

AUTUMN 2001

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**SERIES**



**TWO**

**CLUB**



**AWARD WINNING MAGAZINE  
AND WORLD CLASS WEB SITE  
[www.series2club.org.uk](http://www.series2club.org.uk)**



Wanted: Brockhouse type trailer, anything considered but must be useable

Cheers,  
Philip Howes  
Member.  
St. Mark's Chambers,  
25, Chapel Ash,  
Wolverhampton.  
WV3 0TZ

John Silvester ;Memb. No. 00766

1972 Series 2a, SWB, 2 1/4 petrol, lead free, hard top, tax exempt, long MOT,  
Price £1250

Wanted Series 2 or 2a, 2 1/4 l Petrol, SWB, Hard top, Preferably with mot,

Mark Twyman 0659

Up to £1500,

Please can you put this on your ads page

Contact [MPrice@iname.com](mailto:MPrice@iname.com)

Original 2litre Diesel engine for land rover. Which has been reconditioned all it needs is fuel pipes and ancillaries. £250ovno Ring for more details Braintree area.

07711144787 or 01371 850 548 after 6pm [homermt@dialstart.net](mailto:homermt@dialstart.net)

**Landrover Series 2** 1958 Tax Exempt complete but need a lot of TLC. All welding done for MOT. 2 litre engine. £495.00 or near offer. Tel: 019-0861 6178 e-mail: [krl2@btinternet.com](mailto:krl2@btinternet.com)  
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Regards

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88" Hard top and upper body side panels with windows, handpainted limestone. Needs new rubber seals. Most fixings included. Buyer must collect.

£30.

[sally.lawrence@lineone.net](mailto:sally.lawrence@lineone.net)

I am interested in buying a series 2 or 2a  
Yours,  
Julian Algar.  
tel. 07860 787010.

Olton, Solihull. (5 minutes from Lode Lane Factory)

From: Shaun Doyle <[shaundoyle9@hotmail.com](mailto:shaundoyle9@hotmail.com)>  
To: <[series2club@freenetname.co.uk](mailto:series2club@freenetname.co.uk)>  
Sent: Thursday, September 06, 2001 10:14 PM  
Subject: bargain

> for sale  
> s11a lwb 1966 truck cab, last on road 1982, dry stored since, no engine,  
bulk  
> head sound, chassis? hoops but no canvas or tail gate, all panels  
> straight. looks untidy but every thing is their. reg... FCF 561D. Make me a  
> offer I cant refuse. Essex area.

> WANTED

LWB series 2 or 2a with hard top or canvas but must be in good condition - up to £1000 to spend  
New Member Adam Morgan 01594 563226  
email - [adam.morganites@tinyworld.co.uk](mailto:adam.morganites@tinyworld.co.uk)

i am new to the landrover scene and me and my elder daughter visited the lro show on the 8th of sept . we wandered into the series 2 club section and to cut a long story short they were so helpful , informative and friendly i joined there and then !

# SERIES TWO CLUB.

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

CLUB SHOP... WRITE TO THE CLUB ADDRESS OR 'PHONE 01226 217436.

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If you wish to contact any of the above... please write to the club address or e.mail from the web site.

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NORTH WALES & SHROPSHIRE.....	ANDREW TURFORD.01952 419404.
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SOUTH WALES.....	VACANT.
WEST MIDLANDS.....	MICK OUTHWAITE.01295 678051.
EAST MIDLANDS.....	VACANT.
SOUTH WEST... Write to club address.....	JEREMY & ROBYN HOLTER.
SOUTH EAST.....For Details of Events etc. ....	In this area please write to Club Address.
SURREY & SUSSEX.....	TONY DOWN.01342 844096.
HANTS,HERTS & BUCKS.....	BRIAN & CATRIONA CRELLING.01296 670227.
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ANGLIA AREA.....	TOBY COOK.01353 634183.

MAGAZINE. We welcome contributions of all types, either photographs 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, however word for windows seems to work best! 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 again 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 DATE FOR NEXT ISSUE.....Very important to be on time for this issue...No later than the end of November 2001.

## Editorial by Peter Hopkins.

This edition of the magazine is traditionally the easiest to edit, mainly because I normally have lots of show and event reports from our members, who have travelled the length and breath of the land enjoying themselves, at shows and events.

However this years foot & mouth outbreak has meant that most events were postponed or even cancelled. With nowhere to go, there is not a lot to write about...

As the magazine depends on the contributions of the members, it has proved to be impossible to get this issue out to you on time. (It's about a month late at the moment). This, in itself is not too bad, after all it is the autumn issue and its still autumn! But the next issue the 'Xmas 2001 Built to Last' depends on being on time, Christmas Magazines do not work in January...

So please send me your articles ASAP. Ten lines and a 'photo, a joke (clean please!) a story of a trip, in fact anything to do with a Land Rover.

Ladies, why not tell me how the Land Rover experience effects you. Does it make you mad? Smile? Cry? If you drive one, how are you treated by other (male) drivers, can you fix it ?

Joined the club recently ? Do you own a Landy ? Tell your story...Joined the club but do not have a Land Rover...tell us your story...

Found a way of doing a repair that might save other members, time and money? Let us know please...

Roger Horne is off to the Andes Mountains in the next few weeks to drive the Series 2/3 Land Rover up into the Amazon basin some sixteen thousand feet above sea level. I sure that we all wish him the very best of luck...watch out for the reports and stories.

Peter Hopkins.

## From the Chairman by Chris (Chairman) Bentley.

Sorry, the magazine is a bit late...due to the lack of shows and events; we are a little short of things to write about. The club magazine is always keen to receive articles and 'photos from the membership, it doesn't have to be prize winning stuff, just lighthearted tales of Series two's.

It has certainly been a very odd year due to the foot & mouth crisis, hopefully things will be back to normal next year.

I have not made much progress on the fire engine, the rest of my family's motors have had to take priority, my day to day Series 2 is getting a bit worse for wear and is in need of some TLC. It has just reached the 400,000-mile milestone...

My sister's Series 3 has also disgraced itself, I slammed the back door whilst on holiday in Yorkshire and a large piece of the cross member fell on my foot!

It will also be getting a respray in the next few weeks; it currently has so many differently coloured body panels, the locals in my sister's village have renamed it 'Joseph'!

Bye for now.

Chris Bentley.



SURREY & SUSSEX BRANCH..ARDINGLY VINTAGE VEHICLE SHOW.

## FROM THE SECRETARY

Memberships continue to rise almost 800 now, many new members downloading forms from the web site, which gets better every week. Some new members will have noticed that their membership number is quite low, the reason being I have started to re-issue membership numbers that were never issued when we reorganised the database.

This magazine is late on your doormats because Peter had to struggle for articles to include. At one time he told me it looked as if we would be sending out a magazine full of blank pages. Peter really does need your article whatever it is as he says six lines about you or your motor will do. Committee members please note area organisers especially should be able to cobble something up for every issue that's what the magazine is for to keep the members informed so come on get writing.

