the 4th was warm and sunny.



When Janet and I arrived at the Three Countries

Showground we were greeted by almost a full stand of 'Landies'. In fact we had nine varied vehicles on the show including 88 hardtops and truckcabs, three 109s, Peter Farley's 2B Forward Control 'Tiny Tim' and my own 'Odd Job'.

On Sunday we were still blessed with glorious weather and

were joined by two more motors, making for rather a crowded stand (*we were packed in like sardines, Ed*) Next year I shall have to try to get a double pitch, so any more members will be able to come to Malvern '98 on the first weekend in October (provisional date 3 & 4th) please give me a ring on 01827 67343.

### Green Laning.

Once again Chris Myatt has kindly agreed to lead a green lane run on the first of February. Unfortunately it will be over some of the same lanes as last year there isn't as many in such a small area elsewhere. There will be a strict limit of six vehicles so it will be the first members to get in touch with me on 01827 67343.

Tony Land.

## SOUTH-WEST

Well, it has been a busy year for the South West branch. We started in March with our first rally - the Abbey Hill Steam Fair at Yeovil. We had a stand here and the weather was kind. The steam is quite fascinating and it is a very friendly rally.

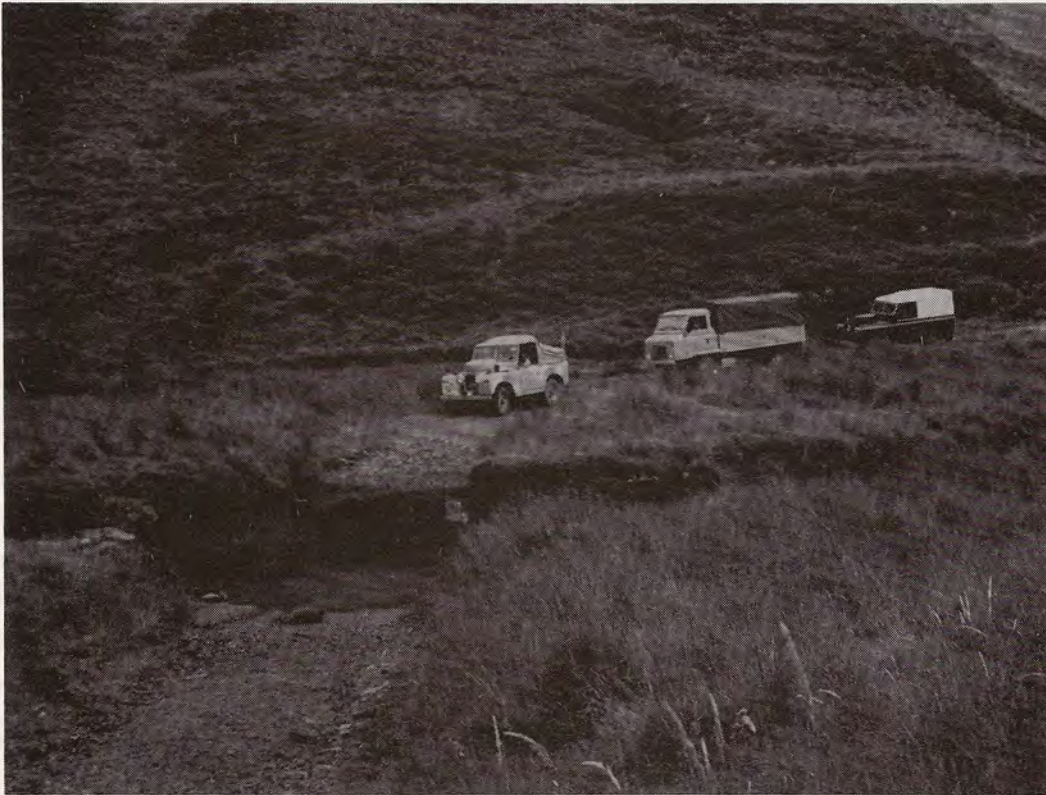
The rally following this was the Truck and Motor Show South West at the impressive Westpoint Showground in Exeter. We thoroughly enjoyed this rally as it is very different to all the others we go to as it focuses on Trucks - there were 103 in the grand parade on the Sunday, all blowing their horns in unison and with the most wonderful paintjobs imaginable - quite a sight to see.

The next rally was the West Dorset Steam Fair at West Bay, Bridport. We were happy to meet Lawrence and Stephanie Mitchell from Northern Branch who joined us all day on the Sunday. It really made the weekend for us and we were very grateful to Lawrence and Stephanie

for making the effort to come and meet us and show their Landie on our stand.

