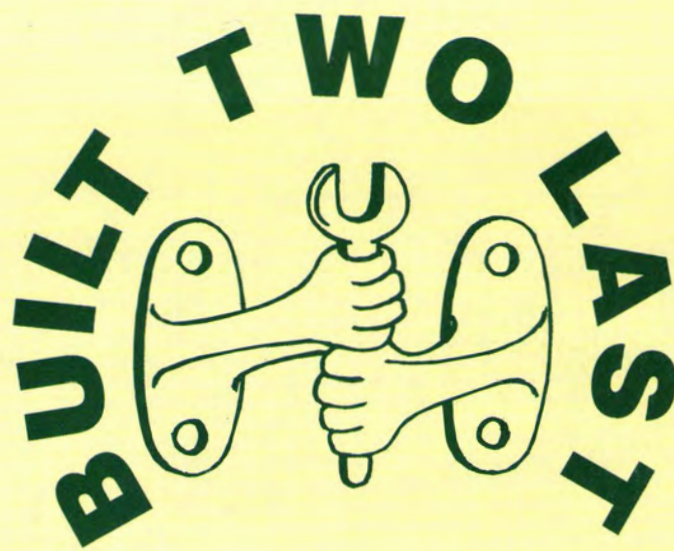


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CLUB



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

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 VICE-CHAIRMAN TONY LAND.
 LIFE PRESIDENT FRANK MYATT.
 SECRETARYLAURENCE MITCHELL.
 MAGAZINE EDITORPETER HOPKINS.
 EVENTS CALENDAR MIKE ADAMS.
 SHOP MANAGERBEN HANBURY.
 TECHNICAL OFFICERBRIAN WEBSTER.
 REGISTRATION OFFICERDAVID DUTTON.
 TREASURERPAUL HANBURY.
 DATA OFFICER (MEMBERSHIP)LAURENCE MITCHELL.
 DATA OFFICER (VEHICLES)DAVID HENDERSON.

If you wish to contact any of the above, please write to the club address.

E.MAIL.....LRseries2@aol.com

BRANCHES.

WEST MIDLANDSTONY LAND TEL.01827 67343.
 EAST MIDLANDSBRIAN WEBSTER TEL.01159 136244.
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 SOUTH WESTNEIL & LOUISE MILLER TEL.01460 76198.
 BRISTOL BRANCH GRIFF JORDON-SIMMONS TEL.0117 970 2978.
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 NORTH WESTSUE COPE TEL.01484 548079.
 NORTH WALES & SHROPSHIRE ANDREW TURFORD TEL.01952 419404.

MAGAZINE. We welcome contributions of all types, either photographs, stories or articles relating to Land-Rovers or off road driving. Articles should be original and not subject to copyright. If possible please send articles on disk for ease of reproduction. Most formats can be supported. (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 landowner 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. 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 advised to obtain independent verification of data, advice or methods before acting on them, particularly where safety, finance or legislation is concerned.

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COPY DEADLINE FOR NEXT ISSUEMAY '99.

EDITORIAL.

Thank you. To every one who has sent in articles for the magazine, if yours has not appeared yet, don't worry it will, its just that I have so much to publish that has been left over from last year. They're where so many events that some of our regular features like member's motors and rebuilds had to be filed away until space is available so fear not they will appear!

This year, as most of you will know is the last year we can buy 4 star fuel, with still no real information on replacements etc. I have read the Government booklets but they are still a bit vague. For myself I have changed my engine for an unleaded one from a Land-Rover 90. (I was lucky I found one at a good price). The choice is an unleaded head or an addition to the fuel or even a gismo in the tank. (or a diesel engine). So for the next issue of the magazine I would like to cover all the options. Please write to the club address and tell us what you have done or are about to do to keep your Land-Rover on the road. I will write to as many companies as I can find, who rebuild the heads and make the gismos. You never know they may want to advertise in the magazine or even give us some parts to try!
See you soon Pete.

FROM THE CHAIRMAN.

Progress at last! The fire engine is now completely stripped down and spread all over the garage floor. I bet you all thought I was going to say "completely restored and ready for this years shows". No such luck.

But at least I can now get on with the job, I know what needs doing and in what order. The engine and gearbox seem ok, so I am just going to replace the clutch and swap the cylinder head for an unleaded one.

The chassis is shortly departing to Barnsley, where a very fine chap, who will remain nameless, as I'm sure the club could keep him in work for years to come. Has agreed to weld it up for me.

I was until the middle of January getting on very well with the fire engine, but as the MOT was due on my other Ila and my sister's S3, my priorities where reorganised for me.

My Ila passed as it always does, without a problem, but as I smiled at the MOT certificate, I knew the Land-Rover would get its own back sometime. And it did, two weeks after the MOT, the radiator cracked wide open right along the bottom. I was taking no notice of the instruments at all as I drove along on my way to work. I was trying to get the wrapper off a Mars's bar while keeping the Land-Rover on a reasonably straight course, I never noticed the temperature gauge hit the top mark, I even thought my sudden loss of forward vision was due to the foggy Derbyshire weather, but it wasn't it was steam and lots of it!

We ground to a halt on double yellow lines outside Chapel-en-le-Frith Police station, just what I needed, I lifted the bonnet to be greeted by a plume of steam that Fred Dibnah would have been proud of. But I was not. After muttering a few more unrepeatable words I wondered off to find a 'phone box. As usual just because my Land-Rover had decided it was having no more, the rest of the families' vehicles

followed the same way. The S3 failed its MOT with a long list of to-dos, and then father walked in muttering several unrepeatable words followed by brakes do not work and diff lock will not disengage. Telling him to buy an anchor and cover the diff warning light with an oily rag fell on deaf ears. So I had a very busy weekend. Land-Rovers don't you just luv'em!

The club has another very busy year ahead with more events than ever to attend. Well it's the 51 st anniversary of Land-Rover this year. So lets make it an enjoyable year. I look forward to seeing you all. Cheers Chris.

FROM THE TECHNICAL OFFICER.

