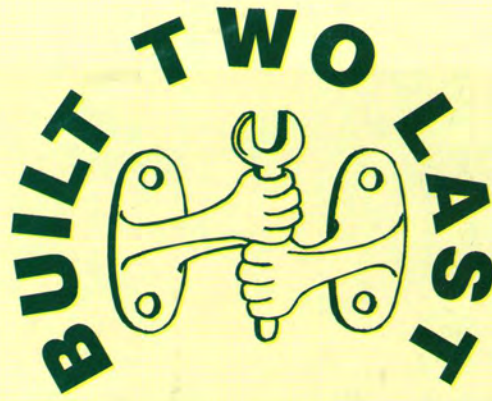


SUMMER 2002
£3.00

BUILT TWO
LAST



SERIES  TWO

CLUB

LAURENCE MITCHELL
MEMORIAL ISSUE



SERIES TWO CLUB

PO BOX 41 Manchester M43 7WZ

Note new address

Chairman	Brian Crelling
Vice-Chairman.....	Andrew Turford
Secretary.....	Stephen Howard
Editor	Helen Lippitt (temporarily)
Events Calendar.....	Helen Lippitt
Shop Managers.....	Wendy Kempster
Registration Officer.....	David Dutton
Technical Officer.....	Chris Lippitt
Treasurer.....	Eric Leuzinger
Membership Secretary.....	Catriona Crelling
Historical Records Officer.....	Norman Smith
Other Club Liason.....	Mick Outhwaite
Email Address.....	series2club@freenetname.co.uk
Website.....	www.series2club.org.uk
Webmaster.....	Eric Leuzinger... webmaster@series2club.org.uk

If you wish to contact the above... please write to the club address or email from the web site.

Branches

Northern Scotland.....	David McRuvie 01224 743211
Scotland.....	Graeme Crawford 01357 523810
Borders. Daytime only please. I work evenings.....	Barrie Garton 01434 381494
Ulster.....	<i>Vacant</i>
Northwest.....	Brent Buckley 0161 280 1812
Northeast.....	Paul Lund 01937 833564
Northwest & Shropshire.....	Andrew Turford 01952419404
Peak district.....	Roger Horne 01298 83328
South Wales.....	<i>Vacant</i>
West Midland.....	<i>Vacant</i>
East Midlands.....	<i>Vacant</i>
South West.....	Jeremy&Robyn Holter 01647 440875
South East... For details of club events etc... in this area writes to club address.	
Surrey & Sussex.....	Tony Down 01342 844096
Hants, Herts. & Bucks.....	Brian & Catriona Crelling 01926 670227
Thames Valley.....	Eric Leuzinger 01628 660071
Anglia Area.....	Toby Cook 01353 634183
European Area Contact. Please write to club address... Hilmar Knur... dieknurs@web.de 0049 22478772	
United States Area Contact... Bill Caloccia.....	WPC@CALOCCIA.NET

Magazine: We welcome contributions of all types, either photographs or articles on any subject relating to Land Rovers and off-road driving. Articles should be original and not subject to copyright. Please if possible could these be sent on disc for ease of reproduction? 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 or organisers even if the club forwards applications and passes information we do not act as agents for the organisers. It is a condition of membership of the club and 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 strongly advised to obtain independent verification of data, advice or methods before acting upon them, particularly where safety, finance or legislation is concerned. 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, other publications by letter or word of mouth. You should not expect the standard of advice or service available from commercial or professional organisations.

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23 August 2002

To all members.

Dear Series Two Club Member,

This letter is both an apology and an assurance from the committee of the Series Two Club.

From the number of enquiries that committee members have received, we are more than aware that most club members have noted that this magazine is extremely late.

The period since The Annual General Meeting in April during which Laurence Mitchell our outgoing Secretary suffered a massive heart attack and unfortunately did not survive has been particularly difficult for the committee. A number of new faces have taken over key posts and are settling in and other old faces seem to have been unable to commit as much time as is necessary to club affairs.

Please bear in mind all of us on the committee commit many hours to the service of the club and ultimately you the club members, however, we are more than aware of our duty to provide what the club says it will provide, namely Magazines, Technical Advice, Database of Series Two's, Assistance with DVLA matters (Registrations), club stand attendance at major shows, area meets and much more.

Please accept the committee's apologies for the late-appearance of 'Built to Last' but be assured that we are doing all we can to ensure 'Built Two Last' continues to be the excellent magazine it has become.

It is hoped to produce the next copy by the end of October and then a further copy for Christmas, services will then be resumed as normal.

If any member has any comments or ideas for future issues or if you have any queries, comments or enquiries please contact any of the committee or me personally.

Thank you for your patience.

Steve Howard,
Club secretary

EDITORIAL

Well welcome finally to the summer addition of 'Built to last'. We the committee all apologise to all of you for it's late appearance, but this has been due to unfortunate circumstances. But the conclusion of this has lead to me an ex-editor being dragged in to the breach at short notice. So here it is I do apologise for any errors and you may find that some articles have been written a while ago, but I felt they should be include as wrote to keep their context known. Due to shortage of time, in an attempt to get the mag. out ASAP, I have been unable to type out some handwritten articles and as you can see the magazine is bulging at the seams with articles, but be assured that they will be in the next issue and if they are not they have not been received by me.

I would like whilst I have the opportunity to add my voice to those who are very sorry at the loss of Laurence. I realise how much he did for the club having watched Frank his predecessor for many years, for which it was a full time job, so to combine that with work and the rest of your life requires much dedication, he is sorely missed both by the club and as a happy jovial character.

FROM THE CHAIRMAN

Firstly let me introduce myself, my name is Brian Crelling. I have, along with my wife Catriona, been the Bucks, Herts and Northants area organiser for a couple of years. I was voted in as Chairman at this year's AGM, which turned out to be a very sad day for the club. Most of you will have heard that Laurence Mitchell, retiring club secretary, was taken ill at the AGM and died later in hospital. I have known Laurence for only a couple of years and in that time he has made a great impression on me. His boundless energy for all things Land Rover and willingness to help anyone was a joy to behold. If it were not for Laurence I would not be writing this article now, neither would Catriona and I be area organisers. He was a good friend and will be sadly missed.

This year's events calendar got off to a good start with a very impressive turnout at Gaydon. The multitude of different Series II vehicles at the club stand was amazing. A big thanks you to all who turned up and helped out on the day.



Our Landrover, Will, so called because we never know if it "Will" start or not is a rather scruffy 1960 SWB model. Both he and I had our first foray into the world of Greenlaning last month with some other members from our area. I was a little worried that he would embarrass himself and break, as last year he broke down on the way to Billing and on the way to a Cotswold camping weekend - our only 2 outings, apart from to the tip!! Nevertheless we set off, Will performed perfectly and I was suitably impressed with his performance. All involved had a wonderful

day driving around the ancient lanes of Hertfordshire, many thanks to Peter Tobbit for researching the lanes prior to our arrival.

Both Catriona and I (along with Dylan, our Cairn puppy and Doogie, our now famous Border Terrier) have attended a number of shows this year. You may recognise Doogie - he is the one wearing the Series II bandana in two issues of LRE. We went to Billing, Driffield and look forward to going to the LRO show, which is being held at Peterborough this year, the club looks like it will have a fantastic stand at this event and I would like to thank all those who have put so much enthusiasm into organising everything. The 14th and 15th of September sees me wearing my area organiser hat as we will be heading for the Bedford Steam Rally at the Shuttleworth Museum. We are planning to have a club stand at this event next year, but this time around we'll just go and enjoy the show - a Deep Purple concert on the Saturday evening somewhat scuppers our plans for camping at this event! We'll be the couple with bleeding eardrums on Sunday! If you see us come and say hello.

Finally, if any club member would like to make a charitable donation in memory of Laurence, could they please send a cheque made out to The Cystic Fibrosis Trust to my address: 2A Hogshaw Rd, Granborough, Bucks MK18 3NL. They will be forwarded to the charity. Donations made by club members and raised /from a collection at Billing have totalled just short of £200.



I understand that some members have felt disenchanted with the club over the last few months. A great number of problems have been caused by the late publication of the magazine, which has left many members feeling "out of touch" - can I please reassure members that this problem has now been dealt with. The club is in a period of change with many committee members taking on new roles. We are all volunteers who endeavour to do our best for the club - please support us while we go through this transition, if you have any concerns please feel free to contact me directly.

Regards
Brian.

From The Secretary.

Even before the AGM it began to dawn on me just what I had let myself in for, even though the workload has been split with Catriona. How Laurence coped with it all is quite beyond me.

As time goes on it is becoming easier and I am really enjoying it. Had it not been for the help and encouragement given by Laurence I dread to think what a mess we would be in now.

At the AGM as the tragic events unfolded every one present was filled with shock; I still find it difficult to come to terms with the events of that terrible day.

I had personally known Laurence for a very short time, I have since heard tales from people who knew him much better than I, tales of his knowledge about Land Rovers, and of his encouragement to others, his helpfulness, his sense of humour, his ability to persuade - coheres or otherwise people in to doing work for the benefit of the club and most of all his dedication to the work he performed for this club.

Laurence will be a difficult act to follow and impossible to replace. I am sure all members of this club would wish to extend our sympathies to Stephany with the clubs sincere and heartfelt thanks for the loyal service given freely to this club and to the Land Rover world in general by Laurence.

Steve Howard

MEMBERSHIP REPORT



Over the last year it was decided by the committee that there was a need for a Membership Secretary, to reduce the workload for the Club Secretary. I was elected to this post at the AGM.

May I therefore take this opportunity to introduce myself: I am Catriona Crelling, Membership Secretary and joint area organiser for Bucks, Herts and Northants, along with my husband Brian.

I would like to make a request for area organisers in the Bristol, South Wales, East Midlands, West Midlands and Ulster areas. I know that there are plenty of members in these areas, but we don't seem to have anybody prepared to take the plunge and volunteer as an area organiser.

Brian and I found ourselves in an area without an organiser and decided that this could be changed by organising something ourselves. All it takes is for someone to select a location for a pub meet once a month, send out occasional newsletters, perhaps an article for the magazine from time to time. Attendance at committee meetings is not compulsory and as Brian and I can assure you, technical expertise and off roading experience are not essential!! The amount of work involved can be as little or as much as you wish.

If you have any questions about becoming an area organiser please feel free to contact Brian or myself for advice. My contact details are:

Catriona Crelling

2A Hogshaw Rd, Granborough, Bucks, MK18 3NL

01296 670227 e-mail catriona.crelling@ntlworld.com

If you have ever complained that there is no club activity in your area, perhaps you should volunteer your services!!

Finally could I take this opportunity to express my deep sadness at the death of Laurence Mitchell. I had only known him for a few years, but he has left a lasting impression on me as a man of great patience and hard work, I will miss his sense of humour and friendship a great deal.

Catriona Crelling

LATE RENEWALS

The following members are late with their membership renewal. Many should already have had their membership cancelled, but as the new Membership Secretary I am giving people this final opportunity to renew. **Please note that your insurance could be jeopardized if you have your Land Rover covered by an insurer who requires membership of a club as a condition for insurance and you fail to renew your membership.**

This is the last magazine the members listed below will receive, so if you have forgotten to renew please complete the form at the end and send with your payment. Subscription fees are £16 for single and £19 for family. If you have already sent in your renewal please ignore this reminder!