Despite the foot and mouth restrictions the Club has managed to get out and about but club activities have been heavily curtailed. I attended Billing and it's good to note that Billing is back to its normal self after last year's rather strange affair, Well done to the LRE team we had a great time. I was a little disappointed with coverage of the bike trial I thought those members that help organise it deserved a mention as did the kids themselves but I am assured that there will be a small item in the October issue of LRE about it.

Driffield was another of the shows we attended as a club, rumours abounded beforehand that it was cancelled but happily it went ahead. The rain taking its toll so no arena displays were held but we all still enjoyed ourselves. Mark Strangways taking best in show with his 1961 fire engine.

The 109 progresses slowly, see the write up in this issue.

The 88 is starting to demand more of my time too. Arriving home from Billing with the engine sounding like a can o' mabs I decided to drop the spare engine, that I had removed from the 109 2 years ago, into her, and while I was at it to swap the gearbox which has a tooth or two missing. With my summer holidays one week away I stripped the front end swapped engine and gearbox reassembled tried and tested with a day to spare - quite proud of myself really as I could only work on it one weekend and 4 evenings about 28 hours all told not bad eh!. The spare engine smokes on start up quite a lot but I reckon this down to valve stem seals as it was a military reconed engine and was possibly stood several years before it started to get used, then I have had it stood for two years so the seals will have hardened up somewhat. I found at the Driffield autojumble an old valve spring compressing tool that does not need the head removing to use. With the valve supported through the plug hole one can remove the collets and valve springs and change the seals without removing the head - that's the theory- I will give it a try and let you know how I went on.

The Series Two Club can now supply replacement chassis number plates for Series 2's and 2a's Full details are available from the clubs Registrations officer Dave Dutton. There are certain safeguards we have had to introduce to protect the club from fraud. These are listed below

1. Blank Chassis plates will not be supplied.
2. An order for a chassis plate must be accompanied by the old plate (which will not be returned but destroyed or kept by the club) and a photocopy of the V5 which must clearly show the chassis number and the name and address of the vehicle keeper.
3. Chassis plates will only be despatched to the name and address of the person shown on the V5 as the vehicle keeper.
4. In order to protect the club and to remain within the law the Club will report to the authorities *i.e. Police or Vehicle Licensing Department*, any irregularities between V5 documents and old chassis plates. and any requests for chassis plates that the club feels are suspicious.
5. Should the old plate not be available the club may ask to see a particular vehicle before a chassis plate is supplied in order to verify its authenticity.
6. The supply or non supply of plates is at the discretion of the clubs registrations office.
7. The Club will keep a record of all transactions, requests and supplies of chassis plates and will on request make those records available to the authorities. *I.e.* The Police or the Vehicle Licensing Agency



Series 2a plates are black. Series 2 plates are Red and Tyre life plates are Red  
 Prices for Plates is £8 to members and £10 to non members this price includes stamping of chassis number on plate and postage and packing  
 Price of Tyre Life plate is £2.75 including Post and packing

THE SERIES TWO CLUB CHASSIS PLATE ORDER FORM

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3. Chassis plates will only be dispatched to the name and address of the person shown on the V5 as the vehicle keeper.
4. In order to protect the club and to remain within the law the Club will report to the authorities i.e. Police or Vehicle Licensing Department, any irregularities between V5 documents and old chassis plates. And any requests for chassis plates that the club feels are suspicious.
5. Should the old chassis plate be missing hence unable to be handed in for exchange the club may want to see a particular vehicle before a chassis plate is supplied in order to verify its authenticity.
6. The Club will keep a record of all transactions, requests and supplies of chassis plates and will on request make those records available to the authorities. i.e. The Police and the Vehicle Licensing Agency
7. The supply or refusal of supply is at the discretion of the clubs authorised officer – usually the clubs registrations officer.

The chassis number will be stamped on the plate as per the V5 document and the old plate.

PLEASE ENCLOSE THE FOLLOWING WITH THIS ORDER.

- 1. Photocopy of V5 [ ] [ ]
2. Old Chassis plate [ ] [ ]

If unable to enclose old chassis plate please state reason.
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
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- 3. The Fee (£8 for club members £10 for non-members [ ] [ ]

Your membership Number [ ]

I enclose a cheque/postal order for £.....

Your name and address (must be as V5)

Or please charge my debit/credit card no
[ ] [ ]
VISA [ ] Mastercard [ ] Connect [ ] Switch [ ]
If Switch card please fill in Issue No [ ]
Name on Card [ ]
Expiry Date [ ] [ ] [ ] [ ]
Signed \_\_\_\_\_
Date \_\_\_\_\_

Name \_\_\_\_\_
Address \_\_\_\_\_
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Postcode \_\_\_\_\_
Tel. Number \_\_\_\_\_

Cheques should be made payable to SERIES 2 CLUB and crossed please do not send cash. Send your remittance along with this form to the Series 2 Club Registrations Officer. PO Box 251 BARNLEY S70 5BZ.

Please allow 28 days for delivery.



..... *Throw the "Book" away* .....

During April this year "The Beast" developed a slight initial hesitation upon acceleration from low speeds. It was particularly annoying in traffic and whilst travelling in low box. My first thought was an ignition problem so I checked all the obvious things, plugs - points - rotor arm - condenser - distributor cap - plug leads - coil - low tension lead - all checked out fit and healthy. The distributor clamp was good and tight, the vacuum advance control worked fine with all pipes and joints good. After a test run the fault was still there only now more annoying than ever. Time to start the head scratching.

Decided to check through the fuel system totally. Up with the drivers seat-base, out with the fuel pick up pipe only to find all clear and fine. Disconnected and blew out the fuel pipes from tank to fuel pump and fuel pump to carburettor. Quick test drive, no change. Removed and totally stripped the fuel pump, carefully checked and cleaned all parts, re-assembled the unit and refitted it. Quick test drive, no change. Time for the carburettor which I hesitated over, it was a brand new (1969) ex MOD Zenith only fitted last year. Eventually bit the bullet and dived in.

Removed and stripped the Zenith, all jets were clear, float setting correct and even the top casing to base casing "O-Ring" was sound. Carefully cleaned all the parts, re-assembled and refitted. Quick test drive, no change. Now I was stumped. I lived with the fault over the next few weeks whilst racking my brain as to what to try next. Discussed it with all Landy owners I met and at full length with "Ken - my Landy Mentor", none had any further suggestions. The fault remained and over the next weeks I found myself leaving "The Beast" at home and using the Eurobox even more than ever. This just would not do.

One Saturday morning I decided to go over the whole lot again and try to sort it out. After five hours work I was no nearer my objective, it still hesitated under acceleration. Out came the briar, time to inhale the brain juice again. Removed the distributor cap and rotor arm and just stood looking down at the distributor, hoping for inspiration. After a while the "St Bruno" kicked in, I reached down, gripped the distributor cam and wiggled it. Eureka - it moved dramatically from side to side and totally closed the points gap. Worn distributor bearings and a points gap all over the place. I had toyed with the idea of replacing the distributor for a while but could not justify the cost involved, now I had the justification needed. Close the bonnet and time to talk to "Susan-my personal Banker". After agreeing to wash and wipe for three weeks, Sunday saw me up, bright and early and off to Peter's (our Editor) Secret Shropshire Ex-MOD Parts Supplier, cash in hand.

