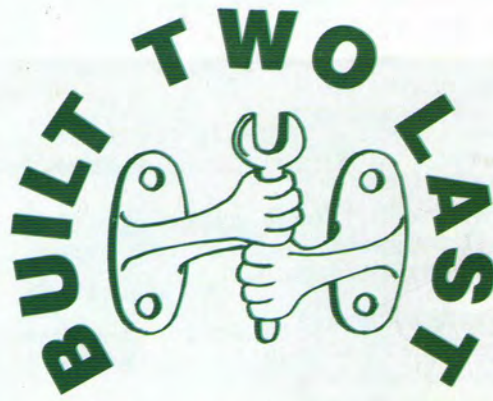


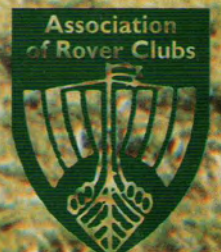
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SERIES  TWO
CLUB



AWARD WINNING MAGAZINE
AND WORLD CLASS WEB SITE
www.series2club.org.uk



EVENTS STOP PRESS

Due to the continuing crisis of Foot & Mouth Disease, the Yorkshire Rover Owners Club have decided to cancel Langley Farm 2001.

It is not a decision that has been taken lightly. Indeed just over two weeks ago we were still hoping to hold the event. However since then FMD has taken a surge in Yorkshire

We have therefore had to take this action now, so that any people who would have made Langley Farm their first choice event for that weekend can seek alternative events.

Hope to see you all next year.

Muck Moses
Membership Secretary
Yorkshire Rover Owners Club
Club Rep to ARC
I've got all my life to live & I've got all my love to give

DRIFFIELD STEAM & VINTAGE RALLY IS STILL ON AUGUST 10, 11 & 12

There are trophies to be had here for Land-Rovers and it's a great weekend out – one of the best shows in the north. The club always presents a good stand and we would love to see more members there.

There is still time to book – ring Steve Turner on 01964 527849



WORK IN PROGRESS.

SERIES TWO CLUB.

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

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

CHAIRMAN.....	CHRIS BENTLEY.
VICE-CHAIRMAN.....	DENNIS ATKINSON.
SECRETARY.....	LAURENCE MITCHELL
MAGAZINE EDITOR.....	PETE HOPKINS.
EVENTS CALENDAR.....	HELEN LIPPITT.
SHOP MANAGERS.....	JOHN & CHRISTINE PARKINSON.
TECHNICAL OFFICER.....	CHRIS LIPPITT.
REGISTRATION OFFICER.....	DAVID DUTTON.
TREASURER.....	PAUL HANBURY.
DATA OFFICER(MEMBERSHIP).....	LAURENCE MITCHELL.
HISTORICAL RECORDS OFFICER.....	NORMAN SMITH.
E.MAIL ADDRESS.....	series2club@freenetname.co.uk
WEB SITE.....	www.series2club.org.uk
WEB MASTER.....	ERIC LEUTZINGER..... webmaster@series2club.org.uk

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

BRANCHES.

NORTHERN SCOTLAND.....	DAVID McRUVIE.01224 743211.
SCOTLAND.....	GRAEME CRAWFORD.01355 222865.
BORDERS...DAYTIMES ONLY PLEASE.I WORK EVENINGS.....	BARRIE GARTON.01434 381494.
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 83328.
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.
THAMES VALLEY.....	ERIC LEUTZINGER.01628 660071.
EUROPEAN AREA CONTACT...Please write to club address.....	HILMAR KNUR..... dieknurs@web.de
UNITED STATES AREA CONTACT.....	BILL CALOCCIA..... WPC@CALOCCIA.NET
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 participation in any event that the vehicle owner, driver and all passengers are covered by third party insurance and that they agree to absolve and indemnify the club that no member or passenger will claim against any other participant in the event, organiser or landowner. We strongly advise you to check that your insurance covers off-road driving and that it is in sound condition. You are reminded that statements and opinions expressed in this magazine and other publications are not necessarily those of the club or committee. You are advised to obtain independent verification of data, advice 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 an error or omission, given in this magazine or other publications, by letter or word of mouth. You should not expect the standard of service or advice available from a commercial or professional organisation.

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COPY DATE FOR NEXT ISSUE.....Any time before hell freezes over.
No-one takes any notice of the date I put here so I've stopped printing it!

Editorial by Pete Hopkins.

The longest day is almost upon us and the year has passed so quickly you don't know where it has gone too! Well, I don't for sure. So far, this year has been one of contrasts. The lack of shows and events to visit has meant more time at home to get all the little jobs done - you know the ones, those that are forever being put off due to one thing or another. Then, unexpectedly you find yourself with time on your hands and no excuses. One small job leads to another not so small job and before you know it a major job looms large as life on the horizon. Jobs completed are always a welcome sight - although as any Land Rover owner and enthusiast will know all too well, there is always something in need of attention, big or small, on a Landie.

The postponement and cancellation of so many events has resulted in a devastated club calendar. Although the number of reported 'foot and mouth' outbreaks has declined over the last few weeks, vast tracts of countryside are still closed and it would be fool hardy to think of holding any events in those or neighbouring areas. It is hoped, fingers crossed, that some events would be staged later on in the year. Personally, the postponement of the Llama Trophy was a blessing in disguise at the time, a case of double booking - a well-earned holiday in southern Norway and a chance to go fishing. The holiday was wonderful, it certainly recharged my batteries so to speak; as for the fishing, well that's another story. The Llama Trophy is one of my favourite events, irrespective of the weather it has always been a great day out, so it is hoped that it will be held sometime later on in the year. For anyone interested in this event contact Norman Smith. Some events have gone ahead. The Mid Shropshire Vintage Club Rally was held at the Agricultural Showground in Shrewsbury and although the Saturday saw a disappointing turn out the Sunday proved to be a great success. Lets hope for more success as the year proceeds given all the curtailments of planned programmes. Some might say that there are always the monthly 'pub meets' - if anyone has any ideas for future events and socials don't forget to get in touch with your area organiser. Remember that this is your club, it is run by Land Rover enthusiasts for Land Rover enthusiasts; it may be a hobby, but it is also a point of contact between likeminded individuals. The Club is meant to be fun, despite the oil and grime, the rattles and complaints about, well, nearly anything you can mention. So enjoy...

Pete.

From the Chairman by Chris (chairman) Bentley.

Nice to see a good turnout at Gaydon for the Heritage Run. Thanks to all those who helped out with the shop and the club stand. The club had an excellent line up of vehicles on the stand; we also had a lot of members in the run itself including Frank Myatts SWB 'Sammy', driven by his son. I'm afraid I let the side down by arriving in Fathers Range Rover, as the night before a large tin of daffodil white fell over in the back of my Series 2, I just shut the door and when down the pub, what a mess! I've just fitted a Rimmer Bros Stainless steel exhaust system to my Series 2, so much salt is dumped on Derbyshire roads in the winter months you seem to be replacing the exhaust every year. Its one of these big bore systems, and makes a lovely noise it also seems to make the old two go a bit better. The local boy racers are well impressed... I had the usual fun last weekend replacing my sister's gearbox on her S3. I must be getting better because I only lost about a pint of blood! Although I'm still waking a bit funny, gearboxes are either getting heavier or I'm getting older.

Myself, Laurence (secretary) and Paul Hanbury (treasurer) are all standing down from the committee at the next AGM. So it's all change. We need some fresh enthusiastic Series 2 members to take over. You do not need any qualifications, just a good sense of humour, a love of Land Rovers and being an alcoholic helps. We also need more area organisers. So if you fancy getting involved in running an area or being on the committee, get in touch ASAP. It really is very rewarding and above all a good laugh.

Cheers.

Chris.



GAYDON PART OF THE LINE UP...

From the Secretary.

Little to report regarding club affairs this issue. Things are just bubbling along nicely.

The foot and mouth crisis has left us with a distinct shortage of shows, which means there will probably be a glut towards the end of the year when the disease is officially declared gone. That will put pressure on the club to get to as many as possible in as short a time as possible, which for any organisation dependant on a volunteer workforce is almost impossible but we will do our best.

Are Rover or should I say MG Rover trying to muscle in on a Land Rover market? I see that they are to provide the support vehicles for the World land speed record attempt in the spring by the Grandson of Sir Malcolm Campbell, Don Wales. The vehicles they are supplying are Rover 75's one of which is a souped up Rover 75 kitted out as a fire engine complete with 100 litre foam tanks the 75 can travel at travel at 150mph and is being called the worlds fastest fire engine. Apparently several brigades are interested for motorway work. Our esteemed Chairman will be drooling.

Another must have from Land Rover special vehicles is the V8 Defender 110 kitted out with all sorts of goodies for the Lara Croft Movie. Land Rover will market two ranges of the "Tomb Raider" Defender worldwide I wouldn't mind a few bob on where the majority will finish up .Hello Uncle Sam!

The news that the Lincolnshire Land Rover Club are unable to undertake the organisation of the 2001 National comes as a bit of a shock. But at least they have pulled the plug rather than try and muddle through creating a 'Fiasco National' unlike some clubs that come to mind. What happens now? No-one seems to know at the moment so its just a matter of watch this space. I just hope the ARC don't try and "privatise" the event by allowing a business rather than a club to organise it. (I wrote this before the 2000 national was cancelled. It just goes to show that every cloud does have a silver lining as the 2001 national will take its place)

Finally at the recent Annual general meeting I gave notice to the committee and members that I would not be seeking re-election at the 2002 AGM which means the search is on for a new secretary, see the sits vacant elsewhere in the Mag. Paul our Treasurer also has to stand down from pressure of work, thankfully a new treasurer came forward at the meeting so we have no worries about replacing Paul. But if you fancy having a stint as secretary give me a shout.

Laurence Mitchell

Minutes of the Annual General Meeting of the Land-Rover Series 2 Club Ltd. Held at the Presentation suite Lode Lane on 14th April 2001.

A.G.M Report.

Chris Bentley – Chairman
 Denis Atkinson – Vice Chair & ARC representative
 Laurence Mitchell – Secretary (Minutes)
 Roger Horne – Director, legal advisor & Peak District
 Gordon Lord – Director
 Helen Lippitt – Director and Events calender
 Dave Dutton – Registrations – South East Caretaker
 Jackie Dutton – Registrations and South East Support
 Peter Hopkins – Magazine editor
 Norman Smith – Historical database
 Eric Leuzinger – Webmaster & Thames Valley
 Andrew Turford – N. Wales
 Kay Turford – North Wales support
 Brian Crelling – Bucks, Herts & Northants
 Catriona Crelling – Bucks, Herts & Northants support
 Mick Outhwaite – West Midlands
 Sue Cope - Member
 Hedley Cope – Member
 Daniel Atkinson – Member
 Julie Roche – Member
 Andrew Kilbride – member
 John Pender – Member
 Mark Strangways – Member

The meeting was opened by the chairman at 1330hrs.