The next rally was Powderham Castle near Exeter which is next to the Exe Estuary and as the name suggests, in the grounds of the castle. This rally was well attended and thoroughly enjoyable with an excellent Irish folk band on the Saturday night.

The very next weekend we were off to Branscombe Air Display which is just a one day



event. This was again something completely different with the Red Arrows and Harriers making appearances during the day.

The next event was the Exmoor Challenge camping/offroad weekend with all day Saturday driving over the moors and taking in the famous landmarks. Sunday dawned pouring with rain and the duck race and



Land Rover games had to be cut short due to us all being drenched. Pete and Rose Lamb won the challenge shield, with Dave Lockyer and his daughter Fiona in second place and Nigel and Nicky Draycott in third place.

The following weekend we were all off to the Yeovil Festival of Transport which is a very impressive show and by far the largest in our area. Just about every mode of transport, new and old is represented. This was probably the hottest weekend of the year and vast amounts of cold drink and ice cream were consumed and we had a large container of cold water on the stand which we kept dipping our feet in to cool off (very hygienic!).

The following weekend we were in Hazelbury Plucknett, just outside Yeovil, for Yesterday's Farming. This is a celebration of old farming equipment and methods with tractor driving competitions and ploughing contests. The highpoint was the Saturday evening road run over some glorious Somerset hills and fields. Land Rovers and tractors took part. Some tractors towed trailers with people on bales of hay drinking cider and one tractor even pulled a trailer with a full pub garden on the back (three bench seats with tables attached). Everyone had a great time despite the bruises and splinters!

We finished off the year's South West programme with the Autumn camping weekend on the banks of the River Parrett in Somerset. We drove greenlanes in Somerset and Dorset on the Saturday and went to an offroad course on the Sunday. Very muddy, great fun, no damage done!

We've had a great year and it's been a hectic summer. Neil and I would like to thank the South West branch members, old and new, for their support during the year and we hope to see you all again regularly in 1998. For other members living in the South West, do try and come along to some of the events in 1998. You will be very welcome and we do have a good time. Don't worry about exhibiting your Land Rover on the stand if it is not in perfect condition- ours certainly isn't!

Neil and Loise Miller

## SERIES TWO CLUB CALENDAR 1997

Items in bold are events organised by the Club for YOU and your guests, the other dates are events where the Club stand will be present. If you intend to go to any of the events please contact the branch secretary as soon as possible

*PLEASE SUPPORT YOUR LOCAL BRANCH. All members and guests are welcome at all events, they are great fun. Off tarmac events are for your enjoyment and you can drive as much or as little as you like. Lifts are always available if you want to see what it's all about without using your own vehicle.*

**3<sup>rd</sup> December**                      **Essex Branch Pub Meet (details as above).**  
**7<sup>th</sup> December**                      **East & West Midlands Pub Meet (details as above).**

**The Essex Branch hold a Pub Meet every 1<sup>st</sup> Wednesday in the month at the Plough and Sail Public House at East Hanningfield near Chelmsford. If you live or are in the area please drop in for a relaxing social get together. Full details from Steve Downing on 01375 380002.**

**East & West Midlands hold a Pub Meet at the Appleby Inn at Appleby Parva, Leicestershire, on the A444 on the first Sunday of each month. Details from Brian Webster on 0115 9136244 or Tony land on 01827 67343.**

## OVERSEAS CONTACTS

We have been offered our first correspondent from countries outside Britain. If there are any other members who would like to represent their country for us please write to the club address.

**AMERICAN CONTACT-** Bill Caloccia. Email- [wpc@caloccia.net](mailto:wpc@caloccia.net).

## COUNTY CONTACTS

North Yorkshire- Mr. Hill of Askrigg on 01969 650575

Leicestershire - Jeremy Haynes on 01509 416433

West London & Surrey- John Grieve on 0181 8934251 Work 0181 8938768 Mobile 0802 215061.

Essex - Vaughan Hartridge Southend (01702) 587534.

*If you would like to be a county contact let us know, it is just a phone number for new members to find out local suppliers etc.*

## FOR SALE

Advertising is free to members, but a small charge of £2.50 will be asked from non-members.