They had dozens of distributors in stock, just did not know what was in all those lovely tropical pack brown cardboard MOD boxes. Dumped the lot on the counter and asked me to sift through them myself. Ducellier - Ducellier - Ducellier, I quickly got used to the disappointment of seeing those awful brown coloured distributor caps. I know they supersede the Lucas 45D4 unit and are fully interchangeable but I was determined to try and find the Lucas one with its Vernier adjustment unit. It is so much easier and precise to click the adjustment nut with your fingers (One degree = 11 clicks). After much sorting I struck gold ! A genuine brand new (1971) Lucas unit still totally cocooned in its packaging, it even had the correct screw acorn type cap, a set of contact points fitted with a perfect 0.015" gap setting and a rock-solid cam with no play at all. A real bargain, thanks Peter, another pint I owe you.

Drove home chuckling to myself and constantly flicking admiring glances to my shiny new distributor, resplendent in its packaging. After showing "Susan-my personal Banker" the purchase (and giving her back the change) I set about removing the old and fitting the new distributor. Decided to check and follow to the letter, the workshop manual on ignition timing adjustment which took longer than anticipated to get it spot-on at six degrees before top dead centre. Eventually all was in and tightened up, turned the key and "The Beast" fired first time, no choke, no pumping the gas pedal, just off and running, brilliant. Quick test drive, S\*\*t it was still hesitating upon acceleration, now worse than ever ! Back home, up with the bonnet and out with the briar and further inhalations of brain juice. Now I was really stumped.

My son David was home on leave from his RAF duties and wandered out to ask what the problem was. I explained in full and asked if he would check the ignition timing for me. Out with the starting handle and he asked "What did you set it to, Dad ?". "Six degrees BTDC" I replied. "Why that setting ?" he asked. "Because the workshop manual states that setting for 90 to 96 octane fuel" I answered rather shirtily. I was miffed he had asked me that but put it down to his RAF Propulsion Technician's - Show me the written instruction's - training. David then totally threw me by asking "When was the manual printed, Dad ?". "What bearing does that have on the problem ?" I asked. "Hear me out" he asked "Please just check the date the manual was printed". This I did and told him it was printed in 1967 when "The Beast " was built and was a genuine Land Rover Workshop Manual covering Series II and IIA models, purchased at great expence from the Malvern Show two years ago.

I then opened the manual to the correct page, pointed to the section that confirmed the six degree BTDC setting when using 90 to 96 octane fuel. My tone must have warned him I was now miffed and he stepped back and said with a broad full grin "I would throw that book away if I were you, Dad, in 1967 it ran on Premium Leaded Red petrol and now it has an Un-Leaded head conversion with a 30 thou skim taken off it". "What octane rating is the Sulphur Free Un-Leaded so-called Green petrol you now run on ?" he asked with a smile. Stunned silence, his words slowly sank in, he's right again I thought, sod those Brylcream Boys

We then started up "The Beast", loosened the distributor locking clamp and set the ignition timing the way my Dad taught me all those years ago. With the engine running turn the distributor body until the engine note changes, hold the distributor steady and blip the throttle quickly. If the engine picks up instantly lock the distributor clamp up and give it a test run. If the engine *hesitates* on pick up try turning the distributor body further, *towards* the engine block retards the ignition timing *towards* TDC; *away from* the engine block advances the ignition *away from* TDC. An engine with timing too advanced is very noisy, you can hear all the crank bearings and tappets rumbling. Listen to the engine and when it sounds right and picks up instantly upon acceleration lock the distributor and try it. After a few minutes it "sounded right" and a very happy test run confirmed the fault had at long last been cured.

Just proves that for some job's you should ***Throw the "Book" away.***

Norman Smith  
Stafford

### HOLD TO THE DREAM.

“What we really need.....” I grumbled, as I attempted to fit 12 trays of bedding plants in the back of the small hatchback, without getting the carpets covered in wet peat.

“What we really need is a good old working vehicle.....” I puffed, as I struggled to fold a double mattress into same small hatchback, prior to the ritual Sunday morning visit to the local Amenity Tip.

“What we really need is a good old working vehicle, cheap and strong, that I can use as a second runabout”, I muttered as I waited in the rain for the always absent bus or taxi, outside the local train station, while Herself was at work.

“We can’t afford a second vehicle”. This response from Herself was uttered with that absolute certainty, of one who knows the world is flat, when only absolute impractical dreamers could suggest it was round. As is often the way with the world, the absolute impractical dreamer held to the dream, and carried on grumbling, puffing and muttering. Eventually, in time to coincide with my early retirement, I became the owner of a battered 1959 Series Two Land Rover.

Ironically, Herself was instrumental in acquiring it. My friend, a local farmer, had owned the vehicle for about 10 years. A friend of his father had given (!) the Landy to his father, when the father’s friend became too old to drive at 80. Mind you, Farmer’s dad was 76 when he got the Landy! It spent the 10 years on the farm as a workhorse, and was basically well maintained, although battered by hard work.

Herself suggested I ask Farmer friend if he would give me the first refusal if he were ever going to sell the Landy. Doing as I was told, as always, my heart sank when Farmer friend told me he was going to sell it, but had already promised it to someone else. This gave Herself the opportunity for some major crowing, of the “I told you to ask him earlier “ and “See – you should **listen** to me more often” variety.

Then, a couple of weeks later, the phone rang, and Herself answered. With that wicked, feminine mocking glint in her eye, she said “ It’s Farmer Fred – you can have the Landy”, and handed me the phone. This was just her

savage idea of a joke to wind me up, of course. But it rebounded, as my Farmer friend told me that the other guy had changed his mind, and the Landy was mine if I wanted it.

If I wanted it! It was just what I wanted. A totally original, 2 owner, 50,000 mile Marine Blue Series Two. It's an 88", with a full canvas tilt, and with life's little scars that make Landies so characterful. It's even got a heater, and it works! All right, so the 2286 petrol engine was only running on 3 cylinders, due to a blown head gasket, and I've experienced better brakes on a pedalo, but it was *love*.....

And love has blossomed. The Heap, as Herself calls it, is reliable and sound. Fun to drive and own, practical, and cheap to keep on the road. Andy and Martin of the excellent AJD Land Rovers in Broxbourne, my local specialist, have provided advice, spares and repairs, along with the sardonic jokes common to the Land Rover community.

The Series Two Club, are a font of information and advice. I've also joined that special breed – the Series Land Rover driver. Waves from other Landy drivers, envy or incomprehension from the drivers of lesser vehicles (and curses from the following drivers of faster ones), and joy and affection from kids of all ages for the old Landy.

