

MILLENNIUM EDITION

£2.00

BUILT TWO LAST



SERIES LAND ROVER TWO

CLUB



**STEVE GRAHAM
SERVICES.
LAND-ROVER RESTORATION.
AND PARTS SPECIALISTS.
TELEPHONE 01642 564964.
FAX 01642 564964.**

Do you have difficulty.....
Finding parts at reasonable prices.....Give us a ring for a Quote.
Hard to find parts.....We may have them or can find them.
Getting Advice.....
Give us a ring.....we are a small firm with a personal Touch.

WORLDWIDE MAIL ORDER.....
Available with a quick and efficient delivery.....
Most major credit cards accepted.Give us a ring and ask for Steve.



OPENING HOURS MONDAY TO FRIDAY.....
09:30 until 5:00.



SERIES TWO CLUB

P.O BOX 251, BARNESLEY, S70-5YN.

CLUB SHOP..... Write to the club address or telephone 01226 217436.

CHAIRMAN.....CHRIS BENTLEY
 VICE-CHAIRMAN.....DENNIS ATKINSON
 SECRETARY.....LAURENCE MITCHELL
 MAGAZINE EDITOR.....PETER HOPKINS
 EVENTS CALENDAR.....HELEN LIPPIT
 SHOP MANAGERS.....JOHN & CHRISTINE PARKINSON
 TECHNICAL OFFICER.....VACANT
 REGISTRATION OFFICER.....DAVID DUTTON
 TREASURER.....PAUL HANBURY
 DATA OFFICER.(MEMBERSHIP).....LAURENCE MITCHELL
 DATA OFFICER.(VEHICLES).....DAVID HENDERSON
 HISTORICAL RECORDS OFFICER.....NORMAN SMITH
 E.MAIL.....LRseries2club@ic24.net

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

BRANCHES

SCOTLAND.....GRAEME CRAWFORD..01355 222865
 BORDERS.....BARRIE GARTON..01434 381515
 ULSTER.....VACANT
 NORTH WEST.....BRENT BUCKLEY..0161 280 1812
 NORTH EAST.....PAUL LUND..01937 833564
 NORTH WALES & SHROPSHIRE.....ANDREW TURFORD..01952 419404
 PEAK DISTRICT.....ROGER HORNE..01298 83528
 SOUTH WALES.....VACANT
 WEST MIDLANDS.....VACANT
 EAST MIDLANDS.....BRIAN WEBSTER..0115 849 7758
 SOUTH WEST.....NEIL & LOUISE MILLER..01460 76198
 SOUTH EAST.....PETER FARLEY..01268 453796
 BRISTOL.....GRIFF JORDON-SIMMONS..01268 453796
 SURREY & SUSSEX.....TONY DOWN..01342 844096

MAGAZINE. We welcome contributions of all types, either photographs or articles relating to Land-Rovers or Offroad 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 .ie Word, Ami-pro 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 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, organisers 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, advise or methods before acting on them, particularly where safety, finance or legislation is concerned.

PLEASE NOTE. The Club, Committee, Directors and Contributors are all amateurs and do not accept responsibility for any accident, injury or damage resulting from a error or omission, given in this magazine or other publications, by letter or word of mouth. You should not expect the standard of advise or service available from commercial or professional organisations.

SERIES TWO CLUB Ltd...A company limited by guarantee. Directors.. Roger Horne. Gordon Lord. Helen Lippit.
 Registered in England. No.2451020. Registered office. Blinder House, Flagg, Buxton, Derbyshire. SK17-9QG.

COPY DEADLINE FOR NEXT ISSUE.....END OF FEBUARY 2000

EDITORIAL BY PETE HOPKINS.

If things come in three's, I reckon as a club we have now had our three !This last year we have had more than our fair share of good luck. Still we have all survived our various accidents with only bent and broken Landys, which I believe can all be fixed sooner or later thank goodness.

Welcome to The Millennium Edition of the Series Two Club Magazine. I hope you find it a good read.

On behalf of Eadmund and myself I would like to wish you a wonderful holiday over the Christmas & New year period and I hope to see you all soon.
Thanks to everyone who have supported the magazine over the last year.

PS. I have just heard that Sarah Bentley Has rolled her Landy. Sarah OK Land-Rover a bit bent ! Does luck come in fours ? I hope so.

Peter.

FROM THE CHAIRMAN.

By Chris Bentley.

I've finally got around to doing some jobs on the Land-Rover, the one hundred and fifty thousand miles service, which was long over due, was completed in a cold and draughty garage with the help of Dennis from Holmfirth. It included chucking the old engine out and replacing with a nice new shiny army engine from Mr Blanchard near York. The job was completed in record time, with the usual loss of skin & blood, and the old motor was back at work in only two & a half days. THANKS DENNIS.

On the club front Norman Smith in Stafford, eagerly awaits your completed forms, to add to the Historic vehicle records. Please support this project as the information will prove very useful in the years to come.

Thanks to everyone who has worked for the club this year and to all those who have traveled far to attend events. See you all next century.

Merry Christmas .

Chris.



FROM THE SECRETARY

It has not been a bad old year for me as far as the club is concerned, I have seen the membership steadily increase and some very big changes in the club some good some not so good but that is my opinion and democracy still rules. Your committee met recently at Lode Lane and some very interesting ideas were put forward that will be put to you the membership at the AGM which will also be held at Lode Lane I hope many of you will attend. The notification will be with the new year mag.

One change that I mourn is the loss of Tony Land as West Midlands organiser and also Vice chair, Tony played a major role in the club and helped bring about some of the better changes. Thank you Tony and Janet for your past endeavours. You will be missed.

We now need a new West Midlands organiser, any takers call me or Chris Bentley.

At that meeting I mentioned, we were all rebuked by Norman Smith for not getting our vehicle details to him, as he said, if the committee can't set an example what chance the membership. Well we have all taken heed, it is now your turn where are those vehicle details. You have an asset and a piece of history it needs documenting so come on send them in. if you don't want to spoil your magazine and can't get to photocopying facilities give one of us a call and we will send a form. So no excuses.

This time of year is the busiest time for my day job so some of the newer members will have maybe had to wait a while before you received your start up pack, I apologise but please remember we all do the club business in our spare time and sometimes there is not a lot of that left. If you ring a committee member for advice or whatever please try to do so before 8 p.m. as most of us flake out on the sofa after that time, we are at that age!

I look forward to meeting you next year it won't be long now and the show season starts again. Talking of shows note the change in the venue for the National, it's getting to be a habit,

Best wishes to you all from myself and Stephanie for Christmas and the new year have a good time and try to remain standing I'm on standby so will have to remain sober, roll on January 2nd.

Laurence Mitchell
Secretary.

**Brackley 4 x 4 Centre**

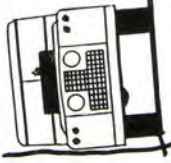
Unit 2B, Park End Works, Croughton,
Brackley, Northants. NN13 LX

**LANDROVER • RANGEROVER
DISCOVERY**

*Service • Repairs • Rebuilds
Parts and Accessories • Second Hand Spares*

FROM A BULB TO A REBUILD

Telephone: **01869 810555** Service
01869 810444 Parts



ROLL ME OVER IN A ROVER, DON'T DO IT AGAIN!

I have always prided myself on the standards I apply to the maintenance and repair of my vehicles and to the care I take when off tarmac. The old adage 'familiarity breeds contempt' comes to mind over an incident I have just been involved in.

Many northern members will already know that I have recently managed to roll my 1962 88 inch station wagon putting me in hospital, thankfully only for a few hours observation, Stephanie into deep shock and the Landy into a state where there is not a single straight panel on the vehicle. How and Why? The answer lies in careless maintenance and a serious off road driving error in a very fundamental task

On a recent club 'do as you please' camping weekend a couple of us decided to pay a visit to a local forest off road centre in North Yorkshire. Many of the roads within the forest are graded hardcore and quite long so do not need 4 wheel drive, consequently we were in and out of low box quite regularly. On reaching a section with a long climb we stopped to survey the situation then set off up the hill. Serious error, I neglected to select low box. Half way up I stalled the engine, when I hit the breaks the pedal went straight to the floor, careless maintenance, months previously I had replaced a brake flexi hose, in doing so I had pushed the metal brake pipe, that runs on top of the chassis to the front offside, out of its clips and it had been rubbed almost through by the steering arm failing completely when I needed it most. Of course the vehicle had now started to roll backwards down the hill, don't they go fast in reverse downhill! I tried to tuck it into the edge to slow its progress but we bounced off and then carried on down the hill only this time off its wheels, rolling. Two full rolls later we came to rest on its side, the rest is history.

At this point I knew why I was a member of a club. The weekend was a joint Range Rover Register, S2 and S1 club event, all these clubs swung into action. Once righted and lowered down the hill by the site rescue vehicle my Landy was towed to safety by the series one club, Stephanie and I were then ferried to Scarborough hospital in the back of the same Series, one not the best of rides with four cracked ribs and holding ones head on. Once the hospital had glued my head back together (no not with wood glue) and declared me fit to go home the RRR swung into action, by now it was in the early hours but a Rangy (it was thought more comfortable for an injured man) was despatched from the campsite to fetch me back. Next morning my Landrover was fetched back to the campsite by another RRR member

and offers to take us all the way home were thick and fast. We actually sent for our son to collect us but the site owner had no hesitation in allowing us to leave the caravan and the injured Landy with him until I could collect them.

