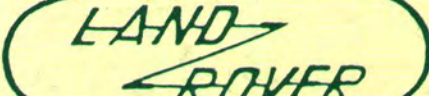


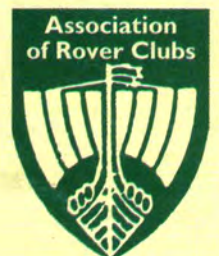
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JUNE 1998
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SERIES  TWO

CLUB



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.

CLUB SHOP. The Croft, Picadily Lane, Upper Mayfield, Ashborne, Derbyshire. DE6-2HP.

CHAIRMAN.....	CHRIS BENTLEY
VICE-CHAIRMAN.....	TONY LAND
SECRETARY (Retiring).....	FRANK MYATT
SECRETARY (Elect).....	LAURENCE MITCHELL
EDITOR.....	PETER HOPKINS
EVENTS CALENDAR.....	MIKE ADAMS
SHOP MANAGERS.....	BEN HANBURY & CHRIS BENTLEY
TECHNICAL OFFICER.....	BRIAN WEBSTER
REGISTRATION OFFICER.....	DAVID DUTTON
TREASURER.....	PAUL HANBURY
DATA OFFICER (MEMBERSHIP).....	LAURENCE MITCHELL
DATA OFFICER (VEHICLE REGISTER).....	DAVID HENDERSON

IF YOU WISH TO CONTACT ANY OF THE ABOVE, PLEASE WRITE TO THE CLUB ADDRESS.
 E.MAIL.....LRseries2@aol.com

BRANCHES

WEST MIDLANDS.....	TONY LAND.....	TEL:01827 67343
EAST MIDLANDS.....	BRIAN WEBSTER.....	TEL:01159 136244
PEAK DISTRICT.....	ROGER HORNE.....	TEL:01298 83328
ESSEX & SOUTH EAST.....	PETER FARLEY.....	TEL:01268 453796
SOUTH WEST.....	NEIL & LOUISE MILLER.....	TEL:01460 76198
NORTH EAST.....	LAURENCE MITCHELL.....	TEL:01226 205821
NORTH WEST.....	SUE COPE.....	TEL:01484 548079

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 disk for ease of reproduction. (Word for Windows, notepad etc)

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 participation 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. You are reminded that statements and opinions expressed in this magazine and other publications are not necessarily those of the club or committee. You are strongly advised to obtain independent verification of data, advise or methods before acting on them, particularly where safety, finance or legislation are concerned. The Club, Committee, Directors and Contributors are all amateurs and do not accept responsibility for any accident, injury or damage resulting from an error or omission given in this magazine, other publications by letter or word of mouth. You should not expect the standard of advise or service available from commercial or professional organisations.

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COPY DEADLINE FOR NEXT ISSUE 01-07-98.

EDITORIAL.

Almost a year ago I volunteered to be the next Editor of The Series II club magazine, in the months since then I've had plenty of time to reflect on the enormity of my decision. Especially since the magazine won the Best Club Newsletter at Billing last year. I have a very hard act to follow. Helen's magazines have been full of all things Land-Rover and the magazine and the club have gone from strength to strength. Helen of course is still involved with the club as a Director. So thank you Helen you did a wonderful job !

The magazine itself has evolved over the years and it would be foolish to change the format as it works, but the whole point of evolution is that the species adapts and changes to make it better suited to its way of life. I do have some new ideas which I'm going to be trying out in the next few issues, not big changes, but small evolutionary ones which I hope will make the magazine even better.

This year is a very busy one for Land-Rover owners there is SO much to see and do, it seems that every country show has a 50th. Birthday party arranged ,with parades and static displays, there are competitions to win special Land-Rovers, holiday weekends, with free use of a Land-Rover and much, much more. So if you can, go to as many events as you can manage and have a really great summer.

Many thanks to all the members who have sent in copy for this magazine its made life a lot easier on my fingers and enabled me to go to a few local shows etc. I've just returned from the Shropshire and West Midlands show where we had a big turn out of all types of Land-Rover from a 1949 Series I, to a 1998 Freelander. In temperatures of 25C, we had a 45 vehicle convoy around the show ring to a commentary from a very keen Land-Rover man who told the hundreds of people watching just how wonderful Land-Rovers are. Which of course was just the thing my 109' wanted to hear, after about 30 minutes of stop/ start driving it stopped !! It refused to restart and left me stuck in the middle of the show ring. By now all the other Land-Rovers had gone off to the other show ring for a drive round there. The next item in the show ring (I'm stuck in) is a display by one of the local hunts, the dogs seeing the only shade for miles around,run with great glee, towards the Landy and despite the huntmasters best efforts very soon the whole pack are underneath out of the sun. Just then to make my afternoon complete, a Series I dating from 1955 rescues us from the dogs, the glare of the huntmaster and tows the Land-Rover, to much applause out of the show ring!

I've only recently fitted this engine to my Land-Rover and its fair to say It is not completely finished, the fuel line and filter overheated in the warm weather and a vapour-locked 'carb was the result. After it had cooled down it started first time. And we got home without any more dramas.

There are new areas and area organisers and volunteers are required for other areas so if you fancy a go.....see the list of post codes!

FROM THE CHAIRMAN.

It has been a very busy April for the club. The A.G.M at Hartington Hall was well attended and rather lively at times, with plenty of new faces. We had an excellent meal in great surroundings, and to celebrate the Series Two's 40th. Birthday a decorated oval green cake was made for the occasion, which was demolished in seconds. It was nice to see the formation of two new branches. The North West which will be run by Sue Cope and the North east which will be run by Lawrence Mitchell. Hopefully many more will follow as the club continues to grow. I would like to thank Sue and Lawrence for taking these jobs on. Members in these areas will be hearing from Sue & Lawrence in the near future. Please support them and their events.

Sadly Steve Downing has Stepped down as Chairman due to ill health caused by a nasty accident early this year, but he is now on the mend. The Committee, members and myself would like to wish him a full and speedy recovery.

The day after the A.G.M was of course the Solihull Heritage Run, and what an excellent day it was. The Rover group and the Gaydon Heritage museum staged a truly great day which was enjoyed by all. The Series II club was well represented in the run itself with nine members vehicles taking part including Wolfgang Achler from Germany. We also had a club display at Gaydon, organised by Lawrence Mitchell and expertly staffed by Ruth & Ben Hanbury from Ashborne, helped by John & Ashlin from Barnsley. Many thank to you all , you did a great job.

Our club display also featured some interesting vehicles including James Moverley's early Series II and Reg Reynolds LWB ambulance.

The day was rounded off in style at the NEC Birmingham with a concert and fire work display. I would like to thank the marshals, Solihull staff, Geo. Miller and Chris Savidge for making it such a great day out, Thank You.

The rest of the year is going to be just as busy. By the time you receive this magazine, members from the Peak District, North East and North West Branches will have attended a large a gathering at the Halifax Piece Hall as part of the 50th. Anniversary celebrations, and of course the National at Eastnor Castle.

In June we will be at Shugborough supporting the Series One club celebrations, and in July it's Billing. So lets blow the dust off those Series II's, and make full use of the free road tax and make 1998 a year to remember.

Cheers for now.

Chris Bentley.....Chairman.

THROUGH THE LETTERBOX.

BAIN HOGG....We have had notification that they have stopped trading under this name and are now AON CORP.

LAND-ROVER OWNERS magazine....They are offering £6.50 off a years subscription ie. £31.85. Quote SO91/GO75 to get discount. Tel. 01379 890056

WESTON PARK 4X4 Military & all wheel drive family show 8& 9 August....If any one is interested I have passed the information on to Tony Land.

NFU. Mutual. Worcester....are offering low cost insurance for ARC members especially for country use. They do not load modified vehicle. Tel 01905 26740.

FBHVC....They have written to the Department of Transport to delay the leaded fuel ban, for up to five years to allow for more time for research. It has also not renewed it's membership to FIVA but will become a member of a new organisation. The International Historic Vehicle Organisation (IHVO) as it feels FIVA did not represent it's members interests in Europe.

MID-SHROPSHIRE VINTAGE CLUB....Traction engine rally with Shirehorses , Military Vehicles, steam engines etc.Plus a Land-Rover special anniversary event. 6th & 7th JUNE 1998. Tel. 01746 716555 for details.

LOSELEY PARK CLASSIC CAR & COUNTRY SHOW....Guildford Surrey 1st. & 2nd. August 1998. Tel. 01372 842204 ext.311. for more information.

NORTH WALES LAND-ROVER CLUB BALA 98....At Llandderfel. 28th-31st. August 1998. For more information contact the Rally Secretary by the 10th August. Tel 01492 5344178.

COUNTY CONTACTS

NORTH YORKSHIRE....Mr Hill of Askrigg Tel 01969 650575.

LEICESTERSHIRE....Jeremy Haynes Tel 01509 416433.

WEST LONDON & SURREY....John Grieve Tel 0181 893 4251. Mobile 0802 215061.

ESSEX....Vaughan Hartridge Tel 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 about local suppliers and events etc.

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. Please write to the club address or E.Mail the Editor on LRseries2@aol.com

AMERICAN CONTACT....Bill Caloccia. E.Mail wpc@caloccia.net.

SOCIAL NEWS.

NEW MEMBERS.

Rowan Moss. Ramsgate .KENT.
 Carol Rees. Wallingford. OXON.
 Peter Stanborough. Wokingham. BERKS.
 David Hobson. South Molton.DEVON.
 David Dewar.Weymouth. DORSET.
 Geoffrey Cooper.WORCESTER.
 Matthew Field.Bolton.LANCS.
 David Gardner.N.YORKSHIRE.
 Neil Wright. Shirley.SOLHULL.
 Chris Mortimer. NORFOLK.
 Nik Munday.Woking.SURREY.
 Steven Graham. Co. DURHAM.
 Gregor Dixon-Smith.WORCESTER.
 David O'Brian.LEICESTER.
 Stuart Hibberd. FORDINGBRIDGE.
 Brian Andrews-Rowley.CATSHILL.
 William Pusey. KENT.
 Andrew Parsons. WORCS.
 Jacob Fry. KENT.
 Jason Robb. Newark.NOTTS.

Michael Franklin. Bicester. OXON.
 Philip Hadley. Solihull. W. MIDLANDS.
 Jonathan Collins. Tonbridge. KENT
 Brian Shipley. Saltburn. CLEVELAND.
 Brian Langford. MANCHESTER.
 Mark Waywell. BRASSINGTON.
 Neil Sutton. SHROPSHIRE.
 Guido Bissattini.Torino.ITALY.
 Michael Blandford.DORSET.
 Jeremy Holter. DEVON.
 Simon Watts.Bournemouth.DORSET.
 Aileen Voake.Witton.BIRMINGHAM.
 Giles Marsh. Buxton.DERBYSHIRE.
 Joanne Bell. DEVON.
 Robert Fairweather. BATH.
 Mark Laxton.LEICESTER.
 Nicol Rainy Brown.INVERNESS.
 Peter Radcliffe. FLYFORD FLAVELL.
 Mike Stoner. LONDON.
 Shaun Harris.BRISTOL.