The Heap's not that slow either. Here in the crowded south-east of England, I reckon the average non-motorway speed of the traffic is around 40 miles per hour – well within the Landy's capabilities. Thanks to AJD, she can even stop properly from that speed as well.

So, here I am, approaching my dotage with a real hobby at last. Who would ever have thought that owning an old vehicle could provide so much pleasure? All I really have to do now is :-

- 1) Learn to get my hands dirty, so that I can hold up my head proudly and say "Yup – I'm a real Land Rover owner".
- 2) Find another impractical dream. Hmm – perhaps I'll drive to the Pyrenees.....

David Mills  
10.09.01



'THE HEAP'



'BILLING BIKE PRIZE GIVING...2001'

### BILLING

It didn't bode well – our Series Two “Will” began to cough and splutter only a few miles from our home . We were on our way to Billing, landrover crammed to the roof with camping gear, the two of us, the dog and enough coffee, tea and polystyrene cups to cater for a small country!!

Well, we had to be prepared, as the new, area organisers for Bucks, Herts and Northants, we were responsible for co-ordinating the club's camping and club stand at the show. We decided to continue the journey – we had to get there somehow and the camping gear wouldn't all fit in the car. We progressed slowly, even by land rover standards, but eventually ground to a halt half way there! While Brian re-enacted the episode of Fawly Towers where Basil flogs his car with a tree branch, I called the AA.

A couple of hours later we arrived at Billing in complete darkness and rain – perfect tent pitching weather!! Refusing to be defeated, we pitched the tent and got down to the important business of drowning our frustrations in brandy – for medicinal purposes of course, we had got rather wet while putting the tent up!!

It was the first time we had camped at Billing, and we thought the friendly atmosphere was great – it's amazing how a common love of everything LandRover bonds such a variety of people.

On Thursday morning things started to take shape, Roger Horne kindly went down and marked out our club stand area, while Brian and I relieved Adrian Inglefield of sentry duty at the club camping area – we wanted to make sure only club members who had booked through us got into our allocated area to prevent overcrowding – it worked brilliantly. The arrival of the trailer enabled us to get everything set up, we also had a good variety of vehicles for the stand.

Saturday was our busiest day – with the children's bike trial and the club vehicle display in the arena. A big thanks to Paul Hanbury for organising the bike trial and to all those who helped with taking the kids around the course. Another big thanks to all members who took part in the arena display. I wouldn't say we were being competitive in any way, but it was nice to know that the Series Three club's arena photo could be taken in portrait format while it was a struggle to fit our group of vehicles into landscape!! I was delighted that it was members from Bucks, Herts and Northants, Pete and Chris Day whose fire engine won the trophy for best vehicle in class, awarded by Laurence Mitchell, Club Secretary. Back at the campsite, Pete and Chris treated us to a demonstration of their fire engines pump and hose in action, using water from the river. With a veritable “fleet” of fire engines in the club, is it any surprise that another member, Mark Strangways found his excellent 1961 specimen the feature vehicle in a LRE article.

We also had the club BBQ on Saturday night , back at the camping area. With true British character we refused to be put off by the rain and happily sat out in it munching our burgers. We were joined by members of the club who had just come for the day and also by members who had camped elsewhere. An enjoyable evening was had by all.

There are several people who really deserve a great deal of thanks:  
 Laurence Mitchell for his help and advice on what to do, I wouldn't have had a clue without him! He showed tremendous patience with my frequent phone calls!  
 John and Christine for bringing the trailer and for doing a sterling job as usual with the club shop, I realise how much hard work is involved.  
 Adrian Inglefield for creating a barrier around our club camping area which would have made Hadrian proud! It stopped the overcrowding which ruined it for some members last year.  
 Roger Horne for his advice about "things to bring" and for bringing the "Barnes Wallis".  
 All members dogs who tolerated the humiliation of wearing club doggie bandannas with good humour!

Let's hope next year is even better!  
 Catriona Crelling  
 Bucks, Herts, Northants area organiser.



'CLUB STAND BILLING...2001'

'BILLING BARBECUE...2001'

**AS SEEN ON TV!**

**“ WILL” THE SERIES TWO MEETS TOMB RAIDER STARLET.**

Will was invited down to Pinewood studios to take part in a Land Rover documentary as part of the series “Pulling Power”, presented by Mike Rutherford and produced by Richard Heatherington for Carlton TV.

Will was happy to share the studio with a real stunner – the all singing, all dancing, specially prepared landrover from the Tomb Raider film. Yes, it was actually the one that old Lara drove through the steamy jungle ( or was it just a few conifers and some dry ice at Pinewood?!), she’s a real beauty – the landrover I mean, but Will refused to be overshadowed and rolled up his soft top specially for the occasion!



Catriona Crelling.

**‘I’M A STAR...PINEWOOD STUDIOS 2001’**







'BILLING THE CLUB LINE-UP...2001'



'PLAYING WITH THE FIRE HOSES  
BILLING...2001'

'DOOGIE PLANS HIS REVENGE...BILLING 2001'



'MANUEL THE SERIES 2ish Landy...for PERU'

## A series two/*three* for Peru

OK I confess – I bought a Series TH..E for the project. How can I confess such treachery, such outright cowardice, and such lily-livered weakness? Well, the answer is that I could not find a suitable Series Two.

Which all goes to show I suppose, how rare our twos are becoming and how we should look after them – they don't make them any more, you know.

The Project? You may remember the previous articles (if you are a new member you won't unless you have been keen enough to buy all the back issues when you will need a 109 to keep them all in anyway)- So to recap

– I first met an amazing SII workhorse in the Andes Mountains in Peru three years ago. It was still running despite all the odds. In a country almost devoid of Land-Rovers, it was kept going by a man who knew a thing or two about cannibalising – Chevy carb, Datsun steering, Ford electrics etc but he had kept a forty year old running on its original engine and it was still working and being abused with piles of timber, cement and people on a daily basis.

The man, Manuel, died last year and the Two died with him. It refused to function for anyone else (i.e. no one else had the knack of starting it) and probably now languishes in a colourful clump of mountain weeds. I will be back there later this year and will find out.

Manuel used the Two for building construction work in a mountain summer camp for abandoned street children. When I was there last year I suggested to his boss that the old workhorse could be replaced. He paused – but only for a moment – and commented that something in better condition and a bit more reliable might be handy.

So I started the search. My preference was an ex-military SII 109, 12-volt, ragtop. Scanning the advertisements, asking around, and putting requests in this magazine produced nothing, which did not require a complete re-build. So I finished up with parts of my specification – such as ex-military 109 ragtop but...a SIII 24volt. (sorry!)

I approached the decisions from pure practicality – I wanted a workhorse not a collector's vehicle. I wanted it to carry sand, timber and be abused

daily by people who have a job to do. I wanted it to be able to wade through a deep river next to the camp and be easily dismantled to fit into a cage to cross that river on cables when the water is too high. I wanted a Salisbury rear axle. I wanted it to start on the button and I wanted an engine with many years' life left in it. A recently released late model SIII seemed to be the best answer (I can hear you all groaning even as I write this)

Series IIIs were made until 1985 and the one I chose was made in that year. Late model it is but it still shows very much of its SII (and SI) heritage.