The following weekend I was still too poorly to do anything but the Lads of the Series 2 club swung into action, two members, one towing a trailer for the stricken vehicle and one to tow the caravan back set off, one from Barnsley and one from Tadcaster saw OJ and Jessica safely home.

I need another two pages to name them all so I would just like to publicly say thank you to the Members of the Range Rover Register, The Series one Club and our own Series Two club. Thanks lads you are all gems.

There are three morals to this whole episode that I hope everyone will heed.

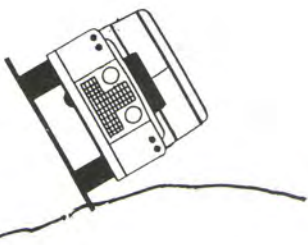
1. When doing any work on your vehicle don't consider the job done until you have checked everything over and check back around the area you were working in to make sure nothing else has been disturbed

2. Double check every action when off tarmac, I consider myself to be a reasonably experienced off roader but one would think that even a novice wouldn't make the kind of mistake I made.

3. And last but not least Join a club. I hope you never need their help in the way I did but what a marvellous back up to have.

Reading this you will all now be saying well why didn't he do this or I'd have done that. I hope you never have to put your theories into practice because I've been there done that and bought the T shirt and I still don't know the answers. Except I doubt very much that I will drop anther couple of clangers like that, so hopefully avoiding the situation altogether

Stay lucky and merry Christmas to you all
Laurence Mitchell.



PEAK BRANCH WINTER JOTTINGS.

Between the Season of the Shows and the Season of the Snows Peak Branch held a few events this winter which created some interest among our members: -

On October 23rd we visited the National Tramway Museum at Crich, near Derby. Apart from seeing a number of historic vehicles and trams we also got in free. This is because anyone with a vehicle registered before 1968, who agrees to leave in on display in the Museum main street for the day, does not have to pay. So amongst the trams we a put on a small line-up of eight Series Twos including a fire engine.

Crich is a good place to visit to get an idea of transport in the sixties and earlier. Many towns had tramways in those days and the museum and bookshop give one a good idea of what was like to have a Land-Rover in the sixties. (Some of us can remember anyway, of course!) The Centre also provides unlimited tramrides and some good engineering and workshop facilities on show.

Two weeks later it was bonfire night, or nearly. The original plan was to tidy up a greenlane first and have bonfire later but a surprisingly small number of members showed interest in this (!) and we went straight on to the bonfire and food. We then viewed the ARC Official Land-Rover 4X4X50 video (which I can recommend as a historical record for the future – the ARC still has a few left if you are quick). We also watched some highly entertaining road safety videos from the sixties and enjoyed the sight of old vehicles and almost empty roads.

Please feel welcome to come to the combined North West, North East and Peak Branches get together at The Strines Inn, near Sheffield, on the first Saturday night of each month We almost fill the bar these days and they may have to build an extension for us soon.

And finally do not forget the Llama Trophy – This will be held on the Welsh borders on 25th March. The Trophy is a real one – those who have won it (and returned it each year) have admired and dusted it. The event started as a joke some years ago and now is as important in the Club Calendar as the Network Q is in the rallying scene. Seriously though, it is nothing more than a treasure hunt with a difference and is a lot of fun. It is intended to be entirely non- damaging and you will be made aware of any bits that might scratch your paintwork. See Diary for details or contact me nearer the day for more information

Needless to say, all members are welcome at any event in any branch area. We only get to see a small percentage of our membership and if you are one of those who has not been before we would be glad to see you and you will be made welcome.

Roger Horne- Peak Branch

TRAMWAY MUSEUM AT CRICH.



LLAMA TROPHY.

Laurence & Stephanie practice rollovers (note. wheel off the ground & clever use of earth bank on drivers side)!



What a wonderful place to stop !

Please come to the Llama Trophy2000, it will have a blend of the old (and I mean OLD & the new, well a bit new) !



SOUTH WEST NEWS

Well 1999 has certainly been a busy year for the South West branch. We started the season off in May with the Abbey Hill Steam Rally near Yeovil in Somerset which we always enjoy as although it is a small rally there is a good variety of vehicles on display, spanning a huge range of years and functions. The weather was kind to us too which always helps.

Our 1967 Longwheel base, "Old Faithful" finally got on the road this year (many thanks to Jeremy Holter and James Scott for all their help with her) just in time for our second event, the West Dorset Vintage Tractor club rally, near Bridport in Dorset. She wouldn't start when we set off to go there but Neil sorted that little problem out fairly quickly with a large hammer (I didn't like to ask so don't quite know what all that was about!).

Into June and we were off to Salisbury Plain for a very well attended camping and offroading weekend. Thanks to West Midlands area organiser Adrian Inglefield and his partner Trish for travelling such a long way to join us that weekend. It was also good to see new members "Mac" and Eileen MacKenzie, Andrew Trout and his girlfriend Sarah and Patrick Newton and his family attending their first club event. Ken & Rene Miller provided some of the weekend's entertainment with their 1971 Shortwheel base (yet to be named - although it was called a few choice names by Ken on this particular weekend!) which kept breaking down (coil trouble). Thanks to all who helped Ken, especially Frank Cole who towed a despondent Miller family back to the campsite on the Saturday afternoon.

Into July and we were off to Powderham Castle near Exeter for a classic car show. We enjoyed this rally very much as the weather was gorgeous and it is quite a large show with much for the family to see and do. Managed to purchase a camo net which came in very handy keeping us all cool, so did the kiddies paddling pool which we put at the back of the stand! The next event was a one day classic car show and air display show at Branscombe in Devon. Good day out for the family although we miss not taking the caravan and making weekend of it! Thanks Ken for the use of the gazebo, it worked a treat.

Into August and our favourite event of the year, the Exmoor camping and offroading weekend. The weather was perfect, the scenery amazing and we all had a brilliant time. Thanks to everyone who attended, especially Tony and Elaine Land and Tony's sister Pat Robertson and her two girls for travelling such a long way to be with us. The winners of the Exmoor Challenge shield this year were Jeremy, Robyn and Devon Holter (James Scott and Shumba the dog as pit crew!). I would like to urge members to book well in advance for the 2000 Exmoor challenge (Fri 28 July to Sun 30 July) as I think we are going to be forced to put a limit on the number of vehicles attending.

Yeovil Festival of Transport was next and was again very well supported by members from near and far. This is the largest show of its kind in our area and it seems to get bigger and better each year. Glorious weather again too. We were treated to deafening displays of tractor pulling (we were forced to consume large quantities of alcohol to neutralise the effects of the earbashing we were getting as our club stand was right next to it!). The very next weekend we were off to Langport in Somerset for the last show of the year - Yesterday's Farming which is, as the name suggests, a celebration of bygone farming methods and equipment, with a good display of Landrovers ranging from early Series I's through to Freelanders.

Our third and last camping/offroading weekend was at the beginning of October and although just ourselves and two other families, the Plastow's and the Wolff's we had a brilliant time. Taking in some spectacular scenery via the greenlanes Neil and I know so well and generally having plenty to eat and drink and a jolly good chin wag.

Finally, I would like to thank everyone for their support in 1999 and for the little things like manning the stand so Neil and I can walk around shows with Bryn, making cakes, salads, helping non-members with technical advice, and generally being a brilliant bunch. Thanks to the South West members, old and new for attending events this year, we would not be able to have such an active area was it not for your support, for which we are extremely grateful. For those of you in our area and those of you who aren't we hope to see you at some stage in 2000 at one/some of our events!

Neil Lou & Bryn Miller



"JOHN & DIANA PLASTOWS SWB. GOING THROUGH A PUDDLE ON THE OFFROAD COURSE DURING THE AUTUMN CAMPING WEEKEND".

A Warm Welcome in the South West

It did not start too well. (The week-end that is!). Having made all the necessary preparations and checks on our trusty Series IIA (affectionately known as "NEV") we set off on a rather wet Friday evening at 6.30 pm for the journey from our home in Essex to deepest Somerset. We had only gone a mile when in typical Landy fashion, we were suddenly without lights! So, what could we do but turn back for home, open the bonnet and ponder. After half an hour's pondering, a call to the AA was decided on. The mechanic duly arrived and as our son pointed out, how could he fix it, he was younger than our Landy? Not to be fazed, after several hours of joint effort twiddling and connecting and disconnecting wires, we again had lights (hats off to the ever patient, and hard-working AA!).

So a little later than anticipated, we set off again, and arrived in Somerset without further mishap. Luckily we had had the foresight to book ourselves into a Travelodge for the night, although not realising how late we would be checking in (2.30am). This however enabled us to arrive fresh and jaunty at the campsite as arranged, spot on 9am, to be met by friendly faces and a welcoming cup of tea.

This was our first club outing and we were not sure what to expect, although from previous encounters with Landrover owners we felt sure the people would be friendly. We did not need to have any misgivings. We were met by Louise and Neil as if we were old friends and they continued to make us more than welcome over the whole week-end, along with their charming little boy Bryn (who insisted on taking Cathy on a tour round the playground); and our new friends John and his wife Diana, not to forget Max and Zippy their two energetic dogs.

