

Winter 2003

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SERIES 2 CLUB



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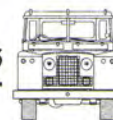
Ruggero Barberis and his Landy 'Paddy'



Winter Chores



Tony Down with 'Alice'



Series TWO Club

PO Box 41 Manchester M43 7WZ

Chairman	Brian Crelling
Vice Chairman	Andrew Turford
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Material for the magazine to:

Editor: 'Built TWO Last'
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Granborough
Bucks, MK18 3NL
Email: magazine@series2club.co.uk

Articles and photos are welcome in any format, including handwritten.
Deadline for material for the next issue is 15th February 2004.



Club Areas

AREA 1 - SCOTLAND comprises members whose postcode begins with the letters KW, ZE, PA, IV, AB, PH, DD, KY, FK, G, KA, ML, EH. Area organiser - David McRuvie - tel. 01464 831464 - e-mail: scotland@series2club.co.uk & e-mail: Davemcruvie@aol.com

AREA 2 - BORDERS comprises members whose postcode begins with the letters CA, DG, DH, NE, TD, SR. Area organiser - Barrie Garton - tel: 01434 381494 - e-mail: borders@series2club.co.uk

AREA 3 - IRELAND All members residing in Ireland. Area organiser - Stefan Krebs - tel: 00353 (0)51-895 967 - e-mail: stefan1@eircom.net

AREA 4 - NORTH WEST comprises members whose postcode begins with the letters BB, BL, FY, L, LA, M, OL, PR, WA, WN. Area organiser - Brent Buckley - tel: 0161 280 1812 - e-mail: northwest@series2club.co.uk

AREA 5 - NORTH EAST comprises members whose postcode begins with the letters BD, DL, HD, HX, HG, YO, LS, WF, HU, DN, TS. Area organiser - Mick Outhwaite - tel 01535 654907 - e-mail: northeast@series2club.co.uk

AREA 6 - NORTH WALES comprises members whose postcode begins with the letters LL, SY, CH, TF. Area organiser - Andrew Turford - tel: 01952 529324 - e-mail: northwales@series2club.co.uk

AREA 7 - PEAK DISTRICT comprises members whose postcode begins with the letters CW, SK, S, DE, ST. Area organiser - Roger Horne - tel: 01298 83328 - e-mail: peakdistrict@series2club.co.uk

AREA 8 - SOUTH WALES comprises members whose postcode begins with the letters SA, LD, CF, HR, NP. Area organiser - Robert Hancock - tel: 01685 812213 - e-mail: southwales@series2club.co.uk

AREA 9 - WEST MIDLANDS comprises members whose postcode begins with the letters WS, WV, DY, B, CV, WR. Area organiser - Paul Stevens - tel 01384 837492 - e-mail: westmidlands@series2club.co.uk

AREA 10 - EAST MIDLANDS comprises members whose postcode begins with the letters LN, NG, LE, PE. Area organiser - VACANT Contact Secretary

AREA 11 - SOUTH WEST comprises members whose postcode begins with the letters TR, PL, EX, TQ, TA. Area organiser - Jeremy & Robyn Holter - tel: 01647 440875 - e-mail: southwest@series2club.co.uk

AREA 12 - ESSEX comprises members whose postcode begins with the letters CM, CO, EN, RM, IG, SS, WC, EC, N, E. Area organiser - Dave Dutton - tel: 01702 477269 - e-mail: southeast@series2club.co.uk

AREA 13 - SEVERN VALLEY comprises members who's postcode begins with the letters BS, BA, SN, GL. Area organiser - Gordon Preston - email: jowish@hotmail.com

AREA 14 - SURREY & SUSSEX comprises members whose postcode begins with the letters BN, CR, GU, KT, RH, SM, SW. Area Organiser - Tony Down - tel: 01342 844096 - e-mail: surreyandsussex@series2club.co.uk

AREA 15 - BUCKS, HERTS & NORTHANTS comprises members whose postcode begins with the letters MK, LU, SG, NN. Area Organisers - Brian & Catriona Crelling - tel: 01296 670227 - e-mail: buckshertsnorthants@series2club.co.uk