Q.. HOW TO RESTORE GALVANIZED PARTS?

A. I WOULD SUGGEST THAT YOU PAINT IT WITH GALVAFROID PAINT, ALLOW IT TO CURE FOR ABOUT 3 MONTHS THEN GO OVER IT WITH WIRE WOOL. AND HEY PRESTO! IT LOOKS LIKE NEW.

Q.. RE-SPRAY WITH 2-PACK PAINT IN BRONZE GREEN?

A. LAND-ROVERS OWN PAINT CODE IS VERY LONG,ARE YOU READY,HERE IT COMES.

1. YES THAT IS IT STRAIGHT FROM THE LOCAL MAIN AGENTS,OR TRY CONTACTING A FEW OTHER SUPPLIERS OF LAND-ROVER PARTS IN YOUR AREA THEY SHOULD BE ABLE TO SUPPY THE PAINT ALREADY MIXED.
2. AS TO 2 PACK PAINT YOU WILL NEED TO PAINT IN THE OPEN DUE TO THE FUMES GIVEN OFF ARE NOT GOOD FOR HUMANS TO BREATH, OR GET A SPRAYING FIRM TO DO THE JOB FOR YOU.
3. I PERSONALLY USED SPARY CANS FOR MY REBUILD WHICH I AM WORKING ON AT THIS VERY MOMENT. SPRAY CANS ARE CELLULOSE PAINT.

IF ANY MEMBER HAS THE PAINT CODE FOR MIXING BRONZE GREEN OR ANY OTHER LAND-ROVER PAINT PLEASE LET ME HAVE THEM. PLEASE SEND YOUR TECHNICAL QUESTIONS TO THE CLUB ADDRESS OR USE THE E.MAIL ...LRseries2@aol.com
THANK YOU BRIAN WEBSTER.

A FEW WORDS FROM THE EDITOR.

Thank you to every one who has sent in technical queries over the last few weeks/months .The email address has proved to be a run away success with one or two messages being received each day. I try and reply to the emails as they come in, just so you know that I have received them. If it is a simple question I sometimes answer it myself. When I have a few they are posted off to the club address to be sent to Brian Webster who in the fullness of time sends the replies back to me for publishing in the next issue of the magazine.This of course is not a fast service, so please allow a little time.

Of course if it's a desperate query you can always ring your area organiser or county contact who may be able to help or put your mind at rest!

Thanks.

EVENTS.**WEST MIDLANDS BRANCH. Telephone Tony Land for details.**

- APRIL 17TH..... CLUB AGM at the Presentation suite Land-Rover factory, Lode Lane. Solihull.
- MAY 2ND..... LAND-ROVER MARQUE DAY at the British Motor Heritage Museum. Gaydon.
- MAY 3RD..... BURTON CLASSIC VEHICLE RALLY at the Bass Museum. Burton On Trent.
- MAY 8TH..... Pub Meet.
- JUNE 5TH..... Pub Meet.
- JULY 3RD..... Pub Meet.
- JULY 16TH - 18TH LRO Billing.
- AUGUST 7TH..... Pub Meet.
- AUGUST 28TH..... 30TH ARC all Rover weekend at the Town & Country Festival. Stoneleigh.
- SEPTEMBER 11TH..... Pub Meet.
- SEPTEMBER 4TH & 5TH..... Weston Park International. Weston Park. Near Shifnal.
- OCTOBER 9TH..... Pub Meet.
- NOVEMBER 6TH..... Pub Meet.
- DECEMBER 4TH..... Pub Meet.

SOUTH WEST BRANCH. Telephone Neil & Louise Miller for details.

- MAY 1ST & 3RD..... Abbey Hill Steam Rally, Yeovil.
- JUNE 12TH & 13TH..... West Dorset Vintage Tractor Club Rally Bridport Dorset.
- JUNE 26TH & 27TH..... Salisbury Plain Camping & Offroad Weekend.
- JULY 10TH & 11TH..... Powderham Classic Car Show Exeter.
- JULY 25TH..... Branscombe Air Display and Classic Car Show. Nr Sidmouth.
- JULY 30TH - 1ST August..... South West Camping Weekend & Exmoor Challenge.
- AUGUST 7TH & 8TH..... Yeovil Festival of Transport.
- AUGUST 21ST & 22ND..... Yesterdays Farming Long Sutton. Somerset.
- AUGUST 29TH & 30TH..... Bank Holiday Weekend. Honiton Hill Rally.
- OCTOBER 1ST - 3RD..... Autumn Camping Weekend. Near River Parrett. Somerset.

JOINT NORTHWEST, PEAK & NORTHEAST EVENTS. Please contact any of the Northern Organisers.

- MARCH 27TH..... The Llama Trophy.. Get lost in Derbyshire.
- APRIL 25TH..... Technical day Sort out that irritating problem(not the kids !!). With our own Grease Fingered genius Hedley Cope.
- More events in next issue.

NORTH WALES & SHROPSHIRE. Telephone Andy Turford for details.

Some events are planned ie camping weekends and pub meets ,but as yet no details,
Watch this space..

Please come to as many events, as you can they are open to all. No matter which area you live in. If you have ideas for meetings let the club know. Have Fun !

SERIES II CLUB LTD.
NOTICE OF ANNUAL GENERAL MEETING

Regd. No. 2451020

The Companies Act 1985

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Company to be held at The Rover Group presentation suite, Land Rover Ltd, Lode Lane, Solihull on Saturday 17th April 1999 at 1.00pm for the purposes of considering, and, if thought fit, passing ordinary resolutions as to the Directors of the Company and as to its ordinary business, its auditors and accounts.