WELCOME !



COMMENT FROM YOUR RETIRING SECRETARY. LAND-ROVER SERIES II CLUB.

I joined the Midland ROC in 1960 and my Family Members and Friends have enjoyed our many visits to Rallies and events at Eastnor during the years since then.

Major Hervey-Bathurst's death has been reported in an earlier magazine and Eastnor Estates have since said that they are unable to support any further M.R.O.C events.

This following the Major's assurance that the Club would enjoy facilities in future, as in the past came as a "spanner in the works" as regards future plans of the Midland and , indeed, The Series II club.

We have come to regard Eastnor as a place in the Country where we can relax and "wind-down". The facilities are non-existent but that did not matter. We are usually self reliant anyway. The peace and quiet and the marvellous views and walks are out of this world. To be in close proximity to the Red Deer and the other wild life in the Deer park is an experience not to be missed.

The Easter weekend has been a permanent entry in the diary for many years but this year Mother-nature intervened with the most atrocious weather we have see for many a year and Eastnor was closed, so no Easter week-end.

We, of course, have been happy to pay the charges made by the estate for the facilities provided.

The Land-Rover Series II Club have enjoyed many Sunday afternoons "On Safari" with the Major in the grounds of the estate and deer park during my 10 year association with the Series II Club, but all this will now come to an end.

I feel that this report is very necessary to acquaint Members of the situation.

Our very last visit to Eastnor, as a Club will be at the A.R.C. International in May. We are assured, however that caravans will still be accepted thereafter.

It is a familiar case of the "Big Money" giants having scant regard for the individuals who have been responsible for their now successful company.

Frank Myatt. Secretary.

THE INAUGURAL SOLIHULL HERITAGE RUN..... SUNDAY 26TH. APRIL 1998.

The Series Two Club are indebted to the management and staff of Land-Rover Ltd. For the superb arrangements and support in putting on this "Run".

Particular mention must be made of the un-tiring efforts made by Geof Miller and Chris Savidge. It was a marvelous day enjoyed by no less than seven Series II Members vehicles.

Wolfgang Achler	Germany
Chris Bentley	Buxton
Peter Farley	Basildon
Keith Gissing	Clevedon
Roger Horne	Buxton
Frank Myatt	Malvern
Pam Taylor	Birmingham (Frank's Navigator)
Brian Webster	Nottingham

The run went via the Land-Rover works where the drivers were met by Ian Robertson (M.D. Land-Rover vehicles). And thence to Solihull where a civic reception by the Mayor and Mayoress of Solihull was enjoyed before going to the Heritage Centre at Gaydon.

During the lunch break there was a Guest Speakers Open Forum with executives and engineers from the Company. Walter Hasellkus the Rover Boss spoke at length as did Gerry McGovern. He told us of the development and production of the "Freelander"

A very well organised event attended by many other Members and friends. The club shop was manned by Ben Hanbury and Tony Land at Gaydon.

The return run to the N.E.C. was arranged to include a visit to the Centre of England and the Meriden Mile. The entertainment at the N.E.C. was a programme of music from 5 decades given by Birmingham Symphonic Winds and the evening was terminated by a superb firework display.

Frank Myatt. Malvern.

REPORT OF AN A.G.M. AT THE PRESENTATION SUITE. 14TH. MARCH 1998.

The Meeting was opened by Peter Oakden at 11.00 hours. Paul Williams is the newly appointed Car Liaison Officer. Copies of the Green Book had been circulated to Club Secretaries. John Bradbury (secretary) is in contact with the Pennine L.R club with the view of their returning to the A.R.C. The Chairman reported that the Council had been busy with the preparations for the 50th. Anniversary International Rally. Copies of the A.R.C. News are now being distributed to 31 clubs. A Range-Rover, believed to be the first production model will be on display at the International.

The memory of Major Ben Hervey-Bathurst is being honoured with a raffle, the proceeds of which will be donated to the restoration of Eastnor parish church. The first prize will be a Camel Trophy Discovery and not a Freelander as originally hoped.

The raffle will be drawn at Eastnor on Saturday 3rd. October. There are many other valuable prizes.

Hon. Treasurer Andrew Stavordale presented the accounts for the year and suggested that the silent support from the Rover group has been a great influence and our relationship with is better than ever. He outlined the proposed increases in subscriptions to the A.R.C.

Non-competitive clubs.....from 58p to 60p per member. This proposal will be taken back to the clubs and will be voted on at the June meeting.

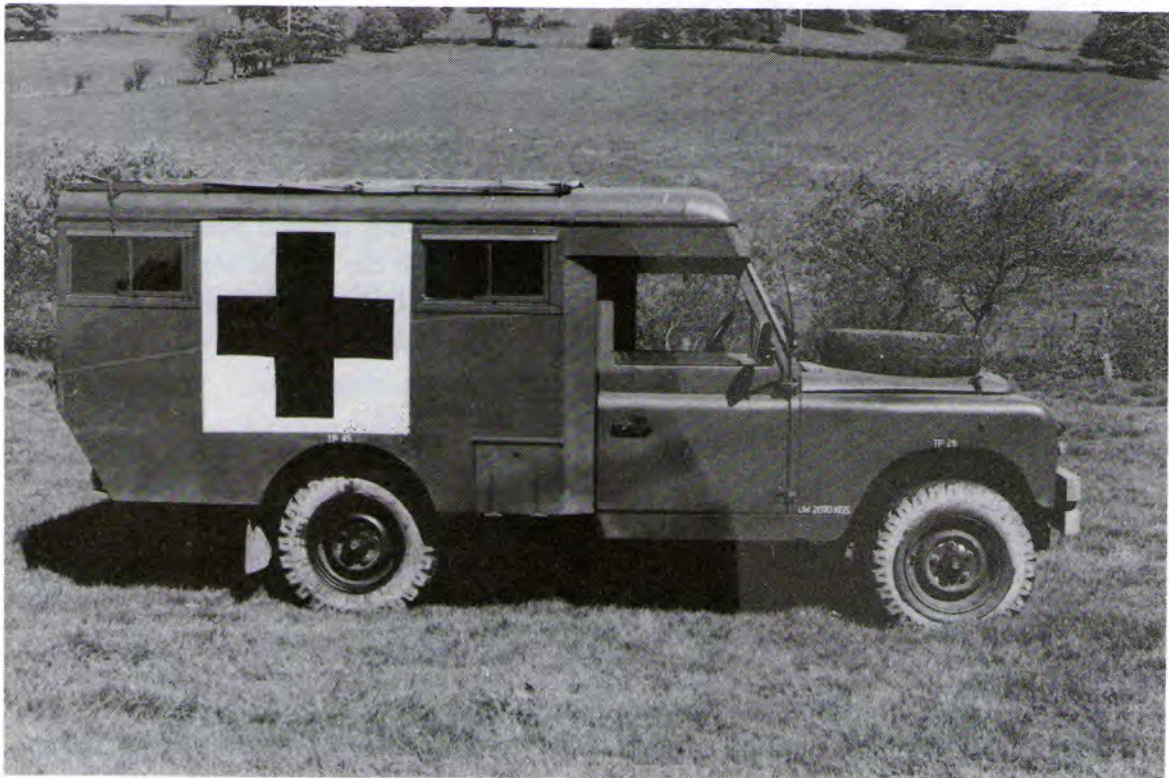
The Camel Club, who made an application to join the A.R.C. in December, was welcomed to the A.R.C. by the Chairman Peter Oakden.

The All Rover Weekend will be at The Royal Agricultural Showground at Stoneleigh over the August Bank Holiday Weekend.

Booking and Enquiries to Chris Savidge, 86 Spring Lane, Lambley, Notts. NG4-4PG.

The meeting closed at 16.30 hours.

Frank Myatt. Malvern.



NORTHEAST NATTERINGS (and Secretary elect's mumblings)

This year so far has been a busy time for me I have been away from home more often than not, but I did manage to get some Twoing in. The following on the Pub meet reminds me of a menu I read while in London at the end of April, I was taken by my hosts into an Australian pub in Covent Garden. The menu read "5 Course Lunch - 4 Tinnies and a beef sandwich. (Tinnies are I believe cans of beer). The menu worked its way down with the beef sandwich and varying No's of tinnies to bar snacks - Tinny of your choice opened to your liking. Now THAT'S what I call a liquid lunch.

The Llama Trophy was great fun with everyone managing to get lost with no one I believe managing to actually complete the course (we did find a slight mistake in the road book once we all got back to base, I quoted the old reminder "I write with my right so what's left is my left" and got shot down straight away as John is left handed so I'll leave it at that. And anyway we, myself and Ashlin my son-in-law, won. Not such an accolade since it was on our home ground and I suppose we had a head start(we could understand the local dialect when asking directions). A big thank you to John , Christine and Stephanie for a good days sport and some fine food afterwards. Next Year we are off down Derbyshire way and I have a strong feeling that some really lateral thinking will be called for as Paul Hanbury lost the toss for the next event and the junior members of his family and their friends volunteered to organise it. You know what they say "children can be cruel".

The pub meet on the first Saturday of the month between Peak, Northwest and Northeast branches was well attended . This was our second meet and although the first hit a snag with the location we all managed to make it to the right pub, The Strines.

We also missed out on advertising in the last issue so here are the details.

We meet up from about 7.30 p.m. onwards on the first Saturday of each month, at the Strines inn which is located on the unclassified road which runs from the A57 at Moscar to the A616 at Langsett. Map reference 221908 O.S. Sheet 110. The pub is a 16th Century coaching inn which serves some fine food and some even finer ales and has a grand view over Strines Reservoir.

Next came the AGM what a fine turnout we had and the venue is one of the most pleasant places to hold a meeting that you could find , and with some excellent food from Sarah Bentley what more could one desire.

Quite a few committee jobs changed hands this year, I took over as membership data officer and club Secretary although I don't actually become fully fledged secretary until Langley farm. My proposal to divide the club areas by postcode was passed so now all area organisers have defined boundaries and all members will eventually know exactly which area they reside in and who their area organiser is. I have just completed the update of the membership list and now have to divide it up by postcode then I can let each organiser know who is in their area so they can send out a monthly newsletter to the members in their area. I'm sure that all the AGM details are elsewhere in the mag so I will leave that one there.

We are looking for area organisers for some of the new areas that were formed at the AGM if you are interested in having a go give me a call The areas we need people in are, Scotland, Borders, North Wales, South Wales and Ulster.