Apologies

Apologies for non attendance were received from, John and Christine Parkinson, Tony Down, Graeme Crawford, David McRuvie, Paul Lund and Paul Hanbury.

Minutes of previous AGM

The minutes of the Annual General meeting held on 15th April 2000 were circulated and agreed to be a true record of that meeting

Matters Arising

Norman Smith asked why the joining fee had not risen to £20 when he thought that this had been on the agenda at the last AGM. Laurence explained that this had not actually been placed on that agenda and therefore was not discussed, The Committee decided that joining fees etc should be on the agenda for the 2002 AGM.

Club Auditors

It was proposed that Messrs. James Stewart and Company were reappointed as Club Auditors and the Club directors authorized to set their remuneration. This was voted on and carried.

Election of Directors and Officers

In accordance with article 35 of the Companies act Directors, Roger Horne and Gordon Lord retired, and offered themselves for re- election. Roger Horne and Gordon Lord were duly re-elected directors of the Company.

Toby Cook, member No.0612, from Soham in Cambridgeshire had volunteered his services as area organizer for an Anglia branch. Laurence Proposed he be elected as such, this was seconded by Dave Dutton. This was voted on and carried unanimously.

Helen reported that her husband, Chris, had volunteered to a trial run as technical officer. We have been missing this important position for some time now and Chris was the ideal person to take this on. Chris Lippit was proposed as technical officer by Helen Lippit, seconded by Chris Bentley and voted in unanimously.

All other officials remain in office.

Chairman's Report

The Chairman had nothing to report.

Treasurers Report

The Treasurers report and balance sheet is attached to these minutes. Paul asked the meeting to consider a formula for fixing the expenses of the shop for traveling.

The meeting decided that the Shop managers could reclaim 10% of the takings of any shows they actually traveled to with the shop.

Paul asked the meeting for permission to move the bank account as he had experienced some problems over the past year. The meeting decided that the treasurer should be allowed to move the account if needed but he would have to check with Cardsave (our credit card contractor) before hand if it would affect our membership with them and act accordingly.

Paul indicated that due to pressure of work he would like the committee to seek another Treasurer. He would continue until a replacement was found.

Thanks were expressed to Paul for all his hard work in getting the accounts and his report to the meeting and it was proposed that an advert would appear in the next magazine seeking a Treasurer. Laurence pointed out that we need to be very careful in choosing a new treasurer and he felt that it should be someone known to all of the present committee. Sue then pointed out that this would limit the people to fill the post to those committee members present.

It was agreed while care would be needed in appointing a treasurer the position should be open to as wide a group as possible.

Directors Report

There was nothing to report.

Secretaries Report

The Secretaries Report is attached to these minutes. Laurence showed the proposed new forms to the meeting. These were accepted and Laurence could get them printed up.

Laurence gave notice in his report that he would not be seeking re-election at the 2002 AGM and that the committee should seek a new Club and Company Secretary.

Sue Cope asked if a profile of the Secretaries tasks could be put in the next magazine detailing only those jobs that were actually contained in the job description of the Secretary. Laurence agreed to write this and pass to Peter for inclusion in the next magazine.

Norman Smith tabled a vote of thanks to Laurence for all his hard work, this was voted on and carried.

Editors Report

Peter had a great deal of trouble obtaining material for inclusion in the magazine and once again asked area organizers to send something to him even two lines would be better than a blank page which he had seriously considered. Peter had obtained quotes from other printers as a comparison against our present printer – Hedgerow Print – these showed that they were all very close in price and since he had a good working relationship with Hedgerow he proposed we stay with them. This was voted on and carried.

Laurence felt that while the content was good the last magazine was of very poor quality production wise. Peter pointed out that he cannot increase the quality of stuff he is sent and if material is of poor quality to start with then it will be so in the magazine. The majority at the meeting were happy with the content and layout as it was and saw no point in changing the magazine. Roger pointed out that it was in fact in keeping with the Series 2 Land-Rover which left the factory imperfect and he felt our magazine reflected that image and should not be altered, It was agreed that the Magazine should remain as Peter saw fit.

Webmasters Report

Eric reported on the success of the web site having received over 3000 'hits' since it started. Land-Rover Monthly magazine had place a banner ad on the website which gave us financial sponsorship. Eric is working on new membership and shop order forms for the web site to make them universal to all systems.

Shop Report

The Shop managers report is attached to these minutes.

Registrations

Dave explained recent and future changes to the way DVLA were making to the scheme whereby we are authorized to authenticate vehicles. He believed that more inspections would be required of vehicles before authentication was accepted. Dave would consider a short training course or teach in for club officials to give them the knowledge to be able to inspect vehicles confidently.

Historical Database

Norman briefed the meeting on progress of the database. He had 363 motors registered with 285 photographs. The database was proving to be an asset to the club with at least 2 magazines asking for information on vehicles and also members wanting information. Many club members still had not registered their vehicle and Norman accepted that some of these may not even own a series 2 but he would like to know that information if possible.

Area Reports

South East – Dave reported that his and Jackie's Beach meets had been successful and that they follow on for winter – the Fort meets – would also go ahead as F&M did not affect coastal beaches. Dave pointed out that the South East group still needed an official area rep and that efforts should be made to find a willing volunteer. Peter agreed to put a short piece in the next issue of the magazine. Other areas reported a very quiet time due to F&M so had little to report

Next Meeting

The next meeting would be at Billing in July but this would be an informal gathering and then only if any problems had arisen that needed consideration.

After that the next formal committee meeting would be on October 20th at Lode Lane. Precise dates for the January meeting and the April 2002 AGM would be set then.

A.O.B.

Dave Dutton would like to see the club set up a database of the whereabouts of hard to come by spares and suppliers who held or could obtain hard to come by spares all agreed this would be an excellent idea and all present would pool their individual knowledge of these.

Roger updated the meeting on the Tewo to Peru project. He had previously reported that there was no deadline to this but circumstances had now changed and the two had to be in Peru by the end of July in order to beat the rains. His search for a suitable Series 2 was proving difficult and with the time limit he was forced to consider a series 3. The committee while disappointed understood this and agreed that they would still support the project. Roger had raised almost half the funding required but still needed at least another £2000. The Chairman proposed that the club make a substantial donation to the project. This was proposed at £500 voted on and carried unanimously.

The Chairman thanked all present for coming and closed the meeting at 1600 hrs.



SCOTTISH BRANCH.

Scottish Branch.

Well I think that summer has finally arrived at last. Things have definitely been hectic.

I had become unhappy with the petrol consumption of the V8 in my Landie as I was only getting in the region of approximately 10mpg, and combined with the fact that I was starting to use Landie every day of the week, something had to be done.

I had been talking to Graeme Crawford about this and we came to an agreement to do an engine swap. So, out came the V8, and after several visits to Graeme's house in Strathaven, I now have a 2¼ diesel engine. The only problem was that I decided to do this swap only 2 weeks before the first show that I had arranged at Montrose Military Museum. The engine went in easy enough, the time consuming part was fitting all the necessary extra parts required to make the thing run!! It took me right up to the Thursday before the show and I still hadn't got it started. It was turning over but not very well. Then I discovered that you need to securely earth the engine, so two earth straps were fitted from battery to engine and engine to chassis. Unfortunately, the accelerator cable got fried prior to fitting the earth straps, so a new cable was sourced and fitted. Finally, on the Friday, I got the engine fired up. So far, so good. There was still a lot of tidying to do including carpets and soundproofing but there was no time left. The next morning, we hooked up the caravan to Landie and disaster when we tried the lights. They didn't work. I forgot that the light socket had got damaged during the last off-road excursion. OOPS!! So we ended up with Fiona taking the family car with the caravan, and I took Landie with our two-year-old son who loves to go in "Daddy's bumpy car". Driving the LandRover without soundproofing or carpets is incredibly noisy. This will be the next top priority job to be done!!!

The weather for the duration of the show was fantastic- clear blue sky and plenty of warm sunshine. On Saturday morning, they had organised a run for all the vehicles through the surrounding countryside and then back into Montrose via the beach and town centre. This caused quite a stir with the local people who were waving at us all along the streets as we came back through the town centre. The newspapers were reporting of a "military invasion" in Montrose. The convoy consisted of LandRovers of various ages, both military and civilian, Ford and Willys Jeeps, Austin and Bedford trucks, a GMC 6X6 truck and a Bedford Green Goddess fire engine. The rest of the day, the museum and vehicle shows were open to the public and there were a lot of people who came to the show over the weekend. On Sunday I met with Graeme Crawford, the south Scotland Area Rep, who travelled across from Glasgow to see what was going on, and also Series II Club members David Franks with his wife Fiona, who had come from Lanarkshire in his LandRover SIIa. David's LandRover (Daisy) is fantastic. It looks like it just rolled off the production line and is a credit to his engineering skills. Many thanks to Graeme, David and Fiona for taking time to help support the Series II Club event.

Well, I've got about 2 weeks till the next show which is the All Rover Rally at the Museum of Flight at East Fortune, East Lothian, so I'll need to sort out soundproofing and carpets before then.

I have got details of another show which I am attending and is the Robert William Thomson Memorial Fellowship Rally which will be held on Saturday 23rd and Sunday 24th June 2001, at Stonehaven, Aberdeenshire. The cost is £3.50 per vehicle and consists of the following: -

Saturday 23 rd June	Assemble 11am-12noon at Baird Park, Stonehaven (North end of town), tour of the town 3pm, returning to static display, vintage, Classic Vehicles, Presentation of prizes.
Sunday 24 th June	Assemble in the Square, 10am-12noon and concours judging will be held, at 1pm the first vehicle will leave en route for Glenbervie House where and interesting series of driving testes will be held, these tests will take place between 1.45-3.45 and vehicles should be back in Stonehaven by 4.15pm. At 4.30pm tea and prize giving will be held in Stonehaven Town Hall.

Anyone interested in going, please contact Mrs Kathleen Stewart, 25 Little Farrochie Place, Stonehaven, AB39 2NF, 01569-762041, for and entry form before 8th June.

Well that's all for now, and I hope to meet some more of you soon.

David McRuvie

Q: How do I get my wife/husband to agree to purchasing a Land Rover?

A: You don't. Just buy it, get divorced, and then convince the judge to award you alimony to help support your "baby".

West Midlands Branch.