After being allowed time to settle in and erect our small tent, we then set off for our first experience of green-laning. We were very honoured to have Louise's mother and sister as our passengers! Our inexperience was never made to feel a hindrance and we had a thoroughly enjoyable time getting to know the basics of off-roading from our more experienced accomplices. We only got well and truly stuck once and were soon off again after a bit of judicious towing. The scenery was amazing, one minute climbing high and looking over the surrounding hills, the next minute descending deep into a leafy, sun-dappled green lane, or negotiating between steep, vertical gorge-like "cliffs". Neil was also a very good guide, showing us his knowledge of the area.

This was the first time we had needed to use four-wheel drive since we bought Nev late last year and we were a little apprehensive whether it would work OK (I know the previous owner never took the old chap off road). We need never have feared for the transfer was smooth and easy. With the 3.3 litre Perkins engine chugging away, and power steering courtesy of a classic Range Rover, Melvyn could have driven all day and night.

We stopped for an enjoyable picnic in a country park and managed to finish our sandwiches in the sunshine just in time before the next shower. After a few more green lanes we arrived at the charming but on this occasion windswept little harbour of Bridport and had a half-hour break to look around and have a cup of tea. Then it was the return to the campsite and it was decided that our roof rack would preclude

going along a certain lane, so an alternative route was agreed on and we drove merrily back.

Having made our goodbyes to Marie (Louise's Mum) now a firm friend, and her daughter Michelle, with promises to meet up again, we were invited to "throw something on the barbie". We spent a most enjoyable evening chatting and eating, and wondering what our neighbours back home would think if we suddenly decided to sit outside having a barbecue in the garden, in October? Eventually, tired after an exhilarating day and with more excitement promised for Sunday, we said our goodnights. Here we must admit, in spite of us turning down offers of hot-water bottles from all and sundry, we slept well but may be we should have said yes to a hot-water bottle after all?

The next morning it was barbie time again, and then off to the cider farm for a quick taster, then we met up at an off-roading site. Having done a quick "reccie", and knowing we had a 175 mile drive back to sunny Essex, we decided "Nev" should be given a rest. Immediately we were invited to drive round as passengers with the other drivers. It was an unforgettable experience as they plunged through muddy streams, and negotiated tight bends between trees on deeply wooded ground.

Our first club outing was an excellent week-end and we cannot thank Louise and Neal enough. We look forward to coming again next year, and would urge any of you who have not done it before, or who have and are thinking of doing it again, to make your bookings early and make the organisation a little easier, and come and have a really good time.



"STOPPING FOR A BREATHER AT WEST BAY HARBOUR, BRIDPORT, DORSET".

Mistress Rattles Takes The Shield....

("Mechanics" Note*My barked knuckles are rewarded after 21 years of bleeding....*)

Its around 370 miles from Inverness to Masham, North Yorkshire and takes about 10 hours in a Series II Land Rover - I know because we've been doing it for several years now to attend the Annual Masham Steam Gathering

This year our persistence was rewarded with the "**Best Working Land Rover**" shield and I can't decide whether the committee felt sorry for the long-suffering drivers wife or the long suffering wife's Bank Manager. This year we fitted a new chassis which is the first ever chassis replacement and if it lasts as long as the original 1958 version it won't be either of us driving Mistress Rattles when it wears out.

We had a great time showing off and thanks are due to Simon Parkin who has the unenviable task of organising the appearance of the rabble of disreputable Land Rover owners every year and who insists in sending us the entry form a few days after the closing date - are you trying to tell me something Simon ?.

Series II's may be time warp machines in their own right but the only real time traveller I've ever noticed is parked in the background of the closing scenes of the film "Ice Cold in Alex". I understand that sharp eyed members of the Series I club have actually spotted others in old films so how's about a competition, or maybe a new window sticker "I was in Alexandria in 1945"

Thanks also to Mike Eastman (where have we heard of him before ?) who kindly kept an eye on the Labrador burglar alarms whilst we looked at the rest of the rally and generally enjoyed ourselves. Land Rover permitting we'll see you all next year but the committee doesn't allow anyone to win a prize more than once so anybody else who feels like joining in gets a chance to win something - even you - Pink Panther - with your non original colour scheme (this is just to prove what an eclectic meet Masham is)

Sorry Simon, you ain't got rid of us yet !

Linda Drake-Brockman

Culloden Moor
Inverness



THOUGHTS OF A ONE YEAR OLD

It is now over twelve months since we first met the members of the Series Two Club. It all started with a note through the door asking if we wanted to take the Landy to the Piece Hall in Halifax, this would be the first time we had been invited to attend any Landrover event .

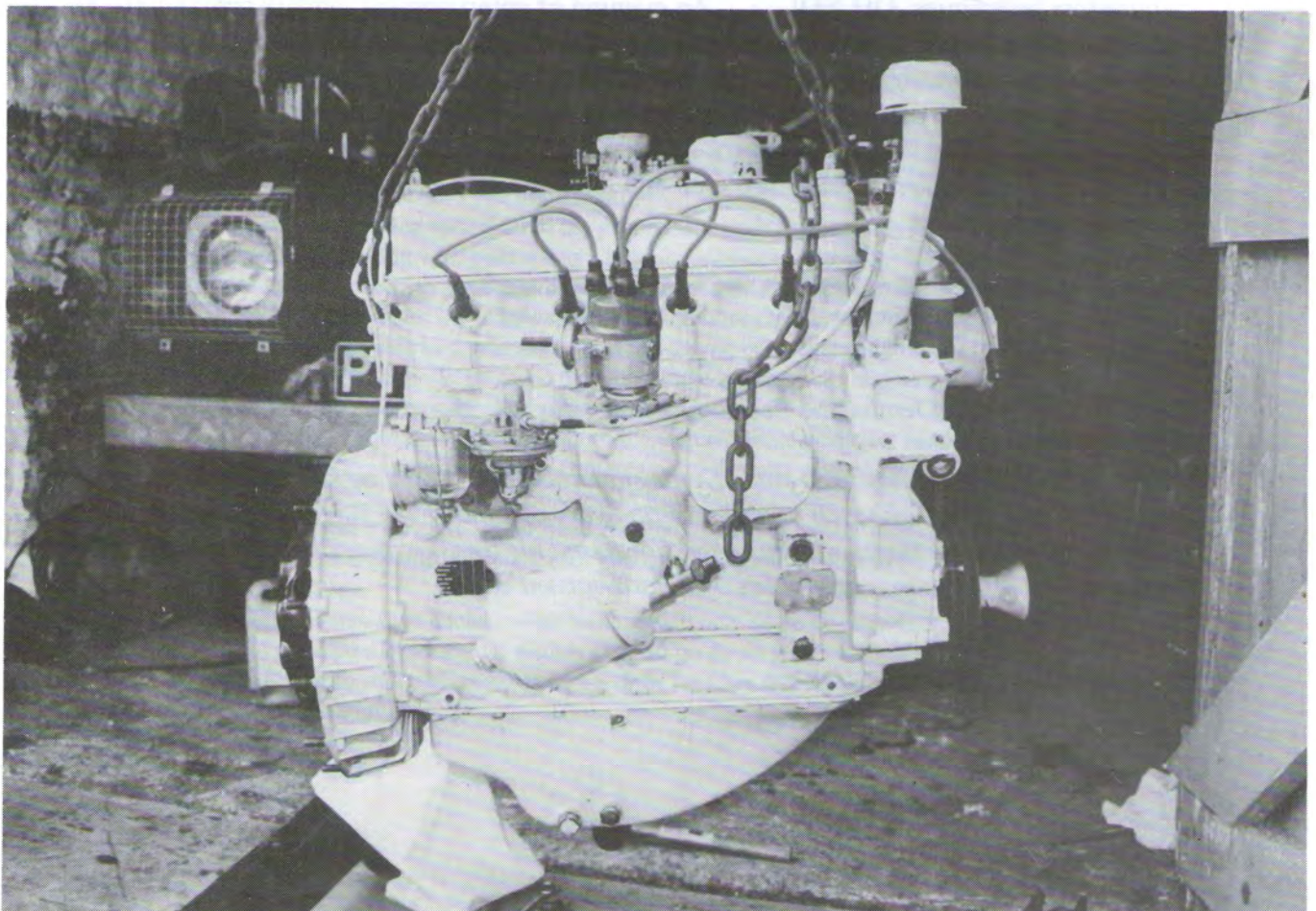
The Landy is a 1967 Lightweight and belongs to Daniel, our son, We went along to support Daniel and to see just what went off at these events. It turned out to be well attended with virtually every model in attendance, lots of Landy talk, lots of heads down bums up under bonnets, and generally lots of crawling about over Landrovers, lots of finger pointing, hand waving and assorted gesticulations which to the non Landrover enthusiast must have looked like a meeting of deaf, mute drivers. Add to this the high standard of dress code, earnestly followed by most of the clan, tended to give the locals a slightly biased thought as to our sanity.