At the last AGM your worthy Club kindly voted the sum of £500 for the Project and this money was put towards the purchase. Scandalous, I hear you say, that I should have bought a Three with Club money but the reasons are clear.

Being such a Two addict I have never taken much interest in threes. Having driven "Manuel" – this is the name of the new beast in honour of the great man himself – for a month I can honestly say I am warming to him. He came from Len Saunders' Eurover firm in Wolverhampton. Len acquired him from the Army (ex Germany – left hand drive). Len tidied him up and threw in lots of spare goodies free of charge. The price was right and Len did a good paint job in "sand" into the bargain.

Between the date of build of my own Two (1964) and Manuel (1985) has passed the period of 21 years. Looking at them together you would think there was not five years between them. So what happened? – Was Land Rover just too idle to update the Two very much or had they got a winner they did not want to change?

So I will run you through the main differences, the pros and cons, and you can see just how lazy Land Rover was, or how clever in applying the old saying "if it aint broke don't fix it"

The Cons – bad points of the SIII compared with a SII:

1. Well, of course, that silly plastic grill on the front. The main thing we all take as recognition for a three. I will avoid all the usual comments about not being able to barbecue on it (by the way if you barbecue on a SII grill you run the risk of poisoning from the galvanising melting off). I might try and take the plastic horror off Manuel and put a metal

SII grill on – not that the Peruvians will barbecue very much when the temperature is usually 30 degrees or so.

2. The SIII gearbox. It is a horror. Yes, I know it has synchromesh on all four gears but the synchro constantly balks at me and getting away from traffic lights can sometimes take quite a while before you can force it into first. Like some older syncros, part of the time it is fine but not others. The gear lever is smaller and the gate difficult to find your way round in, when comparing it with my lovely SII box. With a SII box you know exactly which gear you are in and can beautifully double-de clutch into second and first gears (can't we?) and feel your way round the box at all times. The SIII box is not like this. It is also reputed to be weaker than a SII box but as I haven't broken it yet I cannot tell you anything about that.
3. The chassis. Difficult to put my finger on this one (well actually I put a lot of fingers on the SIII chassis to check for rust but didn't find much) but I feel it is thinner and less robust than the II chassis. I can't prove that it flexes in use but it looks like it might, when stressed.
4. Headlights in the wings. As you probably know late IIAs had these as well but I still think a Land Rover looks better with the frog eyes and the lights are better protected. If my II had lights in the wings I would have broken about four pairs in the years I have had it.

The Good Points – where IIIs were improved on IIs: -

1. The engine. The five bearing crank makes for a smooth motor and, supposedly, stronger.
2. Space – there is a bit more room behind the wheel.
3. Heater – it works well and draws fresh air from the vent on the wing instead of recirculating the air like the SII
4. The dashboard – it is moulded plastic and the dials sit behind the wheel. A bit pansy you might think but probably safer and more convenient. Less character, of course.
5. Hinges – the classic way of telling a II, the III hinges are flatter and allegedly less likely to grab granny's handbag when you drive too close to the pavement.

6. Brakes – the servo on Manuel brings him to a halt quite quickly. My non-servo SII needs a hefty application of pedal to stop it.
7. The tough Salisbury rear axle – meant to be indestructible. The SII in Peru had a Salisbury fitted and was one of the few things that never gave out.

And that's about it – twenty-one years of improvements do not amount to very much. Land Rover thought they had a winner in the SII and in the sixties they did. They thought that winner would carry them into the seventies and beyond but time overtook them. They had to improve ride quality and along came the coil sprung 90s and 110s in the mid eighties and the old leaf sprung arrangement that had carried the marque from 1948 finally disappeared.

So what has not changed in those 21 years between the two vehicles?

These are the things that endear our vehicles to us. The leaks around the cab, the five mile turning circle, the bouncy ride, the steering that kicks on rough ground, the fuel consumption, the rust in just the same places, the hub seal oil leaks, the howling noise at anything over 40 mph. You know the scene! They are all just the same.

All in all the III feels very much like the II despite those 21 years. I hope it will put in forty years service hundreds of miles from the nearest Land Rover agent, like its predecessor. I hope it won't mind being dropped into deep water and dried out after being submerged for three weeks, I hope it can cope with being used as a site lorry, school transport, baggage handler, rescue vehicle and home for jungle wildlife. Somehow I think it will be OK.

So Manuel's new life awaits. Shortly to be driven into a container in Manchester it will sail across the Atlantic, through the Panama Canal and then turn sharp left into the Pacific. 29 days later it will arrive at Lima, Peru's capital city.

If Manuel's paperwork is in order - (This is quite (fun?) – I have to attend before the Peruvian Ambassador in London, or someone, to declare that this vehicle is a gift and not a profit related deal or the authorities impound it on arrival and charge 80% import tax) – and if he escapes the thieves and lowlife of Lima's docks area – and if he is successfully driven across the city around the huge holes in the road without being rammed by anyone – and if he is not hijacked en route – he

will be driven sixteen thousand feet up the side the Andes Mountains and over the top into the Amazon basin.

Once in the jungle he will be dismantled and stowed into a cage to cross a river (or driven through it if it is low enough) and then will start service for the kids' camp.

Work to be done before Manuel leaves is not a lot. A high level air intake; some bolted down metals boxes for spares that are travelling with him; a head restraint or two, a good service and that's about it.

Many thanks to all of you in the Club who have supported this Project, both financially and verbally. I am leaving for Peru myself on October 20<sup>th</sup> for three weeks and may be able to report on what happens if Manuel arrives before I do.

Roger Horne

### **A BOOK REVIEW**

#### **IN SEARCH OF WILL CARLING by Charles Jacoby**

I have never reviewed a book before but as Pete is desperate for anything in this month's magazine ...here we go: -

I picked up this paperback at Billing in the LRE bookshop. Published by Pocket Books in 1997 it sells for £6.99, which is a reasonable price for a bit of armchair exploration by Land Rover.

As one might think from the title it has a Rugby flavour – to me Rugby was something to be endured at School on occasional afternoons when football was not on, and reading about rugby does not bring back happy memories. However if you like old Land Rovers in difficult places then this book is for you.

Basically it is about a group of people who went to the Rugby World Cup in 1995. Nothing odd about that except it was being held in South Africa and they went from Britain by road ...and desert.... and swamp.... and mud.... and bush.... etc.

The vehicle which was called Mistress Quickly (apparently because she wasn't; to show that their education had not been wasted and to go with

the “Q” plate) was a 109 diesel. Can you image driving to South Africa behind a two and a quarter diesel?

The book is written by someone who is not a Land Rover enthusiast or even someone with much knowledge about cars, although he admits an understanding of inferiority when in a convoy of 109, 110 and 130 vehicles. Consequently his descriptions of things mechanical is often amusing when not intended and he largely understates mechanical problems throughout.

