

WINTER 2001
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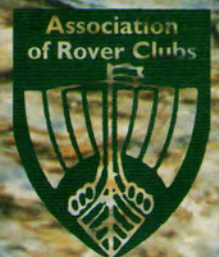
BUMPER CHRISTMAS ISSUE



SERIES  TWO
CLUB



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



BILLING 2002

Elsewhere in this magazine you will find a LRE booking form for Billing 2002 book direct with LRE and not thro the club. However we will still be having our camping area so If you want to camp with other members of the Series 2 Club then you will need to register with us

Contact

CATRIONA CRELLING
2A HOGSHAW ROAD
GRANBOROUGH
BUCKINGHAMSHIRE
MK18 3NL
TEL 01296 670227

Email catriona.crelling@ntlworld.com

Please note only those members who register with Catriona will be allowed to camp with in the club enclave

LLAMA 2002



the Llama Trophy 2002 will be held on Saturday 16th March in the Beautiful Peak District

contact Chris Bentley – 01298 25151, Laurence Mitchell 01226 241483 or Roger Horne 01298 83398 or email direct to the club at llamainfo@series2club.org.uk for full details of camping start point etc.

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COPY DATE FOR NEXT ISSUE.....Very important to be on time for this issue...No later than the end of JAN 2002. THANKS..

Editorial by Pete Hopkins.

Welcome to the winter edition of the magazine. It's a bumper issue with lots to read. With articles from all over the world, from Down under, to up in the Alps, even to hot and steamy Indonesia. We have articles from Land rover ladies even 15 year Lads. So thanks to every one who has taken the time to write keep up the good work!

I have had so much stuff that despite adding more pages, I have had to leave some of your articles out of this issue. But don't worry, Peter Campbell & John Glasspool etc. They will appear in the next magazine (or the next)!

Topics for the spring issue will be Parabolic springs... How to choose & fit them, who makes the best and why change in the first place etc.

Send your questions and experiences to the club address and hopefully we can get a balanced view from the manufactures and users.

Well, that just leaves me to wish you all a happy festive season and a wonderful new year to you all.

Peter.



Ho! Ho! Ho!
Dark in here
in 'it.



From The Chairman.

By Chris (Chairman) Bentley.

I'm Looking forward to Christmas this year, two weeks off, time to complete some outstanding jobs on my Series Two's.

My Series two has had a very hard year, and I've had no time to give it the TLC it deserves. The cylinder head needs urgent attention, as it is now burning vast amounts of oil. I can create a smoke screen the Royal navy would be proud of!

All the spring eye bushes need replacing and the back axle is falling apart.

With a bit of luck the list of jobs should keep me well out of the way of visiting relatives for the whole of the festive season. And if not I can always go and play with my Fire Engine!

Happy 'Xmas.

Chris.



FROM THE SECRETARY

Memberships are now rising faster than ever we are averaging 20 new members per month. The web site has to take a lot of credit for that as many application forms arrive out of the blue obviously downloaded from the web site. Some of these are difficult to read as our web form is not always compatible with some PCs but Eric is working on that one.

If you are 'on line' why not take a look, in its short life the web site has had over 16000 hits, that's cyber speak for visitors, see even us old dogs can be taught new tricks.

Another plea for material for the magazine Peter gets more and more desperate as the deadlines near, even photos with captions would help.

After April, the memberships and the day to day running of the club, the Secretariat, Will be split between two people if voting at the AGM goes as expected then Memberships will move to Buckinghamshire and the Secretariat and so the club address will move to Lancashire, the Treasury will move to Berkshire although this process due to the nature of the job is taking place now but will only become official after the AGM. The Chairman's job will move to Yorkshire and as of yet there are no nominations for Vice Chairman and ARC Rep. Members should note however that any member can be nominated for any of the vacant positions.

We are looking seriously at holding our own National gathering – the first to coincide with the 45th Anniversary of the Series 2 in 2003, at present we are looking towards places like Shugborough Hall in the Midlands or perhaps somewhere in the South East area. Ideas for a venue would be appreciated.

IDLE GOSSIP.

My Local Council has decided on a new policy to prevent traders dumping waste on domestic waste disposal sites. They have fitted low barriers under which only cars can pass and hired security guards to open them for higher vehicles with permits.

I went to my local 'Dumpit' recently in the 88" to get rid of stuff cleared out of our spare bedroom and although allowed in was told it was the last time I could bring the Land Rover in as it was classed as a van. I was chatting to the guard, as one does, when he told me that he could let Toyota Land Cruisers etc. in but not Land Rovers even if they did have seats and windows in the back. I checked this out with the local council and a Land Rover is not even allowed a permit - it is a commercial vehicle no matter that its designated as a station wagon, I suppose a 109" will be a 'bin wagon' whereas other 4x4s are cars. Is that discrimination or what? I'm one of the lucky ones I have a car and trailer (which requires a permit) to use to get rid of my rubbish but I bet a pound to a penny that Fly tipping will increase in Barnsley area.



HOORAY AND UP SHE RISES 5.

At last Winter approaches and I can get out there in the snow, the wind, the rain. It would seem as if I get more done on the project when the weather is at its worst, I think it really is true that Land Rover enthusiasts are in fact absolutely barking mad. Come on Mother Nature do your worst.

The floor is now fitted and fixed into place which means the whole of the back tub is now complete and brand new except for the nearside inner wing. If I was to do it over again I would certainly build the tub off the chassis then lower the whole thing in place. I did it on the chassis mainly through lack of space but I also thought it would all line up better as it progressed. I still had a great deal of on and offing, measuring and adjusting to do to get everything in line. Still all well that ends well.

The wiring is completely installed and is waiting to be coupled up, I once again used spiral wrap to form my own harnesses instead of purchasing made up originals. It was so successful on the 88 and considerably cheaper that it was no contest really, the whole wiring set up comes in at less than £200, a main harness on its own may cost you that. The dash panels have been stripped and painted the switches etc reorganised and the whole lot assembled ready to fit, I'm quite pleased with them although I have deviated again from originality by painting the dash black as in fact my '62 Station wagon would have been one of the last 'body colour dashes' produced.

The engine compartment is complete all ancillaries are fitted to the engine. Fuel lines run and coupled up. The Rocky Mountain Screw on filter kit is fitted and I have to say requires plenty of patience in getting the bolts in the small grooved slots. I don't think I would have managed to fit it if the wings had been in place. If I were to fit one to any other motor I would without doubt remove the nearside wing. Of course once its fitted then you can forget it so it is worth the little bit of finger contortionisms required and filter changing is obviously now going to be a doddle. The exhaust system is in place and once the wiring is completed it will be time to fire up the engine. I have some trepidation here as I have very little experience with diesels but at least we have plenty of knowledgeable fellows in the club.

I have decided to hand paint the rear interior as most of it will be covered with sound proofing and seats. A good finish can be obtained using the little foam glossing rollers. The bulkhead, seat box etc were all sprayed before installation and floor plates will probably be left bright. The exterior will be sprayed but not by me I have a good friend with a barn and a spray gun who has projected himself forward for that job although it is some time off yet.

One thing that concerns me is Insurance, I wonder what limitations or regulations I am about to come across once I take out 'road going' insurance because the vehicle is a 12 seater. Anyone come across any problems?

By the next issue I intend to have her on the Road and use her in the Llama Trophy.

Laurence Mitchell

My interest in an old Landrover manifested itself about 3 years ago when I became the owner of a 1970 SWB Hardtop 2A. The paintwork was shabby, the panels remarkably straight, and the chassis and bulkhead appeared to be serviceable. I ran the vehicle through the summer, gradually preparing a list of items requiring attention.

With the approach of winter I made a start on the obvious "localised" chassis corrosion. After cutting and welding the front end, I progressed to the back. Once the tub was removed I realised my mistake and ordered a new galvanised chassis. Like many people before me I was now onto a full rebuild. New road springs, entire braking system, lighting, wiring harness and major bulkhead rebuild. The finished vehicle gave me much pleasure and I started to use it more and more.

The novelty of pouring gallons of fuel into it was wearing a bit thin. I much prefer diesel to petrol fuelled engines but frankly had a low opinion of Landrover's own version. My car at the time was a Rover Maestro turbo diesel that had done sterling service for me, towing on many occasions serious weight and serious distances. Indeed on one occasion it recovered the Landrover, and I know that I could have towed it at a higher speed than it could have achieved under its own power. I was obviously coming round to the idea of fitting this type of engine to the 2A. I am fairly qualified to do such a conversion as for some time I was a self employed marine engineer.

I pondered over the proposal, many times taking a tape measure to both my car and the Landrover. I soon realised that a Sherpa van could supply the fly wheel, backplate, clutch and starter motor. A non turbo version of the Prima was fitted in the Sherpa van, and as the unit was North South, some of the hard work in turning the Turbo version from East West configuration was done for me. The main problem being that the starter motor on the front wheel drive version enters the flywheel from the gearbox side. Obviously this had to be changed to fit a "conventional" Landrover conversion, with the starter motor alongside the cylinder block. I purchased the necessary Sherpa bits from our local scrapyard. I was fortunate enough to find a Series 3 bellhousing in the mud at the same venue. This latter item, although not used in the conversion itself, would permit me to make most of the flywheel housing, before I removed the petrol engine. I was confident that with the aid of my lathe and welder, I could marry the lot together. I was not sure if the engine would fit without cutting the Landrover. That sort of operation was out of the question. I would not cut the bulkhead or chassis, or indeed anything that would prohibit the refitting of the old 2 1/4 petrol engine should it be so desired.