By order of the Board of Directors

L. Mitchell - Secretary

1st March 1999

Notes:-

1. Any member of the Company entitled to attend, speak and vote at the above mentioned meeting may appoint a proxy or proxies to attend, speak and vote instead of that member. A proxy may demand, or join in demanding, a poll. A proxy need not be a member of the Company. A proxy form is attached and should be completed appropriately to reflect the member's wishes.
2. A copy of the balance sheet and every document required by law to be annexed to it, will be laid before the above mentioned meeting. The statutory registers are available for inspection during normal business hours without charge at 1 Hanover Court, William Street, Worsbrough Bridge, Barnsley S70 5BZ (telephone first 01226 205821)

AGENDA FOR ANNUAL GENERAL MEETING**TO BE HELD ON 17th APRIL 1999**

1. To receive apologies for absence.
2. To read the minutes of the last Annual General Meeting of the Company.
3. To receive the Directors' Report.
4. to receive the Treasurers Report and accounts for the year ended 31st January 1999
5. To appoint Directors, Officers and Committee members.

(Note Under Article 35 one third of the Directors shall retire (but may be re-appointed) and no new person shall be appointed as Director at any general meeting unless not less than fourteen nor more than thirty five clear days before the date appointed for the meeting notice executed by a member qualified to vote at the meeting has been given to the Company of the intention to propose that person for appointment, together with notice executed by that person of his willingness to be appointed)

6. To appoint Messrs James Stewart and Company Chartered Accountants, as auditors of the Company and to authorise the Directors to fix their remuneration.
7. Presidents Report.
8. Chairmans Report.
9. Secretaries Report.
10. Magazine Editors Report.
11. Club Shop report.
12. Data Base Report.
13. Registrations Report.
14. To consider a proposal by Sue Cope (0029/F1) Northwest area organiser . That the Club appoints a Rights of Way Officer.
15. To conduct any other ordinary business.

PROXY FORM

SERIES 2 CLUB LTD

I/WE _____ of _____

being a member/members of the above named Company hereby appoint

_____ of _____

or failing him Chris Bentley of 183 Lightwood Road, Buxton, Derbyshire, SK17 6RN as my/our proxy to vote for me/us on my/our behalf at the annual general meeting of the Company to be held on Saturday the 17th April 1999 and at adjournment thereof. This form is to be issued in respect of the resolutions mentioned below as follows (the numbering follows the Agenda paragraph numbers):-

Resolution No. 2 For/against.

Resolution No. 9 - For/against.

Resolution No. 3 - For/against.

Resolution No. 10 - For/against.

Resolution No. 4 - For/against.

Resolution No. 11- For/against.

Resolution No. 5 - For/against.

Resolution No. 12- For/against.

Resolution No. 6 - For/against.

Resolution No. 13 - For/against.

Resolution No. 7 For/against.

Resolution No. 14- For/against.

Resolution No. 8 - For/against.

Resolution No. 15- For/against.

Unless otherwise instructed the proxy may vote as he thinks fit or abstain from voting.

Signed.....

Dated.....1999

NOTES re: PROXY VOTING

Any member of the Company entitled to attend, speak and vote at the above mentioned meeting may appoint a proxy or proxies to attend, speak and vote instead of that member. A proxy may demand, or join in demanding, a poll. A proxy need not be a member of the Company.

If this form is returned without any indicated as to how the proxy shall vote, the proxy will be free to vote on any particular matter as he or she thinks fit, or to abstain from voting. Please initial all alterations made to the form.

This form must be deposited not less than 48 hours before the meeting (or in the case of a poll not less than 24 hours before the taking of the poll. This form shall be returned to the Company at

P.O. BOX 251, BARNSELY S70 5YN

FRANK MYATT.

REPORT OF AN E.G.M. AT PRESENTATION SUITE, 5th DECEMBER 1998

The Meeting was opened by Peter Oakden at 11.12 hours

There were several apologies for absence including Andrew Stavordale and Chris Savidge

On the subject of the use of the Company's logos and trade marks. Chairman said that he thought that the examples of our stickers would be O.K. It was thought that the onus would be on the Council of the ARC to decide although the Company would exercise a degree of flexibility. There will be a discussion at the AGM in March. Norman Whitely suggests that the Company refer to the ARC on the subject of logo use and not to the individual Clubs.

The meeting at Gaydon in September to discuss the membership charges was successful and productive.

Chairman reports that Les Booth is ill (R.R.R.) and Mike Watson is handling affairs in the meantime. Tel. 01206 660855

Caravan Secretary-Jim Campbell and ARC News letter editor-Geoff Miller are standing down and replacements are urgently sought Caroline Flanders said that the P.O. Box has only just become operative and not much to report. Some land is available for trials in Chichester - some 40 acres.

It was suggested that future meetings commence at 10.30 a.m. and finish at 4.30 p.m. and that sub committee meetings be arranged Andrew Stavordale's report was read by the Chairman. the adverts for the video "Anything you can do" has a good response and that the Bank Accounts were healthy.

There were no applications to join the ARC.

Geoff Miller read Chris Savidge's report. The All Rover week end will be at Stonleigh (August Bank Holiday). He invites working Land Rovers and possibly working exhibits. Can we get some posters. The Off Road Course will be available.

Derek Spooner asks if anyone has details of overseas expeditions to be submitted to him.

The Green Lane week end will be 27th/28th March 1999

Norman Whitely reports that the International will not be at Home Farm but at a site near to Sheffield, Hilsborough They are hoping to arrange some hard standing for Concours. More trophies will be available. Hants and Berks will host the 2000 rally and C.&D. the 2001.

We are still awaiting the publication of the R.A.C. Blue Book before the Green Book can be completed. Blue Book is now available.

Some 10,200 ARC members now receive ARC News representing 37 clubs. Up dated discs are required at regular intervals.

Land Rover Marque day is being held at Gaydon Sunday 2nd May. The Company are not yet co-operating.

June Green reports that the Display Trailer is available but all Bank Holidays are booked. Requires a 110" to tow it.

Ian Davis of the RACMSA answered questions - mainly to do with competitive events.

NORTHERN NATTERINGS.

Well that's Christmas out of the way and by the time you read this we will have had a couple more pub meets, had a days greenlaning and a stroll around Holmfirth of Summer Wine fame and stuffed ourselves with pie and peas while watching others make fools of themselves on video.