That leaves the Heritage run . What a great day out, tiring yes, but so many Landies driving around in one place and to finish off one of the most spectacular fireworks displays I have ever seen. This was indeed a celebration of the marque. We stopped off for tea at a stately home on the return leg off the run and the field in which we were to park was somewhat wet to say the least, All over the field you could hear the clang, crunch, grate as 150 Land-Rovers ground into 4 wheel drive, not to mention the plaintive crys of our new chairman who couldn't engage his freewheeling hubs, I hope that no-one videoed yours truly charging across the field with a 10 inch adjustable spanner held aloft, like a Jacobite at Culloden wielding a claymore rushing to the aid of the young prince. I heard one wag say, "Don't the organisers know its a Land-Rover event, fancy taking us through muddy fields". It just amazes me that I have not seen one jot of press coverage here in the North, I believe The BBC had a small slot on their Midlands channel on the day but nothing else. I am told that a video of the event is being produced but I have no details as yet, Does anyone else? , let us know please. I know there is one because one of the film companies asked to mount a camera on the roof of my motor, only trouble is it was facing backwards so my Series Two is never in shot. We met up with our 'Roadshow' crew at Gaydon who manned the stand there. I cannot thank them enough for getting up before the birds and trekking down to The Heritage Museum to have the stand up and running for 09.30hrs. A big thank you to all our members who turned up at Gaydon and displayed their motors on the stand. I received a very complimentary letter from The Museum which is reproduced elsewhere in this issue. I know Chris took 1 or 2 (hundred) photos hopefully he managed to get some out in time for this issue.

The plans for The 40th birthday celebrations at Langley farm are coming along. We hope to have available a special limited edition brass anniversary plaque along with some other not as yet decided anniversary goods. Stella, our daughter, is making up a very special artistic icedwork cake whether it will be edible or not I have no idea. We have plans to run a super raffle with what we hope will be some fantastic prizes I have had no contact as yet from members who are coming It would be appreciated if you could let me know so that we can make up a register and organise the official photo shoot (a postcard with your Landy details on would do) Imaginé 40 or more Series Two's and their owners lined up and photographed from high level, should make quite a shot for the old album. There are also plans for a very special presentation to a particular member.

Finally an apology, one of the reasons this issue of the magazine is late is that I was unable to prepare the above in time for the official deadline. I will try harder next time, we will get the magazine back on track I'm sure, Won't we Pete?.

Laurence Mitchell
Northeast Branch Organiser.
Club Secretary elect.

SERIES II CLUB AREAS BY POSTCODE.

AREA 1, *SCOTLAND*, comprises members who's postcode begins with the letters. KW, ZE, PA, IV, AB, PH, DD, KY, FK, G, KA, ML, EH. **Area organiser- Vacant**

AREA 2, *BORDERS*, comprises members who's postcode begins with the letters. TD, DG, NE, CA, DH, SR. **Area organiser- Vacant**

AREA 3, *ULSTER*, comprises members who's postcode begins with the letters. BT. **Area organiser- Vacant**

AREA 4, *NORTH WEST*, comprises members who's postcode begins with the letters. LA, FY, PR, BB, BD, L, WN, WA, M, BL, OL, HX, HD. **Area organiser- Sue Cope
Tel; 01484 548079**

AREA 5, *NORTH EAST*, comprises members who's postcode begins with the letters. DL, TS, HG, YO, LS, WF, HU, DN. **Area organiser- Laurence Mitchell, Tel; 01226 205821**

AREA 6, *NORTH WALES*, comprises members who's postcode begins with the letters. LL, SY. **Area organiser - Vacant**

AREA 7, *PEAK DISTRICT*, comprises members who's postcode begins with the letters. CH, CW, SK, S, DE, ST, TF. **Area organiser - Roger Horne, Tel; 01298 83328**

AREA 8, *SOUTH WALES*, comprises members who's postcode begins with the letters. SA, LD, CF, HR, NP. **Area organiser - Vacant**

AREA 9, *WEST MIDLANDS*, comprises members who's postcode begins with the letters. WS, WV, DY, B, CV, WR, GL, OX. **Area organiser - Tony Land, Tel; 01827 67343**

AREA 10, *EAST MIDLANDS*, comprises members who's postcode begins with the letters. LN, NG, LE, PE, NR, NN, MK, CB, IP, SG, LU. **Area organiser - Brian Webster Tel; 01159 136244**

AREA 11, *SOUTH WEST*, comprises members who's postcode begins with the letters. TR, PL, EX, TQ, TA, DT, BH, SP, SN, BS, BA. **Area organiser - Neil & Louise Miller
Tel; 01460 76198**

AREA 12, *SOUTH EAST*, comprises members who's postcode begins with the letters. SO, PO, RG, HP, SL, GU, AL, CM, CO, WD, EN, HA, UB, TW, KT, SM, BR, DA, RM, IG, SS, ME, CT, TN, BN, RH, WC, EC, N, SW, SE, E, NW, W, CR. **Area organiser - Peter Farley,
Tel; 01268 453796**

Until such time as organizers are elected for all areas then adjacent areas will need to be combined to ensure members do not miss out on activities etc.

LINE UP OF LAND-ROVERS AT THE PIECE HALL HALIFAX.

Sunday 10th. May saw the Cope family indecisive. No, they just couldn't make up their minds. The Yorkie's were holding a cross country vehicle trial at Bradford on the Strines and the Series II club were having a stand at the Piece Hall. I could tell we were in for a split decision!

Minds made up, we set off. First stop was to drop Hedley and number three son, Andrew, off so they could go to Bradford for the trial. That left son's one and two with me.....I know the split wasn't fair, but at least I had the 110 (the other Landy is a Series II ,honest !)

I was keen to get to the Piece Hall to help set up the club stand, but I arrived 09.15, the line up did not start until 10.00 ! The organiser Mark Strangeways ,had just reached the point, as any one will know who has organised an event, when you begin to doubt your sanity. The idea had seemed brilliant over a pint of beer in the pub, but now it was reality. I asked if there was any thing I could do to help and soon found myself on the gate welcoming a wide variety of Solihull products.

Shortly after 09.30 Laurence, Stephanie, John & Christine arrived with the club trailer. I sent Matthew to help set the stand up. Unfortunately I missed the excitement of erecting the gazebo but thanks go to John Rider a member from Dewsbury for joining in with the motley crew!

By 10.30 there were about 70 Land-Rovers of all shapes and sizes, from the gleaming concourse Series I.s and the transporter, courtesy of Ken Wheelwright to vehicles of dubious parentage....specials made from Range-Rovers, 86inch, 80inch and other bits and pieces.

Obviously every Land-Rover that was proudly displayed and in some cases drooled over was special in it's own way. Every vehicle had a character, a personality of its own, from the fire engine to the Land-Rover that didn't want to leave at the end of the day and had to be coaxed gently out of the Piece Hall.

I know that everyone on the stand had a wonderful, but chilly day. (Many thanks go to Stephanie for the stew at lunchtime, it just touched the spot.) New members enrolled and were welcomed by Laurence saying , "Oh, you're in Sue's area"!

I would like to thank Mark Strangeways for organising such a wonderful day and to thank Steve Lawton who brought the event to the clubs attention. If you missed it, don't worry. They're doing it again next year !

Sue Cope.
North West Branch Area Organiser. (GBD).

STATUTORY OFF-ROAD NOTIFICATION.

Statutory Off-Road Notification consists of two parts. The first part was introduced in March 1997, whereby there is now a legal requirement for both the disposer and the acquirer of a vehicle to notify the D.V.L.A at the same time, when a vehicle changes hands.

The second part of S.O.R.N was introduced very recently, on the 31st January 1998, and requires keepers' with vehicles licensed on or after that date to provide a S.O.R.N declaration which advises the D.V.L.A that the vehicle is neither used or kept on a public road and is therefore not liable to vehicle excise duty. This requirement applies equally to 25 year exempt vehicle bearing a current "exempt" tax disk. (Note: The 25 year exempt tax class has been replaced with a new one called "Historic vehicle" class).

In the majority of cases this declaration will be made on the tax renewal reminder form (V11 or V85/1). There is no charge for declaring S.O.R.N. However there is a penalty for not declaring S.O.R.N. Failure to make a S.O.R.N. declaration may result in prosecution and a fine of up to 1,000 pounds or five times the annual rate of duty for the vehicle, whichever is the greater. Vehicle keepers making a false declaration (eg. Declaring S.O.R.N and then continuing to use the vehicle on the road). Risk prosecution and a maximum penalty of up to 5,000 pounds or two years imprisonment.

Keepers taking their vehicle off the road during the term of a current tax disk, but retaining the vehicle off the road can declare S.O.R.N. at the same time as applying for a refund of duty by completing the a V14 or V33 form. Notes on these forms explain the procedure. If you need to declare S.O.R.N. and do not have a V11 or V85/1 and are not applying for a refund of duty, then your declaration can be made on a form V890 available from the D.V.L.A. Enquiry Unit on 01792 772134 or your nearest Vehicle Registration Office. Apart from the requirement to fill in part of the V11 or V85/1, instead of doing nothing as in the past, the system will not burden the honest vehicle enthusiast.

Other salient points from a leaflet entitled "S.O.R.N. and the classic vehicle Owner" are:

What about vehicles licensed recently, but not licensed on or after the 31st.January 1998.
No action required provided that the vehicle was not licensed on the 31st.January.

What about "boxes of bits" in the garage?

Boxes of bits, or vehicles taken off the road prior to the 31st.January, or not licensed for a number of years because they are undergoing a restoration for example, do not fall into the S.O.R.N. scheme.

What do I do if having declared S.O.R.N I want to bring the vehicle back on to the road ?
You should re-license the vehicle in the normal way at your Post office.

What should I do if I purchase a vehicle on which the previous owner has declared S.O.R.N ?
Under part 1 of the S.O.R.N. procedure as detailed above you must inform the D.V.L.A. as acquirer of the vehicle, that the vehicle has changed hands. At the same time you will either re-licence the vehicle or notify the D.V.L.A. as the new keeper that you are declaring S.O.R.N.

How often will I have to notify S.O.R.N. ?

If a S.O.R.N. declaration has already been made, then every 12 months if the vehicle is to continue to be kept off the road.

The whole purpose of the S.O.R.N scheme is to enable Vehicle Excise Duty enforcement to be carried out directly from the D.V.L.A. vehicle licensing record. This should of course cause no problem or upset to Federation vehicle enthusiasts.

(This information has been provided by FBHVC in its news sheet Dec97-Feb98).