It was at this stage that I read a fascinating article in LROI magazine, which made clear that such a conversion could be done, was successful, did not require any cutting of the body, and indeed a Kit was available to complete the conversion. That article was bitter sweet! I was disappointed to learn that I was not the first to have the idea! But pleased to learn that the job could be done and was a successful

conversion. I was relieved that the transplant could be done without cutting the Landrover. I was now determined to get on with the job. I was equally determined to make my own flywheel housing and engine mounts and new alternator bracket. (It was required to fit the alternator on the opposite side of the engine.) I do not propose to drone on about the ins and outs of the further fitting of same, except to say that I believe Dudleigh Engineering who manufacture the Kit are at Market Harborough, and would recommend that their housing is used. (I spent many hours making mine). I also would be very willing to chat to any member who is considering such a conversion, my telephone no. is Whitchurch Shrops. 01948 664003.

The practical results of the finished conversion made all the hard work worth while. The performance of the 2A is overall better than the original petrol engine. The fuel consumption figure is in excess of 30 mpg. The overall noise in the cab is better than the Landrover diesel but worse than the petrol. The low speed tractability is a huge improvement. I have now fitted an overdrive to my 2A and now enjoy an easy top speed of 75mph, and a cruise speed of 60 -65 mph. I can keep up with modern traffic and when required overtake with safety. Motorways are not the fear they once were, and motorway hills are not a problem at all. My vehicle is on 205x16" radials, (it just goes in my garage!) and overall, with the overdrive, the gearing is as close to perfect as you will get. I regularly tow a heavy trailer, and often will use overdrive top once up to my selected cruising speed.

The Perkins Prima was never available with an intercooler. Such an item can be fitted and will give about 15% more power and torque. I personally have not done this yet to my 2A, I do have respect for my old gearbox.!

I will now list the advantages of this conversion using the Perkins Prima engine:

1. The engine is British, and technically a Rover.
2. It was the world's first high speed direct injection diesel unit. This of course gives instant cold starting, and a high overall efficiency. My 2A already had a Kenlow fan fitted, and so far I have used it twice only when I thought I might need it. (Hot day, traffic and heavy trailer).
3. The engine is both smaller physically and in ccs. (2 litre) than the petrol engine. It is also much lighter. I have since the conversion removed the bottom 2 leaves of the front road springs. Once my insurance co. were satisfied that the conversion had been done properly they did not increase my premium.
4. Cost. The engines themselves are available in the Montego / Maestro cars quite cheaply. (£150 -£400) Many items from the car can be used. Even the steering wheel fits! However the cost of the Kit is about £400, plus a Sherpa fly wheel and starter motor are still needed.
If that sort of sum is compared to a Landrover TDI engine then it is small fry indeed.
4. As the unit runs at 86° centigrade the heater is (slightly) more effective.

5. Total reliability. Although this OHC engine employs a timing belt, the water pump is driven by the conventional alternator belt. This model has never had a timing belt problem. Indeed the Prima has never had a weakness to my knowledge. I have in my possession an early example that has achieved over 200K miles.
6. The engine has as standard a neat camshaft driven vacuum pump for servo brake operation if required.
7. The air cleaner that comes with the car fit into the engine bay very neatly.

I can honestly say that I cannot think of one disadvantage or weakness to the whole conversion. It really is gain all the way.

I am sure there are those purists who disapprove of any major mod to a classic vehicle. I will not argue. I am proud of my "classic". Because of its engine transplant I use it as my daily transport. I have now taken the 2A off classic and onto standard insurance.

As you may gather I am very enthusiastic about this conversion. I have no doubt in the future I shall do another one.



SPIN-ON OIL FILTER ADAPTORS

Picking up last Winter's edition of the Club magazine again and reading the very informative article (page 30) on how to source and fit a spin-on oil filter adaptor. This article reminded me of a conversation I had with the American gent on the Rocky Mountain spring stand at Billing last year.

At the time, I was thinking of buying some parabolic springs for my 2A LWB Safari on account that my dear wife had refused to travel in a conventional leaf sprung 2A again claiming that the straps on her sports bra just couldn't take any more punishment!

However, apart from waxing lyrical about the virtues of parabolics, the American gent was also displaying a very neat spin-on filter adaptor at a very reasonable price. With my focus on parabolics at the time, I scribbled a telephone number down in haste on some scrap of paper; you know how you collect these sorts of contacts at shows?

Now, the article in the Club mag stirred my memory. Reading about the difficulty and/or cost of sourcing a spin-on filter adaptor, caused me to re-visit my scrap pads for that elusive number which, as luck would have it, had survived over the months.

Several calls and contacts later led me to unearth an alternative and cheaper source of brand new spin-on oil filter adaptors.

If you are interested one of these neat units, and you didn't find them at Billing, you can buy one for a 21/4 litre series engine for around £32-00 incl. p&p (complete with an Oil filter, gasket and pressure gauge adaptor) from Gavin Browne at:

"Tradewinds"
Unit E5
Broadoak Estate Village
Broadoak Rd
Sittingbourne
Kent

ME9 8AQ

You can contact: Gavin on 01795 599600 or e-mail him at gabrowne@globalnet.co.uk. You can also see a picture of the spin-on adaptors with fitting instructions at www.parabolicsprings.com/filter.htm - isn't new technology wonderful?

Just thought you might be interested.



PS By the way, who was the author of the spin-on adaptor article?

RE: FRONT COVER PICTURE - Spring 2001 magazine.

There was no mention of who owned the immaculate Series 2B Forward Control Fire Engine that appeared on the front cover. But, I know that this machine, once owned by Victor Barrington-Wise of Northamptonshire, is now owned by my friend Henry Kuhndorf of Kandern in Germany. I hope you are still keeping it polished Henry.



NUTS TO YOU!

The article in the Spring 2001 issue entitled "Cover your nuts" reminded me of a conversation we had at our local Land Rover club the other evening.

I happened to mention that there were different sizes of wheel nuts you can fit to series Land Rovers. Fellow club members were intrigued by my statement and then responded by saying that I needed to get out more!

But it does raise the question of why there are different sized wheelnuts mentioned in the Series II Parts manual but no mention of what size you use for what application. Similarly, there are wheel rims with different 'offsets' quoted. It really is worrying. I could be driving around with wrong sized wheelnuts and wrong offset wheel rims without my knowledge and this would be no good at all.

Does any club member know why wheelnut sizes and offsets differ? I'd be grateful to know, then I could get to sleep at nights.

FOOLS CORNER

You know, there are some things you'd rather not admit to your Land Rover friends. Yes, these are some of the silly things we all do from time to time when, in more thoughtful moments, we would have avoided.

Take the time when I decided to move my Series 2A LWB around to the other side of the house, and when all my attempts to start it's 2 1/4 diesel engine failed.

Yes, I did purge the fuel system (several times!). Yes, I did check that I actually had fuel and yes, I did check that the glow plugs were ok. And yes, I even tried the tea method. The tea method you ask? Yes, you know, retire to the kitchen and let your partner hear all about the your starting troubles over a nice hot cup of tea. Your hope here is that you'll suddenly leap up and say, "Oh, I know what the trouble is all along, I've forgotten to set the clack valve" or whatever.

But it was no good. Whatever I tried had the same result and the best I ever got was a quick burst of the engine and then it would cut out. In the end, I persuaded my wife to help me push the Safari around the house and up the drive. I did my bit and steered, well, someone had to. I even resorted to the trick of using the starting handle. No, not on the wife but to crank the engine in gear to get it up the steep bit of the drive. (I learnt this from watching the war film "Ice Cold in Alex". You know, the bit when John Mills and that German spy posing as a South African used this trick to get a four-wheel drive ambulance over a steep sand dune. This was the film in which, if you were quick enough, you caught a glimpse of a Land Rover in the background when Mills and his crew finally arrived in Alexandria. Not bad when you think the film was set in WWII and Land Rovers were not launched until 1948!)

But I digress. The following weekend, and determined to find out why the diesel wouldn't start, I went through the whole checklist again. Still all I got was a quick burst of the engine and then it cut out. Right I thought. When it fires again, I'll try and keep it going with the hand throttle before it cuts out. After the umpteenth fuel purge operation I try this out - YES, success, it keeps running!

Now, this is the embarrassing bit. It turns out that the weekend before my troubles began, I'd spent time carefully adjusting the slow running of my 2A LWB Safari diesel engine to a nice steady tickover. But later when the engine was cold, there was simply not enough fuel going through the fuel pump to sustain running, I'd simply set the slow running too slow! What a fool I felt.

If anyone else has any 'foolish' acts I'm sure we'd like to hear about them - I can't be the only one surely?

Vaughan Hartridge
Southend-on-Sea

FOUR ENGINEERS

There are four engineers travelling in a Series Two - a mechanical engineer, a chemical engineer, an electrical engineer and a computer engineer.

The Series Two breaks down.

"Sounds to me as if the pistons have seized. We'll have to strip down the engine before we can get the car working again", says the mechanical engineer.

"Well", says the chemical engineer, "it sounded to me as if the fuel might be contaminated. I think we should clear out the fuel system."

"I thought it might be an grounding problem", says the electrical engineer, "or maybe a faulty plug lead."

They all turn to the computer engineer who has said nothing and say: "Well, what do you think?"

"Ummm - perhaps if we all get out of the car and get back in again?"

I'VE GOT ME A LANDY.

By Dave Humphries

I don't know when it first took root in my mind, but at some point this year I decided to 'get me a Landy'. I had been involved with old cars since my teenage days - first a mini then a Vauxhall Viva Coupe and then onto a classic Wolsley 1500 via a very knackered Morris Minor amongst others. I had learnt interesting skills like double-declutching and manually operated windscreen wipers (car occupants boot laces tied together and then tied to the wipers, moved from side to side by the passenger, following the burning out of the motor!). Between then and now, I then spent a long period car-less until I returned back down south and got married, my wife coming complete with Nissan Micra!

Having done the usual getting married, getting a mortgage, getting a cat(?), I was now in a position to buy a second car and could at last realise the dream of owning a Landrover. I started buying all the magazines and looking at prices and was pleasantly surprised by them. I had decided that the vehicle would be used for some light work, usually involving trips to the DIY store and tip, weekend trips as far a field as East Sussex and also for use when the weather's too bad for anything else but a Landrover. I had also given some loose consideration to perhaps attending historic rallies, and as such thought a Series Three fitted the bill nicely.