We now await the Llama Trophy. I have heard some pretty worrying rumours about the special stages, I don't know any of the details but does anyone have a wet suit I can borrow?

Frank has secured the presentation suite at Load lane for the AGM . A few of us are meeting in The Wheatsheaf Hotel prior to the meeting if you care to join us

The "show season" is upon us now so check the events calendar.
The Piece Hall at Halifax will be full of Landies again and we will be there with a full club stand.

The "National" is being held almost in my garden about 10 minutes drive away but I will be touring the West coast of Scotland so won't be in attendance.

I have entry forms for the Pendle and District show at Townley Park Burnley on Sunday 6th June. Forms need to be in by 22nd May to guarantee a plaque there is an entry fee for this show of £2.00. Don't know if a club stand will be allowed yet but we will be there with some club shop items.

I am organising a convoy to Germany for the year 2000 this is at the invitation of the Deutscher Rover Club and also one of our own German members the trip will be in late Sept. Early October 2000 for the Deutscher Rover Club's 25th Anniversary we will probably sail from Harwich Straight to Hamburg to cut down on the driving and also to have a bit of a crack on the ferry. Anyone interested in going let me know soon so I can find out about block bookings etc.

Some of you may be wondering what's happened to "the Tank" the 1962 109 station wagon of Pat Hubbards tale , "Owned by a Land-Rover for 30 Years". Well as you are aware I purchased it from Pat, rechristened it the Hoddit, with the intention of restoring it to it's former glory so far I haven't found time to get very far but the weather is getting better so I am making a start.

As it started life as a diesel I have decided to remove the petrol engine and restore it as near as original as possible. A diesel engine and gearbox have been acquired and this is now in the hands of Hedley for a good coat of looking at. I have started to remove the body work but I am having to be extra careful removing the headlining this is a beautiful hand made headlining with polished wood bearers and original material. Storage space for all the bits is also a real problem. I have also started to gather together some of the body panels it is going to need. So that's really as far as I have got up to now but I will keep you informed especially any technical bits or methods of working that may be of use to members.

That's all folks.
Laurence Mitchell

FROM THE SECRETARY.

I hope you all had a good Christmas and that this year brings you all you wish for.

I have been busy with all the renewals as of late and I suppose only Frank Knows how I feel. The Questionnaires are arriving back in a steady stream and very interesting some of them are too We will be replying to those that we think need a reply and I will pass copies on to your area organiser so that He/she

can see just what their members think. I have to say that I am very pleased with the comments all of which are complimentary and contain some great ideas for the future.

All of you who have renewed their memberships will now have received your new card, impressive isn't it? I will be sending out cards to existing members shortly. But please remember it is a once only card so don't lose it. If you have not received your card then it has got lost in the post, get in touch and I will try and organise a replacement.

The Winter months are a quiet time for the club so I have very little to report, and I have to save some shocks and surprises for the AGM. Details of which are within this magazine so suffice to say I hope to see many of you there.

I and I am sure many other members was saddened to hear of the death of Simon Glass who along with Juanita, his wife, were organisers of Severnside branch in the early and mid nineties. I met them only twice but they were always welcoming to new members and ever helpful, Simon will be sorely missed. Our thoughts go to Nita and Family at this time.

Laurence Mitchell
Secretary.



Green-laning in the Last of the Summer Wine Country!

Date:- 24 January 1999

Time:- 10.00 a.m.

Location:- The top of Holme Moss

Physical conditions:- In the first stages of hypothermia!

It had seemed like a good place to meet for the green-laning trip in the Northwest Area when we were sitting in the pub. I suppose, like all ideas conceived in a pub, they seem to be good at the time.

As usual, when I organise an event I am worried that no-one will want to come. Hedley had organised a route in his mind to include a few of the locations used in filming and all the green-lanes he knew of in the area. I definitely hadn't expected 9 Series Twos to congregate on the top of Holme Moss (and for those who don't know, the big blue shed is a Series Two O (11o) as opposed to a Series Two a (11a)). Hedley quickly, and I mean quickly in view of the temperature, briefed Laurence on the route, as he had been bullied/cajoled into leading the second group out. He said he would give us 15 minutes as a head start.

Quarter of an hour later saw the first convoy leave the summit to explore the sunnier climbs below. The morning was spent leisurely trundling over the lanes surrounding Holmfirth. Most of the lanes were gentle, but don't we have big puddles in Yorkshire! The road leading to Tinker's Tower was the most strenuous of the day but everyone managed without any problems.

Lunchtime beckoned, so our group headed back to Holmfirth. Denis had recommended 'The Postcard' pub to us. As usual, we had a lovely meal and can definitely recommend the Sunday Roast ourselves. If you want to know a good place to eat round Huddersfield just ask Egon Atkinson! You may ask where were the others? Good question. We didn't know either. About an hour later Laurence arrived with the 'old-hands'. Apparently, they got lost..., but the real reason was that Daniel had had Landy trouble - and we all know what that means... bonnet up, heads under and a lot of tut-tutting!

After lunch a few of us decided to go for a wander before continuing laning. Then a little voice said "Is there a place for a photo opportunity?" Hedley

decided to take us up to Winscar Reservoir for the photo, but the intended car park was full. Intent on pleasing the Chairman we went to the opposite side of the reservoir, unfortunately the car park was flat... and slightly full. I don't know if you have noticed the same thing, but when you park a lot of Land Rovers in the same place other fellow road users appear to feel insignificant and disappear - somewhat rapidly!!! Anyhow, there were a number of picnic tables bolted to the ground - you can't trust some folk nowadays! My eldest, Matthew went to see if the nearest one could move. I don't know what he has been eating, but he lifted it up with no problem. Thus, our Chairman's problem was solved and the table was duly used for the procurement of the photo.

Once the Chairman was satisfied Laurence led us out onto the Snow Road and out towards deepest, darkest Penistone. Alas, John and Andrew and little one had to leave after the Snow Road but I am very grateful to them for joining us - we're not that bad are we? The rest of us soldiered on to the very end.