HISTORIC VEHICLES**EXEMPTION FROM VEHICLE EXCISE DUTY.**

As part of the Chancellor's Budget, exemption from Vehicle Excise Duty (VED) for vehicles over 25 years of age will be replaced by exemption for vehicles constructed **before 1st January 1973.**

Qualifying vehicles constructed before 1st January 1973 and currently licensed in the exempt "25 year exempt" class will now be licensed in the new "Historic Vehicle" taxation class and remain exempt from VED.

Vehicle currently licensed in the "25 year exempt" taxation class can continue to display their current licence until it expires. On expiry of the licence, D.V.L.A. will issue a relicensing reminder (V11) in the new "Historic vehicle" taxation class. There is no requirement to return the Vehicle Registration Document (V5) to D.V.L.A. The taxation class shown on the V5 will be change automatically when the V5 is next returned, for example to record a change of address.

Vehicle currently licensed in other taxation classes will continue to be liable to duty in their current taxation class and to make a S.O.R.N declaration if the vehicle is to be kept off road unlicensed.

Unlicensed vehicles kept off road before 1st. February, for example because they are under repair or restoration will not be subject to S.O.R.N. declaration requirements until after a vehicle excise licence is taken out.

A keeper who can furnish proof that such a vehicle was constructed before 1st. January 1973 may apply to a local Vehicle Registration Office to license in the exempt "Historic Vehicle" taxation class. The date of construction can be confirmed by producing a certified extract from the vehicle manufacturer's records or evidence of date of manufacture from an appropriate vehicle enthusiast's club. You may ,therefore receive requests for written confirmation of vehicle's ages.

A keeper of a vehicle, constructed before 1st January 1973, being brought back into use after a period off the road unlicensed and which has not been previously been licensed in the "25 Year Exempt" taxation class may apply to one of the Agency's local Vehicle Registration

Offices (VRO) to license in the new "Historic Vehicle" taxation class, provided the date of registration or manufacture is shown on the Vehicle Registration Document (V5). Where this is not available, keepers will have to produce suitable evidence as explained above. It should be emphasised that all vehicle licensing in the "Historic Vehicle" taxation class must display a "NIL" licence before they are taken on the public road.

Further information regarding the replacement of the "25 Year Exempt" taxation class with the new "Historic Vehicle" taxation class can be obtained by contacting the customer enquiries (Vehicles) Unit, D.V.L.A. Swansea, SA99-1BL: Telephone 01792 772134. Between 8:15 am and 4:30 pm Monday to Friday. VRO addresses may be found in the telephone directory under "Transport, Department of".

D.V.L.A Swansea.

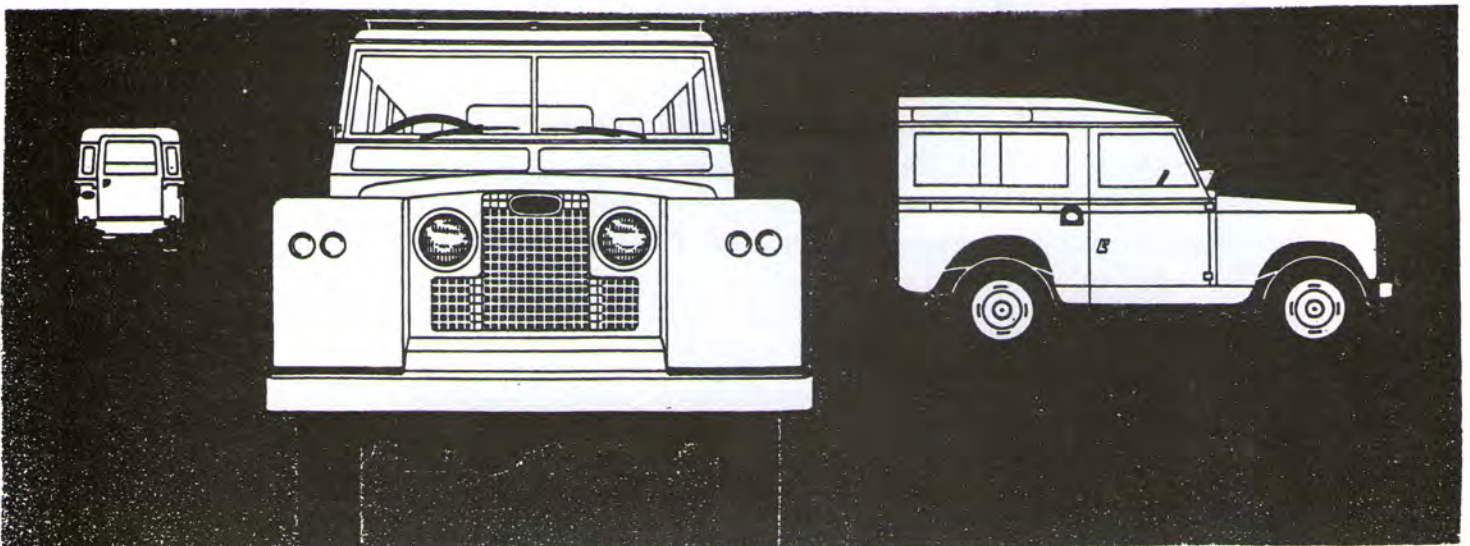
SERIES II CLUB**REGISTRATIONS**

One item the Chancellor failed to mention in the recent budget was that the Vehicle Excise Taxation Class "25 Year Exempt" has been replaced by the new "Historic Vehicle" Taxation Class, the catch being that whereas the previous taxation class was "rolling" i.e. more vehicles were encompassed as they reached 25 years of age, there is now a definite cut of date of the 1st. January 1973.

Virtually all of our clubs vehicles had finished production by 1972, except maybe the very last 2B's. But I am aware that many club members have later vehicles that will fall foul of this unannounced change.

I have copied the letter that the club received from the D.V.L.A, please ask if you require a copy. (See last item for details...ED).

David Dutton. Registrations Officer.



FRIENDS IN HIGH PLACES.

A highlight of the summer show season is a small show in a idyllic setting on the coast ,close to the Devon/Dorset border at Branscombe. But this isn't just another village classic car show with a car boot sale thrown in to attract the public. Branscombe includes an air display, and so display it is too! Tucked away over the hills from Honiton this out of the way show with its 900 yard airstrip is a real revelation to the regular shoe visitor, and when you realise that the committee has donated over 20,000 pounds in 6 years to the British Legion you can appreciate the numbers of visitors it attracts.

Upon arrival at the site you notice the light aircraft parked in ranks as you find your allotted display peg. At regular intervals aircraft ancient and modern are arriving and departing. Its only during the casual thumb through the programme you begin to realise the lengths the organisers have gone to.....**whats this ?** Harrier display, Red Arrows fly past and Lancaster display !!!....Just as I begin to wonder if I have been handed an old Farnborough Air Show programme, the Tannoy rings out, "Harriers will arrive in two minutes" a quick scan round the rapidly filling site reveals nothing more modern than a Tiger Moth !! Among the crowded sea of heads craned skywards a few arms are raised pointing east. Then , right on cue , two Navy Harriers scream over the site at around 200 ft. I have never been so close to jet aircraft flying so fast and low , the excitement is tempered by the disappointment at such a brief visit as they disappear into the distance. But whats this ? As the two planes start to bank left the Tannoy resounds again, " the Harriers are returning to carry out a low level fly past", please keep a tight hold on all children and animals, and secure loose objects. The casual disregard that this type of notice usually receives was quickly acted upon as the realisation dawned, that this was going to be a **LOW** fly past. Both planes approached the airfield which runs parallel to the assembled crowd at a distance of 30 ft. As their speed slowed to about 5mph the thruster nozzles turned groundwards, the two planes traversed the length of the airfield at around 30 ft. It was as though they were almost overhead. The fumes gushing from the thruster nozzles appeared as two nostrils of an enraged dragon breathing on the ground. The noise was phenomenal. Looking back I'm suprised that there was no warning to cover children's ears, as the vibration rattled through your whole body. I was absolutely spellbound and enjoyed the scream of the engine to full effect. I shouted something to Rose who stood next to me, but I could not even hear my own voice ! As the two planes exited the airfield this display alone would have made the day for me.

During the day we were treated to an exhibition of formation flying by 4 De-Haviland bi-planes, stunt displays and a ground display of aircraft.

After lunch it was confirmed that the Red Arrows had left Exeter airport and would have time to overfly the site. Shortly afterwards the bright lights on the noses appeared in the distance and the gleaming Hawks flew overhead and disappeared into the distance in 2 groups of 5.

Another highlight of the day was a flypast by the Lancaster from the Battle of Britain Flight. The sight of the WW2 veteran was very evocative, the four Roll-Royce Merlin's purred as the plane made 6 or 7 passes over the site from different directions, giving plenty of opportunity for photos. It was great to see the plane flying over open countryside rather than the sanitised atmosphere at a big air show.

In addition to the fixed wing aircraft, we were treated to a highly skilled display of helicopter flying by the Coastguard Service from Portland who took time to perform an impressive winching display which basically entailed, a winchman on the end of a winch rope with the red and white stretched Sea King hovering about 15ft above the ground, the pilot then proceeded to increase the height of the hover to around 150ft whilst the winchman maintains his original height. After a minute or so the pilot lowered the aircraft back down to the winchman. Very impressive !!!

Looking back ,the show was a real feast of flying machines, ancient and modern, and I would thoroughly recommend it should you find yourself in the Devon/Dorset area in mid. July. The quality of the air display for such a small show makes me suspect that the organisers must have friends in high places!

PETER LAMB.



“So you want to go Green Laning “?”

Green laning is one of the most contentious issues we in the Land-Rover fraternity face at this present time. It is also to my mind one of the most pleasurable, and we usually make a family day out of it with a few friends our Grandchildren and Son-in-law and our Daughter who drives her Ex. MOD 109” 2a on the road as if its an XR3 and scares the hell out of me but on ‘the lanes’ she becomes the ultra environmentalist and one dare not even raise ones voice let alone create a rut or damage the environment. Incidentally, she also rides and so can perceive a view on both sides of the argument. My wife will tell us the name and herbal uses of every wild flower and plant we find. And I’ll usually fall down in a foot of mud. In other words we enjoy our laning and make the most of it, you could do the same.

I believe eventually the byways of Great Britain will become no go areas for vehicles and the only way we will be able to indulge our pastime is at off road centres and on private land, I for one dread that day and until it arrives I will continue to fight for and exercise my democratic rights to drive legal roads. There are however some very strict rules and conventions that we should all adopt in order to help our cause. In the following articles in this and future issues I will try to explain about green laning and how to verify roads are legally drivable, How to prepare your Series 2 and yourself, the equipment you may require and some of the do’s and don’ts of green laning. Perhaps regale you with a few anecdotes both serious and not so serious. Hopefully by the end of this series I will have wetted your appetite you will have picked up enough information to give you the confidence to have a go.