Dec-01	0564	Smith	East Midlands	Feb-02	0455	Draper	West Midlands
Dec-01	0708	Williams	North West	Feb-02	0902	Paget	Anglia
Dec-01	0711	Clarke	Surrey & Sussex	Feb-02	0903	Vlothvizen	Overseas
Dec-01	0881	Outhwaite	North East	Feb-02	0905	Vincent	Bristol
Dec-01	0885	Norris	East Midlands	Feb-02	0906	Hucker	Bristol
Dec-01	0889	Davey	Bristol	Feb-02	0907	Jones	North Wales
Jan-02	0067	Walker	Thames Valley	Mar-02	0074	Henderson	North Wales
Jan-02	0107	Rankin	Thames Valley	Mar-02	0115	Allsop	North East
Jan-02	0137	Oakden	West Midlands	Mar-02	0132	Southern	Thames Valley
Jan-02	0176	Taylor	Peak	Mar-02	0220	Howell	Peak
Jan-02	0186	Gutsell	Surrey & Sussex	Mar-02	0269	Perkins	Surrey & Sussex
Jan-02	0195	Farlam	Peak	Mar-02	0272	Needham	East Midlands
Jan-02	0309	Lewendon	South West	Mar-02	0318	Hogg	Bristol
Jan-02	0342	Gissing	Bristol	Mar-02	0326	Starkey	Peak
Jan-02	0349	Clark	Overseas	Mar-02	0345	Carroux	Overseas
Jan-02	0373	Field	North West	Mar-02	0358	Tanton-Brown	South East
Jan-02	0374	Sutton	North Wales	Mar-02	0394	Voake	West Midlands
Jan-02	0402	Thwaites	North West	Mar-02	0413	Milvain	Bristol
Jan-02	0404	Atkinson	North West	Mar-02	0415	Wood	South West
Jan-02	0449	Griffin	Bristol	Mar-02	0584	Elwell	West Midlands
Jan-02	0485	Crawford	Scotland	Mar-02	0586	Robertson	Surrey & Sussex
Jan-02	0521	Shewan	Scotland	Mar-02	0755	Pickett	South East
Jan-02	0567	Read	North West	Mar-02	0911	Weatherall	Bristol
Jan-02	0727	Reed	Surrey & Sussex	Mar-02	0914	Douglas	South East
Jan-02	0733	Murphy	Bucks, Herts & Northants	Mar-02	0918	Smith	North Wales
Jan-02	0892	Kavanagh	Peak	Mar-02	0919	Tate	Borders
Jan-02	0896	Beveridge	South East	Mar-02	0920	Bird	Anglia
Jan-02	0899	Macdonald-Smith	North East	Mar-02	0921	Bradley	South East
Feb-02	0020	Lamb	South West	Mar-02	0923	Brickstock	Thames Valley
Feb-02	0059	Land	West Midlands	Apr-02	0600	Ansell	Peak
Feb-02	0063	Connoly	South East	Apr-02	0764	Greenly	Peak
Feb-02	0084	Acres	Scotland	Apr-02	0766	Silvester	West Midlands
Feb-02	0089	Morrill	North East	Apr-02	0767	Baillie	Surrey & Sussex
Feb-02	0110	Webster	East Midlands	Apr-02	0925	Lymer	South West
Feb-02	0151	Styles	Scotland	Apr-02	0927	Boxall	Surrey & Sussex
Feb-02	0170	Herrington	East Midlands	Apr-02	0929	Eaton	South East
Feb-02	0346	Hutcheson	South Wales	Apr-02	0930	Avery	West Midlands
Feb-02	0359	Widdowson	West Midlands	Apr-02	0932	Stewart	Scotland
Feb-02	0412	Griffin	West Midlands	Apr-02	0938	Hawkins	South Wales
Feb-02	0425	Bleach	South East				

REGISTRATION OFFICER

The Registration Officer's Series Two (It is no longer a pile of parts)

Those of you who know me are aware of the habit of Jackie and me to turn up at events in any type of vehicle except a Series Two. (Several South East group members still remind me of the day I cleared a local 'Sodbury' type event by arriving in a fully marked up Battenberg Traffic Patrol car. I digress however. Having been involved in the Series Two Club since 198?, nobody had actually seen WJN the Series Two until the front half miraculously turned up at Scissett for the Series Two 40th Anniversary in 1998. The reason only the front half went was that was all I could get in the caravan.

Since then the rebuild has slowly (very slowly) proceeded to the point where some of it is now green, it rolls, the engine starts (sometimes), AND I even managed to etch and primer the wings, drivers door, bonnet and tailgate. TIM BEER I have done something to it since your last visit. I hope to get all these items looking green, shiny and even fitted before the bad weather. I also hope to take delivery of new Safari window sides courtesy of Paul Hannaford, Ben Stock and Peter Farley. It is amazing what can come from Wales in, how many Landrover's. I hope to submit photographs as soon as I get a new camera. You see I really do have a Series Two; it is even on the club web site

David Dutton.



How about your series 2 in a calendar?

Yes forget about that other type of calendar often seen in garages.

Your series 2 could be featured in the club calendar for 2003.

It is planned to have a calendar printed for next year showing twelve different series 2's the price is hoped to be about £5.00 but would depend on numbers printed.

Any member wishing to have his or her vehicle featured in it should send at least one good quality photograph any size, of your pride and joy. Remember though that as the picture needs to be copied at the printers it needs to be of very good technical quality or the finished article will suffer.

What we require are twelve different pictures not just twelve all looking pristine; Subject matter could include any of the following.

**Restoration. - In the mud. - Concourse. - Comedy / fun. - Show time - Action.
- SWB - LWB - Forward Control - Service vehicle (Ambulance Fire Engine)**

The list could go on forever anything really as long as a series 2 is featured in the picture.

Inevitably there has to be rules but they are few

1. You must hold the copyright of the picture
2. You must be a member
3. If more than twelve are submitted the choice will be made by at least three members of the club committee.
4. The judges decision is final
5. All successful entrants will receive a free calendar.
6. Members can submit any number of pictures but only one will feature in the calendar unless, less than twelve are submitted.
7. Do not send negatives without first contacting the club secretary.
8. Closing date for entry 1st October 2002
9. Whilst great care will be given to member's pictures we cannot guarantee to return them. If any pictures are of particular value then contact the club secretary before sending them.

If any member has an idea for a picture but has not got access to a camera then let me know perhaps we could get some pictures done at one of the shows.

Go on help make this venture a success enter your best pictures now

Please use the form or copy it and include a short caption to be used with any successful pictures

Name _____ Mem No _____

Address _____

I request that one of my pictures is included in the club calendar. I own the copyright for all pictures submitted and are not prevented from publishing it for any other reason. I understand that I will receive a free copy of the calendar only if one of my pictures is used in it.

Signature _____ Tel No _____

Please send to the club address "The series 2 Club, PO Box 41, Manchester, M43 7WZ"
For further details contact the club secretary on 0161 371 1974

Laurence Mitchell

Being asked to make a contribution to the magazine about Laurence, who died so suddenly at the Club's AGM, has made me ponder a great deal over recent days. I am sure we were all stunned by his death, especially those who were with him at the meeting, and our collective thoughts are with Steph and the wider family. But somehow, a mournful passage dwelling on this seems inappropriate.

Laurence was a great tower of a man who was properly 'Land Rover scale'. A larger than life character who lived life to the full, and to hell with the consequences. He had what he described as a generous helping of 'Barnsley Tact' (ie not much) and one always knew where one stood when with our secretary. One thing shone through all this, however - his complete devotion for the Club and the members. Oh, and his love of Land Rovers, of course. This was a man who did a chassis-up rebuild of a Land Rover in a public car park, under a street light, in record time, mark my words, as there was a threat of introducing pay and display, and that would have added to the cost of the rebuild. The man was utterly seduced by the marque.

I've known Laurence and Steph for a great many years through the Club. During my time as Club Chairman, Laurence was involved in the gradual take-over from the first holder of this office, Frank Myatt. These were difficult times for the Club – we were beginning to grow rapidly, there were a great many new members keen to change the direction of the Club, and the usual growing pains of such matters. It was Laurence's wisdom that ensured these matters were properly dealt with, culminating in the wonderful send-off given to Frank at the Langley Farm meeting 1998. Following my time as Chairman, I became the treasurer, and my dealings with Laurence became a regular feature of late night emails and phone calls. Few people know the enormous amount of work he did as the Club grew from around 200 to 800 members. All this on top of a demanding day job.

Underneath the tough and uncompromising exterior lay a rather different Laurence. His enthusiasm to move the Club forward was tempered by thoughtful planning and attention to detail. His love of children was evident to all – our regular Children's Bike Trial at Billing always saw Laurence encouraging all comers from the 4 year olds complete with stabilizers up to the competitive teenagers. He was never too busy to spare a moment for my own two children – now well grown up – he always spoke to them as people, not children, and this is a gift indeed.

They, and many many others, will remember Laurence with fondness, and will no doubt recall his twinkling eyes and sense of fun. Of course, we all knew that he had been warned repeatedly about his heart condition, and we can all recall the many instances of disregard he paid to this threat. I can see him now, balancing on a huge tower scaffold that we built to take our 40th anniversary picture. Chris Bentley and I had been passing up the steel (and heavy) sections for some time, when we both realised that perhaps he shouldn't be up there, sweating quite so profusely. Needless to say, our suggestions went unheeded.

And so, the warnings came true. But this is Laurence, and that was his style. Surrounded by friends, in the presentation suite of Lode Lane – almost perfect, if it had to happen at all. Thank you Laurence, for all you have done for us. Thank you for making me laugh and reminding me about the really important things in life. Thank you for giving your time so freely. And thank you, Steph, for your part in all this – for putting up with piles of mail, the phone calls late into the night, the meetings and all the rest.

You'll be missed, Laurence, of that I have no doubt. But as the embers of the Series Two's famous barbeque begin to grow a dull red at Billing, and talk turns to your memory, I promise that it won't become maudlin. Because if it does, I have no doubt you will let us know of your displeasure.

Paul Hanbury



LETTERS

BILLING PRIZE DRAW

All of you, who joined the club during the Land Rover Enthusiast Show at Billing, were entered into a prize draw.

Our Chairman Brian has picked the winner:

Paul King (Mem. No. 1103) from Redditch.

Paul is now the proud owner of a Rocky Mountain spin on oil adaptor !



“Get your car washed here” Billing 2002. Pete Day puts his fire engine’s water tanks to good use at the club stand.

SERIES TWO/three FOR PERU.....the saga continues (if you can stand it)

Regular readers may remember that in a issue or two back of “Built Two Last” we left Manuel, our Series three, not only masquerading as a series two but also tied up in red tape. Today’s report is made possible by the tape being untied, and the project being declared fit for running.

So, to recap. there is this charity in Peru, which cares for abandoned street kids. They have this camp in the Andes Mountains. It is in an amazing location halfway up a mountain in the cloud forest Not only is it not approachable by road but also it has been the home of a SII 109” for the last 30 or so years.

The SII is also a bit worn out – most of it is missing actually, but it still starts with a bit of effort (about three hours on the crank handle)

Rashly, when I was last up the mountain I mentioned something about trying to replace the vehicle. Its repair and restoration is impossible due to its location and complete lack of Land Rover spares in Peru except with a large mortgage. Replacing it was actually going to be cheaper and easier than fixing it.

I checked the market for a SII 109", two and a quarter, rag top, ex military, good condition, low mileage etc and found.....nothing. Sadly a III was the best bet and after a bit of hunting I located a very late ex-military, left hand drive, SIII built in 1985 with most of it in good repair. Money was raised, your Club contributed, the vehicle was purchased (named Manuel) and duly MOTd insured and taxed (yes you have to do this with IIIs – most unreasonable) and then we settled into a cycle of e-mails, faxes and documents passing between my home, the Peruvian Consulate in London and the charity HQ in Lima, Peru. After eight months the approvals came through...the journey could begin.

Not so fast. First an intermittent electrical problem on the 24-volt ignition repeatedly appeared. All is well when the motor is cold but find a good steep hill it would rapidly lose power and need low box for anything more than a 20% incline. After fruitless checking I drove to my nearest 4X4 garage – Manuel coughed and stopped 200 yards short of the gate and had to driven in on the starter motor in low box. At least the problem was no longer intermittent and was traced to thermal expansion in a plastic part in the distributor. SIIs don't have such problems, do they?

And then I discovered the Export of Goods (Control Order) 1994 which says that it is illegal to export all ex-military vehicles "specially designed or modified for military use". Well Manuel differs from a civilian 109 in only three respects – 24-volt ignition, a NATO tow jaw and military rear bumperettes. The bumperettes came off. The tow jaw was too good to remove and the prospect of converting it to 12 volt was discounted bearing in mind how much stronger the 24 volt kit (and especially the alternator) is.

So we argued that 24 volts and a tow jaw do not, of themselves, constitute uniquely military equipment as both have other uses than for shooting people. So far, so good.

It seemed wrong to send the vehicle out empty, so we set about filling it – gifts flowed in, spare alternators, starter motors, ignition bits, fan belts, and then things for the Peruvian kids - clothes, educational stuff (paper is very heavy in large quantities), soap, toothpaste, sleeping bags, shoes, box of teddy bears, etc. These then needed the same red tape as the vehicle – another visit to the consulate – smile and show your passport please, sign this donation form, declare that the cargo is not infected, translate the manifest into Spanish (have you tried translating "W.H.Smith frog pencil cases" into Spanish?) - "Los Smith Frog casos de lapis"

The journey is from my house in Buxton to Manchester – into a container and then to Felixstowe to Callao and Lima- and then 16000 feet climb over the Andes – dismantle, put in to a cage in bits, haul across a river – and reassemble. Working backwards, we eased off all major bolts, copper slipped and re-tightened them. David Bowyer Off Road Centre supplied some specially supplied

pulleys and straps for the river crossing. The engine, transmission and axles will be removed and the rest run over the river on cables. Graham at Buxton 4X4 was ever helpful with work and spares and finally Manuel was ready for the big day – the drive to Manchester! Many thanks to David & Graham and all our supporters for their help.

On D-Day minus one – I pumped the tyres. This ensured a flat tyre on d-day as the valve, having been untouched for many years, had been disturbed and given up. So fix that and off we go. In Manchester we found the shipping agent and parked up. Go round to the back gate, he says. Back in the cab – key in- turn and...nothing. Engine spinning over but no fire-up. The container to house Manuel for his 8000-mile journey stood on its lorry; Manuel lay motionless twenty feet away. The container driver muttered darkly about expensive waiting time. Manuel was clearly not going to leave the UK if he had anything to do with it.