AREA 16 - THAMES VALLEY comprises members whose postcode begins with the letters SL, OX, RG, HP, AL, WD, HA, UB, TW, W, NW. Area Organiser - Eric Leuzinger - tel: 01628 660071 - e-mail: thamesvalley@series2club.co.uk

AREA 17 - ANGLIA comprises members whose postcodes begin with the letters NR, IP, CB. Area organiser - Chris Mortimer - e-mail: anglia@series2club.co.uk

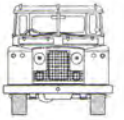
AREA 18 - GARDEN OF ENGLAND comprises members whose postcode begins with the letters BR, CT, DA, ME, SE, TN. Area Organiser - Dave Humphries - e-mail: kent@series2club.co.uk

AREA 19 - EUROPE Members in mainland Europe can contact Hilmar Knur in Germany: tel: 00 49 224 78772.

AREA 20 - UNITED STATES OF AMERICA

AREA 21 - ALL OTHER AREAS outside UK, Europe, USA.

AREA 22 - NEW FOREST/SOLENT comprises members whose postcode begins with the letters PO, SO, SP, DT, BH. Area Organiser - Brian Graham - email: newforest@series2club.co.uk



Editorial – by Catriona Crelling

Welcome to the winter issue of 'Built TWO Last'.

WELL I HOPE YOU ENJOYED THE LAST ISSUE, was it worth the wait? Do let me have your feedback. I write this with the chaos that is Christmas drawing nearer and Brian trying to convince me that what I really want for Christmas is a handy rechargeable light for the cowshed, a clutch master cylinder for the Series 2 and a new grille for the front of the Range Rover – what a lucky girl I am!

My plan to get this issue to the printers ASAP has probably meant that some of you have not had chance to get your material to me in time – but rest assured it will appear in a future issue! As ever I would like you to send me plenty of photos – I would like to make the 'getting dirty' page a regular feature – I need your help!

As promised this issue contains accounts of the club's many activities over the summer months, along with some of our plans for next year. I've included lots of photos from the LRO show, where I believe we had the best display of Series 2s ever seen at a national event – something we should feel justifiably proud of. The back cover shows our impressive line up in the arena at Peterborough.

The front cover shows a bizarre beast photographed by Norwegian Series 2 Club member Ketil Oftedahl on his sojourn around Scotland in his newly purchased 2A Station Wagon (Mark Rumsey sold it to

him to make way for another!). The picture shows a Forest Rover belonging to LixToll garage – it was featured in the Land Rovers Across Britain video I believe. Ketil's account of his travels in the UK and his cover shot win him this issue's hamper – we can always give it to him on his next trip over. Merry Christmas Ketil! As usual this will be filled with useful bits and pieces courtesy of Paddocks and some Club goodies to top it off.

It's great to hear from David McRuvie again, please take note of the change in his contact details – it would appear we've been printing the wrong number – sorry David, but don't blame me if you're now inundated with calls from Scottish members! I would still like to hear more from our Northern members. Hopefully the efforts being made to revamp the North East area will help with this, but what about you members in the North West and Borders? I know you go to plenty of events, what about some photos and stories for the rest of us to read?

I hope you all have a wonderful Christmas and New Year – just don't forget to take lots of photos of your Land Rovers with your new digital cameras. Keep notes of all the work you do on your 2 over the winter months – I expect updates for the spring issue next year. I can barely contain my anticipation!

A 'BIG THANK YOU' to all of you who have contributed to this issue of 'Built TWO Last'.

Cat.



From the Chairman...



IT'S BEEN A PAINFUL FEW MONTHS FOR ME, or should I say my wallet! The Range Rover had to have its cylinder head done and it wasn't cheap as you can imagine, but having now reached the point of no return on it, we may as well fork out and get the thing as good as possible.

"Will" has had his Solex carburettor reconditioned and what a difference it's made. I took the part in to a place in Leighton Buzzard called Carburettor Exchange funnily enough! It cost £80 and looks like new. Yes, I could have got a Zenith for less, but I'd have to add on the cost (and hassle) of making the conversion. You may think I'm mad but I'll stick with the Solex thank you and score a point for originality – it's all Will has! I had an audience as I refitted the Solex: a steaming herd of young heifers watched me with interest, no doubt wondering what on earth

I was doing there. Once fitted all I needed to do was a bit of fine-tuning.