However as the day progressed, having met various people and discussed the pros and cons of spending lots of time aiding your offspring in spending their hard earned cash on something which thousands would have scrapped long ago it was turning into a very enjoyable day, When my wife, Pauline, and I were somewhat surprised to see Daniel being carried away by what appeared to be the JOLLY GREEN GIANT and the CHESHIRE CAT. Daniel reappeared shortly after to announce that he had joined the CLUB, whatever next. Daniel informed us of the monthly pub meet and if he had any problems he could call someone from the club to help him out and not to hesitate from calling. Now where have you heard that before? They got your money and off they go to capture some other poor unsuspecting punter.. Well I apologies I was wrong. I cannot remember at which event it was but after Halifax we went along and this is when the CAKE FAIRY appeared. Now this fairy has a mission in which she banishes weight watchers to the outer limits of the universe , the rest of her family are quite sane. Next came the pub meets, what to expect? Into the unknown we went. An evening of differential ratios, big and little ends, carburettors techniques, OH NO!..... An evening of entertainment, with people we had never met before but who made us so welcome and took a real interest in what Daniel had done. We were impressed so much so that we have joined the Club in our own right. However there is always a downside to these club meets we were being brainwashed to drink amber fluid, taught to laugh loudly at our mistakes and yet consoled and helped when problems got out of control. I hope to master the amber fluid, laugh loud and long and stay a member of the Series Two Club for many years to come.

The Cast... The Jolly Green Giant.....Laurence Mitchell.
 The Cheshire Cat.....Chris Bentley
 The Cake Fairy.....Sue Cope.

Thank You all From Dennis and Pauline Atkinson and of course our son Daniel.

Footnote, I happen to know that since Denis submitted this article he has succumbed to the amber fluid and bought himself a very nice and very original 1958 Series Two to play with and is spending many happy hours with his head down and his bum up under his very own bonnet with Daniel now helping him to spend his own hard earned cash.

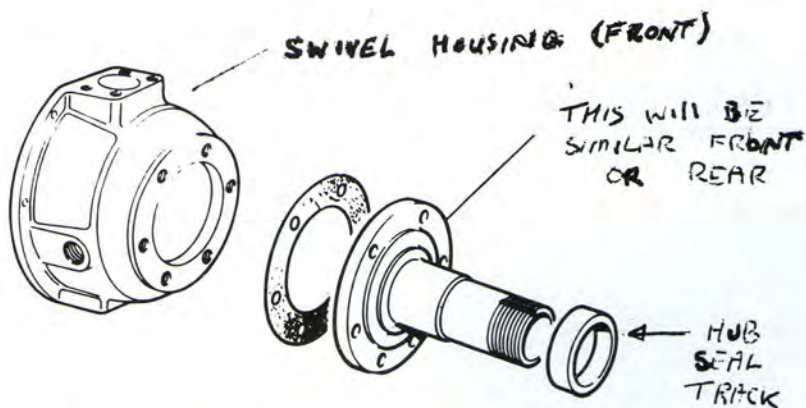


TECHNICAL

Hubs N' Things

What to do when a stud becomes strip threaded

If a stud rotates but won't unscrew which stops you removing the wheel the following will help:- Jack up wheel and place on an axle stand (lifting a rear wheel will render handbrake inoperative-take precautions). Then remove the six halfshaft bolts. On the front also remove hub cap and castle nut inside. Take out halfshaft and put carefully away from dirty places. Next use a hub nut spanner to undo the wheel bearing (DON'T use a hammer and chisel except in emergencies as they leave metal flakes/chips in the hub giving you a wheel bearing job for next week).

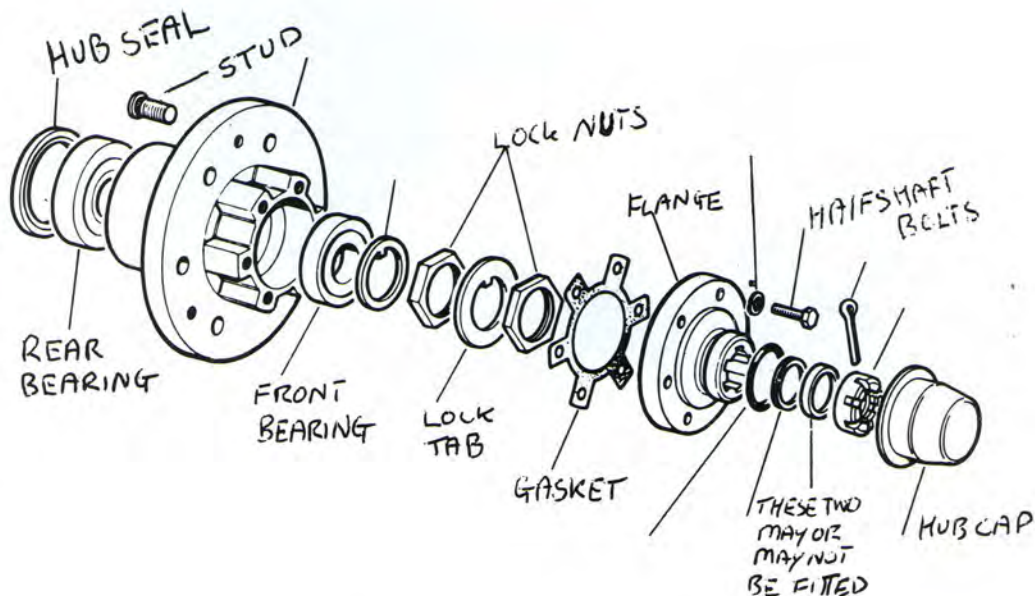


Place the lock tab in the bin and the two nuts plus the washer in a clean tub or tray. Rock the wheel slightly- this will loosen the outer taper race (like a ball race on the angle). Put this also in the tub then place the tub well out of the way.

this will also remove the brake drum so the brakes may have to be backed off slightly to get the wheel off. Roll up a piece of rag and block the hole into the axle to stop leakage/dirt ingress. You will now be able to see inside of the wheel and the back of the hub.

The next stage is to pull the wheel towards you keeping it straight,

Lay the wheel down, clean around the hub and brake drum. Wire brush or scrape round the back of the studs then either mig weld or braze studs to hub. Be careful and do one at a time leaving plenty of time for work to cool down so AVOIDING DISTORTION. You should now be able to remove the wheel nuts with a spanner and be able to reassemble hub and refit brake drum,



always use new lock tabs and split pins. Another worthwhile job is to change the hub seal and track whilst the job is in bits as these are relatively cheap and easy to do whilst you have the hub off.

POINTS TO NOTE

- 1 Land Rover recommend the use of loctite on halfshaft bolts
- 2 Seal tracks should be split by driving inwards with a SHARP CHISEL. (This will expand the track which should pull off by hand).
- 3 New seal tracks should be glued or loctited on.
- 4 SEALS whether rubber or leather should be lubricated (* Some lubricants will melt and run onto brakes - check before use).
- 5 Wheel bearings - Take care when refitting. Lumpiness in rotation means either dirt in the works or distortion. Either could spell disaster.

Jeremy Haynes.

ROVERS IN ACTION



SOUTH WEST CAMPING WEEKEND. TARR STEPS.

THE ROTATING EXHAUST PIPE – AN ANSWER TO A COMMON PROBLEM?

BY ROGER HORNE.

Health warning – this article suggests a non-standard vehicle adaptation – it is probably an MOT failure unless carried out very carefully and it will certainly result in a small amount of exhaust leakage. (Having said that I have never smelt anything and mine has passed 3 MOTs with it!)

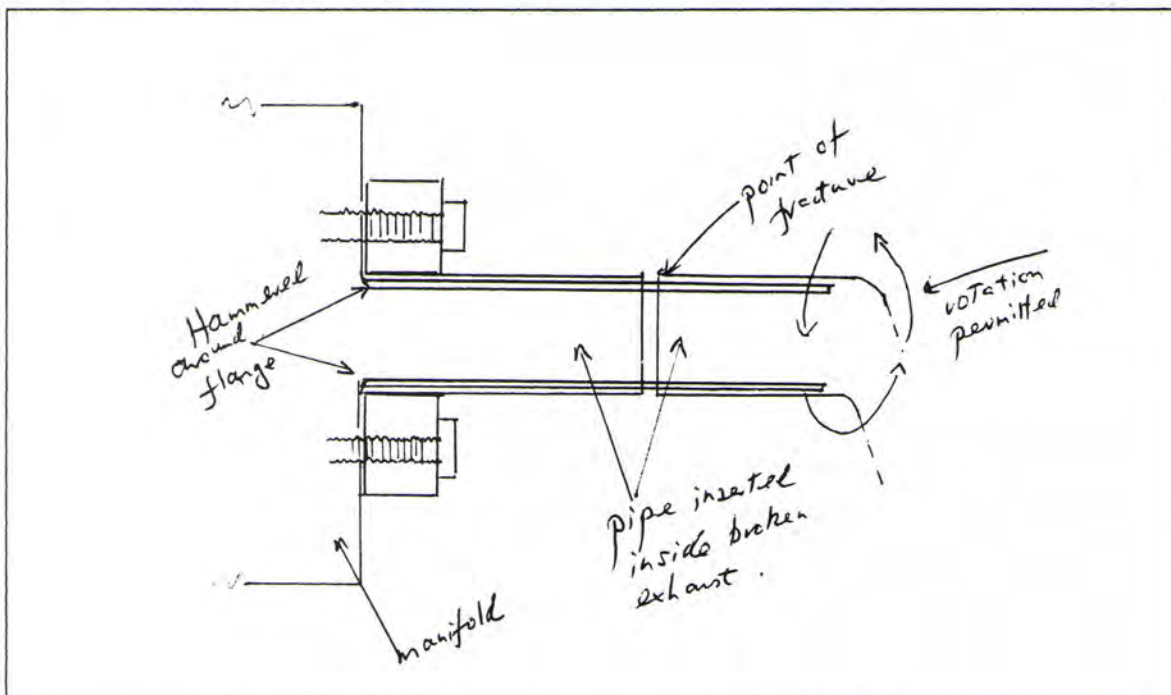
Those of us who have 88 inch models which don't run everyday (or at all) will know that the exhaust pipe does not last very long (and rusts when just standing) and even a stainless steel one is not much better.