I had not of course, packed a full tool kit on the grounds of it getting nicked. Only bare essentials on board and certainly not enough to check out all the electrics. At times like these one assumes the worst: it must be a blown coil, or burnt-out low tension leads everywhere; or dead ex-military things in mysterious black sealed boxes working only on 24 volts whose nearest replacements are 50 miles away at MVS, Litchfield etc. So Roger Horne

From Chris Savage of the ARC

I would like to say how sorry we were to learn of Laurence's death last Saturday. He was one of the 'old school' of Land Rover devotee's, and will be sorely missed not only by the series two club, but also by the Land Rover Club-scene.

we just AAsked and the AA turned out in 20 minutes.

“Well”, says the patrol man “I have never seen anything like this before” The heavy duty distributor, batteries in the cab, 24 volt set up, wiring – it was all a new experience for him. “Where can you get spares for this in Manchester” he asked. But he was not to be outdone and got stuck in. Meanwhile the statutory local Irish drunk who attempted to amuse us with dirty jokes entertained us. Somehow, with a dead motor, an expensive container waiting and a container ship to be missed, we were not in the mood.

After numerous “give her a go” instructions from the AA, Manuel fired into life. Much relief all round. Never overlook the obvious, as they say, - it was only the points that had slipped. So somewhat embarrassingly, we drove Manuel up the ramp into the container, secured by wooden blocks, the door was shut and he will next see the light of day in mid September in South America. We fly out in October to see how much of him has arrived and may be take him for a little climb over the mountains.

The next part of this story will be the last (much relief all round) when hopefully I will be able to report the final arrival in the Peruvian cloud forest of an ex British Army 109” where it will never again get out of low second gear

Land Rover boats.

The experience I have gained with Land Rover vehicles has shown me many things; one of them is their inherent weakness in all area's to leak! Take the swivel housings, the only time they stop leaking the precious 90's oil is when they are empty, the transfer box tells us it's empty when the noise level increases, and diffs always seem to leak no matter what one does with them, and of course the steering box forever dripping, yes 90's again. Even the doors leak when it rains, strangely it seems this is why we love them.

Imagine my surprise / amazement when I witnessed at the hands of one of our own members at Billing an exhibition of the ingenuity of Land Rover owners and there vehicles and a contradiction of this very fundamental quality of our pride and joy.



The feat in question was the launching and maiden voyage of the good ship "Adrian" This vassal was none other than a genuine Land Rover 109" series 2 Hardtop roof. Unfortunately the champagne rumoured to have been made available for the customary smashing across the bows had mysteriously disappeared but In spite of huge ridicule and comments regarding the sanity of its skipper the boat was successfully launched amongst huge crowds. As it was rowed up and down the river its news spread throughout the site, people in they're thousands turned up to witness this first in the Land Rover world.

As the "Adrian" disappeared around the bend in the river, calm was restored but then concerns were raised at the thought that the boat may have floundered and many wondered if there was a lifeboat on duty at Billing, alerting the Coast Guard was also suggested. However news began to arrive that the "Adrian" was safely moored alongside another part of the camping area accepting alcoholic hospitality.

A short time later the "Adrian" was sighted on its return leg but was seen to include a new crew member which brought back memories of history at school many years ago and the press gangs that worked around many of our ports. As it sailed by, its skipper was seen standing proudly on its deck admiring the view and when reaching the lock gates was joined by a barge sailing in the other direction, a tow line was exchanged and the barge passed us with the "Adrian" in tow, the speed and the wash thrown up by the "Adrian" was a sight to see. The skipper was now stood on the deck and appeared to be in a surfing pose. Unfortunately the line parted and motive power was reduced to 2 ¼ oars

At about this time the sound of bells were heard; the type that used to be fitted to fire engines and attention was drawn to the arrival of a series 2 fire appliance. This resulted in an all time low in the annals of the series 2 club when an unprovoked ambush was set up with fire hoses draining the river and raised in the direction of the now returning "Adrian" the look of shock on the skipper's face was a sight that will remain for ever etched in my mind. Reverse gear was quickly engaged but as the stern was of course not quite as streamlined as the bow, progress was slow and the poor skipper received a direct hit from the fire hose and was sent overboard. A kinetic energy recovery rope was produced and the still spluttering survivor was recovered to terra firma.

Already talk is of an "Adrian" series 2 due to be launched next year. This is to be powered by outboard motor. Assistance is sought from the skipper for suitable items of defence should there be any unfriendly fire engines about.

If anyone has experience of SAS service help is eagerly sought on methods of disabling series 2 fire pumps. All offers of help will of course be treated in the strictest of confidence.

Series 2 club boating correspondent.

Why did I buy that?

Friends often suggest that owning an old Land Rover is similar to a disease, one that takes over your walking, talking and waking hours. I never believed this was totally true and strive to retain a sensible balance between family, LandRoveritis and reality. Sometimes I lose the balance and other disease's take over. For examplejust got To Buy

- **The "Gunson Clickomatic Automatic Tappet Adjuster" the only tappet adjuster that takes account of wear on the rocker arm pads and push rods. Must have it, no more rattling tappets, it will pay for itself in just two usage's. Convinced the kids to buy me one, as a Christmas present, got quite excited when I read the blurb that came with it. It's still sitting in its box in the garage, unused and slowly rotting away.**
- **The Series III Manifold Heat Shields from John Craddocks. Only £1 each, buy two you never know. They do not fit a Series II engine try, as I will. It seems such a shame to hacksaw into a lovely piece of bright zinc plated steel, leave them in the original Land Rover packing. One day perhaps!**
- **The "Britool ½" Square Drive Torque Wrench" I always wished for. How did I manage without one? All those nuts & bolts over and under tightened, no wonder the Landy rattles along. Treated myself whilst at the Malvern Rally one year. Viewed it with true pleasure all weekend, it really looked beautiful in its padded storage case. There it has stayed since, too much hassle to dig it out of my toolbox and try to make sense of its calibrations. Far easier to use my extension tube on the end of a spanner.**
- **The "Professional Inspection Lamp with Shockproof Bulb" I saw at a Rally last year. Always wanted one so pennies changed hands. Still hanging up in its wrapping in my**

garage. Far easier to reach for the torch I have used for years. Who needs electrical cable trailing all over the place when you are deep in repairing the Landy.

- The “Traveling Coffee Maker” which plugs into your cigarette lighter socket. Great idea, far easier than using the backpacker’s gas stove I have used for years. Cut off the lighter socket plug, Solder on a dashboard socket plug, fill the container with water and off we go. What seems like hours later the contents are just luke warm. Back to the trusty backpacker’s gas stove then. Make a good Christmas present for someone.
- The “Original Style Wicker Picnic Hamper” on a special show offer price. Just the business for those lazy, summer picnics’s we promised ourselves. Forgot we never go on any and find it easier to “buy when there” at shows etc. One day when we have Grandkids perhaps it will be used, if it’s still safe for us to go into the countryside.

My father called it “*Burnsaholeinyourpocket*” and we now find it runs through our family following principally the male line. Susan, my personal banker, has now christened this disease “*Justgotobitus*” and I freely admit to being a sufferer of it.

You do have the same problem, don’t you? Perhaps we can get counseling?

Norman Smith Stafford April 2002

Landy in distress

The other day a very good friend of mine, whom I work with and incidentally who convinced me to join the club in the first place recited the events of the night before.

The tale went something like this, -

Whilst he was travelling home along a dual carriageway he noticed two series Land Rovers at the side of the road, in one of them was another member of the Series 2 club and in the other were two ladies in a broken down series 3. A conversation ensued and it was discovered that the UJ had collapsed on the prop shaft of the plastic Land Rover and that the ladies were waiting for the breakdown wagon to arrive.

My friend answered, “I’ve got one of them at home” and off he went. Five minutes later he returned with a sliding joint complete with UJ, which was fitted by the AA Man having arrived in his absence, while the two series 2 men attempted all means at their disposal to coheres the two ladies into joining the club.

I am told that the ladies were overwhelmed with the generosity and helpfulness of the series 2 club and acknowledged that they were quite shocked when not one but two friendly Land Rover drivers stopped to help, I wonder how many Sierra or Shogun drivers can boast of a similar story.

Steve. Sec.

My first serious contact with Land Rovers was perhaps an initiation by fire. I was involved with taking a 110 hardtop 4400 miles to Morocco and back as a summer holiday with a difference. I enjoyed it immensely, the country, the people and seeing life as it really existed, it was an eye-opener as to how easy we have it here in England. I'm certainly going again if I get half the chance but the next time will be more comfortable as we now own a Discovery.

It has been suggested that we take the Series II but this means a lot of work getting the vehicle in a good enough condition and then I would be a Land Rover widow times two.

My home has already been taken over by Land Rover parts for example open a kitchen drawer and see car parts, not kitchen utensils - and stood at the side of the fridge is not a welsh dresser but a snap on tool box crammed full of spanners, screwdriver and spare parts.

When we moved into our home only ten months ago by calendar months but twelve years by Land Rover parts, I, like other new home owners bought new kitchen implements like mop bucket and a top of the range mop. I still have the mop hardly used but the bucket seems to have developed a black liquid in the bottom, which I have since learned is sump oil. I just wish I knew why Steve wants to keep it for so long. Even hand towels have the tell tale signs of oil in the pattern.

I'm a very patient person but just let me pick up a spray can instead of tomato ketchup and I will explode, I'll probably keep the Land Rovers and throw Steve out.

Most herbaceous borders have colourful plants like Sweet William and Night Scented Stock, not mine. Mine's got three Land Rover Series II 's, filled with garden shed implements as there is nowhere else for them. I even drive around in my Vauxhall with a lawn mover and strimer in the boot, I draw the line at storing car parts there as well, although if I look hard enough I will probably find some small Land Rover components that has been overlooked. But I can tell you that not all Land Rover parts are used for the purpose they were made for, take the upturned roof off a 109 that went sailing past our tent at Billing crewed by Series II club members.

I even get threatened with a day out occasionally thinking it would be normal places like the Lake District or Whitby only to find myself at Billing Aquadrome, Langley Farm or Peace Hall, and returning home not with keepsakes but more spare parts and not new one at that! Take the other Sunday for example, I was asked if I fancied going out for a meal, yes I said thinking it would be a nice change, what he didn't tell be was that green landing was the starter with a splattering of mud.

But maybe I have caught the bug too as I don't seem to be troubled as much by the garage in my kitchen although I have now been granted permission by Steve to cook meals and wash pots in his workshop as it is now being called.

Fay

Conversion: by whom

It is around 10 years ago that I wrote to the club mag. and described how I was 'adopted' but my Ila, after all, I had a Range Rover why should I want a Land Rover...

Since then I've also bought an SD1 Vitesse a SWB IIA and numerous ordinary cars, the ordinary cars have come and gone but the three stalwarts remain.

But alas with a wife and two young daughters spare time is at a premium, and neglect if my four-wheel family was rife.



I had to do something drastic, two have to go and the 'winner' gets my spare time. Adverts were duly placed: a deposit has been taken on the vitesse, no calls on the SWB, restoration project, but the ad for the Ila caravanette bodied LWB in 'Built to Last' attracted a lot of attention: - calls from all over the U.K., Germany, Holland and the U.S.A! Only problem being that all callers wanted information on the conversion and there doesn't appear to be a converters plate, and I'm afraid I no very little about it.

I've done some investigation and found lots of lists mainly due to DVLA whom

for #5 supplied me a copy of all previous registration documents. Original registration number

4452 KF, chassis no 25100935g. Colour white registered in Preston on 10th June 1963 as a caravanette. It is now cream and sports the reg. ABV 551A.

Briefly the conversion includes a square pop-up roof, stable type rear door, cooker, cupboards and now removed fridge and sink. The bed was the hinged base and rear of the front bench seat fitted between the seat boxes. As the conversion appears to have been carried out when

new I am assuming it was a professional job rather than a good DIY.



If any member could point me in the right direction to find the converter I would be grateful. I can be contacted on 0151 486 2634.

Paul Carter.

Agatha

In my last article for the magazine, I introduced myself to you as West Midlands Organiser and then promptly vanished. The reason being, I was offered the opportunity to work based in the Yorkshire Dales. As a proud Yorkshire man with a Land Rover to get dirty, how could I refuse.



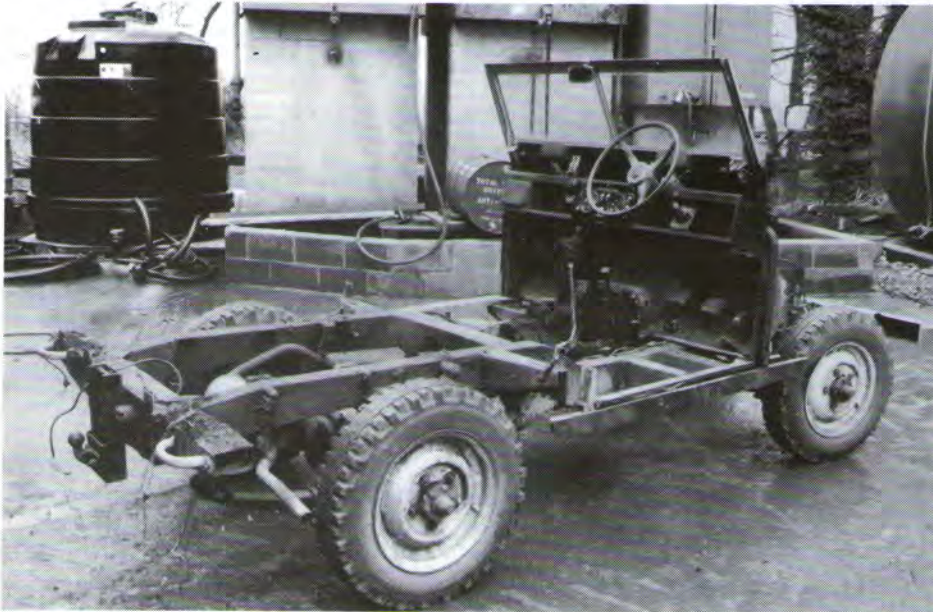
I also mentioned in the last article, my naive plan to restore "Agatha" (my 2a is a real mystery machine) a little bit at a time and keep her on the road as much as possible. The plan was flawed, as my relationship with Agatha is long-term, making do was not an option. The only real visible problem was the bulkhead and the springs were shot. I sprayed the springs regularly with waste oil and that

helped a little.