I started my search in earnest but couldn't find what I wanted. Most were too expensive, too knackered or offered for sale by rather dodgy characters with little knowledge of the vehicles. Disheartened, I put the search on a back-burner for a while, and then it came rushing back to the front of my mind following a trip to the in-laws in East Sussex. Travelling home in the Micra, my wife and I witnessed a horrific accident right in front of us when a car sped out of a turning without looking and side-slammed the vehicle in front of us, all within the confines of road works in a small Kent village. Whilst swerving to avoid piling into the wreckage, we ended up down a very narrow lane. After calling the Police and Ambulance and dealing with the initial crisis, we continued our journey, but we were now lost. I asked a passing local if we could get back onto the main road and she advised us we could by going to the end of the close and following an 'unmade but passable' road for a few hundred yards and then come back out onto the main carriage way, so off we went, onto the unmade road.

First let me make it clear that this is not Nissan Micra country. 'Unmade road' was a gross understatement - there are roads in the backwoods of Nepal that are more 'made' than this was, even by Kent County Council standards. It was also too narrow to turn in, so we carried on. By now it was dark, raining and the rapidly dissolving 'road' just turned and fell away into a 1 in 10 incline. Our Micra, recently valeted, polished and waxed at great expense, decided enough was enough and sank into the quagmire. Boy was I in trouble....

To cut a long story short, I went for help and it took three grown men, a lot of swearing and effort and £50 to get it back out again. It was at this point I think I decided that a Landrover may be more of necessity than a luxury, and whilst standing next to the recovery truck soaked to the skin and covered in mud, with a less-than-impressed wife, also soaked to the skin and sitting in the now filthy Nissan, I made a mental note to buy one. I also made another note not to go off-roading at night, in the rain, in a Micra, ever again.

About a week or so later I spotted a Series 2a in the local paper and decided to have a look. I called the owner and arranged a visit, the vehicle being only a short distance away. My wife and I pulled into the guy's drive, and she was sitting there as described in the advert, a 'very straight Series 2a cab top' in green - I'm referring to the Landrover here and not my wife. First impressions were good and the owner took me out for a spin. She started first time and ran well enough and I was interested, but also smart enough to know I didn't know what the hell I was looking at! I could check the obvious, but beyond that I was out of my depth. I told the guy I would think on it and get back to him - he was in no rush to sell her and was prepared to wait.

Once home, I rummaged through the mags to find info on the Series 2 and read a few bits. Then I thought I'd check out the Net and after trawling through some good, bad and a few ugly sites, I stumbled on the S2 Club. I sent an e-mail of desperation on the Wednesday urgently asking for tips on what on earth I should be looking at the coming Monday when I had arranged to go back for a second look. I received a very quick reply from Laurence who gave me some tips and advised me what to look for.

On the Monday I went back for a second look, armed with the 'insider' knowledge, and I took her out for a drive, my first ever drive in a Landrover. It was almost as scary as the off-roading-in-a-Micra incident, but this time drier and with someone who knew what the hell they were doing! Two things struck me instantly, one was the noise, which was fantastic, and two was the sheer bloody fun of driving a Landrover!!! I sneakily carried out some 'tests' that Laurence had suggested and she seemed to pass okay. The gearbox was, is, how can I say? Vague? I had trouble changing from 1st to 2nd, but we carried on regardless. The guy who was selling her was a farmer of sorts and invited me to take her across the fields to try out the four wheel drive, so there was I having only driven a Landrover for less than 10 minutes, careering across a cabbage field with complete abandon!! Fantastic!

Smitten, I probably too eagerly parted with the cash, £50 less than the asking price but with some spares and an extra wheel thrown in. Only time will tell if I have been robbed, but so far I think I got a good deal. I collected her the following Saturday and had another fun moment driving her home....I had to pull out onto a very steep hill with fast moving traffic. I waited for a suitable gap, let the clutch up and roared away into the hill in first, then clutch in, down into....a void! Where the hell is second?! Aaaaaagggggghhhhhh! Panicking, with my terrified wife behind in the Micra watching me helplessly as I grind to a near standstill in the middle of the dual carriageway, and a laboured but still motoring HGV looming large in the mirrors, I stopped, found first and had another go. Clutch in first, powered forwards, clutch in and.. found second! She picked up speed and I hit fourth gear just as the backward letters of SCANIA loomed almost un-readably in the rear-view mirror, as the artic pulled round me at speed. I didn't realise until then just how tightly one's buttocks could grip a car seat.

So, now I have a pretty good Series 2a in the garage and have a silly grin on my face. I have invested in the Haynes Manual, the Landrover Owners Guide, membership to his club and a new socket set. I would love to do a ground up restoration but finances dictate that this ain't gonna happen. So my initial plans are to drive her, enjoy her and keep her roadworthy. When stuff needs fixing, as I am sure it shall, I will try and restore that bit at a time - the first job is the wipers which are very slow. I look forward to meeting some more club members during the coming summer and would like to take this opportunity to thank Laurence for his help and the warm welcome received so far.

Ex-Rover Technical Sales Engineer David Good recalls the business of selling Land Rover Fire Engines.

At the time of its introduction the Land Rover was , arguably, a vehicle of unprecedented versatility. It was therefore inevitable that the Company would need to cater for new markets outside the normal experience of more conventional motor manufacturers. It was, of course, involvement with agricultural engineering which was responsible for the greatest increase in clientele, due to the enthusiasm of the makers of farm machinery to integrate many of their products with ours.

However, another field of activity into which we became drawn was that of firefighting, a situation which was bound to follow once a Fire Engine version of the Land Rover became catalogued. In essence this vehicle was a SWB petrol model (when the diesel was not an available option) with truck cab and P.T.O. - driven fire pump stuck on the rear X member. Other features were by way of hose lockers, first aid water provision, bells, front winches and almost anything else the customer might ask for. There was of course, a red paint job, and if ladders were stacked on top of it would roll like nobody's business. Whereas the original pump to be fitted was a Pegson, subsequent problems, including reluctant priming, resulted in a Coventry Climax unit taking its place.

In the absence, initially, of any equally compact appliance, one which literally left the traditional larger machines at a standstill in many environments ranging from narrow urban alleys to rough open moorland, it was a vehicle for which an aggressive sales backing was not exactly imperative. Even so in addition to having an example in evidence at various home and overseas shows, a perhaps more effective exposure was found to be participation in the Chief Fire Officers Conference. This was - and, presumably, still is - an annual autumnal event, successively held at appropriate resorts and attended by Fire Service top bras, both home and overseas. The thick end of the week was occupied by daily symposia in the Pavilion and evening social functioning, in addition to which there was a modest trade involvement, generally an al fresco arrangement in the Clifftop Gardens, Esplanade Park or wherever. Here were displayed static examples of the fire equipment industry's latest products in the form of appliances, escapes and other equipment. We therefore shared the space with the likes of Dennis Bros., Carmichaels, H.B.Angus, Pyrene and others. Rover, of course were not unique in offering Land Rover - based fire vehicles as smaller firms, prominent in this field, were often in a better position to build than ourselves, restricted by relatively inflexible production lines. In particular Carmichael deserve mention for their LWB and Forward Control confections, to say nothing of 3 axle conversions which have latterly extended to the Range Rover.

However back to the seaside, where Alec Joyce now comes into the picture. Graduating from car despatch, he progressively became more involved with the physical promotion of Land Rovers at various shows

and events, and more or less took on the title of King of the Jungle as chief rough stuff demonstrator to visitors of the Land Rover's potential around the primeval proving ground behind the factory. The fact that he also had some wartime Fire Service experience naturally gave him the job of conferencemeister and our participation usually took the form of two or three of us together with an exhibit LR Fire Engine and our commodious hospitality caravan. This latter served as a popular watering hole for many of the delegates in between their paper deliveries. One afternoon was usually devoted to trade demonstrations of assorted equipment in the local Fire Station yard, and few will remember my P.A. commentary as the Climax pump showed off its squirting ability.

Attendance at at least four of these affairs is remembered, these being at Southport, Hastings, Torquay and Folkestone. The route to Southport in the exhibit appliance involved my first use of the Mersey Tunnel, and conscientiously wishing to observe the posted speed limit I switched on the panel light in order to read the speedo. Regrettably, this switch was confused with one adjacent to it, which had been added to serve the strident bell on the front bumper. The resonance in that confined environment was quite formidable and had me braking and cowering in trepidation before realising who was actually responsible for the horrific turmoil. The Torquay Conference, late fifties, was conveniently scheduled to begin just as the Commercial Show closed. It was therefore a pleasant relief, following a week's stand duty in the stifling Earls Court atmosphere, to be leaving Kensington that Sunday morning and pointing a P4 towards the a303 for a sedate drive down to Devon and a few days at the seaside.

Apart from these Conference Exhibitions there was not a great deal of involvement in Fire Engine matters by Tech. Sales. One instance however, required attendance at the London Guinness Brewery in order to explain all the virtues of a Land Rover appliance which Seagrave Road, our London Service Depot, had already placed at their disposal. This visit had been arranged by Eric Bayliss, he in charge of our Piccadilly Showroom, Devonshire House, where we met and went on to the Park Royal premises. After all the speling was concluded Eric and I were taken for some convivial refreshment in their quiet, lavishly appointed and discreetly lit hospitality lounge, dominated by a most alluringly appointed bar. That was a good bit. The bad bit, for one who never found the black stuff an amenable tipple, was that they served nothing else but. Perhaps tap water might have been an option, but feeling that such a request might give offence, as would any disparaging remarks about insular attitudes, I settled for what was alleged to be good for me. The subsequent headache, endured during the drive back to Solihull was not solely attributable to the pervading November fog.

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THE FURTHER ADVENTURES OF SAGGY



You may remember a while ago the story of a 1961 Land Rover with a failed chassis, rebuilt on the tiny budget of just £500. That Land Rover is Saggy, and that all happened 18 months ago. Since gaining an MOT after the rebuild in April 2000, it gave sterling service for almost a year. It looked like a wreck, with paint so bad that it could not keep a shine for more than about a week after being polished. The cappings also had rust coming through them in places, and the hood windows were all cracked.