Its funny how things work out. A year ago I was happily driving around in the year old Defender 90 Tdi my employer provided me with, and now, I am the proud owner of a 1970 88 2a, and for my sins, area organiser for the West Midlands

My employers allowed me to use the Defender for pleasure and use it I did. In two years it had clocked 50,000 miles and been all over Wales, Scotland, the lakes and lots of interesting places in the Yorkshire Dales. Then one day they promoted me and gave me a Vectra estate. Which sounded a good deal at the time, twice the mpg, but I soon realized it was not half as much fun.

I had always fancied an old landy, but when I was younger I was not at all impressed with the basis interior of the older models. Now I'm a little older, the simpler the better and just as luck had it, one appeared just as I was starting to really miss the Defender. My mind had been finally made by a friend, who had spent a large part of his life in the outback of Australia. In his opinion the best Land Rover ever built were the Series 2's and he should know, he had managed to break every type of four wheel drive ever built.

My 2a has had a simple, but hard life, the first three months the 2a was on trial, but was returned to the dealer. Since then it was on the same farm for all of its life, until it was retired early last year. The mileage is only 64,000, but as this was a stock farm, the engine will have done hundreds of hours. The condition of the vehicle is that good that it only failed its MoT in August with a scratched wind screen and a dodgy headlight switch. Whole vehicle is original, with only a small amount of welding on the Chassis and on the bulkhead. The seats were dead and there was probably a whole bail of straw spread throughout the vehicle. The exterior panels are all dented due to cattle using the 2a as a scratching post, but this just adds to its character. Most of the mechanics are fine, but the oil pressure is a little low and this is where I am going to start the restoration process.

My aim is to restore my 2a to very good working order, and to try and keep it as original as possible. The big problem is that the vehicle is too original, every nut and bolt is rusted solid (surprise, surprise). As I want to use the 2a and not take it off the road for too long during its restoration. My plan is to work round the vehicle taking bits off and putting them back on with lots of copper grease. Then, when it comes to repairing the bulkhead (which is the biggest problem and does require new door pillars and foot-wells) this should be a straightforward and quick exercise ????? The only non-standard parts I intend to fit are parabolic springs, longer dampers and to convert the engine to unleaded.

As I mentioned above, I have agreed to become the West Midland Area Organiser. I hope to try and keep you up to date with what is going on in the area. I will look at the membership area and try and pick a suitable pub for a meet. The area is large, but well served by motorways. Gaydon is an obvious choice, but a long way for many members. If anyone has any ideas, please let me know. My E-mail address is mick@oacc.co.uk and you can phone me on 01295 678051 (evening) or phone/fax 01295 678291 (office hours).

Mick Outhwaite



NORTHEAST NATTER

Welcome again the show season is back (I just wish the sunny weather was to).

I have a list of all the shows, which are on in the North from Sheffield to the Shetlands if anyone is interested. I am afraid that this list also has a large amount cancelled to the problem of foot and mouth (or is it foot in mouth).

I know that in my area many members are even unable to travel out of their area because of the problem. I hope this is soon over and the North East area will support any decisions the committee make on the matter of shows

Its not all doom and gloom there are still shows to be had and some very good ones like the Pickering steam and Driffield at the moment are still on. I have a list which is updated weekly by a friend, so ring me if you want to know or if you have information of cancellations, or better still if you know of a show which is on.

I will be at Piece hall Halifax and the heritage run to Gaydon so if you are going please say hello, you can't miss me with four kids in tow.

GISMO

He is jealous I have a new toy to play with BETSY.

Betsy is a 1967 lwb series2a Herbert lomas ambulance. I bought her from Kevin Lewis and am restoring her to the same speck as was in 1967. She needs a bit of work and some tender care but with time she will be my main show Landy.

When I went to look at her Gismo played up all the way back stalling and coughing, and yes I had to talk to him and he's been fine now.

We had fun collecting Betsy. I have a 20ft car trailer, but no way was gismo going to tow trailer and 2 ton of ambulance back to Tadcaster. So phone call to brother with diesel Range Rover.

We set of for Doncaster as if the trailer was not even on the back, loaded up and roped down. Set of through the middle of Doncaster as if the trailer was only on the back. My brother put his brakes on at the first roundabout as normal and the load pushed him straight around, which shook him up a bit (he's never towed a large trailer before let alone 2 ton of landy). So the rest of the trip I drove at 40mph down the A1.

So as from now on there will be the story of Gismo and Betsy (lets hope no more little landys).

I am thinking of starting a pub meet at the Jackdaw Tadcaster in the near future any one interested Friday or Saturday night is best first of the month. Let me know at the usual address.

FOR SALE

20FT CAR TRANSPORTER TRAILER.

- LOW TO GROUND WITH LONG RAMPS.
- FOUR WHEELED INDEPENDENT SUSPENSION UNITS
- GOOD TYRES AND BRAKES ALL ROUND
- WILL TAKE 101 AND 2TON WITH NO PROBLEM.

£ 500 ono ring 01937 833564 (northeast organiser)

Q: Should I buy a Series Rover or a Defender/Disco/RR?

A: To find the answer to this question, pop into a local Land Rover Club and in a loud voice say that you feel that Series Rover owners are backward technology fearing anal anoraks, then follow it with a visit to another club and say that you feel that Defender/Disco/RR owners are stuck up cell-phone heads who couldn't tell a wheelnut from a macadamia nut. Count your bruises after each visit and either tailor your decision accordingly, or change your club.

Hooray And Up She Rises 3.

I have progressed slightly with the rebuild of Hoddit my 109" Station Wagon. The front axle is now rebuilt and fitted. When fitting new bearings and oil seal spacers on the front half shafts you need to heat them up to get them to slide onto the shaft, don't whatever you do try and hammer them on you will ruin the interference fit and the inner bearing will start to turn on the shaft eventually. I know water and bearings don't mix but I found that by dropping the inner bearing and the spacer into boiling water the heat had dried the water off them before I offered them to the shaft and they slid on like a glove. The correct method is to use boiling oil but that becomes very inflammable and unstable so I keep well away from such substances if possible. The Parabolic springs and Explorer shocks are all in place and the engine is sat in a crate on the drive ready to go in. The gearbox donated by Denis is ready to replace the 1 ton box that was previously fitted, the one ton box is fine if you live, as did Hoddit's previous owner, in the hills above Halifax, Mount Tabour actually, but here in the lowlands of the Dearne Valley it's a no no. One of the most satisfying things about rebuilding vehicles, apart of course from the satisfaction of "I did That" is watching the parts slowly disappear from the shelves in the shed and being able to tidy the place up.

I have taken the refurbished bulkhead over to our pub meet from where Chris will take it the rest of its journey to Whaley Bridge for blasting and zinc spraying.

I found it impossible to find a decent rear floor. The present one has been eaten away where it sat on the steel cross struts, so I am having one made at a sheet metal workers this should be ready any time now and when that's fitted the lid can go back on which will give her some added protection from the elements.

I had planned the first trip out to be the Piece Hall but it's looking increasingly unlikely, however if the weather turns I may well be able to press on and complete her in time. I know Pat, her previous owner, is dying to see her fully refurb'ed, which reminds me, Sorry I haven't written Pat but I just don't seem to have the time at the moment. I'm writing this in the dead of night trying not to wake Stephanie.

I am told that "Elephant hide", the heavily "grained" grey leatherette that Land Rover used to cover the seats is no longer available. Exmoor trim have an alternative but to my mind the graining is not deep enough and I just know someone somewhere has a roll on a shelf gathering dust. It usually comes to light just after you have paid a large wedge out to have your seats recovered so this time I am holding back on the upholstery until it shows up. I have located a roll of dark blue and am considering that as an alternative since the vehicle is Marine blue I think it may look quite good. But that is for the future I'm no where near that stage yet. More next issue.

Q: Which is the best Land Rover to own?
A: One you haven't paid for yet.

The Land-Rover Marque Day at the Heritage Motor Museum at Gaydon Sunday 6th May

There can be few events that had been awaited for so long than the LR Marque Day at Gaydon. The Foot and Mouth Crisis had effectively cancelled all Land-Rover events since February. I, for one, was desperately in need of my regular Land-Rover fix. The build up to the event had been long. We had planned how we were going to get there. I knew that some of the Thames Valley members had been working on getting motors ready for the LRW Show. Gaydon was one week earlier and it was going to be tight.

I departed early, having foolishly offered (been press-ganged) to help out with the Club stand, leaving at 6.30am. I was going up in my recently acquired 90 (I know, shame on me), as I really didn't fancy the blast up the M40 at 50mph in my Series 2 ¾ (so named because it's full of S3 bits). The journey was uneventful, though it was quite good fun to drop into and out of convoy with groups of other LRs. Just before getting to the gates however, I spied a Series 2a and trailer with a pair of legs poking out. It was Roger Horne with a gearbox problem. I followed him to the gates just in case he had further difficulties.

I've always liked arriving at Gaydon, and also at the Lode Lane plant, as there's a magical feel about it all. I dare say if my LR had feelings it would know it was home. I drove down the slope to the main arena and sure enough there were the rest of the gang at the club stand. I arrived to a chorus of derisory comments about the 90. Someone suggested I parked the "heap of &%\$*" around the back. As usual Laurence and the guys had their priorities right; the tea was brewing and the bacon butties were on their way.

With the club stand erected it was time to have a look over the vehicles on show. A couple of ex-militaries at one end stood in their camo paint. The usual array of Station Wagons, 88s and 109s were there too. A beautiful little fire tender complete with all the hoses and accessories and Mark and Ian Rumsey's recently finished LWB wooden bodied pick up were my favourites.

There was plenty of opportunity to wander around, look at other vehicles and also meet up with friends from other LR clubs and organisations. I subscribe to an e-mail newsgroup called uk-lro and I was able to meet up with many of the guys with whom I'm in regular contact. Much banter ensued and promises to meet up at Billing for a proper chat and a drink were made. I thought the trade area was a little disappointing, as I had expected many more traders to come as few events had occurred recently.

The highlight of the day is always the arrival of the Cavalcade from Solihull. This year's procession was lead by Bob Dover, Chairman and CEO of Land-Rover, driving HUE 166, the first production 80 inch Land-Rover. I hope this signals LR's continued interest in the ARC and the connected enthusiast clubs. The Series Two was well represented too. I spied quite a few, including Brian and Catriona Crelling's Series 2a and Frank Myatt's "Sammy".

Personally I thought we had one of the best stands. It's easy to look impressive when you have a line up of identical Camel vehicles, or when your stand is full of expensively kitted out specials. Our stand had some great examples of regularly used and worked vehicles, a living archive of the marque, not a shiny museum exhibit.

Next year's event is on 5th May. I'll be there, no doubt about that.

Eric Leuzinger

Q: How do I stop the drips on my leaky transfer case?

A: First drain the oil. Then replace the plug. This should solve the problem.