The final straw for the springs was one day; my friend, Pat and I were collecting logs. We got cross-axled on ground with bumps no bigger than mole hills. We were on a steep slope, with the back of Agatha, and a trailer, full of logs. Because we were nearly at the top of the hill, Pat and I decided to leave the trailer where we had got stuck and come back with a tractor. To make matters worst, it started to rain and the Avon Ranger tyres (in combination with the solid springs) had already showed their limitations in the dry.

The plan was to unhitch the trailer and turn it sideways, so that it would not role down the hill. Agatha was already pointing down hill and I positioned myself on the nearside, taking the weight of the trailer, whilst Pat pulled out the pin. The trailer was heavy and I put one of my feet against the rear cross-member and pushed with all my strength. To my horror the trailer stayed still and Agatha just started to slide (she was in gear, with the handbrake on). I could do nothing, if I moved; the trailer would run straight over me. I just had to watch Agatha head straight for a large mature Oak tree in the hedge at the bottom of the hill. It was one of those moments when you don't know whether the laugh or cry. I ended up laughing, as the sight of Pat running after Agatha and trying to get into a Land Rover, which by now was sliding at quite a speed, was one of those hilarious moments you wish you had a video camera. He did eventually get in and manage to void disaster.

This incident made me realise that Agatha needed a little bit more TLC than was obvious from initial assessment. I started to save for a set of parabolics, and the parts to repair the bulkhead. I gave her a good check over, but whilst resetting the points, the thread on the screw striped and Agatha was temporarily, I thought, off the road.



Before I could sort out the distributor, Foot and Mouth struck and the countryside around me closed. The farmer very generously lent me a corner of one of the grain store to work in and as Agatha was entered in the Gaydon run, I thought I would use the opportunity to tidy her up. I started taking bits off the get to the bulkhead and soon realised that whilst she was in bits I might as well see what else

was wrong. By the end of the weekend, Agatha was a rolling chassis and needed major welding repairs. After a good pressure wash I could see the task ahead and eight weeks suddenly sounded a very short time. I did make one fundamental mistake at this point, but I will go in to this a little later.

I had always wanted a mig welder and found one reasonably priced on the Internet. MSC tools had run out of stock, but generously offered me a superior unit at a much-reduced rate. The set arrived as promised and as I had already been shopping at BLRS, I set about rebuilding the bulkhead and chassis. The bulkhead needed both footwells and both door pillars changing. A note of caution to those of you who are contemplating door pillar repairs, the 90 pillars and foot supplied for repairs, lifted my bulkhead by a about half an inch and this caused a few problems, when I started to reassemble the body. I used 90 captive nuts and the crosshead counter sunk screws to simplify the refitting of the doors. The hinges were also counter sunk to make the job neat and at most shows this is spotted straight away by the purists among us.

The chassis was not that bad at all, but some of the outriggers would need changing in the next couple of years. As I was still quite new to Series 2 ownership, I was surprise, by how reasonable the cost of these parts were, so whilst the body was off, I decided to change them. By the end of the rebuild I had changed all of the outriggers, the rear cross member and rebuilt the front spring hangers. I also had to repair the chassis where the front springs had been hitting the chassis. The Chassis was dented and had cracked along both corner welds. These crack were difficult to see, so check this area if you are rebuilding.

The next job was to fit the new parabolic springs. I tried to be careful getting the old one off, but ended up on the phone ordering a new fitting kit of hangers and bolts for just over a tenner. Sticking the 9" grinder through the old ones was so satisfying, once I had decided not to save them. The bushes were removed by using Hole Saw to cut through the rubber from both sides. They don't quite get through, but a tap with a suitable drift and hammer soon shifts them. A hacksaw blade fed through the hole and then fitted back in the saw frame upside down easily cut through the outer of the bush. Hammer and drift again in action, soon drifts out the bush outers. The new bushes just tapped in.

The bushes in the parabolics were a different story completely. They are some sort of polybush, with a separate steel tube through the center. No way in the world did they want to go into the hole, too springy. I ended up making a funnel out of a baked bean can and forcing them through the spring. When you then subsequently fitted the center tube, the bush squeezed out both side and looked a pig. I messed about for ages, but eventually just bolted them on and they are great. No doubt, there is a tool somewhere to fit them, but my advice is; if you buy new springs, make sure the bushes are fitted.

Before starting on the repairs, I had striped the engine and sent it to Wards in Rugby. They had checked the whole unit and decided the crank and cam were fine, but the block needed a rebore. They also machined the head and fitted hardened inserts in the exhaust valve seats, so that unleaded fuel could be used. The head was also resurfaced, just to be on the safe side. I fitted a new oil pump, all new bearings and new valves. Because of the rebore new pistons and rings. Once I got all of the bits back, I took the opportunity to gas flow the head. The quality of casting is very agricultural and there is a lot of improvement to be made without reducing reliability. I am fortunate that I used to do this for a living, but if any of you are thinking of changing to unleaded. I would suggest you seriously consider investing another hundred quid and get a head that has been gas flow. Several companies supply them and I think they are worth every penny.

Once the engine was back in there was only a week to go to Gaydon. I had repainted all the chassis and the bulkhead. Repaired the seat box toolbox and painted ever bit of steel I could find. Time to get all the bits of body back on. The only real problem was that bulkhead had lifted and had to be dropped back down. I did alter the side rails, so that the floor plates are all on the same floor screw.

At about 4.00pm on the Saturday before Gaydon on the Sunday, I was at last in a position to fire her up. I static timed the engine and pumped through the fuel. I placed the driver seat cushion back in to the frame and jumped in. It was at this point that I realised the big mistake I had made when pressure washing Agatha 8 weeks earlier. Both the clutch and the brake pedals were rusted solid. Lots of penetrating oil was sprayed about and they did eventually go down, but getting them to come back up under their own steam was another question. I decided to carry on getting other things sorted.

The engine started straight away and ran like a dream. There was no radiator fitted so I quickly turned her off and fitted the front panel. I topped her up with water and fitted the air cleaner. I fired up the engine and again it fired straight away sounded great, but then it stopped. I turned the

key. The engine turned over like it was being strangled. I looked at Pat; remember we were in a grain store and that a mouse running along your arms whilst working was common occurrence. We both said at the same time, Mice. I removed the air cleaner and unfortunately, what was left of a mouse was fully blocking the carb. Whilst I removed the mouse, Pat evicted the rest of the family from the air cleaner. The engine instantly fired up.

By 7.00pm the pedals worked well enough to take her for a spin and she ran great. The new springs and the engine work were instantly noticeable. I had to remember to take it steady for the first few miles (As with modern cars, Wards had machined the bores with a process which minimizes running in). The main problem now was with me, 8 weeks of working every night after work and every weekend had taken its toll. I was shattered and lying on the floor attempting to fit the sills, when Laurence arrived at my house. He was stopping the night and ready for a pint after the drive from Barnsley.

The pint sounded a great idea. Laurence persuasive way (your not have a pint until its finished) was just the tonic I needed. We spent about another hour finishing off, so she would be ready for the run in the morning. Quite brave really, as I had only driven about a mile in her at this point.

The weather was mixed on the day of the run. Laurence set off to Gaydon to set up the show stand and to start make bacon butties, as I set off roofless to Solihull. Agatha ran like a dream. The only problem was a misadjusted passenger door, which came open occasionally. A bit of string cured that for the time being.

Agatha was back on the road.

Mick Outhwaite

Service News from the Dutton Archives

In the last publication of 'Built to Last' or even the one before I wrote an article about the old Rover Car Company's Service News Items or Bulletins. These publications were the means of the company to convey news of updates to vehicles and parts, in fact anything to do with the vehicles that the company's agent should know about. Unfortunately this article was not published in its entirety so the service items about what lights were fitted to what Series 11a will be published in a later 'Built to Last'. In the mean time I have included some of Service New Letter No 23 from August 1967 covering 2286cc Diesel engine and introduction of the Stromberg carburettor to the 2.6 litre six cylinder engine.



Service Department.

THE ROVER COMPANY LIMITED



SOLIHULL
WARWICKSHIRE
ENGLAND

LAND-ROVER SERVICE NEWS LETTER Vol. 2, No. 23

August, 1967

Item 100 SUBJECT: ENGINE

MODELS: Land-Rover 2½ Litre Diesel.

MODIFICATION: Introduction of improved rocker cover breather.

LITERATURE AFFECTED: Land-Rover Parts Catalogue, Part No. 4656, page 135.

PART NUMBER: Engine breather filler on rocker cover 1 563180

REMARKS: The above breather has been introduced to reduce under-bonnet oiliness. It differs from the previous filter in respect of the centre tube gauze support which is now made from mesh instead of a drilled plate. In addition the breathing slots face rearwards, which has been achieved by re-positioning the locating hole. The revised filter is completely interchangeable with the previous type and should be used on all vehicles which suffer from under-bonnet oiliness. When stocks of the early type breather filter are exhausted only the latest type will be supplied for all Service replacements.

Item 101 SUBJECT: CARBURETTER

MODELS: Land-Rover 109 in. long with 2.6 litre 6 cylinder petrol engine.

MODIFICATION: Introduction of Zenith 175 CD-2S single horizontal dust-proof carburetter, replacing the SU HD 6 carburetter previously fitted

LITERATURE AFFECTED: Cumulative amendment No. 4 to Land-Rover Parts Catalogue, Part No. 4656, page 481.
Land-Rover Workshop Manual, Part No. 4611, Section M.

PART NUMBER: Carburetter, Zenith 175CD-2S 1 566956

Initial stocking parts.

Part No.	Description	Quantity	
		Home	Export
566956	Carburetter, Zenith 175CD-2S	1	2

COMMENCING
NUMBERS:

Engine serial number:
From 35000062A onwards.

REMARKS:

The maintenance required on the Zenich 175CD-25 carburetter is as follows:

Carburetter slow running and mixture adjustment*

Every 4,000 miles (6,000 km).

1. Run the engine until normal operating temperature is obtained. If necessary adjust slow-run screw to give the correct idling speed.
2. Lift the carburetter piston approximately $\frac{1}{8}$ in. (1 mm) by means of the lift pin situated on the right of the carburetter body. There is approximately $\frac{1}{4}$ in. (5 mm) free movement of the left pin before it contacts the piston.
3. If the engine speeds up immediately the mixture is too rich and the jet adjustment screw must be turned anti-clockwise, thus weakening the mixture; if the engine stops immediately, the mixture is too weak and the jet adjustment screw should be turned clockwise to enrich the mixture.

If the engine just falters and continues to run unevenly the adjustment is correct.

Finally adjust the slow-run screw to get a smooth idling speed. The fast idle screw should not require adjustment.

For starting at temperatures down to 0°F (-18°C) push and turn the spring-loaded choke adjustment screw so that the peg is at right angles to the slot. Leave in this position.

When starting at temperatures below 0°F (-18°C) turn the screw until peg is recessed in slot.

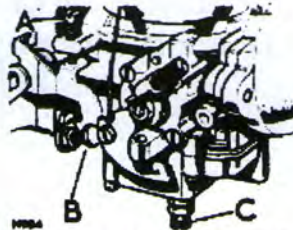


Fig. 1 Carburetter slow running adjustment

A—Slow-run screw B—Fast idle screw C—Jet adjustment screw



Fig. 2 Carburetter lift pin

A—Lift pin



Fig. 3 Choke adjustment screw

A—Spring-loaded choke adjustment screw B—Peg for adjustment screw

Workshop procedure

The efficient operation of the carburettor depends on the free movement of the air valve and needle in the jet orifice. An annular clearance is provided around the orifice bush for the lateral positioning of bush and jet, to enable the jet assembly to move freely in the orifice.