Not only did it look like a wreck, mechanically it was not up to much, with the engine in a poor state. The big ends knock on start up, and we use almost as much oil as petrol, although it does not seem to burn any, or leak much. It could also do with a set of spring bushes, shocks, brakes, half shafts, rear prop... the list just goes on. Just a couple of weeks before the MOT was due in April this year, a PT cruiser decided to remodel the rear corner. This went through the other parties insurance, and ended up resulting in a full respray, a lot of which (along with the repairs to the cross member) was covered by the insurance money.



At about the same time, we were offered a 'restoration project' 1961 88" Series II very cheap. The guy who was doing the restoration did not really know what he was doing, and had 'repaired' the bulkhead with polyfilla, ignored the rot in the chassis, and decided that top priority was to have all the capping, windscreen frame and so on re-galvanised. Since Saggy is an 88" of similar vintage, we decided to transfer the newly galvanised cappings onto Saggy, and make a proper job of the exterior. The mechanical bits can always wait until later.

When we checked the cappings out, we found that we only had about half of the cappings. The project '61 did not come with a bumper, door cappings, or hood frame (in fact it does not have a roof of any description at the moment!), so we decided that we would need to get the original cappings from Saggy galvanised. After making some enquires, we settled on a man who would sand blast the relevant parts, and then get them galvanised. When we received the parts back, we assembled everything, gave the new paintwork a good polish. The fact that we did not get all the cappings back in one go did not stop us enjoying the good weather! This was the state Saggy was in when the Billing show took place. We decided that it might be a little risky doing an 80 mile round trip with no roof or door tops. Bailing out a Land Rover is not our idea of fun!



Since then, Saggy has been back onto it's usual duties, as a fun run-around, and has



taken part in the LRW show at Wycombe, where it formed part of the line up that one 'Best Club Stand'. A very wet but very enjoyable weekend. The rain and mud did not stop us taking Saggy round the off road course, even though some 'experts' had managed to bend their own vehicles. These included a lot of those know-it-all's with winches everywhere, serious mud tyres, diff locks, roll cages, and

loads of stickers – you know the type. Saggy, however, came through the entire course – including all the optional 'expert only' bits – totally unblemished, but very dirty. It was also one of the last round on the Sunday, by which time the ground was heavily churned up. The start of the course had been moving down hill all afternoon, and by this time it had reached the bottom of the hill. Anyone with a reasonably grippy tyre was, by this time, being sent up the middle of the hill through the worst of the mud, to prevent what remained of the grass sloped being churned up too much for anyone on road biased tyres to climb. Saggy went the muddy way, of course, and didn't miss a beat.



Exactly the same applied to our trayback pickup, which went round the course a couple of hours earlier, and also started near the top, as the start had not started to move downhill. The trayback also had the disadvantage of an extra 18" of body hanging out past the rear crossmember on top of the extra length of its chassis.

More recently still, we took it on the London to Brighton run. This was its finest hour. After performing faultlessly on the way to Crystal Palace, and then onwards to Brighton (remember, the engine is not all that brilliant), it attracted a lot of interest once parked up (just as it had at Wycombe). We often heard comments line 'this is a nicely restored Land Rover', but we know the true situation underneath!



Anyway, we were having a break sitting around the back of the Land Rovers with the rest of the Thames Valley contingent, when we hear the registration being called over the PA. When we listened again, we found out

that Saggy had one the 'Best Series 2' award at the show! We were off like a shot to pick up the trophy! We won against some stiff competition.



THE SERIES TWO CLUB LTD

P.O. Box 251 Barnsley S70 5YN

Members of: The Association of Rover Clubs - Federation of British Historic Vehicle Clubs - DVLA Listed Club

There were some very nice Series II & IIA models there, ranging from the well kept standard version, through subtly modified ones (my favourite of these was an 88 fitted with a Rover P6 2200 engine – it looked like it was meant to be in there), through to the heavily modified V8 coilers. In all, there must have been over 50 Series II & IIA's there, so I think we did extremely well. We realised just how well we had done, when one of the judges said it had been a very close decision between Saggy, and the 109" wooden bodied tray back parked next to it. When he said that, we were thrilled, as this one is also ours!

All in all, not bad for a 41 year old Land Rover that's still not cost us under £1000 all in (excluding the overdrive). Next on the list is an LPG conversion that we have got a very good deal on, which will allow us to save up for a new engine. The difference between what we spend on gas, and what it would cost on petrol will be put aside, and we will soon have enough for the engine, but that's all in the future.

Mark & Ian Rumsey



Hey! Rudie...are you
Sure that smoke is
coming from a chimney?

....Until about 2 years ago, I knew not the first thing about Land Rovers or related subjects- I can't say I had ever given them a second thought. I was a confirmed "girlie" and my main concerns were whether my nail-polish matched my lipstick and how high my heels should be. Then I met my beloved who, at the time, had a 110. He used to tell me about his ambition to buy and renovate a Series vehicle-I didn't know what he was talking about but, as you are wont to do at the beginning of a relationship, I tried to appear enthusiastic.

Two years on, we are now the proud owners of Molly, a lovely lady, who recently celebrated her 40th Birthday and what a lot I've learnt!!

Namely:

- When asked searching questions about the vehicle by the uninitiated, such as "why is there water coming in the roof?". "Why can I hear a rattling noise?". "Why are there sparks coming from the dashboard", "Why do bits keep falling off?", etc, I don't go into details. Instead, I smile knowingly and say "Because it's a Land Rover".
- When I'm told that a newly-fitted part requires some fine-tuning, I no longer worry that this will be a painstaking and lengthy process & realise it will be a swift blow with a lump hammer.
- When I've been signed off work ill, and assume that I'll be relaxing in bed and following doctors orders, what it actually means, is that I will be standing in an unheated garage, at midnight, in December, helping fit parabolic springs.
- When I ask my beloved how I (just over 5 feet tall) am supposed to climb into Molly whilst wearing a skirt, I'm told "you can't- wear trousers". Even then, he finds the sight of me climbing aboard so amusing, that he secretly arranges for an assortment of his friends to gather round to watch and have a laugh. (Luckily, a trip to Billing resulted in the purchase of two new sidesteps, so the climb is slightly less daunting).
- If another driver waves at us as we pass, there are two options; if they are also driving a Landy, we wave back- they're "one of us". If they're in another vehicle, we stop and check to see if part of the vehicle has dropped off, the lights have stopped working (again) or the dog's jumped out the back.

I've had to "let go" of my previous girlie tendencies to a great degree- after-all, there's no point worrying about your nail polish when all your nails have been ripped off, you stop worrying about your hairstyle because you have to wear three hats just to stave off the cold and the only footwear worth buying is a pair of wellies.

I do love her though..... most of the time.

Alison Campling,
Lincolnshire



The Series 2 Club not only searches the World for news and views on Land-Rovers , we are also interested and concerned that you follow a healthy lifestyle. To make your Christmas even merrier we have sought out the best ever Christmas cake recipe we have ever seen. So follow the instructions below for a festive treat.

The Mother of all Christmas Cakes.

INGREDIENTS REQUIRED.

1 Cup of Butter.	Chopped nuts
1 Cup of Sugar.	1 or 2 Quarts Whisky
4 Large Eggs.	1 Teaspoon Baking Soda
1 Cup of dried fruit.	1 Teaspoon Salt
1 Teaspoon Baking powder.	Lemon Juice
	1 Cup brown sugar

METHOD

Before you start, sample the whisky to check for quality. Good isn't it? Now go ahead. Select a large mixing bowl, measuring cup etc. Check the whisky again as it must be just right. To be sure the whisky is of the highest quality pour one level cup into a glass and drink it as fast as you can. Repeat.

With an electric mixer, beat one cup of butter in a large fluffy bowl. Add one teaspoon of thuger and beat again. Meanwhile make sure the whisky is of the heist quality. Cry another tup. Open the second quart if necessary.

Add two arge leggs,two cups of fried druit and beat till high. If druit gets stuck in beaters, just pry it loose with a drowscriver. Sample the whisky again, checking for tonscisticity.

Next sift three sups of salt or anything, it doesn't really matter. Sample the whisky. Sift half a pint of lemon juice. Fold in chopped butter and strained nuts. Add one babblespoon of brown sugar or whetever colour you can find and mix well. Grease the oven turn cake tin to 360 degrees Farrrra , Farnti, FFFFaaa. Farnit.

Now pour the whole mess into into the oven and ake. Check whisky and retire to bed.

Happy Christmas
Laurence & Stephanie Mitchell



OZ Trip.

"Having saved up for several years, my wife Sue and I found we were able to afford the trip of a lifetime, to visit Australia. She had always wanted to go and stay with an old school friend of hers, who was always asking when she would come and visit, so now the time had come.

Things started off on the wrong foot when I explained to Sue that she would not be able to take everything she wanted to in her case because I had promised to take some Series One parts over to a chap in Canberra, who was restoring an early 80" CKD model, but after explaining that it made sense because she would have space to bring more shopping back she agreed! Another of my plans was to try and track down some of the Land-Rovers used on the Snowy Mountains Hydro Electric Scheme, and that is why our travels took us to the town of Cooma, high up in the Snowy Mountains. Cooma is also the venue used by the Australian Land Rover club when they celebrated the 50th Anniversary of Land-Rover.