Land Rover Meeting on Roemoe Island, Denmark - the annual Easter meeting of the Northern DRC sections, April 13-16,2001

Same procedure as past years – the trip started for the family with „What did we forget?“ And we had forgot the hook-up cable winch, the mobile, a doll... Turned back home to find a flat tyre on the caravan.

After all we finally got away and met with other cars for the Happy Traffic Jam on the motorway. Eight hours later, we landed – thanks to the computer guide – safely at Urbanski's in Hamburg, our friends who not only organize this meeting but have also been SII club members since last year.

Next morning (Friday), both families drove to the meeting point at the motorway near Hamburg, from where the convoy to Denmark was expected to start.

On the Roemoe Family Campsite an extra section is reserved for us so we (and the others) remain undisturbed. The kids started right off for the huge „air trampoline“. After setting up our pitches point one took place: setting up the Jurte. Which wasn't easy with the wind and cold. But with united forces it was finally successful and we could warm up inside by the fire in the evening – smoked flesh included.

Before, we went to the beach for the „Flying Carpet“ attraction. Meaning a carpet full of people dragged over the sand by a Land Rover. Unfortunately next year we'll need a new carpet – this one was torn apart (Right between my feet! Jutta Knur)

But the next attraction was already waiting for us: „How to submerge Daddy's Mercedes on the beach“. This needs a good portion of driftsand and a good deal of courage to tell Daddy afterwards... But first: How to get the car out?

Three Land Rovers couldn't make it. A MAN truck tried it, off went the front towing hook of the mercedes, daughter hysteric, boyfriend desperate. Next try from the back with more feeling – softly, softly the car came out of the liquid sand onto solid ground. Girl and boyfriend happy, and the DRC annals have one more good story to remember.

On Saturday there was a choice of activities:

- a) drive to Mandoe Island on the corduroy road passable only at Low Tide
- b) shopping and sightseeing in Tonder or Ribe
- c) a tour of the air-raid shelters in the afternoon.

My sons and I chose the sheds tour, we knew everything else already, and the ladies stayed at the campsite.

Interesting what the maniacs in WWII had built. Didn't know that the Germans even did something for the local people – namely gave them good work building the sheds after fishery had become impossible due to mines. One single death victim on the island, shot by the Gestapo. The officer had sold weapons to the resistance.

Like every evening everyone met in the Jurte or in friends' caravans for a good chat.

On Sunday the big Roemoe Rallye took place. Looking for the „white ball“, counting whale bones in a fence or putting a Land Rover puzzle together in less than two minutes, but also tests of skill and speed. It ended again on the beach where the kids started their treasure hunt for the Easter Rabbit's hideaway.

At night the victorious drivers were proclaimed, and to our surprise the Knur team was second – so we could leave the report for the „Roverblatt“ to Juergen's genius.

Monday, the last day, had only one programme: dismantling the Jurte.

Here I want to thank Sven and Maxi Urbanski who organize this meeting perfectly every year. Since they are also SII club members we all would like to see others than only German members if our club. The Roemoe meeting takes place every Easter, and I'm ready to give further information on LR meetings in Germany.

Q: What is the best source for parts for a Land Rover?

A: Any Land Rover close enough to get there and back before sun-up, but far enough away that its owner doesn't know you.

TECH TOPIC by Jerry Bright.

WINDSCREEN WASHERS, PROPSHAFT REMOVAL. SAFETY TIP AND MOT FAILURE ITEMS

There is not much to report on the licensing side, so as a change of topic, here are a few jottings based on personal experiences of cars and LandRovers in particular.

WINDSCREEN WASHER PROBLEM

Have you ever been driving along and needed to use the screen washer only to find that the jet of water is erratic, sometime a strong jet issues forth.....another time its adequate, but could be better? Later investigation with a piece of fine wire failed to clear it, and I put up with the problem for another week. This happened to me some time ago, and I decided to sort it out once and for all.

I took the washer bottle out and had a close look at the fluid, which contained the blue antifreeze /cleaner diluted in the correct proportions. I tipped the contents out and examined the contents carefully. I was surprised at the amount of sludge at the bottom of the bottle, just waiting to be picked up by the pump. It was no wonder that poking about with a wire was not going to sort it. I cleaned out the bottle thoroughly with one of those green mildly abrasive pads used for washing up and re-filled. It was quite amazing what a difference this made to the effectiveness of the screenwasher.

My conclusions are that this is more likely to affect vehicles that rest most of the time, but I then looked at the washer bottle on the day-to-day transport, only to find sludge beginning to build up, so that was given the treatment as well. A case of a stitch in time.

GEARBOX LEVERS: POTENTIAL SAFETY HAZARD

I have taken out and put back quite a few gearboxes on LandRovers and since the early days I have always been wary about the potential hazard presented by the various levers, especially the 4 wheel drive one. The yellow knob has to be removed before the gearbox tunnel can be removed, and I remember an occasion when I was fixing the rope sling to remove the gearbox. I realised that my left eye was uncomfortably close to the protruding lever, and that the consequences of slipping forward or moving suddenly and poking an eye out would be very serious. I remember popping the yellow knob on before proceeding any further. It doesn't matter if it gets scratched....they only cost a couple of quid!

If you do keep a spare gearbox somewhere, I also strongly recommend that the levers are removed. Yes, its a pain to get the Hi-Lo lever off, its indescribably oily and on the underside of the box, but its not too bad once you have made your mind up to do it! Its also easier to store the gearbox once the levers are removed.

REMOVAL OF REAR-PROPSHAFT

This is a job that has to be done prior to removing the gearbox. Usually the fixings at the rear axle end are straight forward to remove, its the 4 nuts at the front that are the tricky ones! I remember struggling with this once, and this is how I now do it. First of all remove the rear fixings, allowing the prop-shaft to dangle. If you have removed the handbrake /handbrake linkages, put them back, 'cos you will need them. Now turn the prop round, and as it is dangling you will have far better access to

any one of the 4 nuts, which can be tackled one at a time. Get the nut that you intend to remove at around 12 o'clock, and use a ring spanner that has a good crank angle on it, as there is not enough room for a socket. Now use the handbrake to lock the prop and stop it turning. This way the nut stays rock solid and removal should be straightforward, and the same procedure can be applied to the other 3 nuts.

This of course assumes the seatbox is already out of the way, and there is access from above. If only the prop is being removed, then the centre seat panel can be removed, or the prop tied up and access obtained from below. The essential of this method are that:

- the prop is cranked over to get better access when undoing the nuts
- the handbrake allows the prop to be held rock solid while the nut is being undone

MOT FAILURE ITEMS

Whilst on the subject of gearboxes and the transmission brake, that reminds me of 3 items that appeared on an MOT failure sheet a few years ago. I seem to remember that this tester was particularly thorough and was determined to find something wrong, and these were these faults that I had to rectify:

- the rubber dust seal or to give it its full title, the Dust Cover for Expander Unit , Part No 516466 was partly perished, and he argued that water could get in there and freeze so locking the brake on when parked etc. etc.
- the Adjuster Unit Assembly Part No 37H 6134 was loose. and this was unsafe. I later found out that this was due to the fact that the lockplate had not been used to secure it to the backplate. Consequently the adjuster had moved each time the handbrake was applied, and this had gradually worn the threads on the 2 studs on the adjuster. The solution was to raid a scrap gearbox for a good s/h unit. The list price now is £15.10p plus VAT.
- the third item he failed it on was a weak gearbox mounting, NRC 2053. This looked fine with the weight of the g/box pressing down on it, but when the handbrake was applied, it lifted the gearbox, causing the rubber to break away slightly from the metal backing plate.

Some MOT testers are quite lax in this particular area of the LandRover mechanicals, preferring to concentrate their energies on the other well-known areas of weakness, such as certain parts of the chassis, swivels and leaks from rear hubs.

Happy MoT's!

Jerry Bright

Q: What about the Anti-Lock Brake System factory installed in Series Land Rovers?

A: Actually, Land Rover introduced a form of antilock braking system back in the late forties which deployed air pockets in the brake lines maintained by calibrated "leaks" around the seals and pipe unions. This forces the operator to pump the pedal 4 to 7 times before full pressure is achieved, thus keeping the wheels from locking up. This system was so successful that it was maintained as standard in all Series vehicles and early Range Rovers. It was also such a reliable system, it could always be counted on to work.

NATO Trailer Socket

Clive Elliott

Unfortunately circuit diagrams in User Handbooks for Rovers do not generally include the connections for the NATO trailer socket. Perhaps it is just as well because many of the circuit diagrams are of appalling quality, and some have errors, which rather shatters ones faith in the whole publication.

However with a multimeter, one can soon sort which lead is which, but there are a few connections which are not so obvious, or are not reciprocated in the trailer plug. Particularly pins C & H, which have no connection on the trailer plug, and pin F which sometimes is treated as a spare connection. Pin L is used in certain vehicles so that when the trailer is plugged in, an earth connection is completed allowing a relay to energise in the towing vehicle; this switches additional power to the trailer turn-lights. Most turn-light flashers are based on a bi-metal strip, which is dependent on the resistance of the turn-light bulbs. In some applications the flasher would not work properly having an additional load from the trailer turn-lights, so a relay is required.

It is quite difficult to find an authoritative guide to the connections, Electrical & Mechanical Engineering Regulations (EMERs), Wheeled Vehicles Section A 027 covers the conversion of a wide range of vehicles to the NATO trailer socket in 1963-68, although the use of some of the pins varies. At last I have found the official requirements which are in EMER Workshops Section F 100 Chapter 105, there is also info in Defence Standard 25-5.

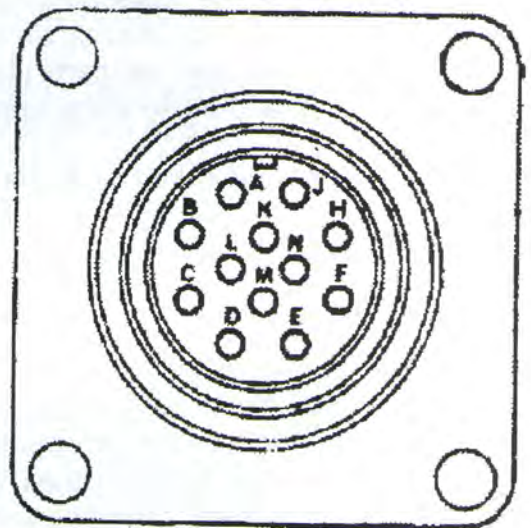
Pin Self-propelled vehicles

- A CONVOY LIGHT (to be interconnected with C & H)
- B LEFT-HAND STOP LIGHT
- C To be interconnected with A & H
- D EARTH
- E REAR LIGHTS
- F BLACKOUT STOP LIGHT
- H To be interconnected with A & C
- J RIGHT-HAND STOP LIGHT
- K 12V or 24V feed
- L RESERVED
- M LEFT-HAND TURN LIGHT
- N RIGHT-HAND TURN LIGHT

Trailers & towed equipments

- CONVOY LIGHT
- LEFT-HAND STOP LIGHT
- NO CONNECTION
- EARTH
- SIDE & REAR LIGHTS
- BLACKOUT STOP LIGHT
- NO CONNECTION
- RIGHT-HAND STOP LIGHT
- 12V or 24V feed
- EARTH
- LEFT-HAND TURN LIGHT
- RIGHT-HAND TURN LIGHT

View looking at socket mating surface.