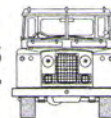
October saw Catriona and I joining Mark and Ian Rumsey at their workshop for an "open day". Many of the Thames Valley regulars were there as well as Simon from Difflock and Ketil Oftedahl who had made the journey from Norway in his 2B, complete with an unusual exhaust set up... what a beautiful sound it made!



It's certainly been an eventful year for the club and I'd like to thank all committee members for their hard work. I hope the new area organisers get the support from members they deserve. Even if you can't make it to pub meets, it's worth contacting your area organiser just so they can get an idea what members want to do. If you have anything you would like to discuss with me please get in touch.

Enjoy Christmas and happy Land Roving to you all! See you next year.

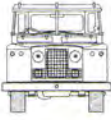
Brian



PUB MEETS

Area	Date	Venue
Bucks, Herts and Northants	Third Wednesday each month 8pm	Alternating between: The Navigation, Stoke Bruerne, Northants (odd months, Jan, Mar, etc.) The Rose & Crown, Ridgmont, Beds (even months, Feb, Apr, etc.)
Thames Valley	Second Wednesday each month 8pm	The Greyhound, Eton Wick, nr Windsor.
Shropshire and North Wales	Second Saturday each month Contact Andrew Turford for details 01952 529324	Various locations: contact area rep for details.
Peak District	First Saturday each month 8pm. Phone to confirm Chris 01298 25151.	The New Norfolk, A57 just West of Sheffield.
South East	E-mail southeast@series2club.co.uk for details.	
Anglia	Contact anglia@series2club.co.uk for info.	The Red Lion, Stetham, nr. Ely on the A10.
North West	Contact Area organiser by phone or e-mail to find out where we are. Pub meets only in off-peak show season.	Could be in your AREA?
Surrey and Sussex	Third Wednesday at 9pm. surreyandsussex@series2club.co.uk	The Plough PH, Smallfield.
Borders	Last Sunday each month (lunchtime) phone Barrie Garton 01434 381494 before travelling.	Carts Bog Inn, Langley upon Tyne, Northumberland.
Garden of England	First Sunday each month 1pm. kent@series2club.co.uk	The Ten Bells, Upper St., Leeds, nr. Maidstone.
Severn Valley	Second Friday of the month 7.30pm onwards. Contact Gordon Preston 01452 859773 or e-mail jowish@hotmail.com	Weston Cross Inn, Weston under Penyard, Nr. Ross-on-Wye.
West Midlands	Second Tuesday of the month at 7:30 pm	The Old Wagon and Horses at Ismere

Don't forget, Members are welcome at any Pub Meet, not just the one for their area.



From the Secretary

NOW THAT I'VE CHANGED JOBS AGAIN I have most weekends off and have consequently found some time to devote to the Station Wagon. When I eventually got round to making a start it was soon discovered that it was just like every other restoration: suffering from infinitely more wrong with it than was first apparent.

The front nearside wing was removed and found to be in as new condition, apart from electrolysis around the mudguard fixings. The holes were enlarged and the mudguard just fell off it - a very simple repair that would be invisible. However, the pile of rust under the bulkhead was increasing with every movement I made. The A- post was disintegrating before my very eyes. The floor plate came out after a couple of taps with the hammer and a piece of outrigger fell off.

Next to come off was the swivel housing which was full of rusty water, the brake drum had a piece missing and gave a dull thud when tapped. Both wheel cylinders were seized solid and the brake pipes were pitted and badly corroded. The road springs were swollen and seized and there was a 2"x1" hole in the dumb iron.

This was just one corner of the old girl, I remember thinking how much worse could it possibly get.

The sale of my SWB funded a trip to Paddocks for the parts required - I even got £3.00 change from the proceeds. Several weekends later, having shed blood, sweat and tears and a serious amount of bad language, it's now beginning to take shape.

I'm the first to admit that my welding is definitely not a thing of beauty, however working for a coach company I was most fortunate to recruit Gary our body man, or rather his welding skills. I'd previously blamed the Mig Welder for the poor quality welding I had produced...funny it worked perfectly for Gary.