Rubbish, I hear you say – stainless lasts for many years. This is true but stainless does not flex like mild steel and is more brittle. Your standard 88 inch pitches up and down to such an extent that there is constant strain between the exhaust manifold and the first rear pipe attachment to the chassis. This results in the stainless often snapping close to the manifold. - I know - two of mine did.

On the third occasion (all pipes have been replaced under lifetime guarantee but I was getting fed with fitting them) I decided on a radical approach – build in some flexibility to the system by allowing the pipe to rotate within itself. To do this you need a good hacksaw and a piece of pipe just slightly smaller in diameter than the exhaust. Cut off the broken pipe's jagged edges where it broke to give yourself two nice straight mating surfaces. Remove the manifold end and hammer the small pipe in to a point parallel with the joint flange (where it joins the manifold). If you are clever with the hammer you can actually hammer it slightly fanned out to give a better and more leak resistant fit.

Then hammer the unit into the other side of the broken pipe until the two formerly jagged surfaces come together. You now have a strong joint, which will, when stressed, rotate slightly to take up movement between the engine and chassis. The secret of course, is the degree of the interference fit between the inner and outer pipes – too tight and it will not rotate – too loose and the exhaust will blow constantly.

An occasional treatment of exhaust putty along the join will usually keep any bad leaks at bay. The idea in this article is not good engineering practice and I am sure will be disapproved of by many –but it has worked for me for three years now.



AC,DC ?

Thinking of swapping your old dynamo for an alternator, is it worth the trouble? Read on and be convinced.

The output from a standard Lucas dynamo (DC) as fitted to the Series 2 is about 22amps which will just about keep the battery charged so long as you do long runs, don't stand on tickover for long periods and don't want any extras like fog lights etc. Use the vehicle for the school run on dark winter mornings and by Thursday the battery will be flagging and you will probably have to push the old girl – to get out of bed and take the kids to school in her car!

So what's the cure? Change the dynamo for an alternator (AC). Here's how:-

If the wiring on your Series 2 is suspect it is best not to disturb it too much , it may be better to leave well alone until such time as you can completely rewire the vehicle. That said its up to you.

The first thing to remember is that when changing to AC the vehicle polarity will need to be changed, *i.e.* positive earth to negative earth to do this proceed as follows

1. Reverse the wires on the ammeter the fuel gauge and the dash sockets
2. Heater and wiper motors don't need any alteration but windscreen washer motors may need the wiring reversing, as may other non-standard accessories. Radios will need the polarity switch changing over.
3. It is best to fit a positive earth coil or you may get excessive spark plug wear.
4. Change over the battery leads (you may need to lengthen them).
5. Now to polarise the dynamo for negative earth:- Remove both wires from the back of the dynamo (leave the dynamo in situ on the engine), Run a wire from the battery positive terminal and flash it to the small spade terminal on the dynamo. Do this at least 5 or 6 times, a small spark should occur each time.
6. Check that everything works ok, your vehicle is now negative earth and you can run until you are ready to fit the alternator

Of course non of the above will need to be done if your vehicle is already negative earth.

Which alternator?

The Lucas 18 ACR with an output of 43 amps should be sufficient for most users and will be the easiest to fit, but to make sure add up all the amperages of all the electrics on the vehicle that are in use at any one time and add 10 amps as a reserve, you can add the wattage of the electrics and divide by 12 to give the current usage

i.e. A pair of 55watt headlights will need $55+55=\frac{110}{12} = 9.1\text{amps}$

You will need to make up a rear mounting for the alternator as the fixing centres are smaller, a 5/16 bolt 4" long and a spacer about 2¼ inches will suffice for this but make sure that you don't distort the alternator mountings as they will break easily. You could pick up the proper mounting bracket from a scrap yard off a later model but this requires the removal of the crank pulley to fit it. Use the original pulley from the dynamo, you may need to file the woodruff key to make it fit.

Now for the wiring (don't be scared it's easy peasy)

1. Disconnect the wires from the dynamo and cut the thick yellow one (its not big enough) off at the point it leaves the harness.
2. Disconnect the black wire from terminal E of the control box and cut this off at the point it leaves the harness or bodywork
3. Disconnect both wires from terminal D and cut the larger one off at the point it leaves the harness.
4. Disconnect the wire from terminal F and join it to the smaller wire you disconnected from terminal D using a thro' crimp or a 'chocolate block' connector.
5. The wires connected to terminals A and A1 can be left in place or disconnected from the control box and coupled together if you want to remove the control box completely.
6. You must now run a completely new wire from the alternator, large terminal, to the positive connection of the battery, keep it as short as possible and install it neatly supported wherever you can and you must use the correct size depending on the output of the alternator you have used. For the 18 ACR use 97/0.33mm, which will carry 48 amps.

Some alternator do's and don'ts

Never disconnect an alternator while the engine is running.

Never disconnect the battery while the engine is running.

Disconnect the alternator and the battery before doing any electric welding on the vehicle.

Keep the fan belt at the correct tension, don't over tighten it.

Laurence Mitchell

Why do they do that?

(I started this list in the magazine a few years ago – please add to it if you have any actual experiences with your Series Two which seem “strange” –also if you know why these phenomena happen please write and tell the editor)

1. A diesel engine which will only start when the vehicle is facing uphill
 2. The steering goes tight when the sun is out.
 3. No quantity of fuses will prevent a wiring fire – the vehicle will always burn rather than blow a fuse.
 4. Both headlights will only fail together when going round an unlit roundabout.
 5. On the morning of setting out for Billing the engine will fail to fire up despite being satisfactorily tested on each of the previous 18 days.
 6. The exhaust will only rupture when going through a quiet housing estate at 2 a.m.
 7. If an oil control ring is to break it will do so and make maximum smoke through the village of Machynlleth in Wales (the home of alternative energy and conservation)
 8. An intermittent carburettor fault will always disappear as you approach your local garage (after spending two weekends repeatedly dismantling and reassembling it)
 9. A carburettor overhaul kit always contains an elusive part which is too small/big/wrong.
 10. A hole in a diesel fuel system will let air in but will never let fuel out – so you cannot find it.
 11. A dynamo brush will only stick when it is dark and raining
 12. A series two prefers to stop unexpectedly, for any reason, when it is dark and raining.
 13. No amount of new plastic hub seals will stop the brake linings becoming contaminated but an old leather seal will go on forever
-
14. The quickest way to wreck a pinion seal is to collect hay (when it wraps around the prop and gets inside the seal).
 15. A mysterious clonk in the suspension only appears when one offers a ride to ones mother, who then worries loudly about it non-stop
 16. Despite having a huge choice of redundant wiring, mice will only chew live wiring.
 17. A new flasher unit will never have the same number/size/location of electrical pins as an old one.
 18. A trailer lighting socket is the first thing you damage when backing up to a trailer (and hitting it) in the dark
 19. When stopped by a policeman he always assumes that you are a farmer
 20. When draining the sump the quantity of oil that emerges is always about a pint more than the capacity of the container you drain it into.
 21. The oil that has then spilled on to the ground and you have carefully mopped up with sand , is then rolled in by the dog who goes straight indoors and lies on the sofa
 22. A long weekend away with your family and series II is delayed by the finding of an unexpected blackbirds nest under the off-side rear wheel arch (complete with 4 blue eggs)
 23. Winching (my spellchecker changed this to wincing but I changed it back) yourself up your drive, having attached your winch cable to a substantial concrete clothesline post, does not move the vehicle at all and gives the post an interesting angle.
 24. A vacuum cleaner used for clearing out the waterways in a cylinder head, despite careful emptying, will release the wet rusty and oily contents on to the next new carpet it touches. (I don't claim the copyright on this one but it is too good to leave out of the list!)
 25. Toilet stops in a series II are far more frequent than in any other mode of transport
 26. A water leak from the bulkhead/ roof join can drop on both your face, hand and knee and then run down your leg.
 27. Frozen condensation icicles, when melting, will only do so directly over your head and will only drop when you lean forward slightly (and so go down your neck)
 28. Attempting to shift a seized bolt with a three foot bar will break (a) the socket and (b) the bar but leave the bolt untouched

29. All cylinder head bolts will respond to undoing except the last one, which will snap. The same is true in reverse- all bolts will torque down correctly except the last one, which will strip its thread.
30. The best unexpected engine oil leaks will occur over recently rolled and raked white granite chippings in someone else's drive.