If desired by a particular nation, pin L on tractors or prime movers only may be used for compensation purposes where pins M and N are used for Turn Signal Circuits.

This item is exempt from the keyway earthing requirement, where normally the EARTH contact should be directly above or nearest to the locating keyway, (or master keyway in the case of multi-keyway types).

Dear Peter,

I have recently joined the Series Two Club but, I haven't got a Land Rover myself. I know, I will have to see a psychiatrist. The idea being, to join the club and hope someone will be selling their pride and joy. I asked Laurence how I could put an advert in the magazine and he has kindly given me your e mail address.

The advert I would like to run would be on the lines of : Wanted ... Series 2 swb pick-up 2 1/4 petrol engine with new chassis.
Davewragg@btinternet.com

Please let me know if this is possible or if there is any cost involved.

Thanks

Dave Wragg. Member #00931

Haynes: Inspect...

Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one"



**You and members of the *Series 2 Club* are invited to take part in the
the
1st Annual Leeds to Eden Camp Land Rover Run
16th September 2001**

The run will start at around 10.30 am on the Sunday morning from a main Land Rover agents after all the vehicles have received their Monty Carlo style rally plaque and have them mounted on the vehicles.

For the run each vehicle will be issued with tulip road maps and the parade which we are limiting to 150 Land Rover products will lead off this year with the Series 3 vehicles because it is the 30th Birthday of the vehicle.

These will be followed by the:-

Series 1, 2, Range Rovers 90's 110's then the Discoveries and Freelander because this is the order they have been released from the factory.

The actual road run is about 40 miles and should take about an hour, but this is not a race and the vehicles need to arrive in the order they leave Leeds.

The route is approved by the Police.

National Clubs can of course have a stand at Eden Camp at no cost, but we need to now you will be there.

On arrival you can park up in groups, Eden Camp will take the rest of the day. It is a museum based on the sights and smells of the Second World War, it has something for everyone young or old

How much

For 2 adults one vehicle, the rally plaque admission to the Eden camp for driver & a passenger £10.00

Bookings with payment to the

Series 3 Owners Club, 16 Holly Street, Cannock. Staffordshire WS11 2RU

Tell your friends they do not have to belong to **any** Club to take part

I would like to take part in this run and enclose my cheque for £10.00 to cover admission to Eden Camp for two people (extra passengers £1.50) and my Rally plaque

Name

Address

Phone number

Please circle your vehicle type

Series 1 - Series 2 Series 3 - Defender -101- RR - Freelander Discovery

Are you a member of any club:- yes / no if so which one?.....

I realise that taking part in this run is at my own risk and that my vehicle is road legal.

Signed

Date



A Dream Comes True...a Shropshire Tale.

By Peter Bullough.

I was going passed a local garage when I spotted a 1967 Series 2A land rover; I stopped and had a good look at it, was convinced it was the right one for me and agreed a price. Off I went to save up the money, returning the next week to collect it. I brought it home and started to strip it down, starting with the bodywork. I was very lucky since I managed to get all the parts I needed from the local scrap-yard. So it was ready for the road, or so I thought as I backed out of the workshop and off I went down the road. It was very noisy and it shook a lot, but with earplugs it wasn't too bad to drive and anyway it was great fun.

Then one-day disaster struck. While I was out driving black smoke came pouring out of the exhaust, then I suffered a sudden loss of power and yes, you guessed it, the engine had gone. So I was towed back into the workshop and started to remove the B.M.C engine and that is when my problems started. I saw an advert in the local newspaper for a second hand engine, so off I went to see about it. I was advised not to fit the same type of engine, instead they advised me to fit a $2\frac{1}{4}$ land rover diesel engine, but I would have to change the bell housing on the gearbox. So I set out to do it, but the job was harder than I thought. I got on quite well at first, but I couldn't get the new one to fit. I ended up pulling my hair out and at that point a friend gave me a telephone number to ring. I was told that the man at the other end would put me right, so I rang the number and spoke to Peter Hopkins. Peter came out to Market Drayton to see me and to see what my problem was. He scratched his head and then took me down the road to Andy Richards, about 4 miles away, for the right parts: a new clutch, engine mountings, plus fuel pipes and the like. Peter gave me all the correct information to complete my task and so off to the workshop I went to fit the bell housing to the gearbox, to refit the clutch and the engine and all the fuel

pipes. Before long it was ready to start up and back it out of the workshop; it sounded so very nice, but then disaster struck for the second time. I could not get reverse gear, so out came the gearbox again and on inspection I found that I had knocked the rear bearing out. I stripped the gearbox down in bits all over the floor and was unable to put it all back together again. So it was back to the scrap-yard down the road for another gearbox. Returning with another gearbox to the workshop I started to refit it; several hours later not to mention all the cups of teas, I fitted it and was ready to try it out. This was an important moment. I backed the land rover out of the workshop with a huge smile on my face. It was a great moment. This time I was successful and once out on the road I kept driving for hours, still with a smile that went from ear to ear. My thanks go to Peter Hopkins for all the hours he spent with me in person and on the end of the phone, for all the good advice he gave me because without it I could not have managed to get my land rover back on the road. So a big thank you to Peter and also a big thank you to my wife Kim for all the help she gave with the parts and especially for all the cups of tea and coffee not forgetting all the cleaning up of all the oil. Thanks also to my three kids who thought daddy had gone mad, well almost.

Peter Bullough.
Stoke Heath.
Market Drayton.

Editors Post Script.

Thanks Peter, I enjoy a challenge from time to time and it's good to be able to make use my engineering skills.

As for all the nice things you have written about me... the cheques in the post! Only joking Thanks!

P O Box 1863
Brooklyn Square
0075
Republic of South Africa
malanlod@icon.co.za

11 June, 2001

UK- and International off roading Clubs,
By e-mail

Dear Sir/Madam

Placing of Notice/Letter /Advertisement in Club's magazine/newsletter: "Time Out In Africa- 4x4 weekend trails/ safari's in SUNNY South Africa."

I am a keen reader of the "Land Rover Owner International" magazine, and have noticed your Club's details been listed there, and especially enjoy the articles covering off road trips (sometimes called 'greenlaning') and 4x4 driving tips in the publication.

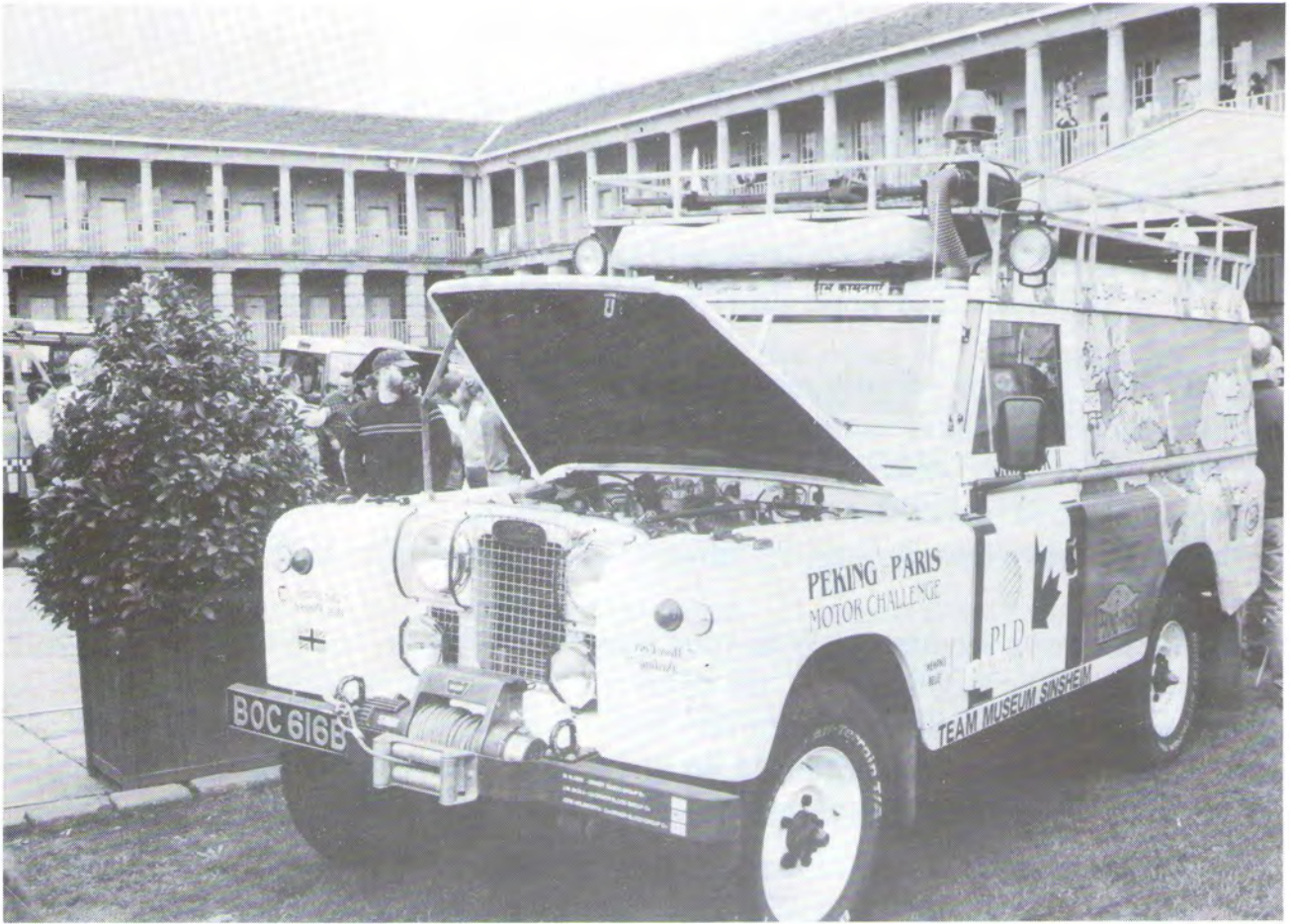
The purpose of this letter is to request that you kindly place this Notice / Letter/Advertisement in your Club's newsletter, as an invitation for club members to join me on organised off roading-/nature trails/weekend safaris in **sunny SOUTH AFRICA**. (South Africa is a country blessed with more than **300 days of sunshine** per year!!) It is a big country, five times the size of Britain, and about as large as Holland, Belgium, Italy, France and West Germany put together. **Diversity** is probably the single word that best illustrates both South and southern Africa. The canvas is kaleidoscopic; variety, contrast and sometimes conflict are vividly evident in the bewildering mix of race and language, creed, colour and culture. The diversity is there, too, in the nature of the land; in its geological formations and regional climates; its mountains, plains and coasts; its rich farmlands; its bushveld scrub and arid deserts, each of the many different parts supporting its own distinctive plant and animal life. Truly, a **WORLD IN ONE COUNTRY!!**

I am a private individual with an interest in independent travelling to places "off the beaten track", and will be happy to assist fellow readers who are on a holiday in our "WORLD IN ONE COUNTRY" but who obviously don't have their own 4x4 vehicle with them. Guided weekend trips can be arranged for visitors in South Africa. Even longer trips can be arranged with ample notice. Come experience a variety of our literally hundreds of off roading-/nature trails/weekend safaris! I have my own 4 x 4 vehicle, equipment and have the benefit of local knowledge and attitudes.