Our friends lent us an oldish Holden Commodore to travel around in, which we both struggled to drive at first because of the automatic gearbox, but we soon got the hang of it. We left their house which is near Albury NSW, and headed up to Canberra, to drop the parts of to Allan. As well as the 80" he is restoring, he also has two other series ones and a 2 door Range Rover, lucky chap. After several hundreds of miles in the car we became quite attached to it, and were quite sad when it got stolen in Sydney! It turned out to be the pick of the boy racers, the equivalent of an Astra or Escort over here! So we had to hire a Toyota and continue our travels. I am just glad we didn't borrow our friends Land-Rover 110 with 'Trayback Ute' conversion, we would have felt really bad if that had been pinched. From Sydney, we continued down the coast past Batemans Bay on to Bega. Here we stopped for a rest at a cheese factory of all places, but they had a cafe and you could look around. Every now and again I was struck by the seeming lack of imagination the Australians gave to naming things. Most towns over there were named after places in the UK, geographical features were named as to what they were, i.e. The Great Sandy Desert, The Snowy Mountains etc. and the cheese came in three varieties, 'Tasty', 'Very Tasty' and, wait for it...'Vintage Tasty'! Here at the cheese factory I took the pictures of the yellow 109" fitted with winch. It also had a badge on the grill with the word 'SIX' on it so I presume it was a 6 cylinder.

We left Bega and headed up the Snowy Highway (see last paragraph!) and onto Cooma. Here I managed to find a couple of breakers yards, both of which had several Series Ones and Twos lying around in varying conditions, and almost all of them were relatively rust free. I have enclosed a picture of one of these scrap Series Two's, but it appears to have a Series One LWB body fitted, although this is possibly just the way it has been dumped. I also managed to find my 'Holy Grail' an 86" door bottom which still bore the logo of the Snowy Mountains Hydro Electric Authority! It was very weathered though. In the town of Cooma I took the picture of the blue 109" Station Wagon with fancy bull bar. I asked the lady driver if I she minded if I took a photo, to which she replied "of course not, we love it too!"

After leaving Cooma, we headed back to Albury, to my wife's friends, for a few days rest. We also gave them the bad news about the Holden! however they did not seem too worried - phew! Their 11 year old son is lucky enough to own the battered green 88", which still carries an RAC Victoria badge on its doors, after being used by a local garage for recovery duties. The vehicle was also reputed to be ex Army, but did not have the usual cut out wings, but did have just visible tool mountings on the wing tops.

The final photo shows the Dample Pub Truck, an obviously ex Army vehicle, used to ferry drunken customers home from this pub, situated on the main road down to Melbourne, where our journey ended.

We found Australia to be a fantastic country full of really friendly and laid back people, and full of vintage vehicles, machinery and steam engines! which I would have just loved to bring back home, but her in doors was having none of it unfortunately, so apart from the photos, the only souvenir I got was a Boomerang"

Mark & Sue. Halifax.

DAMPLE PUB TRUCK & COOMA SCRAP YARD



A week-end at The Landrover Owner's Magazine Show

With all the talk of Billings in the Autumn edition of the magazine I thought it was time to even things up by describing our trip to the Land Rover Owners' Magazine Show at Stoneleigh. Having been to Billings for a number of years I thought a change would be good and about 4 pm on a Friday afternoon (after school had finished) myself and the two boys Jim (13) and Tom (11) set off in our 1958 Series 2 complete with original 2 litre engine, chassis No 37. The girls Julie (wife) and Jo (daughter) had decided to give this week-end away a miss.

We had purchased the Series 2 about a year before after seeing it advertised in LRO magazine and as it was quite close to us decided to have a look at it. The Series 2 had belonged to a New Forest commoner who had purchased it new in 1958, but who had recently passed away. The vehicle was pretty much in its original state with 56000 genuine miles and had been used by him over the years towing a horsebox around the New Forest checking on his ponies that roam free in the New Forest. The deal was soon done and we drove the Land Rover and horsebox straight home.

In the past year the S2 has been used for transporting children, dogs and bikes around the Forest but before going to Stoneleigh decided I really must check all the items I had been meaning to look at over the past year. The front and rear axles were both nearly dry (not a good sign). It was definitely due a full service, with this completed we were ready for the off.

It soon became evident why there was little oil in both axles, the oil seals were shot and the propshafts were throwing it everywhere. Despite this things went well and we were keeping up an average speed of about 45 mph, until going down a steep hill the red charging light suddenly came on. My first thought was that we had suddenly lost the fan belt, and of course we did not have a spare. I was therefore relieved to see that the fan belt was in place and decided to press on as we were losing light and having to turn the lights on was not going to help matters.

We arrived about 8 pm in the dark, hungry and with quite a brisk wind blowing and had to erect a tent, after much struggling and some swearing (or should that be the other way around) we eventually managed to erect our tent and to cook our meal, get into the tent and settle down in our sleeping bags.

Saturday turned out to be a bright sunny day with a brisk wind, so after the traditional cooked breakfast we set off, one of the main places of interest being the Series 2 stand.

After looking around the boys kept pestering me to see if the Series 2 club wanted our S2 on the stand and eventually for peace and quiet (mine) I enquired at the stand and was told to bring it round.

With the S2 on the stand we continued our tour of the show finishing off at the off road course in the afternoon. The boys then proceeded to give me grief as to why I had refused to enter our S2 for the off-road course. I tried to explain that our S2 was really quite a rare vehicle and did not wish to damage it going on the off-road course.

Then in the distance we saw a long line of various makes of Land Rovers going across a field so I enquired of a marshal standing by what they were doing? He explained that this was a "soft off-road" course for those who did not want to damage

their vehicles. Ah! a compromise. The marshal gave us quite precise directions on where to book in, we managed to secure a place and then had to quickly get the S2 from the stand. As we queued up some considerable distance from the proper off-road course my only concern was the 5-gallon jerry can of petrol in the back that we had not wanted to leave at the tent.

Finally we were off in procession through the outskirts of the show ground heading towards the proper off road course? I thought that we were taking a short cut to get to the soft off-road course and as we approached the gate the marshal enquired if we were in low range to which I replied, "Surely there would not be a need for that" to which he just grinned.

It very quickly transpired that we had managed to book ourselves on the proper off-road course with no escape. The boys were soon in their element, not only hanging on for dear life themselves, but also trying to stop a 5 gallon jerry can of petrol demolishing the back of the S2. After a couple of rounds the jerry can got heaved out and stuck behind a tree to be retrieved later.

The S2 took it all in its stride the bulk of the course being driven in 2nd low range with the engine not much more than ticking over, the torque of the engine is incredible.

By now I was beginning to get worried about our return trip home without any battery charging and decided to call the AA. I arranged to meet him at Gate 3 some 30 minutes later and sure enough there he was. Unfortunately I don't think he had ever seen a dynamo or control box before but full marks for his help and enthusiasm. By now it was getting late and very cold and we decided to give it up.

The boys meanwhile had gone to watch the James Bond film playing on the wide screen in the main arena. When I got there I realised the truth of the saying "Looking for a needle in a haystack" and it was now bitterly cold. I eventually met up with the boys as they were returning from the tent armed with blankets etc to keep out the cold.

On the Sunday after a final look around and trying to buy all those bits and pieces that we had seen on our travels and thought I'll get these later only to find most of the bits sold out. We did thankfully manage to stock up with goodies for all including the girls from the Landrover Gear marquee. We then packed up and headed for home about mid-day expecting the worst but we had a completely uneventful drive home. We had a thoroughly enjoyable week-end and will definitely be heading back next year complete with a booking for the proper off-road course ?????

Richard & Family, Ringwood, Hants.



"A whim come true"

In February of this year, I finally realised a long held ambition; to own a classic Land Rover Series 2. This was after I had managed to convince my wife that she too needed a Land Rover.

I had been considering buying a Land Rover for the past 5 years. I already own vintage tractors, which need to be transported to rallies during the Summer. I had been using an LDV van and trailer but as rallies are usually held on grassland, I felt that a Land Rover would be more suitable, particularly when the ground can be wet and boggy

I heard, through a friend, that there was a petrol SWB Series 2a Land Rover for sale at a local garage so I decided to go and have a look at it. On inspection, I realised that it was in need of major repairs to bring it up to MOT standard.

Its first owner, a farmer, had traded it in 1977 and the garage owner had kept it himself for towing in customer's cars. It only had 47,000 miles on the clock and all its original parts.

He laid it up in 1985 for chassis repairs that were not carried out. The Land Rover had stood idle ever since.

Because of its condition, the owner agreed to sell it for scrap price so I went ahead and bought it. Now came the tricky part; telling my wife.

I towed it home where I cleaned the plugs and points and stripped the carburettor, to free the float. The engine started up on the second swing of the starting handle so I drove it to check for any mechanical faults. It had a sticking clutch, which was soon freed off, and the brakes were seized and unusable.

The next job was to find out its history. I rang Graydon Heritage Centre who told me that my Land Rover was built on March 18 1969 and was supplied to Glovers of Ripon. The first owner bought it from Kellett and Pick of Northallerton on May 5 1969.

I have fitted a new chassis and plan to rebuild it, replacing worn parts during the process.

At the present time, my Series 2 is a rolling chassis and I am just about ready to refit the bulkhead, which I have repaired.

I hope to have the vehicle completed by the Spring of next year, weather permitting, as I have to work outside.

The accompanying photograph shows the Land Rover on the day that I went to collect it.

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'My Whim' as found at the Sun Inn garage



**Merry
Christmas**



and "Thank You" for all the Vehicle Detail Forms received this year.

From your Historical Records Officer - Norman Smith of Stafford.





G'day,
 Great Land Rover Site. My name is Lionel and I am an owner of a 1964 109" Series 2a Hardtop nicknamed "Thermos"
 (due to its ability to keep things warm inside whether it's warm or cold outside)

I am located on the island of Sumatra in the city of Pekanbaru , Riau province, Indonesia.

Thermos started it's live in Indonesia serving an Oil Company here in Sumatra. After retirement it was converted into a 5 -door Station wagon. I acquired it at the end of 1993 and have since restored it and converted it back to a Hardtop, which rolling restoration in all took me 7 years.

Thermos is now mainly used for short off-road and commuting trips. I have hereby included a before, during and after restoration picture.