Jet centralisation

If for any reason the jet assembly has been removed, or requires adjustment, proceed as follows:

1. Lift the air valve and tighten the jet assembly fully.
2. Screw up the orifice adjuster until the top of the orifice is just above the bridge.
3. Slacken off the whole jet assembly approximately half-a-turn to release the orifice bush.
4. Allow the air valve to fall; the needle will then enter the orifice and thus automatically centralise it. If necessary, assist the air valve drop by inserting a soft metal rod in the dashpot after unscrewing the damper.
5. Tighten the assembly slowly, checking frequently that the needle remains free in the orifice. Check by raising the air valve approximately $\frac{1}{4}$ in. (6 mm) and allowing it to fall freely. The piston should then stop firmly on the bridge.
6. Re-adjust slow running and mixture.

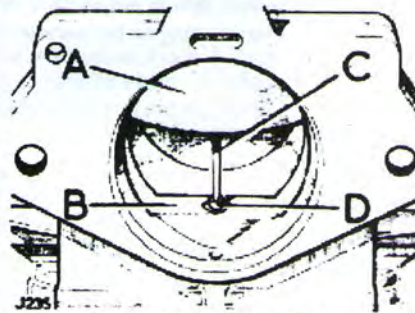


Fig. 4 Jet centralisation

A—Air valve B—Bridge C—Metering needle D—Top of orifice

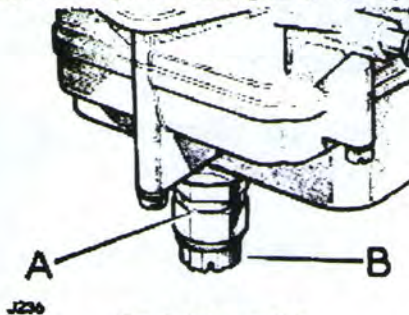


Fig. 5 Jet assembly

A—Jet assembly B—Jet adjustment screw

Dirt or carbon on the outside diameter of the air valve or in the bore, or a bent metering needle can cause sticking of the air valve.

To rectify this, proceed as follows:

1. Remove the two retaining screws and lift the air valve assembly with diaphragm out of the main body.
2. Wipe the outside of the air valve and the bore with a rag moistened with paraffin or petrol.

If the diaphragm has expanded, it will be necessary to allow it to dry, before it will fit on the bead and recess for the locating tab. The diaphragm itself should only be cleaned with a clean rag. Cleaners such as Trichoethylene must not be used.

3. If examination indicates a bent needle, it must be replaced with a new one.
4. Reassemble the carburettor and fit the metering needle with its shoulder lined up with the lower face of the air valve and tighten the locking screw.
5. Re-adjust slow running and mixture.

Float level adjustment

When correctly set and with the carburettor inverted, measure to the highest point of the floats above the face of the main body with the fuel inlet needle on its seating. The correct measurement is $\frac{1}{8}$ in. (16 mm).

Great care must be taken not to twist or distort the float arms, to ensure a constant fuel level.

Should it be necessary to reset the float level, this can be carried out by bending the tag which contacts the end of the needle. Care should be taken to maintain the tag at right angles to the needle in the closed position.

An additional washer under the needle seating assembly will lower the level and is a simpler method of effecting a small change than bending the tag on the float.

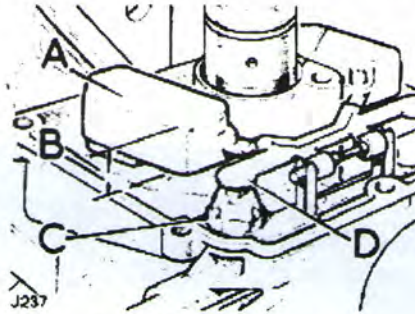


Fig. 6 Float level adjustment

A—Float B— $\frac{1}{8}$ in. (16mm) C—Needle valve D—Tag

- Item 102 SUBJECT: HOT PLUGS**
- MODELS:** Land-Rover 2½ litre Diesel engine.
- MODIFICATION:** Introduction of revised fitting tolerances.
- LITERATURE AFFECTED:** Land-Rover Workshop Manual, English, Part No. 4611, Operation A-452.
- REMARKS:** Distributors and Dealers are requested to substitute item 5 of the above operation with the following:
5. The hot plugs must now be replaced by tapping gently into position with a hide-faced hammer. When fitted, they must be checked with a clock gauge to ensure that they do not protrude above the level of the cylinder head more than .001 in. (0.025 mm) and are not recessed below the level of the cylinder head more than .002 in. (0.05 mm).

A short report from a Swedish member

Finally, spring has come and this weekend I pulled off the door tops for the first time this year. During winter I need all the heat I can get in Lucy, therefore it is even better when I drive without half the doors when the sun returns.



I live on the countryside in Dalecarlia in Sweden, and half the year it is not exactly warm. So I have spent the last couple of months longing for a weekend like this, around 15 degrees centigrade and a sunny blue sky.

That's Landy-weather!



By the way, Lucy is a SWB SIIA from 1971. I bought her two years ago, in spring 2000, and there were a lot of work to be done before she was fit for the road again. She had been out of work for at least the last 15 years. No MOT since 1983, and the front 1/4 of the chassis was about the same strength as a biscuit. I got a lot of help to repair her from a mechanic with over 40 years in the business, and nowadays we are good

friends. It is amazing how Landys pull people together!

Getting her started for the first time was a real challenge. First of all, I had to get a new solenoid to the starter motor. Then, the engine turned around swiftly but gave no sign of wanting to start. Finally, I had Lucy towed to the mechanic's workshop. As we slowly got closer to the workshop, we tried to jump-start her, and imagine my enthusiasm when the old diesel started in a huge cloud of black and blue smoke! Now that is soon two years ago, and since then Lucy has carried me daily for something around 15000 kilometres. I use her for everything, as my daily car to work (50 kilometres away from home), for pulling logs out of the forest to my wood stove, for

taking me and my dogs out in the forest on my days off, and for pure playing off road. She certainly is a most remarkable Landy.

The engine, though, has seen better days. From the beginning, a 2,25 litres petrol engine powered Lucy, but sometime long ago she was converted to diesel. The diesel engine is older than Lucy herself, probably from the mid-sixties, and it consumes lots of oil, not only diesel. Also, it is hard to start and probably don't have too much compression left. Therefore, I am going to put in a "new" 2,25 Series IIA diesel, also from the mid-sixties but in much better shape. At least if the previous owner didn't lie too much. Before, the "new" engine was in a Russian Volga, but soon it will come home to a Series IIA again. Right now, it is in pieces in the workshop as I will change some seals and also get new main bearings. I hope to switch engines in May, and I hope to get back to you all with more reports on my life with Lucy, in the cold heart of Scandinavia.

Tommy Olsson, Sweden e-mail: skrivkraft@swipnet.se

SPRING PROBLEMS

BY CHARLIE HARRIS OF GRIMSBY

We have two Land Rovers, a 1966 SWB and a 1961 LWB. Both these vehicles live outside, in all weathers. Maintenance can only be done in the summer months. Last year the SWB failed the MOT (I'm a MOT man) for the rear springs, which had sprayed very badly, which as I should know is a failure.

I priced up the cost of new springs for the back, which was in the sum of £100. As the holidays were due I didn't want to spend that sort of money (who does), and so I looked for another alternative. A friend of mine suggested that I remove the springs and strip them down. What did I have to lose so I set about the task. I will not go into how to get them of the Landy as we have all been there and if not your time is due soon.

The springs on the ground I removed the centre nut (with loads of heat and strong words). A "G" clamp was used to keep the spring together as the bolt and nut were removed. The clamp was then slackened until the springs started to separate. A thin chisel was used to part the leaves that were stubborn. With the leaves all loose I laid the spring on its side and with a hammer, tapped the edges of the leaves. The amount of rust and scale that was removed was amazing, (ask the wife who spend days sweeping the path). When this was removed I placed the spring on some newspaper (not the wives table cloth) and brushed oil all over. Using an old screwdriver through the locating holes in the leaves; the spring was compressed with the "G" clamp. The screwdriver was then removed and the locating bolt was replaced. There are four clamp fittings to the springs, these are soft steel and will easily hammer and shape back into place.

Once the springs are removed, the time taken to recondition was about an hour. As I had the time but not the money the result is well worth the effort. Some tips before you start. Try to turn the bolts in the spring bushes, if they turn fine, if not you will have to saw through the bolts. This is not too difficult to do. Forget the "U" bolts on the axles as these will be seized 9 times out of 10, and as new one are cheap its not worth the effort. You may find that the o/s front spring bolt fouls the fuel tank (because last time you fitted the spring with the tank out) just cut it off and fit a new one the right way round

The result of this work is she past the MOT and before you ask no I didn't do the test
Good luck and hope this works for you

Charlie Harris of Grimsby

GISMO AND BETSY TALE

Betsy my 1967 Herbert Lomas Ambulance has the chassis fully built, with engine, gearbox in place at last. The fun was with the gearbox.

I have learnt that before you fit anything, which has oil in fill it first to find the leaks.

The story is The Gearbox. The back housing which holds the clutch bearing was leaking, so fix it I say only five minutes. Try again, the housing came off and I painted the gearbox. Number one problem, can't get a gasket for this type, answer make one. I found that it was leaking because there is a small dip in the casting at the bottom, which acts like an oil bath. The series 3 does not have this so wrong gasket was fitted, so the oil was running out. New gasket was made by drawing around the housing and making the holes with a nut and ball bearing, (you put the paper between the nut and ball bearing and tap with hammer, hay presto a neat hole).



Time to put back together, put gasket on, four studs on the top then the three smaller ones at the bottom. Then in with the box and fill up with oil. Off I went home thinking all is ok, (how wrong you can be). Next day there on the floor is a nice puddle of EP90. There was only one answer, of with the box again. The problem this time was the smaller three studs at the bottom they had stripped the thread in the bell housing. So out with the tappets and recut to M8 and refit the box. It leaks again, this time in my rush and temper I had put the gasket on the wrong way round and so it leaked out of the oil bath. Make new gasket, this time I filled the box and hung it up in the engine lift to see if it leaked. Yes it was sealed at last so on it went the only problem is now the nice clean, painted box is covered in EP90.

The motto of this story is check, go slow and fill with oil first to save taking it off again when you get it wrong.

I hope to get the body back on in September fingers crossed the story will continue next time

Gismo my 1963 SWB is working hard as it always does. The other day the clutch pedal was wet and the paint was all over the carpet (yes I've got carpet). This can only mean one thing the clutch master is leaking; (I do like my clutch and gearbox problems). I didn't want to start to strip down the pedal so I used the one I have rebuilt for Betsy (this is where two Landys come in handy, rob one to feed the other).

Job done I only have the old one now to rebuild when god makes the days 30hours and the weekends 6days.

We went to Blackpool in Gismo this summer and not one problem. The only problem I seem to have is that the humming of the engine puts my wife to sleep. You may say this is not a problem but you have not heard my wife snore. HE works hard for a living and still looks the part at shows, so I can't grumble.

PAUL LIND North East area.

Rovering on the Web...Part Deux – Eric Leuzinger

Hello again. It's been a while since I wrote about the joys of experiencing Land Rovers in the World Wide Web. A lot has happened since those days. Computers have proliferated into so many homes now. Microsoft are on the XP version of their Windows operating system and my computer still has general protection faults. The Series Two Club has now got an established presence on the Internet. If you haven't visited the site, where have you been? I hope you like it.

www.series2club.org.uk

Please let me know if there's anything you think should be added. Apologies too if some of your adverts take a little time to go up (I try to make sure there's at least weekly updates), but as you'll appreciate sometimes work and sickly 90s take priority. Regular visitors will notice that there's a new forum for members to post messages requesting or giving advice about all things Series Two. I am keen to keep the website fresh so if you have ideas please let me know. I am hoping to have a couple of pages looking at 'specials' and rare applications. If you have any pictures of fire appliances, ambulances, strange agricultural attachments and so on please let me know.

In the last year the WWW has truly exploded in popularity. So many more sites have been put up. If you enter 'land rover' into Alta Vista for example you will be rewarded with 52,467 websites with the word in them. I hope the following provide a small taster of recommended sites.

www.landroverclub.net - In recent times this has expanded from the LR Club of Luxembourg into the Internet Land-Rover Club. This is a superb site covering all the LR models having a special section covering series vehicles and includes rebuild information, Dos and Don'ts and some great pictures. Highly recommended.

gawain.soc.staffs.ac.uk/~mick/gascon/gas.html - This is a very interesting site recounting in words and pictures the conversion of a 109 (albeit a Series 3) to LPG. Very informative for those considering a conversion.



www.series123.com - This is a new site that is fast growing into a valuable resource on the series Land-Rovers, split up into sections according to the series. Each section includes information on clubs, publications, gifts, tools and a useful forum.

www.unusualoffroad.web.com - I think this site is great and you will too if your interest in LRs is linked to off-roading. This site is full of pictures and links connected with unusual off-road vehicles. You will see Champs, Hummers, Matadors, Unimogs, UMMs and so on. My favourites are the Gama Goat, the Ibex, the 101 (of course) and the Scammell Explorer. Brilliant fun!

www.Lmart.com - It does exactly what it says on the URL! A useful on-line market place for second hand LR parts. Not as good as our very own magazine and web site Parts Exchanges, of course!!

members.dingoblue.net.au/~leys/ - Michael from Oz's Home Page featuring rebuild information and stories of the 22 LRs he has owned, lucky beggar!

www.deutscher-rover-club.de/index-gb.html - This link will take you to the home page of the Deutscher Rover Club, one of the largest Rover clubs outside the UK. Lots of great information. I met up with a couple of chaps from DRC at Billing. Nice lads, enjoy a drop of the foaming fallen down liquid!

www.annsams.se/zebraclub/home.html - If you look hard you will find just about anything on the WWW. Well, believe it or not, this is an Internet club home page for people who have painted their LRs with zebra or tiger stripes. They genuinely believe that LRs look best in stripes (calm down Laurence!!!). Everybody knows that Deep Bronze Green is the only way to go. I can hear the Northern Region guys saying it now, "Aye lad, Deep Bronze Green, proper colour for a Land-Rover, tha knows."

www.slroc.co.uk/ - Official home page of the Scottish Land Rover Owners Club. All the usual club stuff is here as well as an interesting Celebrity LR Owner List. Imagine getting hold of an LR previously owned by someone like Fidel Castro. What history!

www.awdc.co.uk - Home Page of the All Wet and Dirty Club, I mean All Wheel Drive Club. If you're seriously into getting muddy then you should go here. If you don't want nightmares about how they modify perfectly restorable Series 2s, then don't. It will break your heart.