He does not understate the discomfort, the noise, smell and daily misery that living for months on end in a diesel 109 can bring. However, nothing mechanical is as bad as the beurocracy met at the borders of African states and the bribery demanded by officials. Mistress Quickly’s crew always finds ways of getting through, one way or the other.

My favourite is the country which only allows a minimal amount of cash to be imported. Diesel is available officially at enormous cost and requiring far more money than one can bring into the country. Diesel is also available at low cost on the black market. The black market is controlled by the same officials who deal with immigration. So to drive across the country you buy black market diesel from the officials who then investigate how you managed to buy it!

The story is written very much tongue in cheek and with a broad understatement of difficulties. The joys of crossing rotten bridges, getting lost in deserts, dealing with millions of insects and thieving locals are humorous and do not describe the fear and worry that no doubt existed at the time.

Little side stories like the oil cooler are a joy. The oil cooler was bought at the last minute and not fitted. They thought they would fit it when they had an hour or two spare which never seemed to happen. It wandered about, loose in the cab, causing injury and discomfort to all who came near it. It finally holed the radiator and they decided to get rid of it by swapping it for a pressure cooker in Mauritania. They went into town and spiked the vehicle on a pole. – Again the radiator. They found a blacksmith to mend the holes and offered him the cooler as payment. He refused and they gave it to him. He also stole their tools. On the way back they got lost in the sand dunes etc etc. Probably infuriating and frustrating at the time but funny to read now.



The book also goes into the friction between members of expeditions when confined in close quarters over long periods. The party held together for a good half of the journey but insignificant and amusing differences of opinion in England gradually grew in to huge stand –off (“I am not talking or even driving with you”) attitudes a couple of thousand miles later. This is a well-known fact of expeditions and all contemplating such a trip would be well advised to read this book.

One person wanted to do all the driving. Why? Because he was the mechanic and believed that if anyone broke the vehicle it would be him who had to repair it so only he had better break it. This sounds strange when reading the account in the comfort of ones own armchair but was obviously very real in Africa and caused severe strife between the group members.

If you think that all sub-Saharan countries are the same this is the book which will put you right. There are huge differences in language, welcome, roads (or lack of them) money, fuel etc in different countries only a couple of hundred miles apart. Comparing the misery, mud and corruption of Zaire with the high life of Kenya is remarkable.

Land Rovers are liberally spread thorough out Africa it seems. We are treated in the book to comparison performances of 109s with 110s, Defenders with Mitsubishi Pajeros, Defenders and Toyotas etc and some details about handling techniques are explained.

One thing that seems to be constant in all African countries is the friendliness of the villagers and the unpleasantness of the village officials. Constant vehicle searches, theft and bribery seem to be a constant theme – and mostly by officials.

The last 100 pages or so of the book are fairly well taken up with Rugby which held little interest for me and I started scan - reading looking for references to Mistress Quickly. What happens to her in the end? That’s something you can find out for yourself – buy the book – its a good read.

Roger Horne

## **Billing 2001**

In 1999, I went to Billing with my son Brent. He in his Series 2A, and me in the escort as support vehicle. We had a Great Time.

This year, 2001, I went to the Landrover Mecca in My own Series 2, with my wife, Sylvia. It took us six hours, which included lunch and tea/coffee stops.

We had a pleasant drive down the A6 at 40 MPH, taking in the scenery from the lofty, (compared to a car) driving position of the Landrover.

On our arrival at the Aquadrome, we were directed to a site among many Nationalities and Landrover models.

We soon had our tent erected and dinner on the go. After our meal, we had a 2-hour walk-about and into the sack. It had been a long day.

Heavy rain overnight had cleared at 06.30 hrs. Friday.

So after breakfast and ablutions, it was bargain hunting around the trade stands. We bought Landrover clothing at greatly reduced prices and poles for our tents' doorway.

The campsite itself was very crowded, so we offered to share our patch with a young couple, who arrived in a Discovery. This act of friendliness paid off, because Dean and Kelly, The Discovery owners took us around the off road course the next day, Saturday.

Rain again overnight, had cleared by early morning, so Sylvia and I walked right around the perimeter of the Aquadrome site, chatting to L.R.E. visitors and residents, and taking many photographs.

We were taken off roading again, this morning, Sunday.

This time we did two laps of the course with me hanging on, and taking on course photographs. In the afternoon, we both bought ourselves some boots; I bought two radio units from the Ex-Military L.R. Club stand. We met and chatted to the L.R.E. staff and the Landrover Artist, Pete Wilford and his wife.

Monday. Packed up and left Billing at 11.50,  
Arrived home 20.30 via Leicester (lunch), Derby,  
And McDonalds (Besses-o-th-Barn) (N. Manchester).

We both had a Fantastic weekend. We met and chatted to Landrover Owners from Holland, Germany, Norway, Switzerland, Everywhere.

The Series One Club and The Ex. Military Club Members were Exceptionally Friendly, as were The Series Two Owners who were scattered around the site. There were some Series Two Club Members there, because we saw John and Christine, the Club Shop Managers, as they passed us.

Overall the Organisation was excellent, the toilet blocks were kept clean even with thick mud and water everywhere, we made some new friends, and bought real German beers at £1 per can!

ROLL ON JULY 2002.

*Charles Buckley*

*A Landrover Series Two Club Member (797)*



'BILLING 2001... The Fire Department'



'BILLING LINE UP... 2001'

## Noisy old Landy is the new BMW



Trendsetter ... Land Rover Defender is the vehicle to be seen in

THE trouble with fashion is simple - when it's new it's expensive and when it's not new it's not fashionable any more.

So I was delighted to note that around the trendier parts of London, the traditional Land Rover Defender has become as important as the Jimmy Choo shoe and the pierced navel.

You see them parked outside every bar and coffee shop -and this is good news because, of course, the Land Rover is not new. And that means it's not expensive either.

Hell, you could buy one with a best before sticker of 1951 for a tenner.

So, keen to see if the old war horse can still cut it in a world where we all expect a bit of luxury and oomph, I thought I'd spend a week with the long-wheelbase 110 County.

New, this would cost you £23,000 but then you do get seating for ten and a sure-fire knowledge that you'll never be going fast enough to have an accident.

I have no idea how quickly the Defender gets from 0-60 because I never got there.

Land Rover claim a top speed of 80mph but that's only if you've been fired from a steam catapult on one side of Nevada and now you're on the other. Realistically, your top speed is 45mph.

The main reason for this is the catastrophic din made by the five cylinder diesel engine. Noisy is too small a word.

The Who, live, are noisy. Krakatoa, when it blew up, was noisy. This is way beyond that.

A stereo is provided as standard but God knows what it's for. It just sits in that archaic dashboard, as out of place as a titanium wristwatch on a Dickensian schoolteacher.

It is, however, the only luxury you do get. There are no airbags, no electric windows or mirrors and no way of locking all the doors at the same time. You have to do it manually with the sort of key that they used to lock Elizabeth I in the Tower.