For further details, I can be contacted at email: malanlod@icon.co.za, or post: PO Box 1863, Brooklyn Square 0075 Republic South Africa.

Thank you very much. With warm South African regards

David Malan
malanlod@icon.co.za
PO Box 1863 Brooklyn Square 0075 Republic South Africa



HALIFAX 2001.



GAYDON 2001.

NEW FRONTIER PRODUCTIONS

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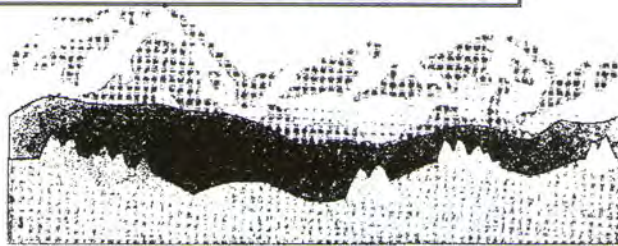
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STOP PRESS....TWO THINGS LANDROVER:

1. ARC 2000 Yes, it's finally ready, the pre-orders have been sent, and many thanks to all the people who have rung in to say it's the best ever! You particularly liked the Bob Dover interview, which we believe to be the only one on video, and many people also commented favourably on the 'archive' LR action and music (!) Definitely one for the collection. Now in stock, 90 minutes - £15.75 including P&P.

Please thank your members. With your help, this video has to date raised over £230 for Barnardos. The target is £500, the number of videos we have produced. As agreed, we shall be donating £1 for every video sold, up to the maximum of £500 (only 500 videos have been produced, so do be quick, as nearly half have gone, and we haven't even advertised them yet)

2. NEW FILMS: We are starting collecting footage and items of interest for two new productions, **4x4xFIRE** and **LandRover People**. Please include a request in your newsletter or magazine for INFORMATION needed.

4x4xFIRE: Anybody who has information of any LR firefighting appliances, or history. We are being aided in this by James Taylor, who is digging deep into the archives for some titbits of interest.

LandRover People: With enough input, we hope to make this an annual production. Lighthearted yet intriguing, it's about YOU, people who drive LandRovers, why they need them or use them, the characters who rely on them for getting home, their livelihood, or other uses – please nominate your favourite characters, adding your name and address – we won't call them otherwise – and you'll get a free video.

If you have anything you think might be of interest, call us on **01579 345655** or write to us at: **New Frontier FREEPOST Liskeard Cornwall PL14 6BR.**

Lastly, our best wishes to clubs all around the country, and especially anyone suffering the direct or knock-on effects from Foot and Mouth disease. 2001 won't go down as anyone's favourite eventing year, but we all know it can't last forever. A happier and warmer summer to all of you.

NEW FRONTIER (Note new e-mail: bash@journalist.com)

Hilmar Knur – your contact person for the continent

Hello, my name is Hilmar Knur, I'm 39 years old, married, with 3 children. I live in Germany, to be exact, in a village of 19000 inhabitants southeast of Cologne.

Here's how I came upon the Land Rover: In the early 60s my parents met and made friends with a family from England. Since then we spent a lot of holidays at the Shilton's who had a farm near Wolvey.....and of course a Land Rover – a SII 109 station safari top of 1965.

For a long time my experiences were restricted to Dinky Toys LR models, at first mainly for reasons of my age. Four years ago, after a Shogun that started to give in after 100 000 km and the new start of official Land Rover dealers in Germany, we finally got a Defender 130 – for tax reasons as it is registered as a 3,5 ton lorry.

Through a member of the DRC (of which my wife is a member too) I found my Series II: built in 1960, short wheelbase (88), 2,25 petrol engine, softtop, left hand drive, split rims, soon an arctic heater...and hopefully MOT soon! It had spent a lot of years on a farm in Switzerland, so its mileage is still low.

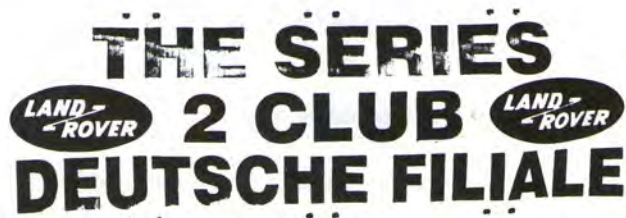
Feel free to ask me your questions, and should anyone get near our place you're always welcome to pop in.

My e-mail address is dieknurs@web.de

Fax +4922478772

Best regards

Hilmar



25 years jubilee of DRC in Kallinchen near Berlin Sept.30 to Oct.3, 2000

600 kilometres drive, thereof 100 km in a 4 hours' traffic jam. Ugh, finally arrived and right off into off road activities: with a 6 ½ meters caravan through loose sand. Double tyres on the caravan blocking, i.e. Landy was pulling a „sleigh“ to our pitch.

Land Rovers from all over Europe: Germany, Austria, Switzerland, UK, Denmark, Norway; military, civil, green, blue, sand; pickup, softtop, hardtop... everything was there, also some Non-Landies.

The place had belonged to the National People's Army in the days of GDR and can now be rented for off-road driving.

Fun and action was guaranteed. Trial in soft sand. Off-road driving school, because most of us rarely have the opportunity to practice sand dune climbing. The highlight was a night trial – follow the light marks without seeing the pitch black way there.

The day started at 6 a.m. With a hullabaloo because the lorry with the chemical toilets was pulled through the camp by 3 Landies. Afterwards the choice of trial, sightseeing in Berlin or the surroundings.

In the afternoons the camp was filled with the sounds of march music by the Venturers Search and Rescue. At night they made a disco with the amber flashlights on the cars as a light organ.

Later everyone met in groups to talk and laugh and have fun and beer until the early morning next day.

The organizers had done a super job to keep everything going. Just the cautiousness off the landlord who had locked the gate overnight made it a bit hard to get 800 rolls beyond the fence in time for breakfast.



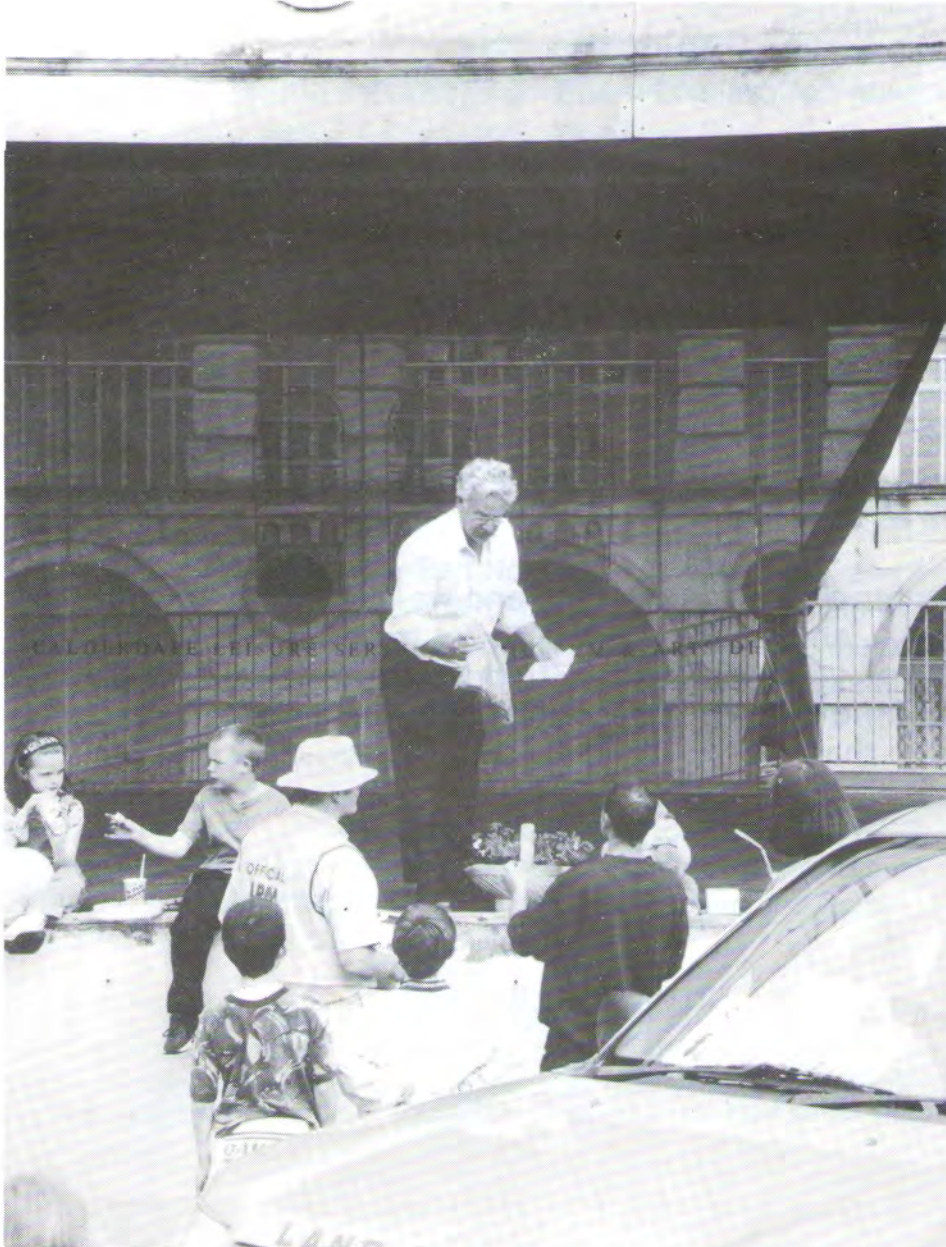
DEUTSCHE FILIALE



FOR DETAILS OF EVENTS IN EUROPE &
GERMANY. WRITE TO THE CLUB
ADDRESS OR EMAIL HILMAR KNUR
dieknurs@web.de

Competition Time....