Regards,
 LIONEL F. HAHIJARY
 Attorney to Duri Ops, Bekasap Ops & Support Ops
 Ph:0765-995252

'Justice is speaking the truth and paying one's debt' - Cephalus

DEAR PETER,

IMAGINE MY SURPRISE WHEN I OPENED THE AUTUMN EDITION OF "BULIT TO LAST" & SAW A PICTURE OF OUR LAND ROVER ON PAGE 5 {ARDINGLY VINTAGE VEHICLE SHOW}. THIS INSPIRED ME TO WRITE IN TO YOU, ALONG WITH YOUR PLEA FOR ARTICLES. WE BROUGHT OUR LANDY {NKT 309F -L.W.B 2 ¼ PETROL} IN AUGUST 2000 AT THE LINGFIELD STEAM & COUNTRY SHOW. I BOOKED IT IN FOR THE M.O.T THE FOLLOWING DAY AND IT PASSED. AFTER A FEW LETTERS TO THE D.V.L.A WE DISCOVERED IT WAS FIRST OWNED BY THE "CAFFYNS" GROUP. {IT WAS THEIR RECOVERY TRUCK IN HYTHE - KENT}. THE ORIGINAL NUMBER PLATE WAS LEL 101F. IT WAS GIVEN A NEW NUMBER OF NKT 309F ON 01-03-1988???. THE REAR CHASSIS HAS BEEN SHORTENED BY 11 INCHES & HAS GOT A "CAFFYNS CONVERSION" BADGE ON THE REAR CROSS MEMBER. I MANAGED TO FIND & PURCHASE A SECOND HAND "HARVEY FROST" CRANE {IT BOLTED STRAIGHT IN }. HAVE ANY MEMBERS HAD ANY DEALINGS WITH THE CAFFYNS ARCHIVES GROUP IN EASTBOURNE, AS I HAVE WRITTEN SEVERAL LETTERS, BUT HAD NO RESPONSE. I HOPE MY STORY HAS HELPED TO FILL A PART OF YOUR MAGAZINE.

HAPPY MOTORING

REGARDS

STEVE & HEIDI & SHAUN GILBERT



Land Rovers at the Town and Country Festival

The Town and Country Festival is held at the Royal Showground, Stoneleigh near Coventry annually. The show, now in its 30th year, has an attendance of some 100,000 people over the three days of the August Bank Holiday.

The Craft Hall is packed with crafts and antiques, an Ideal Home type display caters for all tastes whilst over 500 open air stands offer goods ranging from luxury clothing, pottery and jewellery to garden ware and furniture. An amazing array of skills like basket making, cake icing, glass blowing, wood turning and lace making can be seen. A Model Engineering Hall is included and I have been exhibiting there for 28 of the 30 years exhibiting models of, and promoting, the Talyllyn Railway.

A large Classic Car show is included with most of the major clubs present. In recent years Chris Savidge has organised an A.R.C. display encompassing all of the member clubs, additionally the Range Rover Register offer trips through the Off-Road Course raising money for charity. My 1962 Series IIA "Neddy" has been included in the A.R.C. display and has taken part in the parade round one of the four rings where continuous performances entertain the crowds. Early and late Discoverys were present together with few Freelanders, outnumbered by the Series vehicles.

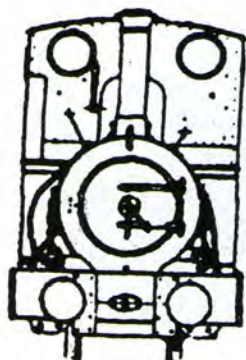
The showground houses an equestrian centre hence Land Rovers could be seen in their natural environment, the courtesy vehicles doing service conveying the V.I.Ps and "lost children" were Defenders whilst the St.John Ambulance had Land Rovers on duty.

The big surprise was found in the "Imagineering" Fair, a vehicle I have seen no reference to elsewhere....a Lara Croft Freelander. It remained surrounded by barriers throughout the Show so the photographs are not brilliant but are evidence of a vehicle which the Dealer at the L.R.O. show denied existed! The appearance of the modified motor attracted me greatly, if it became available I would seriously consider adding it to the Series IIA which has been my only vehicle for the last thirty years.

The photographs show the Lara Croft Freelander and "Neddy" on a display on the A.R.C. stand.

I thoroughly recommend the Town and Country Festival to all, especially those with families there, really is something for everyone.

Derek Allen.



Talyllyn Railway Enthusiast

Derek Allen
752 Walsall Road
Great Barr
Birmingham B42 1EX
☎ 0121 357 9792

'Lara Croft' Freelander.



Landrover Devotee



Neddy and friends.

NORTHEAST NATTER

SHOW SEASON ENDS.

The shows have come to the end, so this means the wife has a list of jobs to do around the house. Even with the foot & mouth I have had a very busy time.

We started with Halifax and ending with the Lancashire's invasion at Bolton Abbey railway. Some to mention are Pickering where some very nice commercials turned up and member David Higgins turned up in his Series 2 Lightweight. Driffield was another good show except for the rain (and as you know you can't even shelter from it inside a Landy as they all leaks in). Again a good turn out with Laurence, Mark Strangway, David, and many more with a good line up. Mark Strangway with his fire engine won the shield for best Series 2. They were many smaller shows I did put the club turn out was very poor and it was only me, banner & flag to say the club was there.

The last show of the season I would say was one of the best for me. This was held at Bolton Abbey steam railway station. I was a little busy at the time and was not going to go but Brent Buckley nattered until I said yes. I am glad he did, The day started with thick fog. I arrived and saw three series Landrovers parked up already. Then ten minutes later the invasion force arrived with Brent leading, (how the hell they got though customs I do not know). The Lanc v Yorkies went on all day but was a bit hard with me the only one from this side. I have a large Yorkshire rose flag and I can tell you it was hard trying to stop Brent

from spraying it red. Don't worry I didn't let the side down. It was all in good fun and I enjoyed every minute of the day just chatting and enjoying the peace. I think next year this will have to be area v area battle ground, so come on the NorthEast members don't let me down.

GISMO AND BETSY

Gismo is just a bit jealous at the moment, as all the spare time is on Betsy my 1967 Herbert Lomas ambulance. At this time I'm up her skirt fixing the chassis (don't worry Kev I am a part time doctor, he's the last owner). The spring outrigger needs replacing and one or two holes to weld & the chassis to paint, I have had some good news with getting the equipment for the inside. Due to a tip-off I have now got the right stretcher that was in this vehicle in green the right colour and for a donation of £5 to the St Johns. It also came with an original breathing gear all in a suitcase and in chrome and leather. The windows on the side are dark and the proper type of glass was £250 to replace. But again my luck came to the rescue, Leeds Glass had some stick on film they had for a job a long time ago and some was left over which was a perfect match and only for £57. There is still lots to do but fingers crossed she will see the show season next year.

XMAS PARTY

If you want to go to the North's Xmas party which is at the Pavilion in Huddersfield then ring the Vice Chairman Dennis Atkinson on 01484 683395 for details, as soon as possible please, so he can sort numbers out. MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL NORTHEAST AREA MEMBERS, AND TO ALL OTHER MEMBERS PAUL LUND North East Organiser,

ELVINSTON MILITARY SHOW.2001.



SERIES 2 FFR WITH C42 LARKSPUR RADIOS.

CLIVE MacDONALD SMITHS NEW TOY.
'photo by 'Bob'.

Land Rover Family?

Hello my name is Neil and I am 15 years old. The 'photo's show what my brother bought me for my 15th birthday present. I am hoping to restore it within the next two years. But we cannot start it yet until there is space in the garage. I am hoping to make the landy into a recovery vehicle as the vehicle came with a crane and I will be refitting it as the restoration progresses. It has an overdrive, new seats, a Kenlow Fan and a Smiths heater.

My brother has Defender 90 & my Dad has a 2-door Range Rover. We hope to paint all three vehicles the same colour...bronze green!

Neil.



A Scottish Laird and a wizened old crofter were having a conversation of sorts in the local sea front inn. Over a couple of malt whiskies the laird was congratulating himself on how successful he was on how large his property was. "It takes me all day to drive round my land in my 4.6 HSE Range Rover", he bragged. "S'funny that", replied the crofter, "I've got a Series Two like that!"

Did you hear the one about when Toyota were testing a new door seal on the Landcruiser? It was so effective that when a cat got trapped in one overnight it was suffocated and died.

Not to be outdone, Land Rover tried the same. The bloomin' cat escaped and nicked the radio cassette too!

SERIES TWO CLUB

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- GEARBOX
- HALFSHAFT
- HEAD
- HYDRAULIC
- LANDROVER
- LEVER
- LONG
- LOOM
- NUTS
- OIL
- OVERDRIVE
- PANELS
- PETROL
- PICKUP
- PISTONS
- RADIATOR
- RIVETS
- SCREWS
- SERIES
- SHOES
- SHORT
- STATION
- TRANSFER
- TWO
- TYRES
- WAGON
- WIRING

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 S N L T L T F Y U S T A T I O N D N F K
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 M B B R C H A S S I S C G R Y D C D W
 D I F F E R E N T I A L D D M T L G Z

ALPINE TOUR 2001

How do you fancy driving in the Alps was the question Julie asked me as she handed me LRE open at the advert for Atlas Overland? We had often thought of doing something different, but never got round to it. Ok I said (jokingly I thought) but lets take Frog (our '68 SIIA SWB FRO137G hence the name) instead of the Disco. Her reply was a surprise, ok she said if you think you can get it ready in time lets go for it, we've always got the Disco as back up. We spoke to David Halliday of Atlas who was really keen for us to take Frog and talked us through what driving we would be doing. We bought frog last October as a laid-up vehicle and had overhauled the brakes and electric's to get through the mot, but driving 2000 miles across France and Switzerland was a bit different to local journeys.

The engine was the biggest concern as it burnt quite a lot of oil. I decided to recondition the head and to re-shell & ring the block. Once the sump was dropped I was glad that I had, as No4 cylinder had started to pick-up the big-end shells, but fortunately the crankshaft was unmarked.