Green laning isn’t about tearing about the countryside churning up every bit of mud you can find, That just gives the anti’s’ an excuse to argue for closure, but if that’s your thing, then fine, but find a quarry or off road centre and enjoy yourself there. and anyway you have probably just spent the better half of a couple of years restoring your Series Two to its former glory and no way do you want to damage it Do you?. It is not about challenging nature, it can be about challenging you and your skill as a driver and navigator and enjoying the open countryside. Green lanes should not be thought of as the battleground to be conquered by man and machine but as a history lesson . They are the roads of the past built by our ancestors under the oppression of an invading Roman army where legions of Roman soldiers marched across ancient Britain to conquer and enslave us, they are the roads that for hundreds of years pack horse drovers, the forerunners of the likes of Eddie Stobbart and his mighty juggernauts, used to transport goods around the country, they are the roads alongside which highwaymen hid in the shadows ready to pounce on unwary travellers, they are the leafy lanes where our grandparents and great grandparents and their mothers and fathers before them walked hand in hand courting, perhaps some of us were even conceived there. They were once the veins and arteries of our island and should be fought for not against. So **‘TREAD LIGHTLY’** for you tread on our history.

And remember the four W’s’

Weather; Don't use green lanes when there is a risk of damaging the surface beyond it being able to recover when the weather improves.

Weight; Don't use green lanes if your vehicle is so heavy it will damage the surface.

Width; Don't use greenlanes if they are too narrow for your vehicle and to drive it would damage hedgerows etc.

Winches; Use as a last resort and avoid damage to trees, fences, walls etc. at all times, although less damage to a road can result from the careful use of a winch rather than trying to power through soft sections of a road.

There are plenty of reasons to drive green roads, to be able to enjoy the wide open spaces accessible only on foot or via Land-Rover is one of them but I consider the most important reason for using these roads is to ensure they are kept open. You see, evidence of regular usage is one of the best defences we have when the local council are reclassifying roads. If we can prove that a particular road is used regularly by vehicular traffic we can argue that there is a need for it to be classified as a Byway (B.O.A.T.)

There is a Green road survey form available from The A.R.C. or The L.A.R.A. (more about these organisations later) that you should complete each time you travel a green road these can then be sent to LARA or ARC for use as evidence of vehicular use should it be required.

(I have copies and will ask the editor if we can include one in a later issue)

The first thing you should be aware of is that, Green roads are highways just like the M6, A1 and B whatever and as such you and your vehicle are subject to the same laws and regulations, not least being you must hold a full driving Licence, your vehicle must be taxed, tested and insured and be in a roadworthy condition.

Well you have sampled some of the don'ts so what about the do's. First find your road, Easy ? , not a bit of it!. where once you could pick up an Ordnance Survey (O.S.) map find a road and charge off into the hills we now have to be a lot more careful and do some research to make sure that the chosen road is actually a legal right of way for vehicular traffic.

So where do we start.

The good old Ordnance survey map of course, The Landranger and The Pathfinder series of maps are the best ones for Greenlaners. I will assume you can read a map and plot a map reference, if not then learn to do so , quickly !. (*Now there's an idea for an article for someone to write for the Mag.*). You probably already have an idea that a particular road exists and its whereabouts but is it legal ? . Check it out on the O.S. map it may be marked as a B.O.A.T. (Byway Open to All Traffic). It may be just a simple pecked line meandering across the map or it may be marked as a R.U.P.P. (Road Used as a Public Path), see the maps key for the method used to signify different rights of way. It may be just shown as a U.C.R. (Unclassified County Road). However the O.S. Map shows the road it may still not have vehicular rights and that is what we are looking for. So how do we go about ascertaining if a road has vehicular rights ?.

A road could be marked up as a B.O.A.T. on the map but as the O.S. maps are only updated at five year intervals its status could have changed. The local authorities are still in the process of re-classifying footpaths byways and bridleways so changes are being made almost daily. And a T.R.O. (Traffic Restriction Order) can be placed on a road at any time and to drive on a road subject to a T.R.O. can result in a hefty fine.

The only way to be sure is to go to the local authority highways dept and study the definitive maps of the area you intend to drive. Definitive maps have to be kept by all Local Authorities by statute - except in Scotland and Northern Ireland. If you live in these countries then a lot more research is required - and show all roads paths and bridleways with their designated status. You will need to make an appointment at the highways dept. to study the maps. Start with your own highways authority to see how it works and to familiarise yourself with the maps and their legend etc. They are all similar if not the same, once you get the hang of it you will have more confidence with 'foreign' authorities. Some local authorities are more helpful than others and staff will assist you all they can and at some it will seem as if they are deliberately obstructing you, they are not, but they can be as much in the dark about the status of roads as you are, take it in your stride it is all part of the greenlaning experience and will give you some good 'campfire' conversation when you are actually on the lanes. Ask to see a list of roads subject to TRO's and make a note of them. Take along your O.S. Maps and highlight the legal roads, you may even find during your research some long forgotten road that needs re-opening but don't forget the status could change, the highways departments will usually advise you of which roads they are in the process of re-classifying, if you ask, so try not to plan too far ahead.

Once you have your maps marked up and are sure of the status of the lanes you hope to drive you have done 80% of the hard work, although the hard labour is yet to come, the fun comes much, much later but it will come rest assured.

More enjoyment from greenlaning can be obtained by taking your research a step further and finding out about the actual road itself. Why is it there?, who traversed it in the past? etc. This usually involves a trip or two to the local library, Museum or the local authority archives dept, I have always found staff at these places to bend over backwards to help. I think that librarians and archivists would sooner do some research rather than have a good meal and will drop everything to look for some forgotten piece of local history no matter how trivial it seems.

I mentioned previously The A.R.C., The Association of Rover Clubs, this I think will need no introduction or expansion as we read of its function regularly in our Mag and as a member of The Series Two Club you should receive the A.R.C. News on a regular basis. However an organisation that you may not be as familiar with is L.A.R.A. So what's LARA all about then?. To answer that I will hand you over to Tim Stevens LARA's Information and development officer.

Whatever you want to do in a Land-Rover, there are lots of people out there who want to stop you, right? Too true, everyone knows that-but what can be done about it?.

Lets look at a few more problems. How about the farmer with an old quarry that he thinks might be useful to a 4x4 club for events or practice, but the planners say no? A councillor is being wound up to close off an old lane to vehicles, but he doesn't know if vehicle users might have a better idea. Somebody claims a Bridleway along an old green lane, and the council needs to look at user' evidence as it might turn out to be a Byway. A Local meeting is called in a National Park to consider a new route for cyclists, and the local Land-Rover users cannot get time off work to ensure their needs are also considered.

All these are problems, which might turn into opportunities, if only...

'If only' is where LARA can help. LARA has been established to help solve these problems for all its members. Established twelve years ago, LARA brings together all the major players in access to the countryside with motors-those with four wheels and any other number, for recreation and competition, and by right as well as with permission. The aim is to assist members, to co-ordinate policies, and to provide a unified voice and contact point. To do this LARA employs 'experts' in competition and site related matters, in planning and development control, and in rights of way and access. Not to do your jobs for you, as each LARA club is expected to bat for their own corner, and have their own expertise - and of course the ARC does all of this - but to help you do your jobs. To extend the cricket metaphor, LARA does not try to act as wicket keeper for all your problems, but to act as long-stop.

As an example, green laning is of particular interest to many ARC members, and LARA has spoken out on behalf of all who need to use green roads with the government, at public enquiries, and at various national and local forums and meetings. This includes representations at the English Sports Council, the Central Council for Physical Recreation, the House of Commons Rights of Way Review Committee, the Countryside Commission, The Highway Authorities and National Parks, the Country Landowners Association, and many many others. LARA also runs the system of county respondents who are consulted about all changes to the rights of way network, it organises Green Lane Day (March 29 this year), co-ordinates Voluntary Restraint agreements, and the latest development, still not finalised, is the creation of an international grouping of green laning clubs, to be ready for any threat to our activities from Brussels or elsewhere.

Tim Stevens, Motor Recreation Development Officer, LARA.

My thanks to Tim for the above and for doing it on such short notice.

Well You have to agree that if you are interested in greenlaning then it's worth keeping in touch with LARA. For more information, LARA stickers and a code of conduct leaflet send a SAE to LARA PO Box 20 Market Drayton TF9 1WR. stick a cheque in for two quid and you will get an access guide as well.

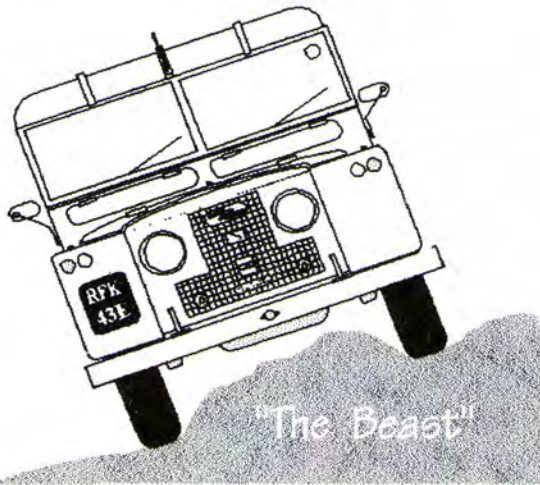
Perhaps another association that should not go unmentioned in an article about greenlaning is GLASS, The Green Lane Association This is a steadily growing organisation that also represents the rights of Greenlaners, organises greenlaning trips with the aim of clearing blocked lanes etc., and has rights of way area representatives who will mark up members maps. If you want to Green lane on a regular basis GLASS is well worth joining. And I

wouldn't be keeping you properly informed without mention of your local Land-Rover club who will probably also have a rights of way officer who will assist in your research.

Well I hope I have given you a taster of what Green laning can be about and that you will now check the status of any lanes you fancy driving. You have plenty of time between now and the next issue to start delving into the archives for suitable lanes. I hope my soap box espousing hasn't put you off but it is a passionate issue and I'm not the only person that feels this way . In future instalments I will be telling you how to prepare your Series Two and yourself and what equipment you may need.

Laurence Mitchell. Barnsley.



The Rebirth of "The Beast"

Christmas 1995.

My son David was growing tired of borrowing his Mum's car and the money he had saved for the purchase of his own first car was burning a hole in his pocket. We had previously agreed he would not purchase a car until he had a regular income but as an impatient 17 year old waiting to start his career in the RAF his start date of June 1996 seemed a long way away. After much discussion we agreed he should go ahead and purchase an "Old Banger" to do up as a way of giving him hands-on experience and getting him mobile before he left home. He decided that an old Land Rover was what he really wanted which I readily agreed to as I had always hankered for one myself. I also thought, rather selfishly, that he may just walk away in one piece should he hit anything in it whilst developing his driving skills on today's busy roads.