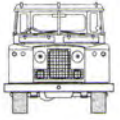
Surprisingly the radiator panel was intact and almost perfect apart from surface rust, this along with the battery tray is away

being shot blasted, then final assembly can take place. Really I want to get the front finished before I start on the rear springs. This seems to be the best time in the restoration - seeing the result of all that toil.

One of the most enjoyable repairs I made was the swivel housings. Paddocks sell a kit including most of the parts to overhaul a complete swivel, even down to all the lock tabs and gaskets. I think the only extras I needed were some extra shims and a hub seal. I bought the shims just to make selection a little easier. The resulting overhauled swivel not only looked good but also gave a lot of enjoyment in the process. One thing I did discover is that the bearing that fits in the rear of the new swivel is matched to the collar on the half shaft ie. If a second hand front half shaft is used, it is essential to include the bearing with it. Another point is that while the front and rear stub axles may look the same they are not, the front one has a bronze bush on the inside adjacent to the mounting flange. I can't really see why the bush is there as the half shaft is secured on either side of it. I understand that on later stub axles the bush was not fitted, I can't however get a definitive answer, does anyone know why the bush was fitted to the early ones? Perhaps it was protection in case the half shaft UJ collapsed.

MOT is planned for early January, or is that just wishful thinking?

Anyway back to club work: With the much increased use of e-mails within the club that age old problem the ComputerVirus has reared its ugly head yet again. Along with my own e-mails I receive approx 50 per week from club members or in connection with the club. It's probably inevitable that some would include viruses. When the last one struck (in spite of using virus protection on e-mails both in and out and regularly downloading the latest patches) it devastated my PC for nearly three weeks. In the end I was forced to format the hard drive and start again. Fortunately I regularly backup all important data.



The end result? Any e-mail that has an attachment that I've any doubt about whatsoever is deleted. I also receive about two or three e-mails a week that are picked on by my virus protection software as including a virus - these are also deleted.

The use of a broadband service has improved my whole e-mail system immeasurably and would probably have prevented the last problem I had with the club e-mails. One of our members sent me some pictures attached to an e-mail, this is done nearly every day but these were high resolution and all eight of them were 32 meg each in size. As I was using a 56k modem at the time that would only work about 32k on a good day I could not download them because after about an hour the ISP disconnected, this prevented me from seeing any e-mails that were dated after the one with the pictures. After two weeks or so I found out how to sort the thing out but not before the club e-mail system had been crippled for over two weeks.

These problems suggest some guidelines for the future that would really help.

1. Always use an up to date and effective anti

virus programme that protects e-mails both in and out of your system and **REGULARLY UPDATE IT.** This will not stop everything but will drastically reduce the risk

2. When sending e-mails particularly with attachments, always enter something in the subject box.
3. If you need to include an attachment, try sending an e-mail first stating that the attachment is to follow.
4. When sending pictures, check with the recipient about the file size before sending them, certainly if they're bigger than about 1 meg each - just a quick e-mail beforehand would help.
5. Most important: **Run an anti virus programme on your PC now.**

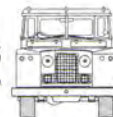
I sincerely thank all members for your continued support throughout the year and wish you all a Merry Christmas and a very Happy New Year.

As always feel free to contact me at any reasonable time.

Steve



*David Snape's 109" 2L Diesel Series 2
Winner of best Original and Editor's Choice at LRO in September*



A Change of Heart – One Year On

LAST YEAR I WROTE about the engine and gearbox rebuild by LEGS of Owestry, who also fitted a high ratio transfer box and full clutch assembly to my 1965 2A SWB. Having used the vehicle over the last year here are my observations.

On collection from LEGS, I drove home a distance of 200 miles. The Landy ran well and managed a comfortable 50mph all the way home, stopping a few times to check that things were OK and give the driver a rest! As the engine and transmission bedded in, the only adjustment required was to the idle speed. At 1000 miles it was running well and the gear change was much easier. Mpg was in the mid twenties and cruising at motorway speeds was possible. The oils were renewed in May – the vehicle being oil tight! It had not required topping up in over nine months. The changed oil was fairly clear, with only the slightest trace of swarf present, much less than I expected from the rebuilt engine and transmission.