So that's my top thirty "why do they do that's" - Lets hear yours - Please send in your contributions.

Roger Horne.



HANTS & BERKS**ROVER OWNERS**

Association of Rover Clubs



International Rally

PLAN B? WHAT PLAN B?

Work has been progressing well on **ARC2000**, the Association of Rover Clubs 2000 International Rally, but unfortunately negotiations with English Nature over various conservation concerns were making little progress. With the six month point approaching the decision has been made to move to our reserve site, so we can now announce that **ARC2000** will take place at **Broxhead/Slab**.

Both Broxhead Common and Slab Common will be well known to many offroaders on the south east, they may be less familiar with the Martinique camp area in between the two which is ideal for the caravan fields and Rally Centre.

For those of you not so familiar with this site it is about ten miles south of the planned Long Valley site so retains all the advantage of ease of accessibility of that site, and although we may have to forego the 20 mile comp course no need for the extra tanks after all, the overall area is similar. As a bonus it is a site the Hants & Berks Rover Owners have been using regularly for some years, so we already have ideas on how to set things out.

Although we are obviously disappointed at not being able to use our first choice of site, we are confident that the move was the right decision to make and will not affect the overall success of the event, and are excited at the prospect of getting down to the detail planning of the first ARC International Rally of the new millennium.

For more information contact the event's ARC/Overseas Clubs Liaison Officer: Dave Cuthbert, 25 Sunningdale Avenue, Colwyn Bay, North Wales. LL29 6DF or the Entries Secretary: Maureen Ridden, 01794 514834

www.4x4web.co.uk/ARC2000

November 1999



BRITISH MOTOR INDUSTRY
Heritage Trust

HERITAGE MOTOR CENTRE, BANBURY ROAD, GAYDON, WARWICK CV35 0BJ
TELEPHONE: (01926) 641188 FACSIMILE: (01926) 641555

1 December 1999

Dear Participant

Heritage Motor Centre Run – Sunday 18 June 2000

Further to our letter dated 17 May 1999 – we have a slight amendment !

It has been decided to keep the annual Heritage Motor Centre Run to the traditional Sunday and therefore we are moving from the suggested Saturday 17 June to **Sunday 18 June 2000** and do hope that this does not cause any inconvenience to you.

The celebrations for the 30th Anniversary of the Range Rover will still take place on Saturday 17 June followed by the traditional **Land Rover Marque Day** on **Sunday 18 June 2000**.

Details will be published in the ARC News early in the New Year meanwhile, if you wish to register your interest in joining the cavalcade which will be limited to 150 vehicles, please contact Chris Savidge (Senior) on 0115 926 7716 and put the date into your new millennium diary in ink !

Kind regards.

Yours sincerely

Jane Roche
Events Manager
Heritage Motor Centre

Chris Savidge (Senior)
Non Competitive Clubs Co-ordinator
ARC



(As at November 21st 1999)

Completed Vehicle Detail forms started to come in on October 13th, to date I have received details from only 46 members which has started our Database with a total of 54 vehicles.

Yesterday I took the opportunity at a committee meeting to hurry along the committee members and would now like to remind all current members that your vehicle details are urgently required. Remember that the database will only be as good as the information it contains and the 54 vehicles we currently have is a tiny drop in the ocean of the 459,547 total Series II's built (0.01% actually). Whilst I realise it will not be practical to capture details on them all, it should be possible to capture details on many times more given our current membership numbers.

HELP ME OUT !

FILL IN AND POST THE FORM OPPOSITE RIGHT NOW.

(I Have Two Weeks Off Over The Christmas Holiday Period And It's Too Cold
For Working On My Landy..... Give Me A Desk Job In The Warmth instead!)

Just to confirm how wide a web we weave I have already received replies from the following places: Georgia - USA Jamaica Hamburg - Germany Jersey with many more from all over the UK, even one from a member who liked the one he found in Oman so much he drove it back to the UK !

The majority of vehicles logged to date are Series IIA SWB Petrol engine, does this mean that LWB owners or those that own Diesel engined vehicles won't write to me ? I wonder ?

Don't be concerned at the confidentiality of the information you give me.

**We guarantee that no details will leave me
without first obtaining your permission.**

Please help by giving me some more people to write to or the sticky will go off all the postage stamps and envelopes I currently have.

Have a Good Christmas and watch out for the M Bug ... Regards Norman Smith

The Series Two Club

Database Ref No :

(For office use only)

Existing Member - Vehicle Details

Please assist by completing the following details of your current vehicle which will be added to our database for future reference. Please also enclose a 6"x 4" photograph.

Don't Worry - no personal details will be disclosed without your permission.

Chassis Number :

Date of Manufacture :

Current Reg Number :

Previous Reg Number :

Military Reg Number :

Original Body :

Current Body :

Engine Number :

Fuel :

Optional Extras Fitted :

Modifications :

Additional Information :

Your Name :

Membership Number :

Address :

Postcode :

Telephone Number :

Date :

Signed :

The chassis number can be found stamped on a metal plate fixed to the bulkhead. Please include the full number including any suffix letter. The engine number can be found stamped on the front left-hand side of the engine block. Both numbers will also appear on your log book (V5). If you have more than one Series Two, please note the above details on a separate sheet for each vehicle, add a 6"x 4" photo and include them with this form.

Please return the completed form to :

Norman Smith (Historical Records Officer)
18, Maplewood
Stafford.
Staffs. ST17 4S

Added to Database :

(For office use only)

NRS Nov 99 word onform LD1

We have only been able to give approximate dates at this stage but here is a basic club calendar for 2000. If you require more information contact your area organiser. This calendar is by no means complete more to come in the next edition

PUB MEETS. Peak Branch- 1st Saturday of each month, The Stuines Inn, Nr. Sheffield.

West Midland Branch- Dates listed below at Free Trades Inn, Wood Lane, Pelsall Nr. Brownhills.

Most branches have a get together at least once a month, Give your local organizer a call for details.

25 th March	<i>Llama Trophy, Welsh Borders. Tel: Andrew Turford 01952 419404</i>
6-7 th May	Scammell & historic vehicle gathering Tel: Paul Lund 01937 833564
26 th -30 th May	<i>ARC 2000, Long Valley Nr. Aldershot</i>
4 th June	Pickering Classic car show Tel: Paul Lund 01937 833564
9 th July	Hope Valley Classic car Show Tel: Roger Horne 01298 83328
June	Sledmere House Rally Tel: Paul Lund 01937 833564
July	Keighley Classic Car show Tel: Paul Lund 01937 833564
21-23rd July	<i>Langley Farm Tel: Roger Horne 01298 83328</i>
21-23rd July	LRO show Billing Aquadrome. Tel: Roger Horne 01298 83328
21-23rd July	Masham Steam Rally Tel: Paul Lund 01937 833564
July	Darlington Fire Rally Tel: Paul Lund 01937 833564
July	Ripon Old Cars Tel: Paul Lund 01937 833564
August	Pickering Traction Rally Tel: Paul Lund 01937 833564
September	Otley Show Tel: Paul Lund 01937 833564
Sept	Lotherton Hall P6 Rally Tel: Paul Lund 01937 833564
<i>September</i>	<i>Series Action Weekend Tel: 0161 280 1812</i>
September	York Historic Vehicle Rally Tel: Paul Lund 01937 833564
October	Malvern Motoring Event.
4 th November	Bonfire Party Tel: Roger Horne 01298 83328

Events in Italic offer off-roading that could cause damage to your vehicle please contact the organiser for more information.

Please remember all Green Lanes are public highways so the all laws apply to these roads. Please do not abuse the use of these roads you may cause irreparable damage to these public highways.

EVENTS STOP PRESS.



SOUTH WEST EVENTS CALENDAR 2000.

CONTACT NEIL & LOUISE ON 01460 76198 FOR DETAILS OF ANY SOUTH WEST EVENT.

28 APRIL-01 MAY 2000. BANK HOLIDAY WEEKEND ABBEY STEAM RALLY, YEOVIL. (CLUB STAND HERE).

10 & 11 JUNE 2000. WEST DORSET VINTAGE TRACTOR CLUB RALLY, BRIDPORT, DORSET. (CLUB STAND HERE).

8 & 9 JULY 2000. POWDERHAM CLASSIC CAR SHOW, EXETER. (CLUB STAND HERE).

SUNDAY 23 JULY 2000. BRANSCOMBE AIR DISPLAY AND CLASSIC CAR SHOW. NEAR SIDMOUTH IN DEVON. (CLUB STAND HERE).

FRI 28—SUN 30 JULY 2000. SOUTHWEST CAMPING WEEKEND AND EXMOOR CHALLENGE.

Our main event here 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. Lots of things to do, plus great camping site.

5 & 6 AUG OR 12 & 13 AUG 2000. (STILL TO BE DECIDED). YEOVIL FESTIVAL OF TRANSPORT, YEOVIL, SOMERSET. (CLUB STAND HERE).

19 & 20 AUG 2000. YESTERDAYS FARMING. LONG SUTTON, SOMERSET. (CLUB STAND HERE). EVENING ROAD RUN NOT TO BE MISSED.