The New Year saw us knee deep in magazines and books which all too often contained conflicting advice but one comment stuck... *"One of the most popular versions of the Land Rover to buy second-hand is the Series IIA with almost half a million examples produced, it is also one of the most affordable variants available"*... I had worked on both petrol and diesel engined vehicles we had previously owned and am ashamed to admit that I never really mastered the intricacies of diesel engines. After much discussion we both agreed that it had to be the 2,286cc petrol engined version. A hard top made sense from the safety, security, insurance and weather angles and so the search began.

January the 19th 1996 was the date the affliction began, snow lay thick on the ground and a 50 mile drive home in our purchase, in darkness, left me with mixed thoughts which ran from "This is great, why didn't we buy one sooner" to "Is this really how headlight's used to be" and even to "I must be mad, he will never drive this *Beast* of a machine safely" the later thought usually occurred just as I hit a pot-hole and it wandered off on a course of it's own. All fears were laid however when I saw my son's face as he looked at it for the first time, he was in love, heavily... The next morning saw much poking and prodding before we finally agreed that its rebirth was within our capabilities.

knew the importance of thinking a job through first, how a feeler gauge should feel, what a friction-fit meant, how what could shake loose, would shake loose, how to wire bolt heads and nuts, could spot a ½AF spanner at five paces and the most important point of all, to be methodical in your work and approach it in a simple, step by step way, checking each task is completed before moving on.

Just as important he had survived his vital first year of motoring unscathed and learnt new motoring skills that no amount of books or coaching could teach him. Driving an old Landy on busy roads, at night in the pouring rain with original single Lucas wiper motors fitted that are totally out of synchronisation, no screen de-mister and sealed beam headlight's is no easy task. If nothing else it teaches you the importance of thinking driving and stopping distances, it's funny how at times like that you always wonder how effective its undersized drum brakes really are !

The next few months saw even more money spent on it, a reconditioned carburettor, new clutch, second-hand Fairey Overdrive unit, a heater that worked (though it still either demists or heats the cab - not both at the same time) a laminated windscreen that was scratch free, hours of tightening, adjusting, re-setting, cleaning and general tinkering. Covered many trouble free miles during 1997 and even though my son David was in Scotland I felt he was in the cab with me over every mile. Today sees "The Beast" with 11,000 miles added since purchase and much sprightlier with a full stainless steel exhaust system and an Un-Leaded head conversion. I consistently return 20mpg which sounds much better than 4.39 miles per litre, and it's part of our family to stay. Finally found a driving position that doesn't split my spleen too often and a hand cleaner that removes the grime accumulated most weekends. The stock of spares for the future is building nicely, and have even found an excellent garage for the "How do I do that ?" jobs.

I keep David regularly up to date on the rolling restoration's progress, send him photographs of the changes and seek his opinion on certain options. As I now pay for the petrol it uses he looks forward even more to driving it when he comes home on leave. My Wife states it's now one of my top three loves but no matter how hard I try I cannot think what the other two could be !

Love it or hate it ... ***"The Beast" is Re-Born*** ... and here to stay.

Norman Smith May 1998

Our first job was to remove the roof to allow us to drive it into our garage, next we totally stripped out the interior to find out why my feet had been so cold on the previous evenings drive home ... rotten floor panels with holes as big as your hands ... quickly the size of the task we had taken on hit home but we plodded on with no idea as to the outcome. Over the next six weeks we spent every available waking hour working on the restoration, desperate to meet our self imposed deadline of his eighteenth birthday.

"*The Beast*" finally emerged fully roadworthy from our garage on the morning of February 28th 1996, David's 18th birthday. It looked a totally different vehicle from the one that had entered just six weeks before and the neighbours looked on green with envy, at least I think it was envy? My feelings as he drove it away for the first time that day are burnt deep inside, we had achieved what at times had seemed impossible. All the blood and sweat, long hours, tired limbs, cursing and occasional deep despair melted away to be replaced with a warm feeling deep inside me that lasted all that day.

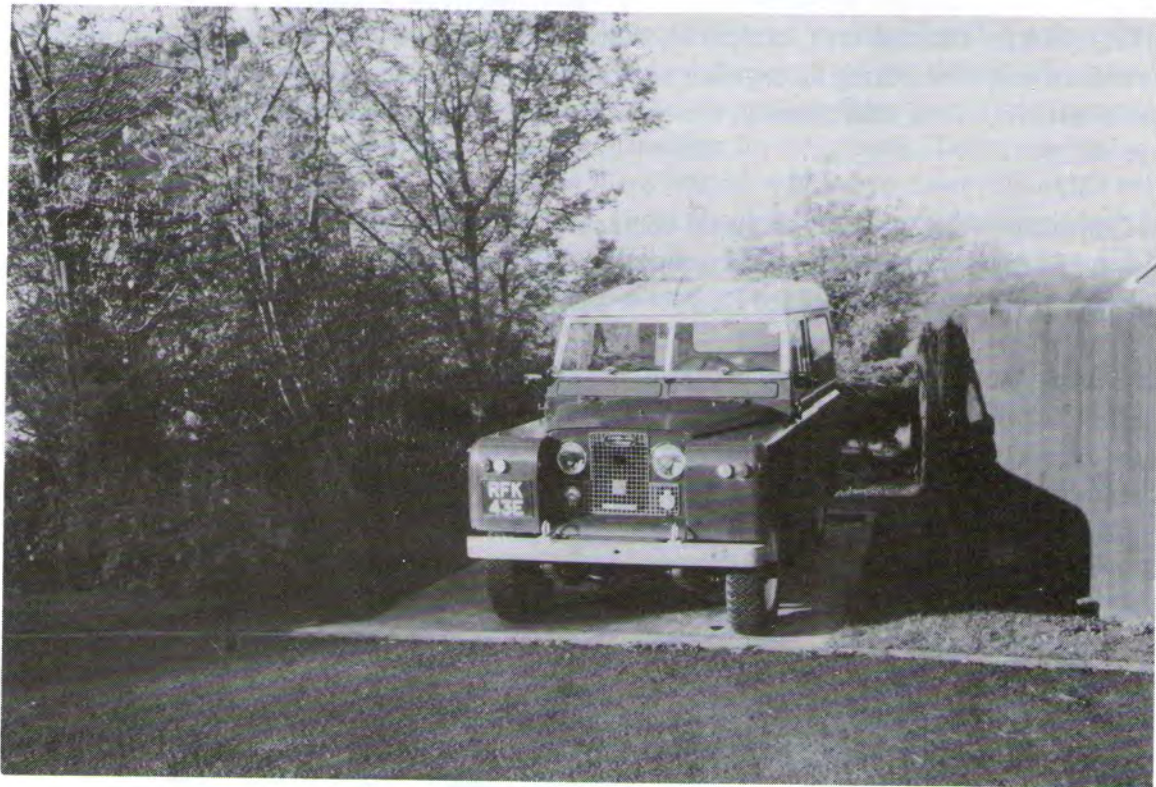
The next few months saw much fine tuning, tightening and lavish applications of "TLC" with no serious problems arising. David entered the RAF in June 1996 and after completing his Basic training, drove "The Beast" away as everyday transport for the next nine months whilst he completed his Trade training. During this time he covered over 5,000 bone shaking miles with no problems at all, even perfected a new game called "How many vehicles can I trap behind me whilst travelling the main A5 road from Weston to Gailey" - 23 vehicles was his record. Remember it was still as original as practicable and his ears could not stand speeds above 45mph for long. Apologies if you were one of the unfortunates on Friday and Sunday evenings over this period.

They say that you should never judge a book by its cover, David found out the truth of this saying when he took "The Beast" to have new tyres fitted on the rear. Whilst he was waiting for the job to be completed, the tyre fitter came to him with a broad smile on his face and an enormous, very badly creased, lorry inner tube in his hands. He asked how long this monster inner tube had been fitted, David looked bemused and asked what he was referring to, to which the fitter went on to explain that the monster tube had just been removed from one of his rear tyres and he was surprised anyone had been able to stuff all that rubber into a standard 205 x 16 tyre. We know as fact that the previous two owners had not changed any tyres and still wonder who lost their marbles one day and played the game called "let's stuff it full of rubber, air is for wimps".

His only concern with "The Beast" over this time was a metal on metal knocking that occurred occasionally, he reported whilst home on leave one weekend. After discussion I found out that the knocking only occurred whilst he was returning to the accommodation blocks from an evenings entertainment at the NAAFI, and then only as he drove flat out from the grassy airfield centre over the concrete runway's whilst he had untold numbers of strapping RAF recruits in the back and up front, all encouraging him to "floor it". We put that one down to driver error, told him to reduce the passengers to less than the number of brain cells he appeared to have and never did find out how many had squeezed in. The number thirteen is an unlucky number and I wonder if ... ? ...

March 1997 saw his first posting, Lossiemouth, Morayshire, a journey of 469 miles each way and just not a practical long term proposition for "The Beast". David reluctantly

The 'Beast' as Purchased Jan 1996.



The 'Beast' in May 1998.

DEUTSCHER ROVER CLUB. e. V.

Happy Birthday Land-Rover.....The German Rover Club e.V. celebrates 50 years Land-Rover.

Back then, like today, He was built for only one purpose.....WORK !! This tradition has continued for 50 years. The consequence, little compromise, no coloured steering wheels, no chrome, no wide tyres. We are talking about the Land-Rover.....not a fashionable off-roader, but a real cross-country car, one of the last stalwarts that could withstand the spirit of time.

Nearly all drivers of these classic vehicles sooner or later find their way to the German Rover Club e.V.

Behind this unpretentious name lies a country wide association of lovers of the Land-Rover founded in Oct. 1975. Corresponding to the interests of currently over 800 members. The club focuses itself on a wide spectrum of aspects of the Land-Rover.

This includes the restoring and collecting of Land-Rover classic cars, world travel, trial sports, procurement of replacement parts, maintenance, equipment and repair, as well as other interests of the members, who own a Land-Rover as a caravan hauling member of the family or as a robust assistant in farming and forestry, fox hunting and wild protection, or for surveying and construction sites.

These interests are also reflected in the annual country wide spring and autumn meetings, that bring together hundreds of Land Rovers from the whole country and the neighboring states. In addition to these two great events, other events are organised by the local branches, with a strong regional character. Included in the event are road book driving, a replacement part market, children's animation's, campfires, slide and film shows. Naturally, there will also be off-road driving which bring us together and does not drive us apart. The members come to these events with their entire family, therefore a programme for the children is always part of these events.

The German Rover Club e. V. keeps up contacts with other Rover clubs that are located in nearly all European states. Our members periodically attend events, just as members of other clubs take part in the events of the Deutscher Rover Club. e.V.