Problems? None other than the need to adjust the idle speed as things settled in. However, I did suffer a clutch master cylinder failure at Xmas, it was old and worn and was replaced. The new clutch assembly had proved too much and with hindsight it would have been prudent to replace or at least check the clutch hydraulics when the work was done last September.

Following a busy summer, I'm pleased to report that the engine is much smoother and then gearbox much crisper. The mpg has remained in the mid twenties and cruising at motorway speeds and on A and B roads is a joy – you can even hear the radio. The high ration transfer box is a success especially for town driving. In third, one has to change up or down rarely, 25mph being in the middle of the gear range.

Performance however was a little lack lustre in top under load or on a long incline – it appeared to be a fuel related problem. After discussing with Tony Down our area organiser and guru on all things Series 2 we reached the view that it was a lack of sufficient fuel – a consequence of having a Weber carburettor fitted? (The Weber 34 ICH carb being designed for use in Land Rovers mainly with economy and low emissions as a priority). I obtained a “new” take off, Zenith 36 1V carburettor from Paddock Motors. Once fitted, adjusted and with the linkages sorted out, this has provided the necessary OOMPH required at the top end. I've not done enough mileage to comment on the revised mpg, but it appear to be close to the Weber and the performance is much improved. I do relatively little mileage so the extra costs should not be too great. The Weber, particularly with K&N filter is an easily set up, economical, low emission carb, but the Zenith appears better suited to the 3 bearing Land Rover engine, especially with a high ratio transfer box fitted.

The engine/gearbox has been 100% reliable, starts easily and is running well. All I could ask for. A year on I'm more than pleased with the work carried out by LEGS and am confident in recommending them. Just don't forget to check out the clutch hydraulics etc when you do.

P. Quinn

Surrey & Sussex 00688



Black Pigs

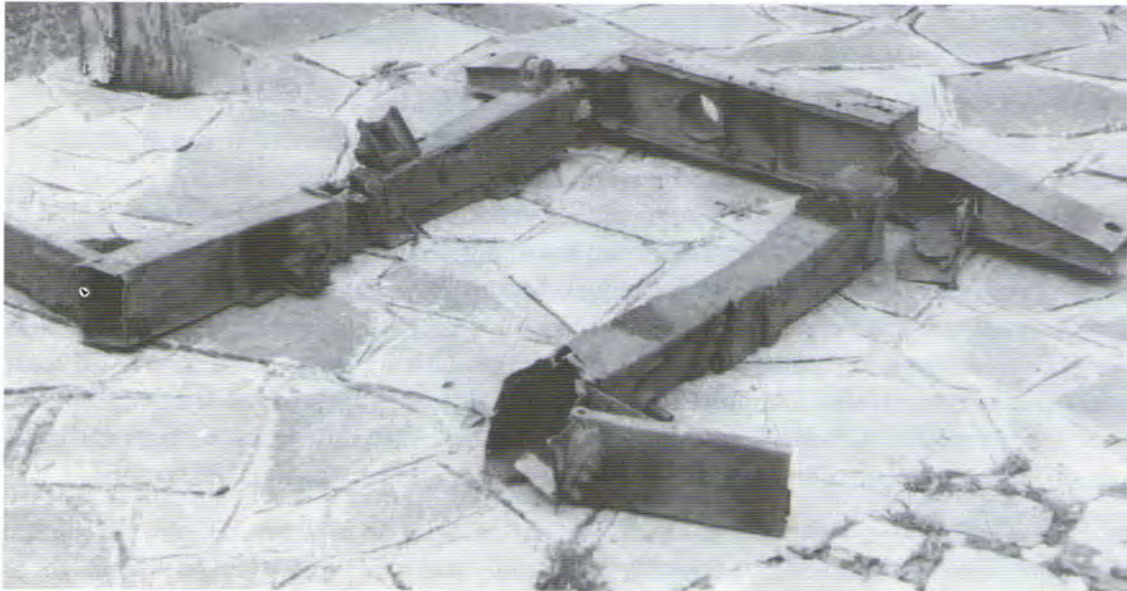
I WAS ABOUT 13 when my father bought his first Land Rover, 559 FOG (foggy) a Series 2 (I think!), it was about 20 years old and in very good condition - from that day we were both hooked. I bought my first Land Rover at the age of 17, a 1962 Series 2a, 78 GXE, known as 'Black Pig'.