**CARAVAN FOR SALE** Elddis Shamal GT 4 berth caravan, luxury interior, double glazed, heater, fridge, mains electric, full awning. Very clean. £1,500 (Owned by non smoking Land Rover Series IIA owners). Tel: 01702 587534

**FOR SALE-** Registration No. MWG 267F with log book offers over £150. Tel: John Philip 01506 858220. (West Lothian.)  
I WOULD ALSO LIKE TO THANK THE MAN WHO PHONED ME ABOUT MURKETT BROTHERS. I AM SORRY I HAVE FORGOTTEN YOUR NAME.

**1971 SERIES IIA LWB** safari. MOT ekpired. Needs work to bulkhead and tyres for MOT. Good chassis. complete £600 ono. Tel: Jim on 01267 236683 ( West Wales)

**SERIES II AND IIA WORKSHOP MANUALS** part one 9 part no. 606407) and two (part no. 606408), found in a garage clearance. original volumess, boxed and in used but good condition. Tel: 01908 667901 ( Milton Keynes)

**Petrol Engine** 2286, c/w Zenith carb, starter, ignition system. £120 ono Tel: 01993 845849 (Oxon)

**Rear Cross member** with extensions brand new. Has been fitted but never used on the road.( Replaced it with ¼ Chassis) £10 Brian on 01159 136244 ( Nottingham.)

## WANTED

1. Photographs of Series II Land Rovers at work etc. taken between 1958-71.
2. Photographs of Series II's still in use anything will do expeditions, army, quarry, fire, ambulance, odd conversions, rare examples, or just standard II's taking the kids to school.

All photo's are for book publication. all material will be returned within a couple of months. All funds from the sale of this book will go to the Series II club, also if anybody has a nice, rare or restored SII I could photograph please give me a ring

Chris Bentley 01298 25151

183 Lightwood rd. Buxton, Derbyshire, SK17 6RN

## RHIANNA'S STUDIO

A watercolour or pencil drawing of your portrait, pet, vehicle, favourite place etc. Also in pastels and oils.

Framed Watercolours

6" x 8"	£20.00
8" x 10"	£25.00
10" x 12"	£28.00

Framed Pencil Drawings

6" x 8"	£10.00
8" x 10"	£12.00
10" X 12"	£15.00

Please add £2.50 p&p to above. Larger sizes available

All done from photographs by Peter Carter.

To see portfolio or to make appointment please contact me:- 21, High School Close,  
County Rd., March, Cambs. PE15 8NX. TEL (01354) 660148

## DISCOUNTS

**Merlin Land Rover, Nottingham-** A 15% discount has been negotiated on all parts on production of our membership cards.

**Candol servicing & accessories, Essex-** offer a 10% discount

**Formost 4X4, Nottingham-** offer a reduction to trade prices.

**Aspley Transport, Milton Keynes-** offer a 5% discount.

**Auto-tech Transmission Ltd., Stockport-** offer a 10% discount.

**Lookers Land Rover, 181 London Rd. Hadleigh, Essex. Tel: 01702 559933-**offer a 10% discount

**Shire 4X4, Oxfordshire-** Discount varies according to cost.

**Shardow Used Land Rover Centre, Cavendish Bridge, Shardow, Derbyshire.-** Show membership card for a discount.

**LRS, Epperstone, Nottinghamshire Tel: 0115 9663266-** Offer a 5% discount

Through A.R.C. membership these companies are offering us discount.

**Chamberlain Seat Covers-** They are offering a 10% discount.

**Adrian Flux and Co. of Kings Lynn-** 15% off normal insurance premiums Tel: 01553 775775.

**CLUB SHOP**

Still a small list, I'm afraid, but we believe in quality rather than quantity!

We can currently offer the following items from stock .....

- \* Tee shirts, polo shirts and sweatsirts,  
available in red, blue or green, medium, large and X large.

**prices: Tees - £6 Polos - £10 Sweats - £11**

- \* Radiator badges  
Superb solid brass - quality to match the Landie!  
Includes all necessary fixings.

**prices : £16.20**

- \* Bone china mugs and coasters  
Showing range of Landies - including a non runner

**Prices :Mugs £4.50 Coasters £3.50**

- \* Chassis Prints (A3 size) 88", 109" F/C

**Price : £1.50**

- \* Forward Control 2A Information Pack

**Price : £3.00**

- \* Tow ball bolts ( very special price to clear)

**Price : £2.50**

( NB all prices are plus P&P- call Ben for details on 01335 346103, or write to the club shop)

**Coming VERY soon .....**

- \* Tax disc holders
- \* Enamel pin badges
- \* Series II 40th Anniversary mugs
- \* Pens, pencils etc etc

**Watch out for our 1st Shop Supplement in early 98.**