The German Rover Club e.V. will celebrate the Fiftieth anniversary of The Land-Rover from August 1st. to 9th. 1998 with a great International meeting at Kaisersesch/Eifel Germany. On a big field with enough room for all Rovers coming from all over the place ! An extensive programme with and around the Land-Rover is planned for the whole family.

All Land-Rover drivers and their family are kindly invited to this event. You can sign up through The German Rover Club e.V. Brahmstr. 17, 22941, Bargteheide. Fax 04532 24278. The entrance fee is DM 150.....per vehicle. Members of the Deutscher Rover club pay DM 50.-/40.-.

The party tent will be open all week with music. Pit Frey's.....fahrbaren Wustenkuche. (mobile desert kitchen?) will make sure that there is enough for us to eat and drink.

PHOTO GALLERY, HERITAGE RUN 98.





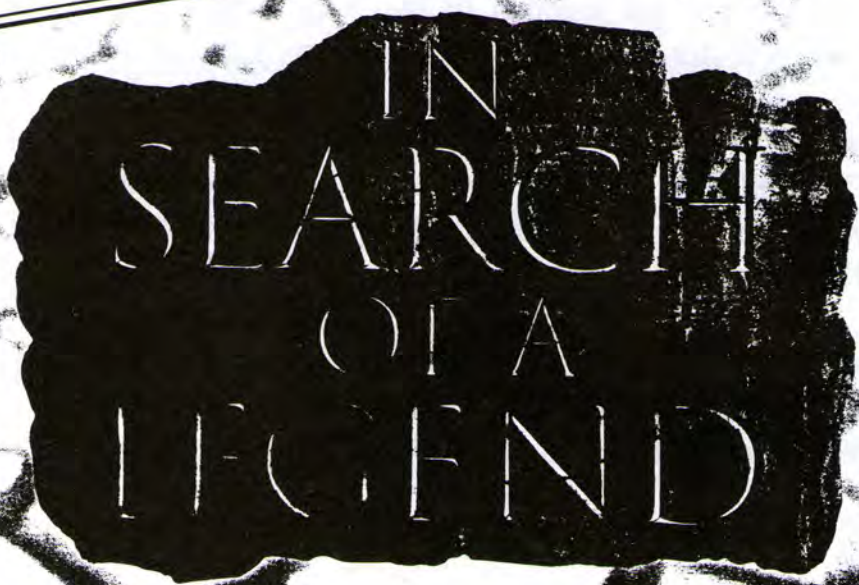
PHOTO GALLERY, LLAMA TROPHY. 1998





WANT TO WIN A V8 DEFENDER ? 'COURSE YOU DO ! ENTER LAND-ROVER'S COMPETITION AND YOU COULD.....

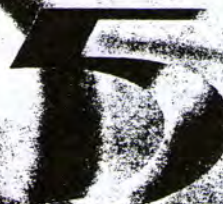
WIN A 50th Anniversary Collector's Edition Defender V8 50 worth £25,995*
*On the road price



Are you driving a Legend?

Enter our search for a Land Rover with the most unique qualities of freedom, adventure, individualism, authenticity and guts.

Your Land Rover does not have to be the most pristine or best maintained, but instead a vehicle with its share of adventures.



FIFTY YEARS OF THE BEST 4x4 FAR

PICK UP AN ENTRY FORM FROM YOUR LOCAL LAND-ROVER DEALER.
GOOD LUCK !

PUB MEETS

On the first Wednesday of the month there is the Essex Branch Pub Meet at the Plough and Sail Public House on the A130 at East Hanningfield near Chelmsford. Please drop in for a social get together from 8pm onwards. Full details from Steve Downing on 01375 380002.

Generally on the first Sunday (but it does vary, see below) there is the East & West Midlands Pub Meet at the Appleby Inn, Appleby Parva, Leicestershire, on the A444. This is a monthly get together of two local branches. All the details you need from Brian Webster on 0115 9136244 or Tony Land on 01827 67343.

On the second Tuesday of the month there is a Land-Rover Owners Pub Meet at the Holly Bush, Walsall Road, Norton Cranes, midway between Cannock and Brownhills, 300yds off the A5 Turf Island, which starts about 8pm. Details from John Martin on 01922 684135.

Series II Club members have been invited along to the Twickenham Off-Roaders Pub Meet which takes place on the first Wednesday of the month from 8.30pm at Popes Grotto, Strawberry Vale, Twickenham. Details from John Grieve on 0181 8934251.

Events

- | | |
|---|--|
| 3 rd June | Essex Branch Pub Meet at the Plough and Sail. (see above). |
| 6 th +7 th June | West Dorset Vintage Tractor Club Rally, Bridport, Dorset. With club stand. Please contact Neil and Louise Miller on 01460 76198 for details. |
| 6 th +7 th June | Aldham Steam Rally and Craft Fayre, near Colchester, Essex. Camping available, please contact Peter Farley on 01268 453796 for details. |
| 7 th June | East & West Midlands Pub Meet at the Appleby Inn. (see above). |
| 7 th June | The London To Brighton Classic Car Run |
| 13 th +14 th June | Truck & Motor Show, South West. Westpoint showground, Exeter, Devon. Classic, custom cars and bikes. Camping for visitors. Each vehicle entered will +gain free entry to the show for both days as well as two adults and two children, but the entry deadline is 20 th May 1998. Please contact Neil and Louise Miller on 01460 76198 for details. |

- 13th+14th June Derby Motorshow '98 at Markeaton Park, Derby. The largest outdoor event of its kind in the East Midlands. Free admission and parking.
- 17th-19th June LRO Billing '98 Off Road Show, Billing Aquadrome, Northampton.
- 20th+21st June Lister Petter Tynedale Rally. Nibley House Farm, North Nibley, Dursley, Gloucestershire.
- 27th+28th June Rover's Magic 50th. A Celebration of the Land-Rover. A special event being hosted by the Norfolk Rural Life Museum. Camping is available. Contact Martin Collier, Assistant Curator (Visitor Services), Norfolk Rural Life Museum, Beech House, Gressenhall, Dereham, Norfolk, NR20 4DR.
- 27th+28th June Series I Club's 50th Anniversary Rally, Shugborough Hall, near Stafford. All places taken.
- 28th June Wellington Country Park Classic Motor Show, Riseley, nr Reading, Berks.
- 1st July Essex Branch Pub Meet at the Plough and Sail. (see above).
- 5th July East & West Midlands Pub Meet at the Appleby Inn. (see above).
- 11th+12th July Powderham Classic Car Show, Exeter. Marvelous setting in parkland in the grounds of Powderham Castle right on the edge of the Exe Estuary. Club stand here. Please contact Neil and Louise Miller on 01460 76198 for details.
- 19th July Audley End Classic Car Show, Saffron Walden, Essex.
- 25th+26th July West Bergholt Steam Rally and Craft Fayre, near Colchester, Essex. Camping available, please contact Peter Farley on 01268 453796 for details.
- 26th July Branscombe Air Display and Classic Car Show, near Sidmouth in Devon. Club stand here. Please contact Neil and Louise Miller on 01460 76198 for details.
- 31st July-2nd August South West Camping weekend and Exmoor Challenge. Our main event in the south west is a must for those looking for a relaxing weekend set in some of the most stunning scenery in the country. Activities include off roading on Exmoor and along the Exe valley, Land-Rover games and evening barbeques. On site amenities include shop, launderette, hot showers etc. This is a thoroughly enjoyable event with something for everyone. Please contact Neil and Louise Miller on 01460 76198 for details.

- 2nd August East & West Midlands Pub Meet at the Appleby Inn. (see above).
- 5th Essex Branch Pub Meet at the Plough and Sail. (see above).
- 8th+9th August Yeovil Festival of Transport, Yeovil, Somerset. This is a celebration of the British motor industry with company trade, craft and auto jumble sections. Plenty for all the family. Please contact Neil and Louise Miller on 01460 76198 for details.
- 9th August Chug and Puff Vintage Vehicle Rally and Fayre, Ramsden Bellhouse, near Billericay, Essex. Please contact Peter Farley on 01268 453796 for details.
- 15th+16th August Yesterday's farming, Somerset. Club stand here. Please contact Neil and Louise Miller on 01460 76198 for details.
- 30th+31st August Honiton Hill Rally, Devon. For vehicles 30 years and older only. No club stand permitted here, but individual entries accepted. Please contact Neil and Louise Miller on 01460 76198 for details.
- 30th+31st August The Breamore Classic Car Show, Fordingbridge, Hants
- 30th+31st August Knebworth '98-The Classic Motor Show, Knebworth Park, Stevenage, Herts.
- 2nd September Essex Branch Pub Meet at the Plough and Sail. (see above).
- 5th+6th September Calverton Steam and Vintage Vehicle Rally. Please contact Brian Webster on 0115 9136244 for details.
- 11th-13th September Langley Farm. This is the big one! A celebration of the 40th Anniversary of the introduction of the Series II.
- 13th September East & West Midlands Pub Meet at the Appleby Inn. (see above).
- 2nd-4th October South West Autumn camping weekend. Near River Parrett, Somerset. Off roading in very picturesque countryside. An enjoyable weekend for all the family. Please contact Neil and Louise Miller on 01460 76198 for details.
- 3rd+4th October Malvern Motoring Event. Limited places, first come first served, please contact Tony Land on 01827 67343 for details.
- 7th October Essex Branch Pub Meet at the Plough and Sail. (see above).
- 11th October East & West Midlands Pub Meet at the Appleby Inn. (see above).
- 1st November East & West Midlands Pub Meet at the Appleby Inn. (see above).
- 4th November Essex Branch Pub Meet at the Plough and Sail. (see above).
- 7th+8th November The International Classic Motor Show, NEC, Birmingham.
- 3rd December Essex Branch Pub Meet at the Plough and Sail. (see above).

6th December East & West Midlands Pub Meet at the Appleby Inn. (see above).

Dates for 1999

3rd January East & West Midlands Pub Meet at the Appleby Inn. (see above).

6th January Essex Branch Pub Meet at the Plough and Sail. (see above).

3rd February Essex Branch Pub Meet at the Plough and Sail. (see above).

7th February East & West Midlands Pub Meet at the Appleby Inn. (see above).

3rd March Essex Branch Pub Meet at the Plough and Sail. (see above).

7th March East & West Midlands Pub Meet at the Appleby Inn. (see above).