PHILATELIC



regiments.org/rover/lrstamps.htm - This is a superb site combining the hobbies of Land Rovers and stamp collecting. This should interest anyone who is mindful of the historic significance of the vehicles they drive, putting into context the importance of the Land Rover

particularly in the former colonies of the British Empire.

www.landroverenthusiast.com - When I last wrote LRe had their first edition. Their web site has matured too, and brilliant LRe Forum pages where you can chat to from all over the world. The UK Forum has the most traffic but you'll also find excellent contributions in the Series Forum.

**LAND ROVER
enthusiast**

just released features the enthusiasts



www.barf.org.uk - This is the site of the Balkan Aid Relief Foundation, an entirely charitable organisation delivering relief to the remnant of war-torn Bosnia. Run by Land Rover enthusiasts, who receive no payment, their stories of aid convoys using their own vehicles make fascinating reading and make us realise how comfortable our lives really are.

www.stephenhull.binternet.co.uk - This site is a brilliant resource for all classic Land-Rover restorers. It is full of tips and advice on painting vehicles using cellulose, two pack, enamel etc. paints. It also includes all the LR paint numbers in an easy to use database.

This is just a short selection of my recent web site favourites. What are your favourites? Let me know and I can add them to our web site Links page.



Association of Rover Clubs National Rally hosted by Cornwall & Devon Landrover Club.

This years ARC was held over the jubilee bank holiday at Newnham Park, Plympton near Plymouth Devon. This rally had been scheduled for last year but was cancelled due to the foot and mouth epidemic, this caused Cornwall and Devon landrover Club to put everything on hold until this year, and what a great event it was worth waiting for!

The ARC National is held every year hosted by one of the member clubs usually one of the competitive Landrover clubs. The rally gives respective club members the chance to meet and mingle and see what the different sections of the ARC get up to.

There are two sorts of club in the ARC the competitive and non-competitive. The competitive club are generally Landrover clubs catering for an area of the country whose members take part in Landrover trials (I'll cover those briefly later) such as the host club this year Cornwall and Devon or my local club the Essex Landrover Club. Then there are the non-competitive clubs such as the Series One and of course us the Series Two Club. Don't forget the ARC is not only Landrovers but Rover cars as well.

The camping areas are usually well organised with the respective club members being grouped together. This is a great idea as it allows you to be in close proximity to your friends so you don't get lost looking for them in amongst the rows of Landrovers and caravans / tents. This years hosts had organised excellent hot shower units and plenty of toilets – well done to the Cornwall and Devon, the facilities were in my opinion the best I have experienced so far at a National, and the weather was kind to us all event.

Jackie and I had been having a caravan holiday for the previous 10 days to the ARC at a friends farm about 8 miles away from the ARC site so we arrived fresh on Friday. Shortly after our arrival Joyce and Keith Gissing arrived with their lovely Series Two Truck cab and ¾ tilt, followed by Sean and Hazel Smeeth with the girls all the way from Kent in their Series 11a 88" petrol and last but not least Ross, Gill and Jenny Floyd with Norman the ex-military 109" Series 11a. Once settled in I then found fellow Southeast member Richard Dickenson camped further up field with the Southern Rover Club as he was competing in the Road Taxed Vehicle Trial in his Series Two. On the last day of the event I found another Series two Club member with family in Series 11a 109 Station Wagon, I'm sorry I cannot remember your name if you read this. Daniel and Dennis Atkinson turned up on Sunday for the concours and to return the shield Daniel won in 2000, as you can see he took it back home again. Unfortunately we did not have a club stand at this event but we did ensure the presence of the Series Two Club was noted by

Daniel Atkinson - Best Series Two / IIa
(Series Two facelift 88" petrol)

Richard Dickenson - Second best working vehicle (Series Two 88" Petrol – Rover P6 2.2ltr)

Keith Gissing - Best Series Two of Show-Not in Concours (Series Two 88" Truck Cab)

David Dutton - Best Coil Sprung Vehicle (Defender 90 Estate.).

Jackie and I missed the prize giving as Defender accompanied by the Smeeths in their 11a went on the six mile scenic off road drive – excellent fun.

The commentary on all the events was given by Diane Andrews of Off-Road Motor sport fame, Diane gets so enthusiastic about the action she becomes part of the entertainment. Diane you are great fun!

Unfortunately I missed Richard competing in the RTV, but some of the sections looked quite severe with a few Series vehicles and 90's ending up with bend front bumpers. The winch recovery was situated right outside the beer tent in a 20ft hole complete with some glutinous substance in the bottom. Great fun for us spectators with lots of action and the wonderful sound of hard working motors. I totally missed the Cross Country Vehicle Trial which is rather like a glorified RTV except that most of the competing vehicles are heavily modified. I did however see some of the Competitive Safari which is a timed competition over a cross country course, rather like a rally special stage. The speeds are quite high and from my vantage point the noise of those V8's and the differing styles of the drivers as they met the metre wide ditch at 50-60mph. Some went flat out while others slowed right down to negotiate the obstacle, except one vehicle that lost it's gearbox on

the approach and ended up nose in before being recovered.

There a few stalls present including one bits of Land-Rover stall that Sean and I found something new every time we passed it much to the annoyance of Jackie and Hazel, but really we did find some really good parts including a complete Solex Carburettor for £5.

Where was everyone else? Two club members from the Southwest, are there anymore in that area? three from the Southeast and two from elsewhere in UK.

Next year the ARC is being co-ordinated by the ARC itself with help from member clubs including the Series Two Club. The event will be held at Manby, Lincolnshire and if this year was anything to go by will be great event to go to. Look up the ARC website (linked from our own) as the 2003 national is already being advertised.

Go on try it, it is so different to all the commercial shows like Billing, Eastnor and Peterborough but great fun.

David DUTTON



BRANCH NEWS

Gaydon - a 35th Year Treat

2002 saw "The Beast's" 35th birthday and I wanted to celebrate it in style. After much discussion and thought, Susan (my Personal Banker) and I decided we would try to join the "Heritage Motor Centre Run" from Lode Lane to Gaydon and make a special day of it. We had attended the Land Rover Marque Day at Gaydon on two previous occasions and always felt a little envious of the vehicles making a "Grand Entrance" down the entrance slope into the Gaydon central arena. All the crowd's eyes were on them as they entered and we felt that this was the special birthday treat "The Beast" deserved after 35 years of solid hard work. (Though the last few years have contained a lot more than average T.L.C.)

Theory was sound, now for the practicalities. Searched my old magazines to find a contact name and address and posted my application off. Received an acknowledgement of my request and confirmation we would be included in "The Heritage Motor Centre Run". My son David arranged to be home on leave from his RAF duties that weekend. Even after all my years of work on it and ownership, "The Beast" will always be my son David's motor, it was his first after all and it seemed right he should join us in the celebration. The rebuilt engine planned as a winter project came to a rather expensive sticky end and I had now decided to purchase and fit an MOD reconditioned Series III - 5 bearing crank engine. Found the perfect unit from Military Vehicle Spares of Lichfield, Staffs, it was also "fully dressed" they informed me. I wondered what this phrase meant but all was revealed when I went to inspect, collect and pay for the unit, what a pleasant surprise I received.

The engine was fully reconditioned by the Army in 1987 and had been cocooned in a transit case since then. The strong, solid wooden case had 3" wide steel bands around it with connecting eyes for a parachute to be attached to as the engine was jettisoned from the rear of a Hercules transport plane! I now know that "fully dressed" means a reconditioned engine with all operational ancillaries fitted. In my case this meant a brand new starter motor, alternator, manifolds, carburettor, fuel pump, distributor, water pump, clutch complete, in fact, all the bits were brand spanking new. There was even a sealed black plastic bag in the base of the case containing fan belts, spark plugs, spare ignition points and even new nuts, bolts and lock washers for the installation. Those military fitters think of everything needed in a "field" installation and they certainly don't mend old parts if they can fit new ones.

The new engine was fitted with two weeks to spare before the day, all seemed well and I was very relieved to hear it start smoothly, first time. It ticked over beautifully and no leaks were apparent. Time to now smarten up the rest and run-in the new engine. Covered 800 trouble free miles over the next two weeks and the engine sang sweetly. The day arrived and an early start saw us arriving at Lode Lane before most, as I had agreed to assist in marshalling the Series II's as a thank-you to the organisers. We checked in and received our "Rally-Pack" which contained a detailed route map, a souvenir Run Plaque, a brass Rally Plaque and other bits and pieces. Fixed the Run Plaque on the grill of "The Beast" with the plastic cable ties provided, gave David the route map, checked the oil and water and we were ready.

Andrew kindly provided us with freshly made Shropshire Bacon rolls (he really has his priorities sorted) and in the vehicles came. We soon had them in the correct order for leaving Lode Lane and now waited for the off. Right on time they started to leave with HUE in the lead. The atmosphere was electric with everyone excited and bright (we even received a wave from a Series III club member). Before long we

joined the procession and it felt good. All those Land Rovers travelling in date order and we were in with them. David read the route out, which seemed a little unnecessary as we just followed those in front. The weather was bright and clear and we were enjoying ourselves. The antics of other road users was interesting, especially those that seemed determined to pass, at any cost, the Land Rover in front of them. They soon realised it was a fruitless exercise and settled into the procession.

Adrian had the opportunity to show a "Boy Racer" (who attempted to cut him up on the inside of a road island) just how good the original Forward Control galvanised front bumpers are at can-opening the complete drivers side of a vehicle, door handles included! We thought it served him right though the boy racer did not see the funny side of it. If you will play with the big boys, what do you expect! Strike one to Adrian! This slight fracas put us out of order in the run and we now found ourselves tucked behind the Series III's. Route instructions were spot on, panicked a little when David was adamant we should turn left at a road island and all in front of us went straight on. Let's just say that we took the correct route (David always could follow instructions, its his military training) and the Series III's, flags and all, played a game called "Find your own way to Gaydon". We now caught up with the Series II's again, just one vehicle out of our correct starting run order.

29.1 miles later we safely arrived at Gaydon and were directed into the top gravel car park where we shuffled into the correct order and awaited our "Grand Entrance". Ten minutes later off we rolled down the entrance ramp to a great reception. The crowds applauded, waved and cheered, the tannoy system boomed in our ears and we had arrived. The marshals directed us to our allotted parking spot, bang in the centre of the display, could not have chosen better myself. We quickly alighted to watch, wave and cheer all those behind us into the arena. The vehicles, crowds, flags and bunting all made for a great atmosphere and we felt a fitting present for "The Beast". All this and a new sweetly singing engine can't be bad.

We took time to visit the Heritage Centre where David fell in love with a new Aston Martin (wait for the Lottery results my boy). I fell in love with a twin-engined four-wheel drive Mini Moke (No, you can't have it Andrew, it's mine). Susan (my Personal Banker) thought we had enough motors in the family already (back to reality). The journey home up the motorway system seemed short as the new engine just ticked along. We were still excited and talked/chatted away with the overdrive engaged and the speedometer sitting at a steady 60mph (I just knew a 5 bearing crank engine would be quieter and smoother than the original)

A great and very special day, one I will look forward to again in 2003.

Norman Smith Stafford May 2002

NORTHEAST NATTER

SHOW SCENE

The shows have been great this year, which has made up for last year's foot and mouth problems. All the shows I've been to, have, run smoothly and we are welcomed each time.

We are running to the end of the shows now but I still have Bramham steam to enjoy this bank holiday and Otley show, Ripon racecourse and Langley farm. If you want to go to any of these shows get you stakes on and ring me and I will see about getting your Land Rover in.

I have done two shows at Ripon and both were good family shows and just a good relaxing day for all. Piece Hall run by Mark Strangway was a great Land Rover day.

The 18th century courtyard was full of all the different Land Rover with an autojumble chucked in for good measure. It was a day of talking Land Rover and heads stuck under bonnets, (and a lot of parts swooping).