I bought 'Black Pig' from a farmer in Belbroughton where it had been standing in a field for about 3 years, I paid £300 for it and it looked in good condition considering!

We had to drive about 6 miles home and we must have broken down 5 or 6 times. Still, I wasn't disheartened as I now had my own Land Rover.

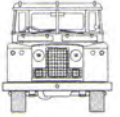
I got insured, put L-plates on black pig and at every opportunity pestered my dad to take me out to drive in it. After growing in confidence we decided to take it off road - what a thrill! It was the middle of winter, my dad's friend owned a farm and he let us loose over his tracks and fields, for hours we drove up and down, fording water up to the doors and through mud as deep, what fun.

The next day, I looked out of the kitchen window and my Land Rover was listing to the right, I went outside to have a look: the rear leaf spring had collapsed through the chassis. We cleaned the underside of the pig and inspected the rest of the chassis; it was terminal! A new skeleton was in order.



As I'd failed my driving test (couldn't get used to driving inferior cars!) and was posted to Gibraltar for 18 months, it was decided to part rebuild the old girl.

After 22 months, a new chassis, smart black paint job (hence 'Black Pig'), many new parts, lots of man hours, bloody knuckles, sweat, tears and electric shocks (through stupidity!) it was finished, a vision of perseverance and total loveliness, what a sight! All I had to do now is pass my test!



During my time away I met another vision of loveliness, my future wife. In a short time wedding plans were in progress and we were falling short of money to meet our target for the once in a lifetime dream wedding. We discussed sources of income and no doubt you can guess where the rest was coming from - *the 'Black Pig'*. We were swamped with phone calls and within a few days she was gone! Forever. A few days after she was taken away, I passed my driving test; I never did get to drive her after the rebuild. The last I heard the registration was sold.

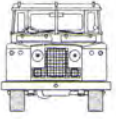


Matt's beloved 'Black Pig'

Fourteen years later I'm still very happily married - Amanda was well worth the sacrifice. I've just bought another Land Rover, a 1959 Series 2, reg XFO 197. It took so long to get another as I'm in the Royal Navy and I never get time. Ironically, I bought this one from a farmer, it had been standing in a field for sometime and it is black, it cost a bit more at £375 but at least the chassis is sound this time. The bulkhead is not so good and over the years it has been neglected, just flushing through the radiator system was a feat, water was not circulating at all and no thermostat was fitted, the muck that came out of the cab heater was unbelievable. I could go on forever making a list but surely this is the fun of owning a Series Land Rover.

It is now going through a rebuild that will take a while yet. The best thing is that my wife is now a convert and quite looking forward to driving '*Black Pig 2*' as much as me. Hopefully we shall be attending some rallies next year and look forward to meeting members from the club, let's hope '*Black Pig 2*' is ready on time!

Matt Busby
Member 1301



News from South Wales

I LAST WROTE ABOUT FRANKY in the spring issue of Built Two Last. I've been to quite a few of the shows including LRW and LRO where I met lots of new faces, but really look forward to going in my own Series 2. Next year I will be looking at attending some smaller local events as well, so let me know if there's any steam or local agricultural shows you'd like to go to.

Franky, our Series 2 has started the next stage of its journey back to being a roadworthy vehicle. Our project engineer, Andy Belfield of Belfield 4x4 Engineering and myself decided that the best way forward with Franky was to give her a complete check to see what she was really like under the layers of underseal etc. Aly and I had bought Franky on face value only from pictures and such. The advertisement had said that the chassis and bulkhead were in very good condition.

WRONG! On closer examination (sounds like a doctor!) the rear half of the chassis was full of rust and the bulkhead had more filler, newspaper and chicken wire than B&Q. The doors and door tops had completely had it. The door pillars just fell apart. Franky was in a very poor state. At this point I just didn't know what to do, I even thought about selling what I could and giving up on my dream to own and drive a Series 2. Andy in his laid back way, with tea in hand just said, "I think this is going to take a little longer than we thought". And so Franky is going to have a new lease of life.