Next to receive treatment was the suspension. I decided to change all four springs (to parabolic) and shock absorbers while I was at it. The rear spring bushes were completely seized and had to be cut out. The passenger side was easy, but whilst attacking the driver's side with an angle grinder my right leg started to get wet and there was an odd smell. One seam of the fuel tank was leaking along its entire length (I think the under seal was all that was holding it together).

The morals of the story always have a fire extinguisher close to hand when grinding or welding.

The suspension was finally finished, the fuel tank changed and host of smaller jobs carried out such as fitting new seats, converting to halogen lights, fitting a new canvas and fitting an ammeter & oil pressure gauge. We really needed to do some miles to bed the engine in, but on driving frog out of the garage disaster struck NO BRAKES. I had changed the wheel cylinders, master cylinder and the shoes for the MOT and had only done a few hundred miles. On inspection the master cylinder was leaking so a new one was rapidly fitted. Unfortunately this didn't cure the problem as; once pressurised the rear wheel cylinders started to leak. A rather panicky phone call to the original supplier revealed that they had been replacing parts due to a faulty batch.

So the big day arrived and we loaded the truck and headed off down the M25 towards Dover. Our rendezvous point was Maidstone Services, where we were all going to meet and travel in convoy to the ferry terminal. Including leader David's camel trophy discovery there seven vehicles in our group. These comprised of an H reg. Range Rover, a 110 double cab V8, a Camel Trophy 110 and two TD5 90's and FROG of course. We arrived in France late afternoon, but only had a short drive to our first campsite.

The second day saw us driving from to Joinville. This was mainly on the AutoRoute's for ease, but the scenery was still lovely. Heat from the bulkhead did make it a bit sticky in the cab, as it

was very warm and sunny even by French standards. Despite having fitted Range Rover Diff's cruising at 55-60 mph is difficult when well loaded especially on hills. Every praise must go to David here, as he had not had such an old vehicle on one of his tours before and his patience/understanding was first class.

The third day saw us driving from Joinville to Geneva in Switzerland. This was more like it; the scenery was getting better and better as the Alps got closer, with Mount Blanc snow capped in the distance. The Swiss border saw the start of a small but what was to turn out to be a re-occurring problem. We had to follow a transit van and caravan up along and steep climb to the border and were running a bit hot, which was fine until we stopped at a car park just over the border. The engine stalled and refused to restart, the bonnet was lifted and half a dozen anoraks peered in. At some time in the past an in line fuel filter has been fitted and this combined with heat had caused vapour lock. After twenty minutes to cool down the fuel system was re-primed and we were ready for the off again.

We were just in time to catch the Geneva rush hour and it was still very warm, great I thought just right for more vapour lock. I stuck to David's back bumper like glue and no way was I going to let another car to get between us, as I knew if we had trouble he could tow us to the campsite just outside the city. Tuesday was a free day and we wandered into Geneva for lunch, it's a lovely city and really clean.

Wednesday saw us heading south back into France and Bourg-St- Maurice unfortunately the journey saw the

vapour lock return. We hit a small town at lunchtime when there were coaches galore and the traffic was stop/start up the hill. Frog started to get hot in the heat and after a while stalled; with the traffic and no place to park we had to be towed to edge of the town by David. You can't always muck about and that is the great thing about having a support vehicle with you. Later on the same journey Jeremy's Td5 blows a radiator hose, but manages to limp to the campsite. Because the car is still under warranty it has to be taken by lorry to a local dealership for two days to be repaired, he is not impressed.

Our stay at Bourg was arranged to coincide with a 4 x4 show at Val D'Isere and we are up early on Thursday to go on the off road course at the top of the mountain. We bounce our way about 2/3 of the way up a long and very steep climb towards the course but then pull in to allow Frog to cool down a bit. Unfortunately due to the show and the number of vehicles wishing to use the course there is no time for us to do this and we have to make an early descent and let the others carry on without us. We have a leisurely journey back to Bourg, but get a bit concerned when it gets later and later into the afternoon and there is no sign of the others. Eventually they started to arrive back, but covered in mud and missing a double cab 110, which had bent the drag link and was parked at the bottom of course until the replacement part arrived the next day. All those who went agreed that it would have been a bit much for poor old Frog and was definitely harder than we had been led to believe.

Another highlight of the trip was when we went rafting. After getting kitted out

we were bussed back to Bourg to start the course, which was due to take about two hours. It was glorious weather to be rafting in, but the water was a bit cold. It was great laugh and definitely worth doing. There were chances to have a swim as well as the unplanned departures from the raft. Halfway down the course there was a chance to leap from a small cliff into a pool below, fantastic and hard work swimming back to the raft.

The following day saw us driving from la Chambre to Bourg D'oisans via Col Du Glandon, which although not as high as Col De L'iseran is a lot steeper and certainly makes Frog chug a bit. Coming down the other side was equally as bad and careful use had to be made of the brakes to avoid fade, at one point our drum's smelt terrible, but it was Paul's Range Rover that managed to exude smoke from the front wheels. En-route we also stop the museum of Hydroelectric Power in France. Later on the same journey we also stop to look at an old hill top fortress, very impressive.

Once again we took to the hills, but today was to see very steep climbs and tight corners, so we gave Frog a rest. Julie accompanied Holly and Lyndsey in the Camel 110 whilst I accompanied David in his Disco. There were some drops straight off the track and the scenery was brilliant. One of the main reasons for going into the hills was to carry out a winching demonstration, as most of us hadn't used a winch before. The result was a fun but equally informative exercise and hopefully some of the knowledge/tips imparted by David will come in useful one day. The descent was definitely interesting and involved some shunting to get round the corners. This was made more interesting by the

fact that I drove whilst David took some photos.

Thursday saw the start of the long journey back to Calais, which we hoped would take two and half days and allow for an afternoon crossing on the Saturday. The two Td5's left us this morning to drive the minor roads (thus avoiding the tolls on the AutoRoute's). We drive until early afternoon in very hot conditions. David then calls a group meeting to discuss the merits of driving another 3 1/2 hours today and have an easier day tomorrow or sticking with original plan of camping a few miles away from where we are presently (he also speaks to Neil and Jeremy in the Td5's). We opt for the former and head off once again into the heat, but with a slight change. As they know the way the two V8 machines are allowed to drive ahead at faster pace (but only after David had checked they have mobiles and a map). This left only three vehicles in the convoy and allowed us to drive at a steadier pace for Frog in account of the heat. We all meet back at Joinville mid-evening ready for a beer.

It was worth having the long day yesterday as we now had a relatively easy day driving ahead of us to get to the first campsite just outside Calais. The two V8's and Neil in his Td5 decided to leave early in the morning in order to catch an afternoon ferry. The rest of us are sticking to a Saturday crossing as it is only a short drive into Calais and will give time to shop and still be back in Dover early afternoon, thus giving plenty of time for the final journey home. We had a quiet last evening, but chatted into the night.



Russell at 2770m. On the Col de L'iseran



Alpine Views.

On Saturday everybody was a bit subdued but we were soon at the ferry terminal after picking up the duty free and filling up with fuel. The crossing was like a millpond but very misty. I must admit it was a bit of a relief to get frog onto the ferry, but I had no regrets about taking it. The reaction of other motorists had been fantastic, we had so many waves flashes and toots, and it was unbelievable. It was nice to be back but it was a lot more humid and felt uncomfortable. After final goodbyes David and Jeremy soon disappeared into the distance. Holly decided to stick with us for the last journey. All was fine until we hit the M25, traffic was crawling for what appeared to be miles. There seemed no point in letting Frog overheat in the queue so we pull onto the hard shoulder to allow the traffic to clear and allowed Holly to carry on. It didn't take too long for the traffic to clear, but unfortunately we had picked up a puncture whilst pulling onto the hard shoulder and ruined the tyre.

It was great holiday and definitely worth doing, it was made better by the group of people we had on it, there were some brilliant characters and new friendships were formed. David's flexible but very professional approach to his tours was first class, it is well organised but he is ready to alter things to suit the wishes of the group. I could find no fault and look forward to doing another tour with him.

Finally I would like to thank David and everybody else on the tour for being patient and very supportive with us and Frog. It was said at the beginning of the tour that they didn't know if we were brave or mad for taking Frog and the jury was still out when we parted at Dover?

Julie & Russell. Aylesbury, Bucks.

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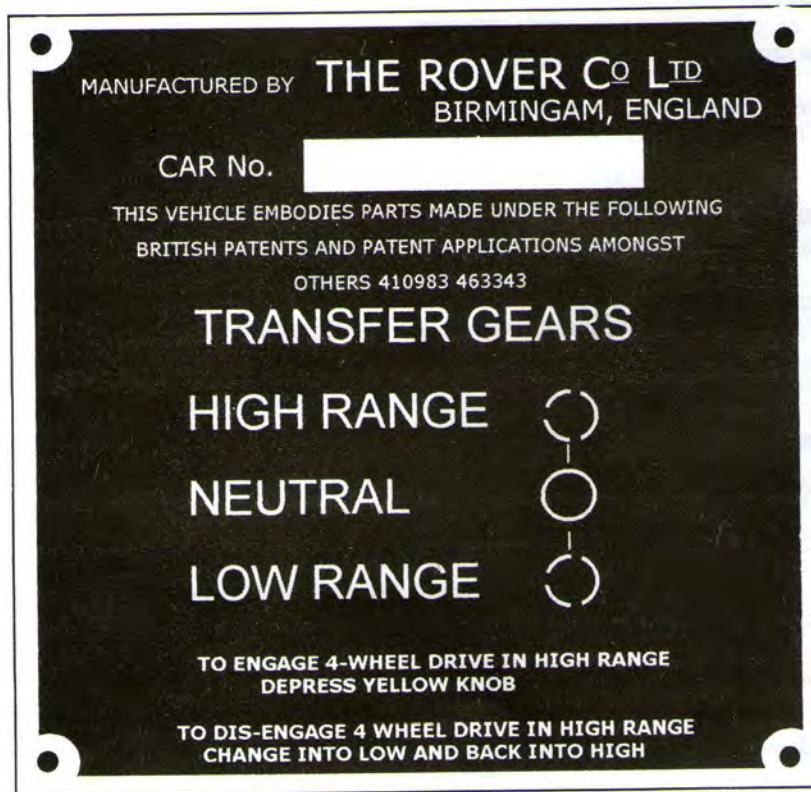
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Day ticket - per vehicle	£10	£10	£10

Off-road course

Choose two days from Friday to Sunday on which you want to book a one-hour session on the terrific Billing Quarry off-road course - we'll try to give you the time you choose. Please select morning one day and afternoon the other. When time slots are filled we'll allocate times as close as possible. An optional 'extra' is an additional one-hour around the quarry off-road course on Thursday afternoon and/or Sunday from 3pm (maximum two hours) Choose time by ticking box.