FRI 7 & 8 OCT 2000. SOUTH WEST AUTUMN CAMPING WEEKEND. NEAR RIVER PARRETT, SOMERSET. OFF ROADING & CAMPING.

N. WALES & SHROPSHIRE EVENTS.

CONTACT ANDY TURFORD. 01952 419404.

25 MARCH 2000. LLAMA TROPHY. This year in the Welsh borders with lots to see and do. Great camping site (in the grounds of a pub) good toilets etc. food, beer. And best of all a Llama to really make you head hurt ! We have got three routes that cross and turn so even if you see the vehicle in front it may not be on the same route as you. It will be a mixture of history, hills, funny Welsh place names (some funny English place names too)! and Archaeology. See a thousand years all in a weekend.

MAY 2000. THE SHREWSBURY VINTAGE SHOW. BERWICK ROAD. SHREWSBURY.

3 & 4 JUNE 2000. THE MID SHROPSHIRE VINTAGE SHOW. SHREWSBURY.

AUG 2000 CAMPING WEEKEND.

OTHER EVENTS STILL IN THE PLANNING RING FOR DETAILS.



CLUB SHOP

PRICE LIST

SOLID BRASS RADIATOR BADGE 72mm X 72mm	£20.00
EMBROIDERED SEW ON BADGE 90mm diameter	£3.50
SERIES 2 CLUB PIN BADGES (Leather inserts)	£1.00
BASEBALL CAPS, Embroidered with club logo and name.	£6.00
CHASSIS PRINTS	£.50p
BOTTLER OPENER	£1.00
LEATHER COASTERS, Set of 4	£3.50
SERIES TWO 40TH, LIMITED EDITION MUGS.	£2.50
HALF PINT GLASS TANKARDS With picture of Series Two and Logo	£5.50
STICKERS ALL 250mm X 50mm	£1.00
With Land-Rover logo and Series Two Club logo and Club address with the following slogans available: -	
<i>'IF YOUR HINGES STAND PROUD YOU'RE ONE OF OUR CROWD'.</i>	
<i>'SORRY FOR THE DELAY I'M PEDALLING AS FAST AS I CAN'</i>	
(ideal for caravan rear window).	
<i>'MY OTHER CAR'S A SERIES TWO'.</i>	
<i>'DON'T WASH ME - IT'S ONLY THE MUD THAT KEEPS ME TOGETHER'.</i>	
When ordering state if you want adhesive on face (for inside window) or adhesive on rear (for outside on body etc.)	
SPARE WHEEL COVERS, Black, with club details, logo and motto <i>"IF YOUR HINGES STAND PROUD, YOU'RE ONE OF OUR CROWD"</i> in silver	
To fit "750" or "650/600" state size. "	£30.00
THE FOLLOWING ARE AVAILABLE EITHER PLAIN WITH CLUB LOGO OR WITH CLUB LOGO AND PICTURE OF SERIES TWO ON FRONT, IN SMALL, MEDIUM, LARGE AND EXTRA LARGE.	
T-SHIRTS in Red, Blue and Green	£6.00
POLO SHIRTS in Red, Blue and Green	£10.00
SWEATSHIRTS in Red, Blue and Green	£11.00

PLEASE NOTE POST AND PACKING EXTRA

Phone John or Christine the Club shop managers on 01226 217436 for details.
Or write to:

THE SERIES TWO CLUB SHOP,
PO BOX 251
BARNSELY
S70 5YN

SERIES TWO CLUB MAGAZINE.

DISCOUNTS.

G.A.P. Ltd. Unit 20, Burners Lane, Kiln Farm, Milton Keynes. MK11 33HB. Security alarms, Immobilisers Tracking systems. 50 pounds discount to club members. Contact Guy Anderson on 01908 262330.

HASTINGS DIRECT CLASSIC. Conquest House, Collington Ave, Bexhill on Sea, East Sussex. TN39 3LW.
New type of classic car insurance. Please ring John Tadman for more details on 01424 735735.

TIMPSON Ltd. Timpson House, Claverton Road, Wythenshawe, Manchester. M23 9NE.
CLASSIC CAR REPLACEMENT KEYS. Please contact Russ Sanders on 0966 370013 for details.

HUNTERS LAND-ROVER PRIDE PARK, DERBY. 15% Discount on parts, 12.5 % on accessories. Show membership card.

SHARDLOW used LAND-ROVER CENTRE, CAVENDISH BRIDGE, SHARDLOW, DERBY.
Telephone 01332 799003.

LAND-ROVERS OWNERS MAGAZINE. Discount of 6.50 off a years subscription. quote SO91/GO75. To get the discount 'phone 01379 890056.

NFU. MUTUAL, WORCESTER.. Low cost insurance for A.R.C. Members. "phone 01905 26740.

ADRIAN FLUX & Co. KING LYNN.(see main advert). 15% off normal premiums.

CHAMBERLAIN SEAT COVERS..10% Discount.

COUNTY CONTACTS.

NORTH YORKSHIRE.....MR HILL . TEL.01969 650575
LEICESTERSHIRE.....JEREMY HAYNES. TEL.01509 416432
WEST LONDON & SURREY.....JOHN GRIEVE. TEL.0181 893 4251
ESSEX..... VAUGHAN HARTRIDGE. TEL.01702 587534
BRISTOL.....GRIFF.. TEL.0117 970 2978
SOUTH WALES.....LEN TREHERNE.. Contact the club address.
If you would like to be a county contact, please write to the club address.

OVERSEAS CONTACTS.

If you would like to become an overseas correspondent. Please contact the club address.

AMERICIAN CONTACT..BILL CALOCCIA.E.MAIL WPC@CALOCCIA.NET

CLASSIFIEDS.

FOR SALE.

1967 SIIA S.W.B. LAND-ROVER. GREEN WITH CREAM HARD TOP. RE-SPRAY. CARPETS. HEADLININGS. SOUNDPROOFING UNDER THE BONNET. OVERDRIVE THAT WORKS ON ALL GEARS. FREE WHEELING HUBS. NEW UNLEADED GREEN HEAD. NEW FUEL TANK. NEW DOOR TOPS. NEW DOOR RUBBERS. RADIO CASSETTE PLAYER. TAX EXEMPT. M.O.T. VERY WELL LOOKED AFTER. KEPT IN GARAGE.

£3.500 O.N.O.

PLEASE RING JOHN ON 01495 243705.

(TREDEGAR FACH, MAIN ROAD, NEWBRIDGE, NEWPORT. NP11-5FP)

FOR SALE.

SII 1958 S.W.B. LAND-ROVER. PETROL 2.1. RAG TOP. ORIGINAL CONDITION. HAS BEEN USED REGULARLY ALL ITS LIFE. TAX EXEMPT. M.O.T. ANY TRIAL GIVEN.

OFFERS OVER £1.000

PLEASE TELEPHONE 01423 711489. DAYTIMES.

FOR SALE

SIIA 1970 L.W.B. STATION WAGON. TAX EXEMPT. UNLEADED 5 BEARING 2.286cc.

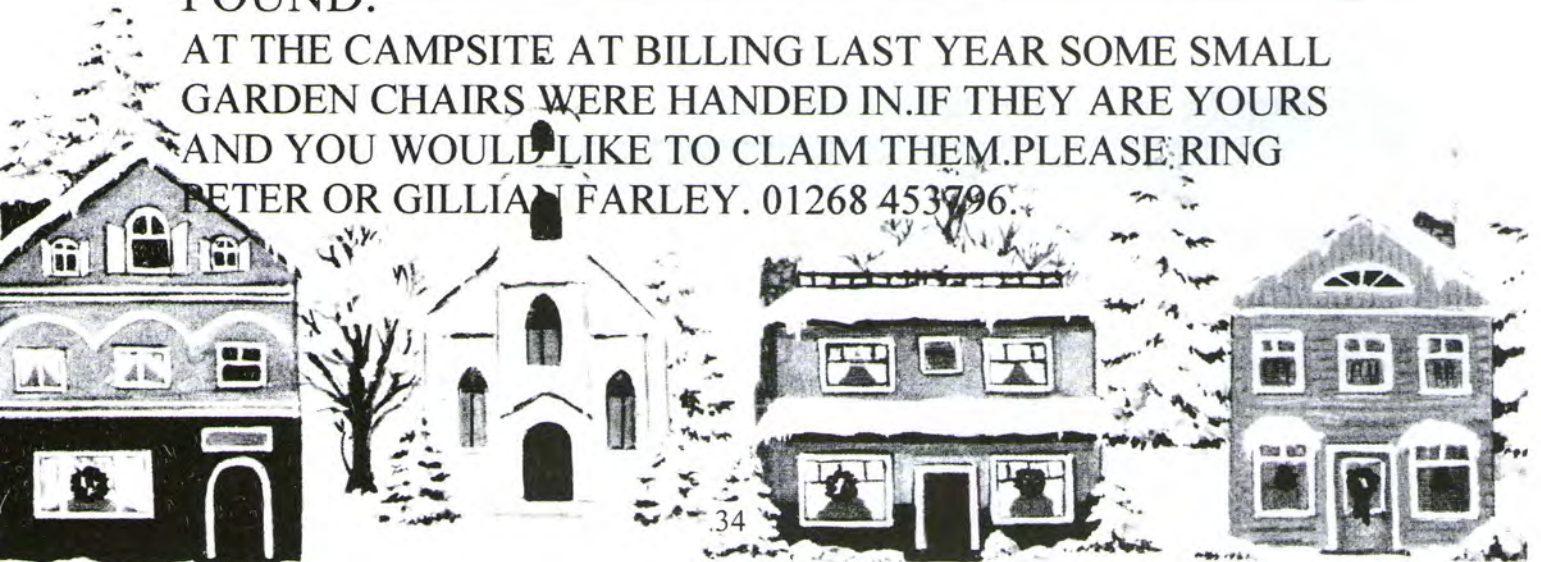
GOOD CONDITION. FULL ROOF RACKS.