Andy has chopped out the rust and taken the chassis and bulkhead back to good metal. New metalwork is being welded on and a coat of red oxide applied, a good deal of wax oil is being pumped into unseen places (*that sounds painful – Ed.*). We've bought new glazed door tops and



are looking to replace the door bottoms. The good news is that the project is now well underway. We have a long way to go, but with the help of friends we will win. Hopefully Franky will be at the shows by next year. We'll still keep a log and report how the project is coming along.

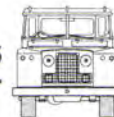
Modifications to be sorted:

Hand controls to be fitted – brake and throttle plus easy to hand sundries eg indicators, horn, light, dipswitch etc. A lot of thought has to go into this as I really want the braking and throttle controls to be fully mechanical as far as possible. Help has been offered in working this out from club friends.

Steering – very light power steering using early Vauxhall Carlton unit and steering box with the column from a Ford, Plus 15" steering wheel (Andy has this finished).

Brakes – LWB dual line braking with very large servo. (Maybe disc brakes, on the front someday)

Suspension – The best whole parabolic suspension package from Rocky Mountain consisting of the shock absorbers, plus 2-leaf front and 3-leaf rear springs have been fitted with new (poly) chassis bushes.



Seating – the bulkhead behind the seats is going to be cut down and strengthened; also the seat box is being altered. I hope to get a pair of well-supported and comfortable seats, fitted on runners. That way when I'm seated in the landie the seat can be moved back to bring my wheelchair beside me, then moved into the driving position.

Seat Belts – a full roll cage is being built and fitted on Franky. So secure seat belt anchor points will not be hard to sort out. Andy has insisted on the roll cage point.

Electrics – to be rewired throughout (for safety sake!)

Lift or Ramp – to be fitted in the rear of Franky for my electric wheelchair.

A big thanks to all in the Series 2 Club who have offered help, support and encouragement with the project – true friends.

If you're in my area and would like a chat just give me a ring (see area info page for details), although we don't have a pub meet organised you're always welcome to pop round for some Land Rover chat.

Both Aly and I would like to wish all friends and families of the Series 2 Club a very Merry Christmas and a Happy New Year.

Rob Hancock,
South Wales area organiser.

Does anyone else have
an unusual conversion
or rebuild story?

Why not send it in?

The club's new members

- 1430 Mr M Pegrum,
Wales
- 1431 Mr A Gaskins,
Gloucestershire
- 1432 Mr M Porfiri,
Bedfordshire
- 1433 Mr A Lawson,
Northumberland
- 1434 Mr A Vaughan,
Norfolk
- 1435 Mr P Conor,
East Sussex
- 1436 Mr R Taylor,
Avon
- 1437 Mr J Booth,
Northants
- 1438 Mr & Mrs Westbrook,
Lincolnshire
- 1439 Mr A Petfield,
East Sussex
- 1440 Mr & Mrs Byde,
Essex
- 1441 Mr & Mrs Laker,
Bedfordshire
- 1442 Viktoria Meissner,
Germany
- 1443 Mr N Good,
Dorset
- 1444 Mr A Wright,
Devon
- 1445 Mr S Snowling,
Suffolk
- 1446 Mr P Cupit,
Cambridgeshire
- 1447 Mr B Beasley,
Derbyshire
- 1448 Mr C Weston,
Avon



Out and about in a Series Two 2003 (Surrey & Sussex)

ONLY A SMALL PROPORTION of the area membership joined in the activities this year, but this did not diminish the enjoyment of those who got out and about.

The season began in May, with the Crawley classic car show and the Cuckoo Fair at Laughton, each attended by a few members. These were followed by Tinkers Park and the Bromley Pageant of Motoring, the biggest one-day show in the U.K. where a small number of Series Two's were present amongst all the mundane and exotic motors of earlier years. Vallance-by-Ways show led up to the Ardingly show, which is usually the high point of the summer show season. The weather was excellent, we had a good display area, the beer flowed freely and Alice arrived behind Tony's SWB, a feat of towing and a challenge to the best of drivers. Alice is no lightweight but looked good with a fresh coat of paint and most work done, she even joined in the parade under her own power and was admired by all who saw her – its difficult to ignore her in all her grandeur (see inside of front cover).