Driffield steam fair is our area show with a good turn out on both days. Chris Bentley, Dennis Alkinson, Charlie



Line up at Driffield Steam Rally

Harris and his wife and son, Brian wade who had travelled down from Bishop Auckland's, and we must mention Mick Outhwaite who ran the club shop for the day. We had a good line up in the ring, and Chris Bentley won the shield for "BEST WORKING LANDROVER SERIES 2"(I think he's still floating on air and can't get his head thought the door, only joking Chris)This show is one of the best Steam shows as its not too big but plenty for all to do with camping as well.

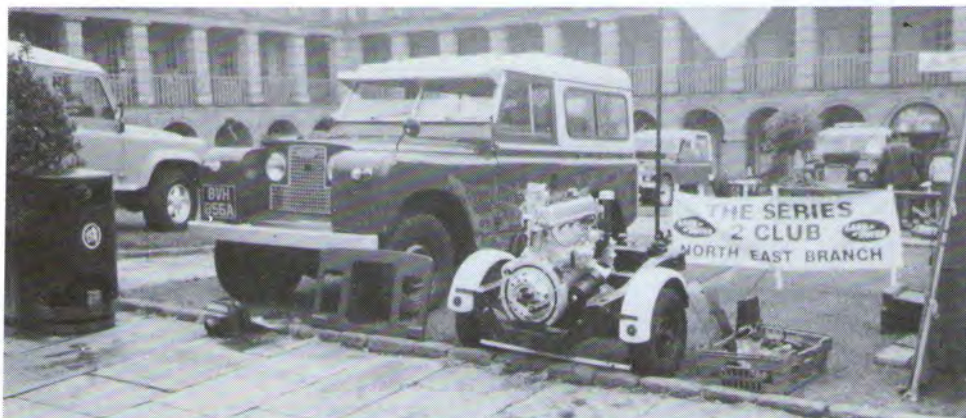
All these shows will be on next year and if you wish to go the let me know, and please don't leave it to the last minute. All the shows are around the same time next year.

WHAT DO YOU WANT TO DO?

I have tried to put on camping weekends and entainment but few have been interested, so let me know what you want. It's your club and I am not a mind reader. I mainly do shows etc, but if you have an idea put it across. Any thing like say camping, offroading, greenlaning, ladies day, treasure hunt or just an under the bonnet day. I live at a Grammar school and all the grounds are at my disposal, so site and space is not a problem. I am only 8 miles from York and 10 from Leeds just off the A1/M1 link. So come on don't just leave it to me and then say at the end of the year "this area doesn't do anything", stand up and have a go.



**PAUL
LUND**
North East
area



Club Stand at piece Hall

NORTHERN SCOTLAND AREA REPORT

It is with great sadness that I start this report with the news of the sudden and unexpected passing away of Laurence Mitchell. Although I have never personally met Laurence, I have spoken to him over the telephone and his passion for Land Rovers and the Series Two Club were evident to hear, and I am sure he will be greatly missed by all those who were fortunate to know him. From the Northern Scotland Area members, we send our sincere condolences to his family.

Time!! Just where does it go? Unfortunately, work is getting in the way again. I am working long hours at the moment and have not had much time to organise anything.

On the Landie front, I have been using Landie to travel to and from a site job, but on a return journey home Landie's clutch decided it had had enough, and I had to nurse it home. So it's laid up at the moment!

I won't be able to attend the proposed rally at Montrose on May 5th, as I don't think I will have replaced the clutch by then.

Anyway, that's it for now. Hope you are all well.

Happy LandRovering

Dave McRuvie
Northern Scotland Area Rep.

East Anglia

Greetings from East Anglia! It has been a year since Laurence first suggested I might have a crack at organising something in this region. Well, one year on, and here we are, showing our banner at various shows, meeting now and again, and hosting the club stand at the LRO show in September. It's sad that Laurence is no longer around to read this, but I hope he would approve. I would like to offer my condolences to his wife and family, at this very difficult time.

The foot and mouth crisis last year saw a much reduced show calendar, and sadly, from a personal point of view, an end to greenlaning, offroading and generally messing about in my Land Rover. Then, in October, my rear diff exploded! Sorting this out revealed a few other problems and then a few more, and then a few more! Consequently, I embarked on a seven-month fix it. Truck is back on the road now and I have even managed to get the wheels muddy. Of course there are still lots of jobs to do but aren't there always?

As I mentioned above, I'm not really a show sort of person but one event that I would have liked to attend was the Cottenham Yesteryear Road Run. Unfortunately I was working that weekend but Steve Herod reports...

Yesteryear Road Run Cottenham 21 April 2002

A bright sunny Sunday morning saw five Anglia Region club members join approximately 250 other vehicles, ranging from BSA motorcycles through Isetta Bubblecars, Austin A30s to David Brown tractors and AEC Mammoth lorries. Collecting at Cottenham, just North of Cambridge, the cavalcade wound its way slowly through several villages for 20 miles. Stopping at village greens en route for the public to get to close quarters with the ancient, and not so old, the journey took six and a half hours to return to the start point. This included a long break at lunchtime in a large field where picnic tables and chairs; chilled drinks and feasts (of sorts) refreshed the parts other sandwiches could not!

One elderly car suffered a flat battery and, as ever, Land Rover came to the rescue. Carol and Steve towed the lucky person for some way and were duly thanked. However, it was the unmentionable American 'J' car that helped a modern car that had become stuck in a ditch when trying to turn round! The speed of travel was gentle and the original Land Rover cruise control was found to be very useful causing only one minor problem to Steve and Vicky: an ancient motorcycle decided to park immediately in front of them when everybody else was still moving! Otherwise the day proved uneventful, with Chris pleased it did not rain on his new trailer; Ben providing a passenger service to a friend unable to drive his own Land Rover and the third Steve wondering why his vehicle was not in need of a good clean after an enjoyable day out with the Land Rover! We all hope the organisers raised another huge amount for the Mid Anglia General Practitioner Accident Service: £40,000 over the last 6 years.

South East Group News

The group has had a busy year although there has only been about six of us attending the Beach Meets. The first Beach Meet (as usual held on Shoebury Common next to the beach on the mouth of the Thames estuary) was on the first Friday of May. We followed this up with the visit to Landrover Day at Gaydon and then attended the ARC at Newnham Park Plymouth. I won't elaborate as there is a separate report. The July Beach meet ended up with only three vehicles, a shame as the usual planned attendance with Southend Landrover Club to Southend Classic Car Show was cancelled due to the politics of cars on a school playing field. (Perhaps they realised that Landrovers leak oil!). The group had a great attendance at the Billing show much fun was had (THANK YOU ADRIAN, YOU ARE A STAR!)

The next beach meet is same place 1900hrs on or when you get there on Friday 5th September. No beach meet in October (it's too dark and cold) but we are having a Saturday or Sunday run hopefully to Maldon (Essex) Museum of Power. I will contact local members when details have been finalised.

Situations Vacant

Vacancies exist for area representatives in several areas

Can you help?

Ulster, South Wales, West Midlands, East Midlands, and the Bristol area.

If you live in any of the above area's why not give it a go if only on a temporary basis?

You could be as active as you wish, if need be you could just act as liaison between the members in your area or you could organise events, green laning or shows. You could start with a simple pub meeting. We can help with lists of all members in your area; we can even mail them giving information of events on your behalf.

Tel 0161 371 1974 for further details.

Go on give it a go.



All about us -THE SERIES TWO CLUB

The Series Two club is dedicated to the preservation of all Land Rovers built between 1958 and 1971. This includes the 2A and 2B Forward Control models as well as all 2 and 2A models of the standard Land Rover. We have over 800 members worldwide.

A quarterly magazine "Built Two Last" is published and sent to all members' home address. Articles vary from technical to humorous, many are both, there is coverage of club and national events, hints and tips as well as items for sale. Club members' stories are welcome.

The club is divided into areas with organisers who arrange events and liaise with larger event organisers to obtain entry to these through the club. Events organised by the Club include greenlaning, social evenings, camping weekends and fun days like the Exmoor Challenge (Southwest) and the Llama Trophy (Peak District). All club activities are published in our magazine and on our web site.

We are a non-competitive club and our events are geared towards the whole family being able to join in. We have a well-stocked club shop with Land Rover or Series Two Club merchandise, including T-shirts, key rings, and car stickers.

Social Events, usually pub meets, are informal affairs where members gather to talk Land Rovers and other associated light-hearted banter. Off Roothing is usually in the form of green laning days, these are suitable for restored vehicles and although your Landie may get a little dirty there is little or no risk of damage.

Vintage rallies are attended by almost all the areas of the club and although some of these at present do not have a separate section for Land Rovers, the club is at the forefront of gaining recognition for our historic vehicle status by sponsoring trophies for Land Rovers at many of the events we attend.

Land Rover events like the A.R.C International and the LRE Billing event are attended by the club and in fact we usually provide the concourse judges at "The International". In recent years at Billing we have won awards for "Built Two Last" and have been voted best club by visitors to the show. The club is registered with the DVLA to authenticate vehicles and registration numbers. Our Registration Officer has an exceptional relationship with the DVLA and has been instrumental in obtaining many reinstated and age related numbers for members and non-members alike (members receiving preferential rates). We also have a Technical Officer who can answer members' queries.

The Club is a member of the Association of Rover Clubs (ARC), The Federation of British Historic Vehicle Clubs (FBHVC), The Green Lanes Association (GLASS) and is a DVLA listed club.

All members' vehicles, with consent, are recorded on an historic database and from this future historians and present members alike can obtain information through the club on a particular vehicle.

Don't forget to visit our web site on www.series2club.org.uk where you can gain even more information about the things we do with our Twos!

Steve Howard
Club Secretary

Series Two club event calendar 2002

h eptember	Beach Meet at Shoebury Common, 1900hrs on.	Contact David & Jackie Dutton for further details. Tel. 01702 477269
-8 TH eptember	Dunsfold range rover rally, Surrey	
-8 th eptember	Langley farm 4x4 meet, Scisset, west yorks.	
-8 eptember	International Autojumble at the beaulieu motor museum.	01590 614614
4 th -15 th eptember	Essex Steam Rally at Barleylands nr Billericay. An excellent farm, country and craft show with all types of old vehicles as well.	Contact David & Jackie Dutton for further details. Tel. 01702 477269
4-15 TH eptember	The Bedfordshire Steam and Country Fayre at Old Warden Beds.	01462 851711
)-22 eptember	2002 Belgium National at Tournai, Belgium	
2 eptember	Leeds to Eden Camp run	01543 424821 The Series 3 club
3 th eptember	Abingdon 4x4 Festival at Abingdon Airfield, Oxon.	01235 520240
3-29 th eptember	The LRO Show at the East of England Showground, Peterborough. Cambs.	01775768661
9 th eptember	Battlesbridge Classic Car Show and autojumble.	Contact David & Jackie Dutton for further details. Tel. 01702 477269
&6 th ctober	Malvern 2002. Our regular show with limited spaces. Book by the 25 th August please.	Jeremy Haynes tel:01509 416 432. Write to 41 Sileby Rd. Barrow-on-soar. Leicestershire LE12 8LW
h ctober	The London to Brighton Land rover run from Crystal Palace, London. Provisional date	020 8241 0470
ctober	Date and venue to be announced. Instead of a damp miserable beech meet, we will visit somewhere different.	Contact David & Jackie Dutton for further details. Tel. 01702 477269
13 th October	Transport Show Bus Museum, Canvey Island.	Contact David & Jackie Dutton for further details. Tel.

	October National Green Lane (clearance) day Organised by Green Lane Assoc (GLASS) Date and Venue to be announced.	01702 477269
26 th October	Old Sodbury Land Rover sort Out at Newbury Showground Junc.13 M4.	
3 rd November	The Footman and James Autojumble and Automart at the Royal Bath and west Showground, Shepton Mallet, Somerset.	0117 907 1000
9-10 th November	The International Classic Motor show at NEC, Birmingham.	

Important Notice Whilst the club is pleased draw member's attention to the events that may be of interest to them, participation at any event is at your own risk. Even though the club may forward applications or information to event organisers, we do not act as there agents. It is a condition of membership of the club that participation in any event, 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 land owner. Whilst the Club may give information of events in good faith, you are strongly advised to obtain independent verification of events, also, because an event is advertised here, it is not definite that the organisers will be attending in person.

Minutes of the Annual General Meeting of the Land-Rover Series 2 Club Ltd. Held at the Presentation Suite, Lode Lane on 20th April 2002.

Attendance list

Andrew Turford	Vice Chairman Elect & North Wales
Laurence Mitchell	Secretary
Stephen Howard	Secretary Elect
Gordon Lord	Director
Roger Horne	Director, Legal Advisor & Peak District
Helen Lippit	Director & Events Calendar
Catriona Crelling	Membership Secretary Elect, Bucks, Herts & Northants support
Eric Leuzinger	Treasurer Elect, Webmaster & Thames Valley
Norman Smith	Historical database
Wendy Kempster	Shop Manager Elect
Dave Dutton	Registrations & South East Caretaker
Jackie Dutton	Registrations & South East Support
Kay Turford	North Wales support
Tony Down	Surrey & Sussex
Fay Garside	Member (Minutes)
Paul Goodman	Member
Adrian Inglefield	Member
Jeff Lowery	Member
Nicholas Lowery	Member

The meeting was opened by the Vice Chairman elect at 1330hrs.