As the daylight faded the thoughts of Pauline's stew (we later found out Denis had made it) turned our wheels back towards Holmfirth. The day ended with everyone relaxing over cups of tea, bowls of stew and, of course, cake - the perfect end to a perfect day. I would like to thank Pauline and Denis for their hospitality, it was very much appreciated by all.

It was good to see other members at the event. Please let us know what you felt about the day - it helps the area organisers to either build on success or adjust their ideas.

Happy Roving till next time.

Sue Cope



OWNED BY A LAND ROVER FOR 30 YEARSPART 2.

The Tank did many things in the time we had her but, as our only reason for purchasing a LWB as opposed to a SWB and a Safari because of the windows and the cooling effect of the double roof was to have touring holidays in Scotland, I will continue her story with one or two holiday memories.

Today when we go to Scotland its a relatively quick journey, sometimes on motorways but always on double track roads. In the late 60's, when we set off in a fully laden tank(you know the feeling, hardly any steering as all the weight is in the back), it felt like a real adventure as we drove past the moor of Rannoch, climbing the last big hill before Glencoe. Glencoe itself had just been made into a smooth double track road but, from there northwards, it was all single track road and passing places. The road to the Isles from Fort William was 30 miles without habitation (and not much traffic) and I'll never forget my first view of Suilven, the Sugar Loaf mountain, as we journeyed ever northwards, appearing like a wart on the landscape as we rounded a bend.

Rodney was a courteous motorist, almost always being the one to pull into passing places and allow oncoming vehicles to pass. Occasionally though we would have a little game and see how far size and bluff would take us, making on coming traffic wait for us or even sometimes reverse as a huge Land-Rover drove steadily towards them. The best one was fort William to Glenfinnan, we didn't stop once. On the way back Rodney gave way almost every time to make up for it.

We didn't off road her very often but once by accident, everyone can make a mistake, (I wasn't as magnanimous when it happened) when a bit of ground which appeared solid suddenly gave way. We were at a 45 degree angle in a ditch a second later with Rodney getting a mouthful from me. The car driver coming the other way stared open mouthed as in first gear, low ratio, 4 wheel drive the Landrover crawled (like the tank I'd named her) up the banking and out of the ditch, bringing about half a ton of mud with her. The man came across to us and said, "You'd never have done that in a car!" and we knew he was right. Our Landrover could go anywhere.

I would qualify this only by saying, "As long as it's wheels are all on the ground." One day, in deep snow, a tetchy voice from the drivers seat called, "Why isn't she moving?" I looked at the snow packed solidly underneath and the back wheels lifted clear of the drive and answered exasperateley, "Because the bloody wheels aren't on the ground!" Rodney quickly saw my point!

When evening came we just pulled of the road, sometimes by a river, sometimes by the sea and always with mountains behind. Marshy ground was never a problem, as long as the final resting place was reasonably firm. Waking up to a two ton Landrover sunk to it's axles in a bog wasn't out idea of fun!

Petrol pumps could be few and far between in those days. Probably the most memorable was the pump at Applecross. Now to anyone who doesn't know this village let me give you an idea. This was in the days before the new road, there were two ways to Applecross, by sea or by The Pass of the Cattle. The first time we went up the pass was a beautiful, sunny day with cloud resting in the tops of some of the mountains. I mention this because it has a significance. We turned into the road with a sense of adventure as we were going somewhere different. The road was steep and the drop on the nearside was almost vertical, but there was a crash barrier. Things became a little tense at the first hairpin bend, which took two shunts to get round, mainly because there was no crash barrier on the bends, presumably to allow you to get nearer the edge to negotiate the corner!! By the time we reached the third hairpin bend we were in cloud and I was muttering the motorists prayer, "Please don't let us meet a wagon or coach." We met a wagon, but it was only after we had finally climbed the mountain. Even seeing the road from the top at a later date and in sunshine, it was still awe inspiring.

After a climb like this in a Landrover, with it's thirst for petrol, you rush to the one pump, we were lucky, the petrol tanker had called that day. Some days Applecross had no fuel. The next time we ventured up The Pass of the Cattle we made sure the tops of the mountains were clear of cloud and we had a full tank.

Pat Hubbard, Halifax

NEW MEMBER.

I am a new member having joined after meeting Frank Myatt Stoneleigh over the August bank holiday weekend.

I have a Series II a. Safari S.W.B. petrol machine, which is languishing currently in my garage as it, needs major work underneath, possibly a new chassis frame and other major work to ensure a new M.O.T. certificate.

As far as I am able to determine with its registration number of WHS 749, it was first registered in April 1963 by the Post Office presumably as a linesman vehicle in Scotland.

Several dents in the body reveal a variety of colours with the initial colour being yellow.

There are other colours showing through, including brown, but now it's blue and stone.

You may have seen a black & white drawing of it as my daughter commissioned Tim Wait to make a drawing of it in 1990 as a Christmas present. Examples of the drawings can be bought in the form of cards, at agricultural shows and vehicle meetings around the country.

It is commonly known in the family as "William Henry" and I have owned the Land-Rover for 12 years.