It is therefore amazing to find that the car sits on coil springs, unlike the leaf arrangement you get in other four-wheel drivers. But don't be deceived. Don't think this makes the ride comfortable in any way. Because it doesn't. In fact the only reason you don't spend the whole time bouncing out of your seat is because you are wedged in there with your right shoulder pressed firmly against the door and your knees jammed under the dash.

Off road, it can still teach the young Japanese whippersnappers a thing or two and let's not forget that it'll get the Army into places that the enemy would rather they didn't.

But let's not get carried away. As a car, it is absolutely hopeless. As useless as a transistor radio at a rave.

But that said, I loved the challenge of getting it up to speed and around corners.

I loved the fact it would swallow all the children a family could hope to conceive in a lifetime.

And I loved the terror it invoked in people coming the other way. They don't just get out of your path. They flee.

This car then is like a wooden floor rather than a carpet. A wood-burning stove rather than central heating.

Of course it's uncomfortable - all new fashions from shoes to body piercings always are.

Comfortable is what your dad buys. Comfortable is corduroy. Comfortable is Abba. Comfortable is a Discovery.

You want to be cool, get a Land Rover. It'll make you sweat a bit but you'll love it.

J.CLARKSON. LONDON 2001.

## Ireland and Home Again in a Series 2a

Having bought a 1965 s.w.b. Truck cab Land Rover and spent a small fortune on it over the last two years, this summer I spent ten days in Ireland.

I left Croydon, Surrey, and traveled to Wem, Shropshire, where I rested overnight before traveling on to Holly head and across the Irish Sea to Dublin on the B&I ship Ulysses, the largest r.o.r.o. Ferry in the world. Then on to county Roscommon where I spent a few days.

Having rested I then drove on to Luimnaugh/Lough corrib County Galway for a few more days rest and relaxation before returning to Moydow County Longford where I spent four days on a friends farm. The journey back was via Dublin and Wem (where we rested overnight) and finally back home.

The journey was uneventful. The Landrover driven mainly on 'A' roads returned 24 m.p.g., petrol in Ireland costing the equivalent of 55 pence a litre. We used a couple of litre's of oil. We covered 995 miles with no problems other than a sticking throttle (which was fixed with a little help from Mel Cunnion who I stayed with).

The vehicle now 36 years old suffered a lot less than the driver, 47 years old, who suffered from "landrover bottom".

The shortest days travel was 20 miles and the longest 200 miles which in a series two a requires a strong sense of purpose and a little insanity,

Would I do the trip again? Yes. The landy was happiest on A&B roads and progressed for hour after hour at between 45 & 55 m.p.h. I was made welcome wherever I stopped and much interest was shown in the landy.

The vehicle a 1965 s.w.b. Truck cab with a 2286 c.c. Engine and a Turner lead free head are converted to negative earth/alternator. It is fitted with a Crow engineering chassis complete with dual line brakes has parabolic springs from Chris Perfect but otherwise is fairly standard. The engine, gearbox and back axle are original with a replacement front axle from Dunsfold and various bits and pieces from Paddock motors.

The journey not quiet a major trek proved that even after 36 years the Landrover is capable of use. The best part of the journey was the getting there and back and the worse was motorway traffic and Fulham palace road (London) where it took over half an hour to travel its length.

Peter Quinn, Series 2 Club, Surrey and Sussex. Member 00688



*You will...*

**Ahhh go on you will you will...go in...**

LATE RENEWALS

My thanks to all those that renewed after we published the Jan- March late renewals I hope this one is as successful. These are the April to June non-renewals.

We used to send out a second reminder to members who had failed to renew their annual subscriptions but this was not only time consuming it was expensive with the cost of postage , envelopes printing etc. So I have decided that the best way to reach all the non renewals is with an advertisement in the mag. And this is it.

**Please note this is the last magazine the members listed below will receive so please if you have forgotten to renew complete the form overleaf and send with your subs. To the club address. Thank you. Subscription fees are £16.00 single and £19.00 for family membership (denoted by F after your membership number).**

0592	Mr.	Robinson	Wiltshire
0594	Ms.	Turford	Shropshire
0761	Ms.	Matthews	South Yorkshire
0763 F	Mr.	Kirkham	Wiltshire
0765	Mr.	Watkins	Derbyshire
0377	Mr.	Stoner	London
0607	Mr.	Davidge	Cambridgeshire
0769	Mr.	Bush	Hampshire
0771 F	Mr.	Fisher	Somerset
0773	Mr.	Wellock	Shropshire
0774 F	Mr.	Davis	Berwickshire
0164	Mr.	Lund	North Yorkshire
0442	Mr.	Taylor	Surrey
0613	Mr.	Mugridge	Shropshire

0617	Mr.	Illingworth	West Yorkshire
0622	Mr.	Jones	Middlesex
0625 F	Mr.	Wolff	Essex
0627	Mr.	Howes	West Midlands
0777	Mr.	White	West Yorkshire
0779	Mr.	Bullough	Shropshire
0780	Mr.	Harrison	Cambridgeshire
0782	Mr.	Taylor	County Durham
0784	Mr.	Osman	Nottinghamshire
0785	Mr.	Greenwood	North Yorkshire
0788 F	Mr.	Cartwright	West Yorkshire
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I understand that I will continue to be a member of the series 2 club Ltd, a company limited by guarantee, and that the terms and conditions that I accepted on first joining, including any alterations that may have been published in the interim, still apply. And that my liability under those terms and conditions is limited to a maximum of £5.

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We welcome...





# PICTURES FROM THE PAST



## Photocall to mark 1,000th Land Rover sale

This was a photocall at Atcham Bridge around 40 years ago to record the landmark sale of the 1,000th Land Rover by Shrewsbury firm Vincent Greenhous.

The first Land Rover the firm sold, in 1948, is on the left. The 1,000th sold, in 1959, is on the right.

The date of the photo must be 1959 or thereabouts as it

looks new and gleaming.

From left: Captain Mainwaring, who bought the first Land Rover, unknown, the Earl of Bradford, and Patrick Greenhous, managing director.

This picture was loaned by Roy Pilsbury of Shrewsbury and the Greenhous Group.

BRIAN DREAMS (LARA CROFT OR THE LANDY)  
PINEWOOD STUDIOS...2001



## HOORAY UP SHE RISES 4

The rebuild progresses slowly - very slowly so slow in fact that deadlines are forgotten and Hoddit will be ready and running when she is ready.

The floor I was having made never materialised the company that was to make it kept giving excuse after excuse and anyone who knows me knows I hate being taken for a ride so the balloon went up and I told them to stick it, which is probably what they were after in the first place, why? they just didn't refuse the work I will never understand.

So the search was on for a floor and isn't it always the case that its usually right under ones nose.. I was getting some bits and pieces from my Local Landrover parts supplier who trades from a farm close to Barnsley, I related the floor story to him and as the tale unfolded a huge grin appeared across his face, I've got a brand new one he says, had it in the barn for some 10 years (that's brand new to him) he says. Scrambling over all sorts of junk we get to the back of the barn and there it is a brand spanking new but dirty Station wagon floor. Deal done I still have it to fit but it looks well.