Look at the 'photo below and write an amusing caption to go with it....Its that simple. The best one will win a small mystery Land Rover related prize.



Send your entries to the Editor at the club address...

SITUATIONS VACANT

CLUB SECRETARY

Remuneration - Nil

Hours of work - to suit

Qualifications - thick skin, selective deafness, computer literate

Job Description - Endless - but core tasks will be -

Receiving all the club mail and distributing or answering it.

Inputting new memberships onto the Database and sending out the new members start up packs.

Keeping the database up to date.

Sending out renewal notices and inputting members details as they renew.

Booking venues Planning meetings and taking of the minutes at club meetings (four per year) Typing up the minutes and distributing them to the committee.

Purchasing club stationery and keeping area organisers requirements met.

The Secretary also has to send out occasional reminders to area organisers to ensure they comply with club policy and procedures.

The above is the minimum requirement of the job. I expanded it to take in lots of other tasks but this was from choice and future secretaries can organise the job as they see fit.

The club's computer set up is up to date and we use Microsoft Office for the Clubs needs (XL and WORD). If you do not have room for another computer so long as yours will take a ZIP drive then the club set up could be used on one of the other Databases and you would need to send regular updates to that.

SITUATIONS VACANT

AREA ORGANISERS- In the following areas

SOUTH EAST – At present being kept warm by Dave and Jackie Dutton who will give lots of support to any new organizer.

SOUTH WALES –

EAST MIDLANDS –

Call or email for details.

Q: Why are Land Rover taillights full of water?

A: This, in fact, is a standard feature of the "City" model as opposed to the "County". The Solihull design team correctly identified the need for water-cooled brake lights for use in city environments where the brake light is on for extended periods. It can be ordered from most LR outlets, as can the top-up kit consisting of:

- (a) One litre of Lens-Water
- (b) Utensils, pouring



30TH SEPTEMBER 2001

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Membership Number YOUR RENEWAL IS DUE AT END OF REF.

Member Surname First Name

Family members Surname First Name

Family members have the same rights and privileges as full members but will not receive a separate copy of Built Two Last Members Address

Please make any corrections in this box

Telephone Number

E Mail address

Your membership of the Series 2 Club is due for renewal please ensure the details on this form are correct. Fill in any outstanding details, correct any mistakes, sign and return the form and your remittance to :-

THE SERIES 2 CLUB PO BOX 251 BARNSELY S70 5YN

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.

Signed _____ (Full Member) date _____

Signed _____ (Family Member) date _____

HOW TO PAY - Send your cheque or Postal Order for the sum of made payable to **The Series2 Club Ltd.**
(UK Currency only please) Please tick the 'cheque enclosed' box

Cheque Enclosed

OR Pay by Credit or Debit Card - Please complete the details below

Please Charge my credit/debit card with £ Signature

Card Expiry date

Card Holder Name

Card Number

Card Type (please tick)

VISA Mastercard Connect Switch

If Switch State issue number

If you wish we can collect your annual subscriptions each year using the card details above. You may cancel an instruction to pay by credit or debit card at any time. To use this additional service, please sign below

Please continue to collect my annual subscriptions From my card as they fall due

Signature

Date



LATE RENEWALS

Hopefully members are aware that all the club officials are volunteers who do the clubs business in their own free time obviously the amount of time we have to spare diminishes as we get busier with our paid jobs and our families. 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.

Jan-01	0022	Mr Hill	N. Yorks
Jan-01	0050	Mr Downing	Essex
Jan-01	0180	Mr Collins	Kent
Jan-01	0197	Mr Goody	Warwickshire
Jan-01	0249	Mr Frost	Kent
Jan-01	0252	Mr Macnamara	Thirsk, N. Yorks
Jan-01	0253	Mr Johnson	Derbyshire
Jan-01	0282	Mr. Doggett	Gloucestershire
Jan-01	0286	Mr. Horsman	North Yorkshire.
Jan-01	0303	Mr. Clayton	Derbyshire
Jan-01	0310	Mr. McLaughlin	Co. Londonderry
Jan-01	0311	Mr. Macleod	Ross-Shire
Jan-01	0336	Mr. Jennings	Avon
Jan-01	0365	Mr. Stanboroug h	Berkshire
Jan-01	0393	Mr. Graham	County Durham
Jan-01	0423	Mr. Turley	N. Ireland
Jan-01	0459	Mr. Hoare	Lancashire
Jan-01	0461	Mr. Dalison	Suffolk
Jan-01	0464	Mr. Mihalop	East Anglia
Jan-01	0467	Mr. Cripps	Huntingdonshire
Jan-01	0522	Ms. Miller	Derbyshire
Jan-01	0529	Mr. Gavagan	Republic of Ireland
Jan-01	0566	Mr. Mayes	East Sussex
Jan-01	0570	Mr. Michie	Aberdeenshire
Jan-01	0576	Mr. Reeve	East Sussex
Jan-01	0577	Mr. Petley	France
Jan-01	0724	Mr. Howells	West Sussex
Jan-01	0729	Mr. Danenbergs	Essex
Jan-01	0731	Mr. Trimble	Hampshire
Jan-01	0735	Mr. Holmes	Kent
Feb-01	0049	Ms. Perry	Cambridgeshire
Feb-01	0073	Mr. Martin	Cleveland
Feb-01	0110	Mr. Webster	Nottinghamshire
Feb-01	0123	Mr. Stewart	Cardiff
Feb-01	0125	Ms. Nissila	Finland
Feb-01	0148	Mr. Ford	Kent
Feb-01	0155	Mr. Collins	Hertfordshire
Feb-01	0183	Mr. Carter	Surrey
Feb-01	0191	Mr. Butts	Gwent
Feb-01	0258	Mr. Bellamy	Dorset
Feb-01	0275	Mr. Neville	West Yorkshire
Feb-01	0414	Mr. Jones	Cornwall
Feb-01	0417	Mr. Came	Somerset
Feb-01	0483	Mr. Norris	Argyll
Feb-01	0520	Mr. Knight	Wiltshire
Feb-01	0572	Mr. Storey	Lancashire
Feb-01	0573	Mr. Holmes	South Yorkshire
Feb-01	0737	Mr. Harrison	South Yorkshire
Feb-01	0740	Mr. Chaplin	Essex
Feb-01	0742	Mr. Binstead	Hampshire
Mar-01	0035	Mr. Hamilton	Essex
Mar-01	0048	Mr. Beard	Middlesex
Mar-01	0051	Mr. Newman	Avon
Mar-01	0074	Mr. Henderson	Shropshire
Mar-01	0101	Mr. Buckledee	Essex
Mar-01	0115	Mr. Allsop	North Yorkshire
Mar-01	0161	Mr. Bernie	Clwyd
Mar-01	0204	Mr. Smith	London
Mar-01	0225	Mr. Wilkins	Oxfordshire
Mar-01	0242	Mr. Pape	Hertfordshire
Mar-01	0290	Mr. Ward	Herefordshire
Mar-01	0306	Mr. Wickett	Cornwall
Mar-01	0324	Mr. Dillon	Somerset
Mar-01	0386	Ms. Bell	Devon
Mar-01	0422	Mr. Eastman	West Sussex
Mar-01	0433	Mr. Driver	Dorset
Mar-01	0437	Mr. Niblock	Hertfordshire
Mar-01	0535	Mr. Teasdale	South Gloucestershire
Mar-01	0582	Mr. Ellis	Devonshire
Mar-01	0743	Mr. Lavery	Ireland
Mar-01	0744	Mr. Glasspool	Northamptonshir e
Mar-01	0746	Mr. Lowe	Derbyshire
Mar-01	0747	Ms. Lewis	Isle of Wight
Mar-01	0748	Mr. Dane	Berkshire
Mar-01	0749	Mr. Stephenson	Buckinghamshire
Mar-01	0751	Mr. Snell	Berkshire
Mar-01	0753	Mr. Dewar	Perthshire
Mar-01	0754	Mr. Richardson	Shropshire
Mar-01	0392	Mr. Watts	Dorset


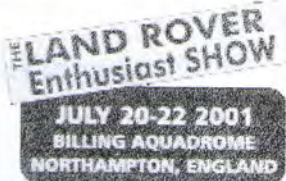



Events Calendar - 2001

Page last updated 26 May 2001

UPDATED WITH LATEST FOOT AND MOUTH DISEASE INFORMATION

Date	Event	Contact	Extra Information
May 26 - 27	Scottish All Rover Rally at The Museum of Flight, East Fortune Airfield, East Lothian.	Davemcruvie@aol.com	
May 26 - 28	ARC International Rally 2001 at Newnham Park Plymouth, Devon.	CANCELLED DUE TO FOOT AND MOUTH DISEASE PRECAUTIONS EVENT RE-SCHEDULED FOR 2002	
May 27 - 28	Leeds Steam Rally	Paul Lund	
June 16 - 17	All Rover Rally inc. the Northern P6 ROC National Rally and the Range Rover Birthday Rally at the Beamish Museum, County Durham.	Paul Lund	
June 17	Elsicar Land Rover Show at Barnsley, Yorkshire.	CANCELLED DUE TO SPONSOR WITHDRAWAL	
June 23 - 24	Vallance Byways Summer Show at Charlwood, nr. Gatwick.	eastmans@uk.packardbell.org	

June 24	All Parts 4x4 Land Rover Meet/Autojumble at Kingston Bagpuize House near Oxford.	01865 821919	
June 24	LRM 4x4 Autojumble at Trentham Gardens, Stoke on Trent.	Paul Peet 01283 213643	
June 24	Sledmere House	CANCELLED DUE TO FOOT AND MOUTH DISEASE PRECAUTIONS	
June 30	# Bucks, Herts and Northants Branch Cotswold Treasure Hunt and Camping Weekend #	# Members only # catriona.crelling@ntlworld.com	
July 1	Southend Classic Car Show, Eastwood High School, Eastwood, near Southend	<u>David Dutton</u>	
July 8	Land-Rover Autojumble at National Motor Museum, Beaulieu, Hants.	Shire Land Rover Club 01590 614614	www.shirelrc.co.uk
July 8	Ripon Old Cars Show at Ripon, Yorks.	CANCELLED DUE TO FOOT AND MOUTH DISEASE PRECAUTIONS	
July 8	Annual Peak Park Classic and Vintage Vehicle Show at Hope, Derbys.	<u>Roger Horne</u> or telephone 0114 289 0873	
July 14	Kirkstall Classic Car Show at Leeds, Yorks.	<u>Paul Lund</u>	