ASSOCIATION OF ROVER CLUBS
1998



ALL ROVER RALLY

annual non-competitive gathering

This year's event at the

TOWN & COUNTRY FESTIVAL

National Agricultural Centre, Stoneleigh Park, Warwickshire

29, 30, 31 August 1998

Festival of the Countryside

Festival of Live Entertainment

Festival of Leisure & Shopping

Festival of Motoring

New Cars and Off Road Vehicles

45 Vintage Car Clubs

Commercial Vehicles

Vintage Motorbikes

Military Vehicles

- Club vehicle displays - cars and Land Rovers



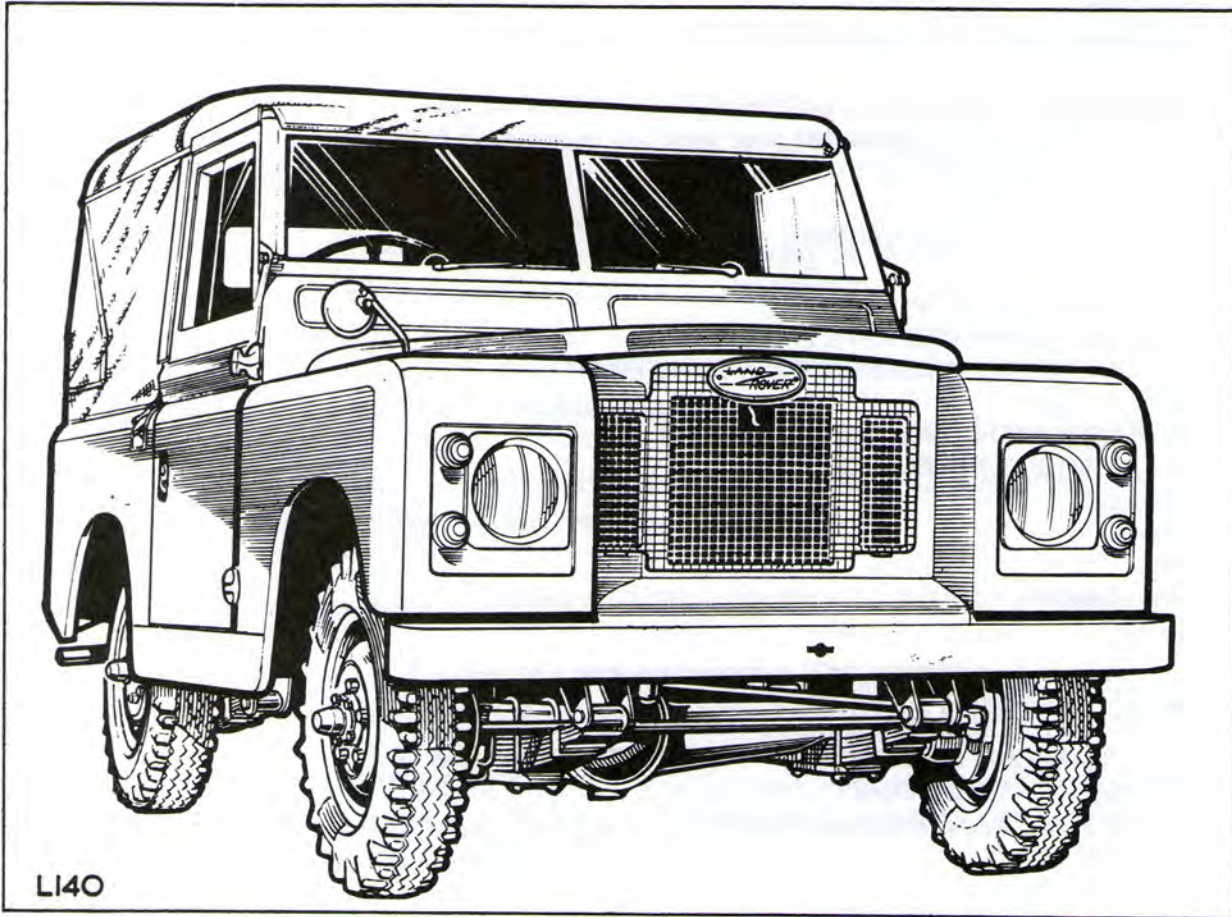
CELEBRATING

FIFTY YEARS OF LAND ROVER

- Caravanning / Camping

Book the date -

If you are interested in attending this event, either camping or caravanning,
please get in touch with Chris Savidge, Non-Competitive Clubs Co-Ordinator
on 0115 926 7716 as soon as possible.



DISCOUNTS.

MERLIN LAND-ROVER. A 15% DISCOUNT ON ALL PARTS. SHOW MEMBERSHIP CARD.
 CANDOL SERVICING AND ACCESSORIES. 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. 01702 559933. OFFER
 A 10% DISCOUNT.

THROUGH A.R.C. MEMBERSHIP THESE COMPANIES ARE OFFERING A DISCOUNT.

CHAMBERLAIN SEAT COVERS. 10% DISCOUNT.
 ADRIAN FLUX AND Co. KINGS LYNN. 01553 775775. 15% OFF NORMAL PREMIUMS.

For Sale.

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

TWO... FORWARD FACING, FOLDING REAR SEATS WITH FRAMES.

BLACK DE-LUXE VINYL COVERING.

NEW IN FEB-96 AND HARDLY USED SINCE.

£80.00 THE PAIR ONO.

Norman Smith. 01785 660290. (Stafford).

WATER PUMP SERIES II 1958-62.

£15.00

ROTOR ARM LAND-ROVER 90-110 (3.5L)1985.....

£2.00

AUTO-TRANSMISSION GASKET SET AUSTIN-MORRIS

2.3 PETROL 6 cyl.

£6.00

GLOW PLUGS LAND-ROVER DEFENDER 90-110

1990.....NEW NEVER BEEN USED.

£10.00

Mr D. Moores,

6, Countess Lane,

Radcliffe,

GTR Manchester.

M 26-3WF.

RANGE-ROVER 3.5 V8 1881 'W' REG.

M.O.T. UNTIL OCTOBER 1998. LOTS OF NEW PARTS.

NO TAX. TOO GOOD TO BREAK GETTIN HITCHED SOON SO HAS TO GO...

ENGINE NEEDS A CRANKSHAFT,

BUT STILL STARTS AND DRIVES. NO OFFERS £1.000.

0121 476 1937 HOME

0121 303 6828 WORK

PLEASE ASK FOR MIKE.

SERIES II 1961 SWB. HARD TOP. 2.25 PETROL. BLUE. TAX EXEMPT. MOT DEC '98. TWO OWNERS FROM NEW.....£600.00.

HELEN LIPPETT. 01905 427966.

SERIES IIA LWB 109" TRUCK CAB. BLUE. 2.25 PETROL. REG NO.760 EHR. 1964 RECOVERY VEHICLE. HARVEY FROST CRANE. VERY GOOD BODY PANELS BUT RUST IN BULKHEAD & CHASSIS. GOOD RESTORATION PROJECT.....£400.00 BUYER COLLECTS. (WILTSHIRE) JOHN 01249 817875 EVENINGS.

SERIES IIA. SWB. HARD TOP. 2.25. PETROL. CREAM. REG NO GDD 234 D. 1966. VEHICLE COMPLETE. BUT IN BITS. GOOD BODY PANELS. GOOD CHASSIS. HOT DIP GLAV..... £500.00. BUYER COLLECTS. (WILTSHIRE) JOHN 01249 817875. EVENINGS

WANTED.

CYLINDER HEAD FOR EARLY SERIES II 2 LITRE DIESEL. NO CRACKS..... I'VE ALREADY GOT A CRACKED ONE !!

HUGH FERRIER. 01349 884403 (HIGHLANDS)

1. PHOTGRAPHS OF SERIES II LAND-ROVERS AT WORK Etc.....1958-71.

2. PHOTGRAPHS OF SERIES II'S STILL IN USE ie. ARMY, QUARRYS, FIRE, AMBULANCE, ANY SII'S AT ALL.

CHRIS BENTLEY 01298 25151. (BUXTON).

Club shop.

APRIL 1998.

Please note- the P&P is priced per item, but if more than one item is purchased, the cost will be lower. Use good sense and the same scientific judgment that is required to drive a Series II

Badges. Etc.

Brass Radiator Badge	£16.20	£1.00p&p.
Embroidered Badge (sew on)	£ 3.00	£0.50p&p.
Land-Rover pin badges	£ 4.00	£0.50p&p.
Hand embroidered key ring	£ 3.00	£0.50p&p.

(Available in different body styles and colours-be an individualist !)

Charts.

Chassis prints	£ 1.50	£0.50p&p.
Forward Control book	£ 3.00	£1.00p&p.

Clothing.

T-Shirts (Red,Blue,Green)	£ 6.00	£0.75p&p.
Polo Shirts (Red,Blue,Green)	£10.00	£0.75p&p.
Sweatshirts (Red,Blue,Green)	£11.00	£1.00p&p.

(All clothing is available in small, medium, large).

Mugs Etc.

40th Anniversary (of the Series II !)

A Limited Edition Mug. £ 4.00

Not really keen on sending these items through the post
It would be better to buy these at a show.

Half Pint Glass Tankard... Etched
with our logo (very smart) £ 5.50

(However if you can't get to show please give me a ring !)

Please note...if you have any good ideas for new stock, please let me know!

Ben Hanbury, The Croft, Piccadilly Lane, Upper Mayfield, Ashborne, Derbyshire. DE6-2HP.

Telephone.....01335 346103

Why not Advertise in the Series II Club Magazine?

This magazine hits between 350 and 400 owners of older Land-Rovers, is published 4 times a year, is read by club members and their friends and is sent to all parts of the U.K and lots of places overseas !

Prices.

Back cover in colour	£40.00
Inside back cover	£35.00
Full page	£30.00
Half Page	£15.00
Quarter page	£10.00

Prices for other options available on request.

All prices are per issue, reduced rates for multiple bookings, payment by invoice following publication. All prices subject to V.A.T.

To book space or for further information. Please call the advertising department on 01743 872634 and ask for Peter.

We can even design you advert art work and photos.

Try us now.....



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Heritage Trust

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TELEPHONE: (01926) 641188 FACSIMILE: (01926) 641555

27 April 1998

Laurence Mitchell
The Land Rover Series Two Club
1 Hanover Court
William Street
Worsborough Bridge
Barnsley
S70 5BZ

New Laurence

Just a brief but very sincere note to thank you and the members of The Land Rover Series Two Club for giving your time so generously at the Land Rover 50th Anniversary Celebrations at Heritage Motor Centre yesterday.

Your Club's enthusiasm and generous support added greatly to the event as did your splendid and professional display - despite the continued threat of wind and rain, I greatly admired your tenacity!

From the feedback we received during the event and from the numerous telephone calls we have taken today, we believe we all had a brilliant day and we do hope that you and your Club all enjoyed yourselves.

My thanks once again for your time, support and efforts.

Kind regards.

Yours sincerely

JMR

Jane Roche
Special Events Organiser - Direct Line 01926 645120



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