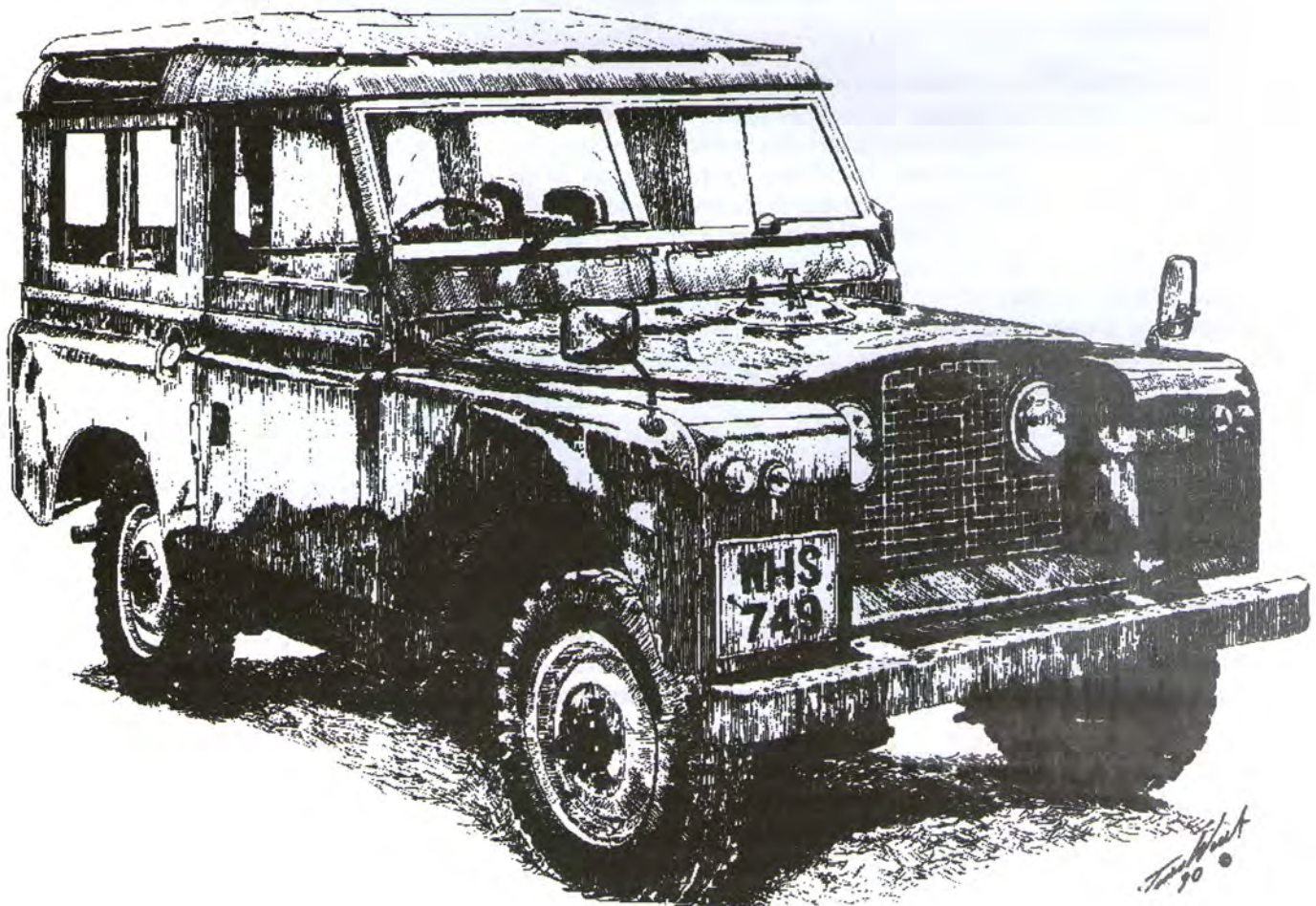
I would also like to made contact with some enthusiasts in the Milton Keynes area who could advise me on the best was of restoring it to good working state without subjecting my bank account to heavy withdrawals. Time is on my side however as I am retired.

I would also like to complement you and the club on the excellent quality of the "Built to last" magazine. The production is excellent. I an the Editor of the Clan Grant magazine, which is produced 3 time a year for 350 members world-wide. Bearing in mind that you have to cover a greater number 4 times a year, I am envious of your finished product. Would you be prepared to let me into your secret of how you do it? So the same can be done with the clan magazine.

However it is done, it's an excellent presentation.

Regards.

DON GRANT.



GPR.....ANDREW TURFORD.

My Land Rover GPR was registered in July 1967 as one of the then new revised "black dash" Series IIa, having left the factory as a petrol hardtop with a split tailgate resplendent in bronze green and white. I do not know the early history but at some point it would appear that the GPR was owned and used by a local builders firm as when we got it there were dents from picks and shovels being thrown in down both sides, patches of concrete in the corners and along the hardtop you could see where the letters and company logo had been down the side. My father found it on a smallholding at Whixall in 1984 when we took my twin sister Kay there to buy a fleece, a week later he and I return to have a closer look as he wanted it. During a test drive on the local peat moss we learned an important lesson about free-wheeling hubs and what happens if you don't engage them, after digging it out and engaging the hubs we enjoyed this go anywhere vehicle, then £300 changed hands and it was ours.

This opened a whole new world of motoring to us, especially Kay and myself, as we were learning to drive at the time and a Series II is very different to a Ford Fiesta, Mini and various relics of motoring past which we experienced. Over the next couple of years we used the Series II as maid of work hauling trailers, dragging tractors out of fields trailing other classic cars to shows and use as a general runabout. Following a nasty incident with an exploding 45 gallon drum which put my father in hospital the Series II became my general transport, Kay having purchased a Series I 2 Litre Diesel as her transport and a Mini Moke as a summer runaround. After driving that Moke I decided that I just had to have a soft top Land Rover, so a full set of sticks and tilt was purchased for the princely sum of £30, a couple of hours struggling with ALL those hardtop bolts and the result was one Land Rover with full tilt, the hardtop being refitted for winter use. During this time I discovered the existence of the fledgling Series Two Club which I joined. I even managed to attend the 1988 40th Anniversary ARC at Trentham Gardens where it managed to get onto the video and appear in the Haynes Land Rover restoration book along side a Series IIB fire engine belonging to a then club official who's name now escapes me, although my photos of that event reveal that this was a Series Two Club display that was completed by a 1958 Series II belonging to one Frank Myatt. By 1989 GPR was requiring some fairly major work and the purchase of both a Mini and Mini Moke for the 30th anniversary of the Mini and a growing involvement in the Mini Moke Club meant GPR was parked up after 5 years hard labour and several unforgettable moments including depositing the contents of the sump on the County Council offices car parks when I visited the Rights of Way department.