<p>July 18 - 22</p>	<p>War & Peace Show at The Hop Farm, Beltring, Kent.</p>	<p>01304 813128</p>	
<p>July 19 - 22</p>	<p>Masham Steam Rally at Thirsk, North Yorks.</p>	<p><u>Paul Lund</u></p>	
<p>July 20 - 22</p>	<p>Land Rover Enthusiast Show at Billing Aquadrome, Northants.</p>	<p># For club members contact <u>Brian & Catriona Crelling</u> # Non members follow link on right.</p>	
<p>July 22</p>	<p>Roses Road Run</p>	<p><u>Paul Lund</u></p>	
<p>July 27 - 29</p>	<p>#South East Group Summer Camp at Bluebell Railway, East Sussex.#</p>	<p><u>Sean Smeeth</u></p>	
<p>August 2 - 5</p>	<p>Pickering Steam Rally</p>	<p><u>Paul Lund</u></p>	
<p>August 11 - 12</p>	<p>LRW Show at West Wycombe, Bucks.</p>	<p>RE-SCHEDULED FROM MAY DUE TO FOOT AND MOUTH DISEASE</p>	
<p>August 12</p>	<p>Sodbury Sort Out at Brimham, N.Yorks</p>	<p><u>The Old Sod</u></p>	
<p>August 25 - 27</p>	<p>All Rover Weekend at the Town and Country Festival at Stoneleigh Park, Warks.</p>	<p>Chris Savidge (Snr) 0115 926 7716</p>	

August 26 - 27	Harewood House Steam Show	<u>Paul Lund</u>	
September 1 - 2	National 4x4 Show at Trentham Gardens, nr. Stoke, Staffs.	020 8778 6498 info@national4x4show.com	
September 7 - 9	LROi Show at NAC Stoneleigh Park, Works.	RE-SCHEDULED FROM MAY DUE TO FOOT AND MOUTH DISEASE	
September 8 - 9	YORC Weekend at Langley Farm, Yorkshire	CANCELLED DUE TO FOOT AND MOUTH DISEASE PRECAUTIONS	
September 8 - 10	Dunfolds Land Rover Collection Open Weekend at Dunfolds Museum, Surrey		
September 16	Bradford to Morecambe Run	<u>Paul Lund</u>	
September 21 - 23	Rover Sports Register Lake District Rally	stewart@gsdevlin.globalnet.co.uk	
September 23	London to Brighton Run	<u>Eric Leuzinger</u>	<u>The South London and Surrey Land Rover Clu</u>
October 6 - 7	Malvern 2001 Classic Car and Autojumble.	Mr. J Haynes Tel: 01509 416432 between 6 & 8pm weekdays only.	
October 27	Sodbury Sort Out at Newbury, Berks.	<u>The Old Sod</u>	

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 Wednesday 4th July	The Greyhound, Eton Wick, nr Windsor. The Pack Horse, Mapledurham. On A4074 North of Reading.
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.
Lancashire and Yorkshire Get together not an official meet but good friends, good food, good conversation and laughs.	First Saturday each month 7.30pm .Everyone welcome. Contact johnanthony@libertysurf.co.uk for details.	At The Huntsman, Thurlstone, between Holmfirth and Barnsley. just past the Flouch turn at Woodhead.
South East	August 10, September 7, October 5. david@dutton6356.freeseve.co.uk for details.	Beach Meet at Shoebury Common, Southend-on-Sea.
Anglia	Thursday 10th May 8pm	The Red Lion, Stetham, nr. Ely on the A10.



event report

We would be interested to hear from you at your club. If you are having a sports event please take the time to fill in this report sheet and send it to me at **LRM** for inclusion in our magazine - thank you *Steve Wells*

The event was at.....on.....

hosted by.....club

type of event.....

Driver/s..... vehicle type & cc.....

Driver/s..... vehicle type & cc.....

Driver/s..... vehicle type & cc.....

you may wish to write the report on behalf of your club or as an individual taking part

please use extra paper if you wish

Results and problems and successes.....

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please use extra paper if you wish

Comments on the event as a whole.....

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please use extra paper if you wish

If you have any photos of the event please send at least one, we cannot guarantee a picture in **LRM** but if room allows we may be able to include one or two. Also if you would like us to advertise your club dates please submit your club's competitive calendar.

Name: _____ Address: _____

Postcode: _____

Daytime tel _____

Post to **LRM club report**, Priory Cottage, Gedding, Suffolk, IP30 0QE, Or Fax to 01472399441 - email our.stump@totalise.co.uk

LRM

LAND ROVER

monthly

**the magazine
for all
Land Rover
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.**

Added to all that is **LRM's** Land Rover and 4x4 bookshop, and the **LRM** shop selling models, specialised clothing and merchandise - all with big discounts for subscribers. For readers looking for activities to enjoy in their vehicles, there's the **LRM DRIVING EXPERIENCE** with activities planned both in the UK and overseas. With all this between the covers, and hundreds of vehicles for sale in our free classifieds, there's no other choice to make - **LAND ROVER monthly** is the one stop Land Rover magazine.

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ATTENTION ALL MEMBERS WE NEED YOUR WISDOM

I would like members to make up an amusing saying or motto about Land Rovers. The winner will get his/her motto printed on a T-shirt and we will produce them for sale next year. The winner will receive a free shirt. The committee will pick the best one to put on the T-shirt, the Competition will end on the 28th Of October 2001.

Please send your entry to Christine Parkinson the Shop Manager
32 Shield Avenue Worsbrough Bridge Barnsley S70 5BH.

Email is CHRISPARKINSON1@activemail.co.uk

Please don't forget to put your Name and Address on your entry and your Membership Number.

GOOD LUCK

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LAND ROVER Enthusiast

For the Land Rover, Range Rover, Discovery and Freelander owner

What do you want from a magazine?

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- Lots of adverts to buy your spares and vehicles
- Discounted books and merchandise
- Land Rover Gear
- Competitions with big prizes
- Web site with on-line ordering
- Subscription offers
- Free classified adverts

Well, we hope you will be pleased to hear that we have collected that lot together in our NEW magazine, **LAND ROVER Enthusiast** – "the complete package".

Other magazines have some of these, but none of them have it all – WE HAVE.

EDITORIAL – Our team includes Martin Hodder, James Taylor, David Bowyer, Dave Barker, Kevin Girling and Pete Wilford and is growing fast. A vast amount of Land Rover experience between them.

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.

LAND ROVER GEAR – Regular advertisements for Land Rover clothing and other merchandise – the genuine article.

MODEL SHOP and OFF ROAD DAYS & EVENTS – Will be run by David Mitchell of Landcraft – with discounted offers.

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

SUBSCRIPTION OFFERS – As well as our rates being lower than the others, we will also have a wider range of subscription offers, books, tools, Land Rover gear etc. Really low rates for our overseas subscribers.

COMPETITIONS AND PRIZES – Well, how about a brand-new LAND ROVER in our first competition, then tools, books, Land Rover gear and so on.

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.

FREE CLASSIFIEDS – Buy and sell your vehicles and spare parts for FREE, including colour pictures if you have them.

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.)

VISIT OUR WEBSITE... www.landroverenthusiast.com

LAND ROVER enthusiast NOVEMBER 2000
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THE CLUB SHOP



- HORSE BRASS & LEATHER**
Of Series Two Land Rover £6.50each
- BASEBALL CAPS**
With Club Logo £6.00each
- BOTTLE OPENERS**
With Land Rover Picture £1.00each
- LEATHER PIN BADGES**
With a Picture of a Series Two on £1.00each
- SOLID BRASS RADIATOR BADGE**
72mm X 72mm £6.50each
- EMBROIDERED BADGE**
90mm diameter £2.50each
- LEATHER COASTERS**
Four different colours (set of 4) £3.50set
- Mugs**
Yellow £1.00each
- CLOCKS**
It as Series Two Land Rover Club
In the Middle (Green & Blue) £7.50each

- HALF PINT GLASS TANKARDS**
With Logo & Series Two on it £5.00each
- PENS**
With Series Two Land Rover
Club in gold letters £2.50each
- CHASSIS PRINTS**
Skeleton of a Series Two Land Rover £0.50each
- STAINLESS STEEL OVAL BADGE**
Radiator Badge "Series Two" on top & "Built to
Last" on the bottom and in the middle it say's
"Land Rover" £6.30each
- SOLID BRASS KEY RINGS**
"Land Rover" Oval £2.50each
- STICKERS**
Sorry for the delay internal
***** External
Hinges Stand Proud Internal
***** External
Other car a Series2 Internal
***** External
Don't wash me Internal
***** External! £1.00each

**POSTAGE & PACKING FOR UP TO 3 ITEMS £2.50 AND
ADD 50 PENCE FOR EACH ADDITIONAL ITEMS**

CREDIT CARDS SALES

We offer credit card facilities, but only on orders sent by post

NO TELEPHONE ORDERS PLEASE

**SEND YOUR ORDER TO CHRISTINE PARKINSON 32,
Shield Avenue, Worsbrough Bridge, Barnsley, S70 5BH,
Tel (01226) 217436, e-mail,
CHRISPARKINSON1@activemail.co.uk**

PLEASE make cheque payable to THE LAND ROVER
SERIES TWO CLUB LTD and WRITE YOUR ADDRESS
ON THE BACK

Due to BANK CHARGES, please will overseas members send
cheques drawn on British Banks, Eurocheques or Postal
Orders

- SWEATSHIRTS**
- ADULTS**
Red Xlarge, Blue Medium, large, Xlarge, and Xxlarge
Green Medium, Large, Xlarge, and Xxlarge
Yellow Medium, Large, Xlarge, and
Xxlarge £11.50each
- CHILDRENS**
Green & Yellow in 7/8yrs, 9/11yrs,
12/13yrs £8.50each
- T-SHIRTS**
- Adults**
Red Large, Blue Medium, Large, Xlarge, Xxlarge
Green Medium, Large, Xlarge, and Xxlarge Yellow Medium,
Large, Xlarge £6.50each
- CHILDRENS**
Green & Yellow in 7/8yrs, 9/11yrs,
12/13yrs £5.00each
- POLOSHIRTS**
Red Medium, large, Blue Medium, Xlarge,
Green Medium, Large, Xlarge, Yellow Medium,
Large, Xlarge, Xxlarge £10.50each

ORDER FORM – Photocopy this form and **Staple** it to your order or write out all the required details in your letter

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Signature _____

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