	9-10am	10-11am	11-12noon	12-1pm	2-3pm	3-4pm	4-5pm	5-6pm
Thurs			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The small print: Trailered vehicles are not allowed at this weekend and no trading is permitted from caravan sites. Warning to the public - motorsport can be dangerous. Terms and conditions sent with booking confirmation. No refunds after March 30, 2002. No all-male parties. On occasion Greenhouse Publishing Ltd., publishers of LAND ROVER enthusiast, may permit other reputable companies to make offers of products or services which we believe may be of interest to our customers. If you DO NOT wish to have the details given here passed on, please tick this box .

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THE LAND ROVER MARQUE DAY
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 TO BE HELD AT
THE HERITAGE MOTOR CENTRE, GAYDON,



5th MAY 2002

On Sunday 5th May 2002 we shall celebrate Land Rover's 54th birthday in our now well established way, at the Land Rover Marque Day and Heritage Motor Centre Run. The usual format will apply;

- * A full day of Land Rover nostalgia and Marque Day activities at HMC,
- * The Heritage Motor Centre Run will assemble at Lode Lane by 09.30 am, with the Series 1 vehicles leading off at 10.00 am, and arriving at HMC at approx. 11.00 am.
- * Camping will be available on the HMC campsite on Saturday and Sunday nights.

Entry into the HMC Run will be charged on a 'per-vehicle' basis, which will include entry to both the event, and the Museum, for the driver and one passenger, plus a rally plate for the vehicle, a limited edition rally plaque, and "fast track" entry into the Centre on the Sunday. Additional passengers in Run vehicles will need to pre-book their entry tickets with their Run entry, at 'Club Dismunt' rates.

Entry forms will shortly be available from the ARC website at: www.the-arc.co.uk
 or from **Chris Savidge (Snr.)** on **0115 926 7716**,
 or from **Geoff Miller** on **01789 731669** (e-mail - png.miller@virgin.net)

Please make phone calls before 9.00 pm.

For non-Run participants attending the Land Rover Marque Day in a Land Rover product, the driver will get free entry, but all passengers must pay the Club Discount admission rates at the paybooths. It is best to arrive before 11.00 am, in order to witness the arrival of the 150-vehicle cavalcade from Solihull --- one of the highlights of the day.

In addition, there are to be superb displays by the Land Rover Company. We are also looking forward to Club Stands, Trade and Autojumble stands, possible Land Rover Dealer support, and Land Rover 'Gear' on sale in the HMC shop together with their normal comprehensive range of models, books, and memorabilia. The usual family and children's entertainments will also be there, together with the excellent on-site cafe.

Basic camping and caravanning will be available for Saturday and Sunday nights (4th and 5th) , on the meadow within the HMC grounds. In past years the attendance on Friday night and Monday night has not justified the extra security costs of manning the entrance, we have therefore decided to offer **camping on Saturday and Sunday nights only**. The site will open at 10.00 am on Saturday and will close at 4.00 pm on Monday.

Booking forms will shortly be available direct from Chris Savidge, Geof Miller or from the ARC website (as above), and will need to be returned to **Geoff Miller** by **Thursday 25th April**

For booking either Club, Trade, or Autojumble stands, please contact:
Jane Roche, HMC's Events Manager, on **01926 645120** or fax **01926 641555**,

or e-mail at janer@heritagemotorcentre.org.uk

A Heritage Motor Centre Event supported by The Association of Rover Clubs

LATE RENEWALS

Many thanks to all of you who responded to the list in the Autumn mag. It would seem that it acts as a reminder to lapsed members many of whom just forgot. If you are a forgetter (like me) then do it now its your last chance as this is the last magazine you will receive
A renewal form is included overleaf. Subscriptions are, £16 Single, £19 Family (denoted by F after your membership number).

0498	Mr	Crowther	West Yorkshire	Jul-01
0632	Mr	Debono	Malta	Jul-01
0636	Mr	Hamer	Cheshire	Jul-01
657F	Mr	Willets	Leicestershire	Jul-01
0791	Ms	Stemp	West Sussex	Jul-01
0792	Mr	Appleton	Hampshire	Jul-01
0796	Mr	Warren	Devonshire	Jul-01
0798	Mr	Day	Shropshire	Jul-01
0799	Mr	Butters	Staffordshire	Jul-01
802F	Mr	Newton-Gaynor	Wales	Jul-01
0803	Mr	Seymour	Wiltshire	Jul-01
0804	Mr	Seymour	Wiltshire	Jul-01
0805	Mr	Wartson	Bristol	Jul-01
808F	Mr	Lodge	Hertfordshire	Jul-01
0811	Mr	Walker	Lincolnshire	Jul-01
0812	Mr	Gardner	Cambridgeshire	Jul-01
0815	Mr	Markworth	London	Jul-01
0816	Mr	Toomer	Hampshire	Jul-01
0817	Mr	Gaskin	Essex	Jul-01
0819	Mr	Childs	Buckinghamshire	Jul-01
0821	Mr	DeGhastelain	Northamptonshire	Jul-01
824F	Mr	Honeywell	Hampshire	Jul-01
0511	Mr	Harrison	Cheshire	Aug-01
0513	Mr	Black	Renfrewshire	Aug-01
668F	Mr	Leach	Dorset	Aug-01
0673	Mr	Ewart	Bedfordshire	Aug-01
0675	Mr	Corlett	Isle of Man	Aug-01
0679	Mr	Curtis	Wiltshire	Aug-01

0680	Ms	Sullivan	Essex	Aug-01
0681	Mr	Clutton	G. Manchester	Aug-01
825F	Mr	Myers	Lincolnshire	Aug-01
0826	Mr	Crockett	Essex	Aug-01
0827	Mr	Longhurst	London	Aug-01
0828	Mr	Bingham	Norfolkshire	Aug-01
831F	Mr	Dudley	Bedfordshire	Aug-01
0833	Mr	Churchill	Cambridgeshire	Aug-01
0835	Mr	Hodgson	Shropshire	Aug-01
0836	Mr	Cave	East Yorkshire	Aug-01
839F	Ms	Adams	Merseyside	Aug-01
0840	Mr	Hawkins	Suffolk	Aug-01
0683	Mr	Wood	Surrey	Sep-01
687F	Mr	Westmacott	Gwynedd	Sep-01
0842	Mr	Westworth	Shropshire	Sep-01
0846	Mr	Leefarr	West Yorkshire	Sep-01
0851	Mr	Musik	Stirlingshire	Sep-01
0852	Mr	Wilks	Shropshire	Sep-01
0853	Mr	Ahmet	Kent	Sep-01
0696	Mr	Swaffield	Somerset	Oct-01
0855	Mr	Stainsby	Derbyshire	Oct-01
856F	Mr	Smart	East Yorkshire	Oct-01
0860	Mr	Sharples	Oxfordshire	Oct-01
0861	Mr	Collins	Kent	Oct-01
863F	Mr	Toker-Lester	Merseyside	Oct-01
0865	Mr	Price	Leicestershire	Oct-01
0866	Mr	Hall	Argyll	Oct-01

This is a larger than usual list as I have Included October renewals making this a four month period rather than the usual three months. And we always have a big intake of members in July from the Billing show. I think many of these are just caught up in the euphoria of the weekend, join the Club but forget all about it when they return home It's a great pity really because the Club has a great deal to offer especially if you get involved.

Stop Press...For Sale.

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Locking wheel nut set STC8843 (for Alloys) - used - £20

Contact Chris Glasspool 01604 844486.

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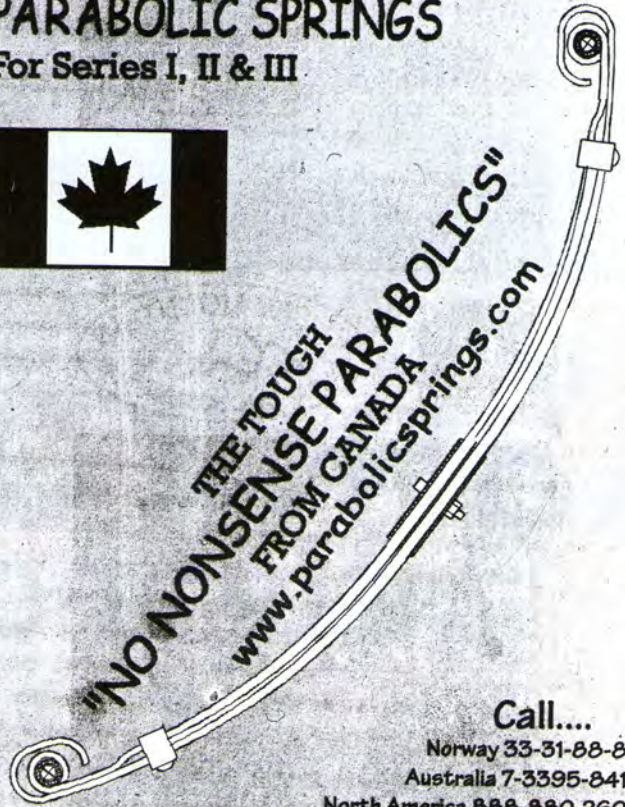
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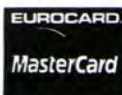
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