£1.500. O.N.O. OR SWOP FOR S.W.B.

TELEPHONE PETER. 01743 872634.

FOUND.

AT THE CAMPSITE AT BILLING LAST YEAR SOME SMALL GARDEN CHAIRS WERE HANDED IN. IF THEY ARE YOURS AND YOU WOULD LIKE TO CLAIM THEM. PLEASE RING PETER OR GILLIAN FARLEY. 01268 453796.



(01993)840841

United Kingdom

1-888-880-2600

North America



Superior PARABOLIC SPRINGS for SI,II,III

Highest Quality Made in North America

We also supply Shock Absorbers and other Suspension Components

Wise Owl Innovation Inc, 3396 Marine Drive, West Vancouver, BC Canada V7V 1M9

0 1 9 5 2 5 9 4 1 3 8

AS I SEEM TO LIVE UNDER OLD VEHICLES, LET IT RING TO GIVE ME TIME TO GET TO THE PHONE OR PLEASE LEAVE A MESSAGE AND I'LL GET BACK TO YOU AS SOON AS I HAVE CLEAN HANDS!

TONY MUGRIDGE
VINTAGE MACHINERY SERVICES

Parts Fabricated, Restored or Acquired for
ALL SORTS OF INTERNAL AND EXTERNAL COMBUSTION ENGINES.
INDUSTRIAL, HORTICULTURAL & AGRICULTURAL MACHINES.
CYCLES, HORSELESS CARRIAGES, etc...

1948-84 LAND ROVERS REPAIRED & OVERHAULED
LOOKING FOR THAT ELUSIVE LAND ROVER PART? I MAY HAVE IT!

27 GARBETT ROAD, AQUEDUCT, TELFORD, SHROPSHIRE, TP4 3RX.
Take the Queensway from bridge Bypass to Madeley, first left after the Mine Headframe Island on the Dawley Road, then start looking for a Land Rover - No. 27 is the one with the oil slick on the curb!

CLUB MEMBERS.

10% DISCOUNT WHEN YOU SPEND £50.00 .

Christian Autos



*26a Hanham Road, Bristol BS15 2PP
Tel: (0117) 960 1443 Fax: (0117) 9601455
(opp. Shell Garage)*

THE WEST'S NEWEST LAND ROVER, RANGE ROVER & DISCOVERY PARTS CENTRE

**Fast, Efficient
Friendly
Service**

**Top
Quality
Parts**

**We Are Here
To Serve
YOU**

Next Day Delivery Service Available.

**PLEASE ACCEPT OUR APOLOGIES IF YOU HAVE ALREADY
RECEIVED ONE OF OUR FLYERS. PASS THIS ONE TO A FRIEND**

Price List available on request

GRIFFS MOTORCYCLE SERVICES.

CLASSIC & CUSTOM MOTORCYCLE SPECIALISTS.

Steel & Alloy Welding,, Full Range of Colours.. Chrome Plating..

Anodising.. Micro Sheen.. Bead & Grit Blasting..

One Off Stainless Steel Parts Made to order..

Tel. 0117 904 2339.. fax. 0117 975 6707.

BRISTOL'S NO 1 MOTORCYCLE
POWDERCOATER.



GRAHAM & HELEN FLOYD.
GARDENERS COTTAGE.
DRURY LANE. REDMARLEY D'ABITOT.
GLOUCESTERSHIRE.
GL19-3JX
TEL 01531 650600.

CLASSIC VEHICLE RESTORATIONS.

**30 YEARS EXPERIENCE. IN CARS OF THE 50's
60's AND 70's. FULL OR PART RESTORATIONS.**

TEL & FAX 01531 650600.

GRIFFS MOTORCYCLE SERVICES.

IN ADDITION TO REBUILDING AND RESTORING ALL TYPES OF
MOTORCYCLES GRIFF CAN SHOTBLAST LAND-ROVER WHEELS &
POWDERCOAT THEM IN A RANGE OF COLOURS. WELD OUTRIGGERS ON
YOUR CHASSIS. HE HAS BRAKE KITS TO MAKE YOU STOP
FASTER.. SPARE PARTS.. IN FACT JUST ANY THING YOU CARE TO THINK
ABOUT IN RELATION TO KEEPING YOUR TRUCK ON THE ROAD.

RING HIM NOW ! 0117 904 2339.

ADRIAN FLUX INSURANCE

4 x 4 INSURANCE SCHEMES

● JEEPS & IMPORTS

● MILITARY VEHICLES

● STANDARD & MODIFIED 4 x 4's

● LAND ROVERS AND RANGE ROVERS

● DISCOUNTS FOR SHOTGUN LICENCE HOLDERS

● FOR CLUB DISCOUNT STATE "SOURCE CODE II"

THE UK'S LARGEST SPECIALIST VEHICLE INSURER

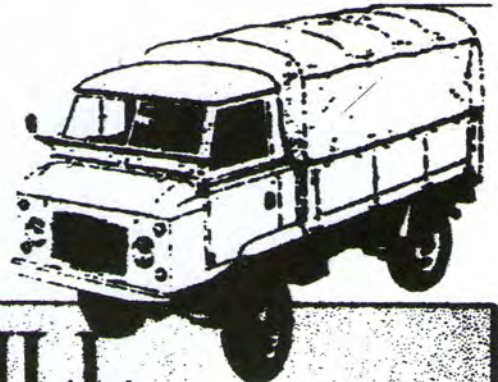
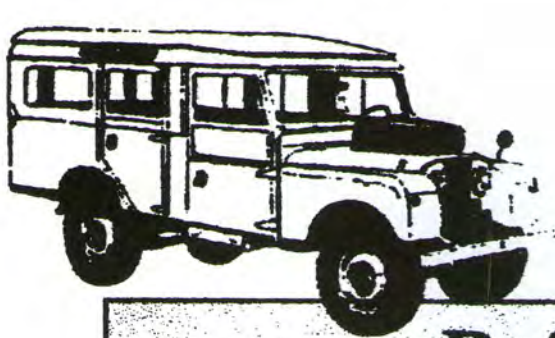


01553-777888

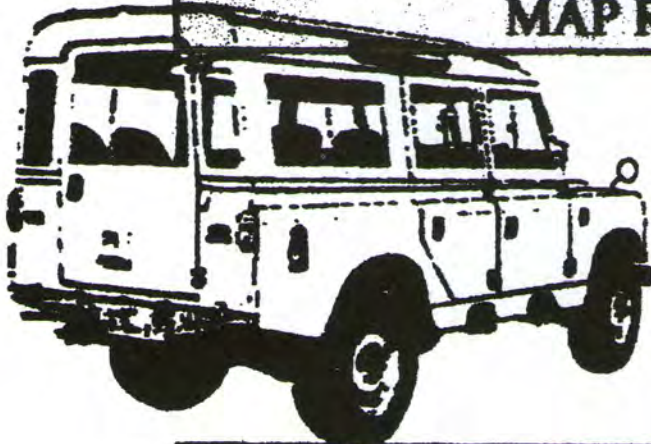
MONDAY - FRIDAY 9AM - 7PM SATURDAY 9AM - 1PM

126 LONDON ROAD, KING'S LYNN, NORFOLK, PE30 5ES

VISIT OUR WEBSITE: www.aflux.co.uk



**R & J HILL.
 ASKRIGG.
 NORTH YORKSHIRE.
 01969 (WENSLEYDALE) 650575.
 MAP REF. NY 947909.**



**PARTS, SERVICE & REPAIRS TO ALL MODELS
 OF LANDROVERS.
 SERIES II SPECIALIST.**

**WHATEVER MODEL OF LAND-ROVER YOU RUN WE CAN REPAIR IT.
 PARTS FROM A NUT TO A CHASSIS. REPAIRS FROM A BULB TO A REBUILD.
 HELPFUL ADVICE GIVEN TO ALL CLUB MEMBERS.
 USED PARTS AVAILABLE. PARTS SENT ANYWHERE.
 CURRENTLY BREAKING 88" HARD TOP DIESEL. 88" STATION WAGON.
 FOREIGN OWNERS ESPECIALLY WELCOME.**



LAND ROVER

WORLD

Two's company

Land Rover World
magazine –

produced for
enthusiasts by
enthusiasts



We even trial a Series IIA!

It's at your newsagent on the first Friday of every month,
ask for it by name

Subscription information 0181 597 0181 USA Subscriptions 800 272 2670