When it came to fitting the brake pipes I wanted them made up to the correct length but the old ones had been made up and replaced over the years and as you know when you take an old brake pipe to a car spares as a pattern they always add a little bit so if over 40 years you change the brake pipes 5 times they finish up wound round all sorts of things to lose pipe so I purchased a made up set from Automec and it's the best thing I ever did the full set come boxed and marked up complete with clips to fasten them along the chassis. The pipes are copper with brass fittings and the whole set including the clutch pipe came to just over £50 that may sound expensive compared with having them made up at a car spares or making up your own but they fit like a glove look well and are so simple to fit it's not real. It cost another £13 for the reservoir to master cylinder pipes and they are a perfect fit too.

The bulkhead engine and gearbox are all in place and she is starting to look like a Land Rover. Fuel filter and pipes were found at Billing, lucky really as I was just strolling by at the end of the last day when I spotted them all in a box. I also obtained a Rocky Mountain screw on oil filter unit which I have yet to fit but will report on its worth once in use in but I am sure it will be worth every penny even if its just because I wont get oil running down my arm into my armpit when changing the filter. Other bits and pieces were gathered at Billing and the shed is full of bits again. Still, I'll always have something to occupy my hands.

Hopefully more next issue.

Laurence Mitchell

## SURREY &amp; SUSSEX BRANCH.

The Surrey & Sussex Branch of the Series 2 Club attended the Ardingly Vintage Vehicle Show.

The Club was well represented amongst the many Land Rovers on display and joined the main parade on both days.

Members enjoyed the event & were able to make good use of the beer tent, auto jumble and other attractions.

The Branch meets monthly at the 'Plough' Smallfields New Horsley, on the 3<sup>rd</sup> Wednesday of the month at 20.30hrs.

The members attend a numbers of shows during the summer and hold a Christmas Dinner.

Advice on all thing Land Rover or at least a range of opinions can be shared and up to date information on greenlines/rights of way etc. Is available to members.

Peter Quinn.

E-Mail [PETERQUINN@AOL.COM](mailto:PETERQUINN@AOL.COM)



ARDINGLY VINTAGE VEHICLE SHOW...2001.

## 'ETHEL' by Mike Franklin.

I simply could not resist sending you a 'photo of my two nephews Simon & Michael taken during their recent visit.

The look of pride & joy on their faces as I opened the door of the garage is captured in this shot!

I have owned my 32-year-old Land Rover for the last 7 years and she has always been a favourite with them. In a previous life the landy pulled grass cutting machinery and still sports the original 'Henlys' supplier plate affixed to the rear panel.

Even at this stage of her life she still starts first time although not used for weeks on end. All the mechanical parts are original, together with the chassis. With the help of our local mechanic who really understands Land Rovers I will restore various items to original standard that will inevitably need replacing.

The great thing is when my nephews get older, 'Ethel will be feeling much younger!

Mike Franklin. Bicester.



# LRM

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monthly

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owners**

**LRM** is Britain's fastest growing Land Rover magazine and is now in its third year of publishing. With the most experienced Land Rover editor heading up the best informed team of writers in the business, **LRM** continues to go from strength to strength.

**LRM** offers up to the moment news backed by in-depth features on Land Rovers of all types, not forgetting Range Rover, Discovery and Freelander owners, of course. Our **sports** and **technical editors** are top of their league and **our reporting from behind the scenes at the Land Rover factory is unrivalled.** Regular overseas reports from the Americas, Australasia, the Far East and Africa combine with exciting travel **adventures from around the globe.**

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## Area Pub Meets



Area pub meets are opportunities for members to get together over a lemonade or two, to talk Land Rover, to solve the crisis in English football and generally put the world to right. Below is a list of regular pub meets. Please contact your area representative to confirm.

Area	Date	Venue
Bucks, Herts and Northants	Third Wednesday each month 8pm	Ye Olde Swan, Woughton on the Green, Milton Keynes.
Thames Valley	First Wednesday each month 8pm	The Greyhound, Eton Wick, nr Windsor.
Shropshire and North Wales	Second Saturday each month	The Bridges Inn, Dorrington, nr Shrewsbury.
Peak District	First Saturday each month 8pm Phone to confirm Laurence 01226 241483 / Chris 01298 25151.	The New Norfolk, A57 just West of Sheffield.
Trans-pennine	Third Saturday each month 7.30pm (starting in August)  .Everyone welcome. Contact <a href="mailto:johnanthony@libertysurf.co.uk">johnanthony@libertysurf.co.uk</a> for details.	At The Huntsman, Thurlstone, between Holmfirth and Barnsley. just past the Flouch turn at Woodhead.
South East	September 7, October 5.  <a href="mailto:david@dutton6356.freerve.co.uk">david@dutton6356.freerve.co.uk</a> for details.	Beach Meet at Shoebury Common, Southend-on-Sea.
Anglia	Contact <u>Toby Cook</u> for info.	The Red Lion, Stetham, nr. Ely on the A10.
North West	Third Saturday Alternate months. October 20, December 15.	The Bridgewater Hotel, Barton Road, Worsley, Manchester.

## STOP PRESS...

Is anyone interested in a pub meet in the Southampton area?

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**ADVERTISING** – We will carry most of the regular advertisers in the Land Rover market and our sales team has 20 years of experience selling in the Land Rover market.

**BOOKSHOP and MERCHANDISE** – For 13 years we have run the *LRO* Bookshop and Shop, now known as the **LAND ROVER Enthusiast** Bookshop and Shop – but now there are discounts for ALL Land Rover Club members and up to 50% discount for **LAND ROVER Enthusiast** subscribers.

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**WEB SITE** – Run by Kevin Girling from our North American office, all the features you are used to and more.

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**SHOW** – We have signed up the entire team that have put on ‘the’ show at Billing Aquadrome for the last 10 years. David Mitchell, David Bowyer, Dave Barker, John Cornwall and myself And where is it? – it’s at Billing Aquadrome, and when is it? – it’s July 20-23 2001. Put it in your diary now. The only difference will be that it’s **LAND ROVER Enthusiast** Show and it will be cheaper to attend – big discounts for **LAND ROVER Enthusiast** subscribers.

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**First copy is out on October 20th** – give it a try and compare it with the others. You can take out a subscription or order it from your newsagent.

This is your magazine and we want to hear from you with your comments, criticisms or suggestions. We look forward to hearing from you.

*Richard Green*

Richard Green, Publisher

(Joint founder 13 years ago of *LRO* and 10-year organiser of ‘the’ show at Billing Aquadrome with John Cornwall, owner of the *LRO* Shop and Bookshop and joint founder of the *LRO* web site with Kevin Girling.)

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## SERIES TWO CLUB REPORT SHEET.

### For the magazine...

Use this report sheet to tell us about the show or event you have visited. In fact anything at all to do with Land Rovers is welcome. Enclose a 'photo if you have one...

When complete return to The Editor 'Built To Last' P.O Box 251, Barnsley. S70-5YN.