Fast forward to 1997 and following a total rebuild a modern fuel injected Mini Cooper (Yes I do have a liking for vehicles that represent the sixties Minis, Mokes and of course Land Rover Series II's which I remember wanting from my schooldays) I was looking for a different challenge, and as the 50th anniversary was fast approaching I swallowed hard and decided to rebuild the old girl. Following an incident in the intervening years involving the Series I, Series II and a 30 foot caravan GPR's chassis was left looking very secondhand having broken on both sides, so I had obtained a replacement. The front axle was rebuilt using a pair of decent ex-military swivels complete with gaiters and set of 11 inch brakes in place of the standard 10 inch drums, new springs, the rear axle had new seals, brake cylinders and shoes, rear springs rebuilt with new main leaves, new shackles and pins all round. The bulkhead required new footwells and one door pillar and a lick of paint before being fitted to the refurbished chassis, the steering was fitted with all new track rods, the pedal boxes refitted with new master cylinders and all new pipework, engine and transmission fitted together with a new custom built wiring harness with alternator conversion (This takes 3 hours to fit compared with 3 evenings for the modern Cooper, this is heaven). At this point I have little more than a rolling chassis from a vehicle that hasn't been on the road for 9 years, when the local paper contains an article about the Shropshire and West Midland Agricultural Society forthcoming show which will feature a lineup of Land Rovers to celebrate 50 years and appealing for vehicles for the display, I book GPR in to give me a deadline to finish it by, the date is just over 5 weeks away. With my father help we decide to attempt to complete the vehicle, make it roadworthy and drive it to the show. The rest of the body panels are rubbed down and painted as are the new doortops, in grey as I wanted a change from the original green but still wanted a factory colour although a friend on mine on seeing it during the rebuild looked at the grey and said "Very nice, but when are you going to paint it?", a

set of LWB rims are painted in the correct limestone a set of 7.50 Goodyear Extra Grips mounted on them. To mount the rear tub we got help from some visiting German Moke Club members. Only four days before the show GPR is taken for the MOT, no doortops but we did fit a new tilt to replace my original which had rotted in the intervening years. It passes with flying colours. A mad dash to the LVO to change the taxation class and get a tax disc. That evening I took the first drive for 9 ½ years was magic, but there were still work to be done, like those doortops and various other adjustments that first road test revealed. On the appointed day I took GPR to Shrewsbury to be displayed at the West Mid accompanied by Kay in her 'new' Land Rover a very yellow Ex-RAF 90. At Shrewsbury we met a large jolly gentleman who turned out to be Peter Hopkins and through him I was reunited the Series Two Club (my membership lapsed in 1991). At the International a few weeks later I rejoined the club and was asked to become the Area Organiser. The rush to make GPR roadworthy meant the engine was fitted with nothing more than a plugs, point and oil change and I'm afraid to say that going from years of inactivity to regular use has done for the old girl, so a replacement is in the process of being fitted as has an overdrive unit.

During the rebuild as light reading when I has five minutes before doing anything, or gleaning information from one of the many Land Rover technical literature I would read a book presented to me by a friend some years ago with the words "I think you will find yourself in here" called 'Truck - On rebuilding a worn-out pickup and other post-technological adventures' and although the author is tackling a battered 1950 Dodge referred to as the Harry S Truman, many a time I found the same problems, so I guess my friend was right, thanks Ken I guess you were right.



Lost Vehicle Finally Traced

When I bought a 1974 registered Series IIB Forward Control Fire Engine, TOU 767M, what I didn't know at the time was that only four of these machines were ever built by HCB-Angus and supplied to the Hampshire Fire Brigade. But, although two of the vehicles were built in 1971 (BHO 206J and BHO 207J) and two in 1974 (TOU 767M and its sister vehicle TOU 768M), it was believed that 767M was the only surviving vehicle.

But 768M had reportedly been sighted not too long ago at various locations around the country so the hunt was on to trace it. A letter sent via the DVLA to the unknown owner unfortunately brought no response so further enquiries were made. Some months later, a chance comment by a previous owner of 767M led a trail to a private airfield in Surrey where the groundsman eventually confirmed that, yes, 768M was sitting quietly in one of their sheds. It was at this stage that I admit to having got pretty excited as I quickly arranged to visit. When I finally set eyes on TOU 768M its condition turned out to be fairly shabby. Most of the interior partitions have been removed and some of the roller shutters had been damaged. The cabin's red interior trim was in a tatty state and all the tyres were bald. But on the plus side, at least it was pretty much complete with still only 13,000 miles on the clock! We even managed to coax the 6 cylinder engine into life!

It was pretty exciting to eventually set eyes on the vehicle after searching for it for so long. I'd earlier received some archive pictures from Aiden Fisher, the HCB-Angus historian, showing 767M and 768M both in the HCB-Angus workshops together in 1973. It's believed that with persistence, the present owners of 768M might be persuaded to part with it although at the moment it's serving as a reserve foam vehicle.

Do you know the whereabouts of BHO 206J and BHO 207J?
If you do, I would appreciate a call from you.

Vaughan Hartridge, Southend-on-Sea Tel: 01702 587534

TOU 767 M IN ALL ITS GLORY.





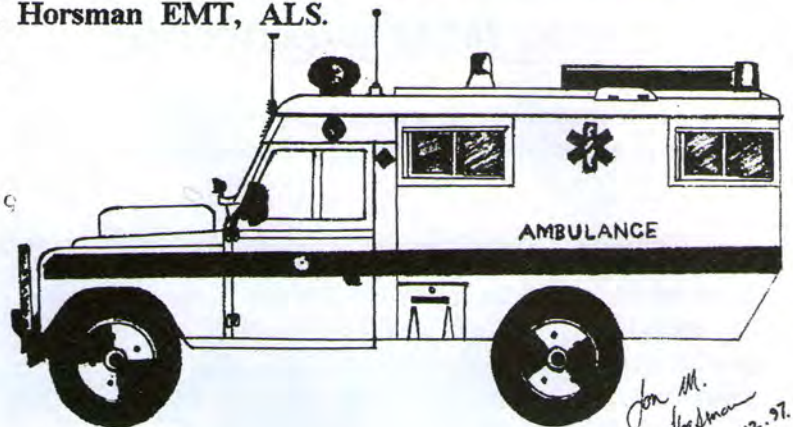
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Built Two Last Magazine,
C/O Peter Hopkins Esq.,
40 Grange Close,
Condover,
Shropshire. SY5 7AT



Dear Peter,

Following last months appeal for members with emergency Series Two's to get in touch, I received calls from four members, and a letter from a potential fifth. The four who are currently restoring their steeds to states of former glory raised a number of questions, with a common question surfacing regarding the mounting and use of blue roof beacons (and front grille mounted blue spot lights) and sirens.