Apologies

Apologies for non attendance were received from Brian Crelling, Sue Cope, Di Horne, Chris Lippitt, Jeremy Halter.

Minutes of previous AGM

The minutes of the Annual General meeting held on 14th April 2001 were circulated and agreed to be a true record of that meeting.

Matters Arising

None

Club Auditors

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

Election of Directors and Officers

In accordance with article 35 of the Companies Act, Directors, Mr Roger Horne, Mr Gordon Lord and Mrs Helen Lippitt retired, and offered themselves for re-election. Roger Horne, Gordon Lord and Helen Lippitt were re-elected directors of the Company. Proposed by Chris Bentley. Seconded by Laurence Mitchell. Carried unanimously.

Mr Chris Bentley retired as Chairman and is not seeking re-election.

Mr Brian Crelling volunteered his services as Chairman. Proposed by Catriona Crelling. Seconded by Stephen Howard, Carried unanimously.

Mr Denis Atkinson retired as Vice Chairman and is not seeking re-election.

Mr Andrew Turford volunteered his services as Vice Chairman. Proposed by Laurence Mitchell. Seconded by Norman Smith. Carried unanimously.

Mr Laurence Mitchell retired as Secretary and is not seeking re-election.

Mr Stephen Howard volunteered his services as Secretary. Proposed by Laurence Mitchell. Seconded by Chris Bentley. Carried unanimously.

Mrs Catriona Crelling volunteered her services as Membership Secretary. Proposed by Laurence Mitchell. Seconded by Chris Bentley. Carried unanimously.

Mr Paul Hanbury retired as Treasurer and is not seeking re-election.

Mr Eric Leuzinger volunteered his services as Treasurer. Proposed by Laurence Mitchell. Seconded by Roger Horne. Carried unanimously.

Ms Wendy Kempster volunteered her services as Shop Manager. Proposed by Dave Dutton. Seconded by Helen Lippitt. Carried unanimously.

All other officials remain in office.

Chairmans's Report

There was nothing to report

Treasurer's Report

The Treasurer's report and balance sheet is attached to these minutes. Eric outlined some suggestions regarding the stocking levels of the shop as per the attached sheet, and will work with the shop manager (Wendy Kemster) to obtain this. He also suggested that due to the amount of IT equipment held by different members of the committee an audit should take place as soon as possible.

Directors Report

There was nothing to report.

Secretary's Report

Laurence reported that the number of members had raised to 800 and forecast that it could exceed the 1000 mark this year and that we could mark the occasion with an announcement in the magazine or perhaps a free years membership the 1000th member. He thanked the committee for their support during his time in office and was presented with a small gift from the club.

Registrations Report

Dave gave an outline of his duties in obtaining original registration numbers, vin plates and proof of age certification.

Technical Report

There was nothing to report.

Events Calendar Co-ordinators Report

Helen has been having trouble obtaining reports of all the events to complete this year's events calendar and would like a comprehensive list of all area organisers from Steve. (Secretary).

Magazine Editors Report

There was nothing to report.

Webmaster's Report

Eric stated that the site was doing well with 27,000 hits to date averaging around 100 times per day. It was proposed by Eric that we buy outright our domain name for approx £94, this was seconded by Steve and carried unanimously.

Club Shop Report

Christine Parkinson retired as Shop Manager. It was proposed that all the stock be transferred to Wendy including any held by Area Representatives.

Meeting Adjourned**Area Representatives Report**

Peak District – Nothing to report.

Surrey & Sussex – Continues well with high membership. Members never seen, offered green lane etc., events but not taken up.

South East – Is of the same opinion as Surrey & Sussex, just can't get members to join in any activities. Members seem happy just to pay subscription and receive the magazine only.

Bucks, Herts & Northants – 16 booking for SII camping area within Billing, requires a deadline for booking on the Website for perhaps the end of May to enable organisation of the weekend.

Thames Valley – Same story to report with same hardcore of members.

North Wales – Much the same as the other reports.

Database Report – See attachment 1.

Any Other Business

Roger raised the point of registering “Built 2 Last” as a trade mark which would cost £200 plus vat. A Trade Mark search would cost £70. plus vat. Whilst its perhaps not worth it at the moment we should reconsider if anyone else attempts to use it.

SII/III for Peru has finally been cleared and should be leaving in June filled with educational gifts for the children.

A change of address for registration forms was proposed by Catriona and seconded by Steve and this would be arranged for future forms.

The club computer to be handed over to Norman Smith and a regular transfer of files to be instigated.

It was proposed by Steve to apply to Royal Mail to redirect mail from the Barnsley PO Box to the new one in Manchester, and was seconded by Eric.

The next committee meeting was agreed to be held at the Billing Show 20th July 2002.

As there was no more business to discuss a vote of thanks was made to all retiring committee members



SERIES 2 CLUB LIMITED**BALANCE SHEET****31ST JANUARY 2002**

	Note	2002	2001
		£	£
FIXED ASSETS			
Tangible assets	4	670	920
CURRENT ASSETS			
Stocks		3,520	4,094
Cash at bank		10,319	7,279
		<u>13,839</u>	<u>11,373</u>
CREDITORS: Amounts falling due within one year	5	<u>(239)</u>	<u>(233)</u>
NET CURRENT ASSETS		<u>13,600</u>	<u>11,140</u>
TOTAL ASSETS LESS CURRENT LIABILITIES		<u>14,270</u>	<u>12,060</u>
RESERVES			
Profit and Loss Account	7	14,270	12,060
MEMBERS' FUNDS		<u>14,270</u>	<u>12,060</u>

The directors are satisfied that the company is entitled to exemption from the provisions of the Companies Act 1985 (the Act) relating to the audit of the financial statements for the year by virtue of section 249A(1), and that no member or members have requested an audit pursuant to section 249B(2) of the Act.

The directors acknowledge their responsibilities for:

- (i) ensuring that the company keeps proper accounting records which comply with section 221 of the Act, and
- (ii) preparing financial statements which give a true and fair view of the state of affairs of the company as at the end of the financial year and of its profit or loss for the financial year in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Act relating to financial statements, so far as applicable to the company.

These financial statements have been prepared in accordance with the special provisions for small companies under Part VII of the Companies Act 1985.

These financial statements were approved by the directors on the, and are signed on their behalf by:

.....
R. HORNE

.....
G. LORD

Series Two Club Ltd.

AGM 2002 – 20th April 2002

TREASURER'S REPORT – Eric Leuzinger 00352

Please note that this report covers year ending 31st January 2002 and includes periods during which the previous Treasurer, Mr. Paul Hanbury was responsible.

1. I have pleasure in submitting completed Financial Statements, including Profit and Loss Account and Balance Sheet, as prepared by Messrs. James Stewart and Co., Chartered Accountants.
2. For the purposes of reporting to the Inland Revenue and Companies House the directors and Company Secretary are as stated *before* the commencement of this meeting.
3. It is not my intention at this meeting to go through in detail all the figures contained in the Financial Statements, copies of which are held by me and are open to inspection at this meeting or in writing to the Secretary.
4. Naturally Foot and Mouth Disease affected operations throughout last year, with many events cancelled due to disease precautions. Nonetheless turnover increased by about 20% on 2000/1. Shop revenue increased by 30%, though the mark up received was slightly lower.
5. Newsletter costs continue to be the club's highest expenditure item, increasing by approximately 20%, though in the light of an increase of pages and number of copies needing to be mailed out, this still presents good value.
6. Other costs are as to expectation based on previous years.
7. Profit on ordinary activities remains largely unchanged.
8. At the request of the Committee I have studied the pricing schedule and stock list of the Club Shop. The shop continues to be profitable (£1295 profit in 2001/2).
9. Stock levels in the shop are of concern to me. Current stock level, other than that held by area representatives is valued at £3250. This exceeds annual turnover from the shop (£3021).
10. Some stock is held by Area Reps. Only one area has submitted a stock take for the year. I would recommend that all stock is returned to the Shop Manager for counting and sorting.
11. Item break down as attached (based on known stock levels):
12. All clothing items should be discontinued after selling existing stock. This should be replaced by one type of shirt, polo (?), with one design, one colour and only two sizes (XXL and M).
13. No changes need to be made in subscription rates.
14. The Club continues to operate a current and reserve account with Nat West Bank.

Eric Leuzinger

20th April 02

Database started on October 13th 1999 = 2 years & 6 months ago

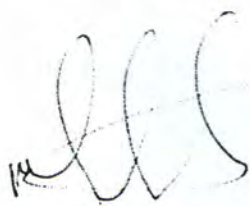
Database Update	As at April 14th 2002
Vehicles	507
Members	451
Pictures	376

New members appear to be completing the Vehicle Detail Forms and returning to me as a norm. Trust this will continue

Would our proposed new Membership Secretary (Catriona Crelling) please ensure the Clubs Application forms continue to include our Database Vehicle Detail Form as a standard document as this appears to be the best way of capturing vehicle details.

Have recently had a spate of wrongly identified Series III's with Series II VIN Plates from the Sheffield area. It appears all from the same seller – Buyers Beware –

Had our first “Six Wheeler” recently from a new member in Watford, complete with a Harvey Frost crane and Ford Cortina lights on the back. He intends to restore to show condition, should be a very interesting vehicle.



Norman Smith
Series II Club
Historical Records Officer



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Fairey Overdrive good condition ready to fit including new gasket and lock washer. £250ono
Radiator for series II 2 litre diesel. £8

Original Grey seats for Series II fair condition. 2 bases 1 back. £8.

Tel: 01905 427966

Series 2a workshop Manual part 1 &2, fair condition offers. Clive.woodcraft@ntlworld.co.uk

Stainless steel (3CR12) sheets 1000mm x 500mm x 1mm thick£9 each.

Parts catalogue (original part nos.4187) for S2 1st edition 1958 and s2/2a 2nd rev.1961. Offers or exchange.

Wanted rover P4 model 110 parts catalogue.

Exchange: 110 f/c Wheel steps (6hole) c/w nuts for S2 F/C Wheel steps (5 hole) c/w nuts. Must be in very good condition. GSANDJTRUMAN@TALK21.COM

Series IIa 1961 much loved family transport for five years. One year's tax and MOT 2.25L.

Canvas top. Green. Body fair, mechanics good. Excellent runner £1200ono Tel:020 7377 9366 or mike stoner<bulldozer.furniture@virgin.net

Full hardtop to fit SWB series Land rover. Cream in colour, with side opening windows. Rear door is lift split tail gate type (sorry no lower tail gate) Head lining is a bit saggy but all there Price £100ovno. Tel: 02380 812991 (evening, weekends) Southampton area.

Weber Carb for 2¼ petrol engine, about 1yr old, only 65,000 miles, complete with k&N air filter and the all-important manifold adapter block. #35 + p&p. Upgrade to PowerPlus SU makes surplus to requirements. alan@wittend.co.uk

Wanted Series 2B FC, preferably with diesel engine. I am located in N Ireland but will travel anywhere in the UK. Price dependent on vehicle offered. Pat Morgan Membership no. 581.



CLUB SHOP

Solid Brass Radiator Badge 72X72mm	£6.50
Stainless Steel Radiator Badge oval	£6.30
Embroidered Badge 90mm diameter	£2.50
Leather Badge 25mm	£1.00
Chassis print	50p
Baseball Cap with club logo	£6.00
Bottle Opener with LR picture	£1.00
Leather Coaster four colours in set	£3.50
Pen series two club in gold letters	£2.50
Brass Key fob LR Oval	£3.50
Series 2 Club Horse Brass new!!	£6.50
Clock yellow, blue, green	£7.50
T-shirt red, blue, yellow, green (m, l, xl, xxl)	£6.50
Polo shirt red, blue, yellow, green (m, L, XL, X XL)	£10.50
Sweatshirt red, blue, yellow, green (M, L, XL, XXL)	£11.50
Child's t-shirt yellow, green, 7/8 yrs, 9/11 yrs, 12/13 yrs	£5.00
Child's sweatshirts yellow, green, 7/8yrs, 9/11yrs, 12/13yrs	£8.50
All shirts available with either club logo only or club logo and Series Two picture	
Glass half pint tankard with club logo and Series Two	£5.00
Stickers all 250mm x 50mm with club logo and slogan	£1.00

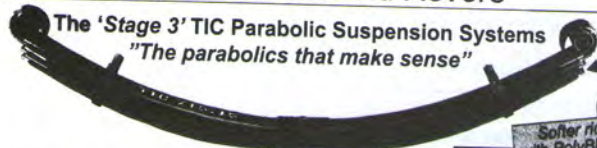
"If your hinges stand proud your one of our crowd"
 "Sorry for the delay, I'm pedalling as fast as I can"
 "Don't wash me – it's only the mud that keeps me together"
 "My other car's a series Two"

Post and packaging £2.50 for up to 3 items. Thereafter add a further 50p per item. Please send order plus cheque made payable "The Series Two Club Ltd" to club address.



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