The fitting of any colour of flashing beacon (especially blue or green) is strictly governed by several separate areas of law, as is the fitment of sirens and front (or rear) facing blue spot lights. Flashing white and red lights are also covered, as are reflective markings / words. Unlawful fitting of such and / or misuse is dealt with by the police who take varying views as to the severity of the matter from force area to force area, coupled with the circumstances surrounding the offense being committed.

The laws relating to such make no allowance for the age of the vehicle or whether it is only used on a Sunday etc., so be warned. Anyone who fails to comply with statutory regulations will at some stage find themselves answering to a gentleman in a cap / helmet at best, and maybe him who wears a wig !.

To condense the law, the following applies;

- 1, A beacon must be mounted above a certain height, and must be visible 360 deg. around the vehicle. If a single light cannot, then an additional light(s) must be fitted to fill the gap(s).
- 2, Front or rear facing coloured spot lights (special warning lights) must be mounted above a certain height and may ONLY be operated in conjunction with a beacon of the same colour. NO RED LIGHT TO THE FRONT IS LEGAL.
- 3, Any vehicle fitted with a blue light MUST be registered as an appropriate emergency vehicle (NOT usually applicable as "HISTORIC VEHICLE") and must be done through the D.V.L.A. or R.V.L.O..
- 4, Yellow / Amber beacons are for specifically defined vehicle use, not simply to make it look pretty or butch. Mounting regulations apply equally, but vehicles do not have to be registered in any special taxation class.

- 5, Sirens (called Audible Warning Devices), may ONLY be fitted to specified vehicles. The term incorporates Bells, Gongs, Multi-tone air horns and Electronic noise generators (apart from car alarms).
- 6, Any beacon, light, or siren fitted must be in working order, and constitutes an offence when illegally fitted, whether working or not.
- 7, No object may be fitted which looks like the real thing.
- 8, Green lights are for DOCTORS ONLY. Frankly, all truckers and others who decorate their vehicles with pretty multi-coloured lights on the front or rear are VERY illegal.
- 9, The colour of reflective markings / wording is treated in the same respect as coloured lights.

I have deliberately not quoted the specific references to statute(s) as this would tie up un-necessary and precious space in the mag. for a limited readership, however, if you want further more detailed advice, either give me a call or take a trip (with plenty of time free) to your main reference library and consult Stones Justice Manuals; Construction and Use, Vehicle Lighting, Vehicle Finance, Emergency Vehicles, Fire Services and Police powers, for a start.

More to follow shortly, and if you have any questions or ideas for future "Emergency" articles, drop me a line. *Jon* Jon. 01677 470233.



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AMERICAN CONTACT...BILL CALOCCIA. E.MAIL wpc@caloccia.net.

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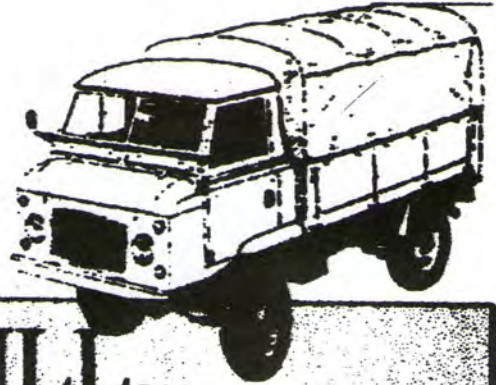
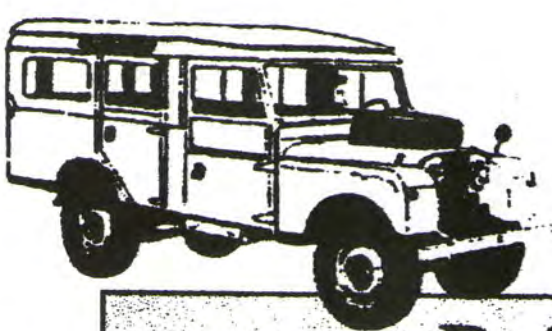


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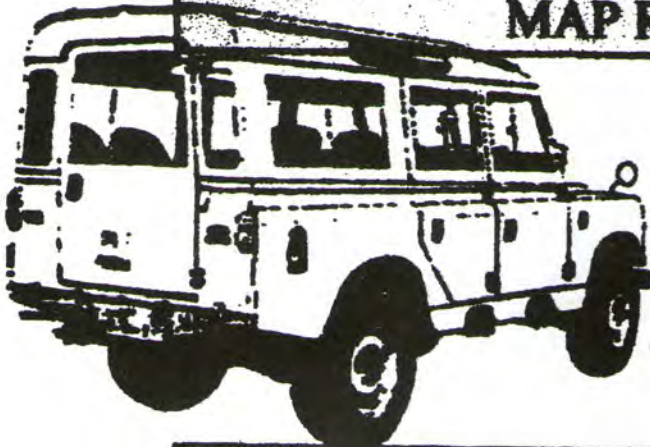
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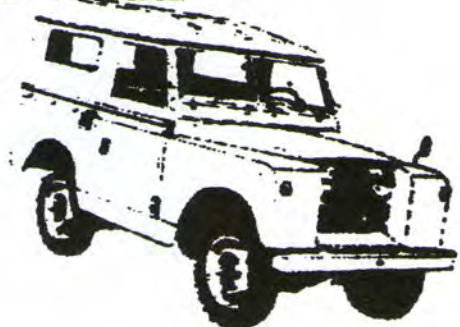


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