August followed with The Lingfield and The Lavender Line shows. The Lavender Line is Sussex's secret railway – find out more about it! A small local show with the addition of train rides on a number of restored steam locomotives and full English breakfast for those too lazy to get up and cook their own, beer tent, fair and all the usual attractions. As the summer got hotter the need for hydration was addressed in the usual manner – it's a pity you can't buy one and get one free in the beer tents. At The Northchapel Steam Rally David and Jonathan Cole joined us in their gamekeeper's series two and their very tidy series one. Rudgewick – another favourite long weekend saw August out.

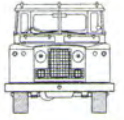
September and the Laughton summer show saw Alice's first outing with her new MOT, fitted kitchen etc (will it be finished by spring?). This was another wonderful weekend; the small off road area was enjoyed by some as well as all the main attractions, entertainment in the beer tent and fireworks on Saturday night. Two small shows finished off the show season: Kingsfold and Southern Historic, where a rare ex British Aerospace 2A Forward Control Fire Tender owned by Mike Reid joined the gang and added something a little different.

Our final outing was the London to Brighton – thanks to the SL&SLRC for organising what has become a highpoint on which to end the season. The Thames Valley Posse and club shop joined us. Kirsty, one of our younger members had her first drive from Crystal Palace to Brighton and got home safely, she was probably the youngest member to compete the run.

So, the Surrey & Sussex area had a busy and varied summer, 14 outings and all within our own patch. Even the weather was exceptional – we had to shelter from the sun, how often does that happen? Pub meets continue and planning for next year has started – let Tony know if there's something you want including.

P. Quinn
Surrey & Sussex

P.S. Tony is considering holding a small (local area) **Landrover Gymkhana**, in conjunction with local "Series 1 Boys" (and Girls), sometime next year. If you want to know more get in touch.



Events Calendar

2004

April 3rd	Old Sodbury SortOut, Newbury Showground, Berks	01454 323109 www.oldsodburysortout.co.uk	£4 for buyers £10 for sellers
May 15th - 16th	LRO Spring Adventure Driffield, East Yorkshire	Mick Outhwaite 01535 654907 shows@series2club.co.uk	Passes available for display vehicles.
June 19th - 20th	LRW Show at Eastnor Castle, Hertfordshire	Mick Outhwaite 01535 654907 shows@series2club.co.uk	Passes available for display vehicles.
July 16th - 18th	Land Rover Enthusiast Show at Billing, Northants	Mick Outhwaite 01535 654907 shows@series2club.co.uk	See LRe mag for details
Aug 20th - 23rd	Series 2 Club, International Rally, Sibbertoft, Leicestershire	Mick Outhwaite 01535 654907 shows@series2club.co.uk	£35 family camping pass plus off-roading
Sept 4th - 5th	LROi Show Peterborough, Cambridgeshire	Mick Outhwaite 01535 654907 shows@series2club.co.uk	Passes available for display vehicles.



'ALF', Northchapel 2003



Greetings from Sunny Italy

YES WE ARE HERE and we read the magazine, so I thought I would send an early Christmas card to you all.

Having moved here from the liquid sun of the Yorkshire Dales it has been a shock to find that it rains here. This week it rained sand from the Sahara so at least it was warm but we still couldn't see across the valley! (My heart bleeds -ed.). Having read Mick's page I'm glad I didn't get to Billing, but I hope to drive my Dormobile across to the 2004 rally in Leics. and see the family there as well.

Nice to see that Jon is still trying to be a film star, give up Jon, the Land Rover is much prettier! Having lived on the set of All Creatures Grunt and Smell for 8 years it is a problem when the experts forget that we have a living to make and that we don't want to sit quietly in a traffic line for 20mins because the lighting isn't quite right.

Considering how few Dormobiles there are, it was a surprise to see so many photos of them in the last mag. Perhaps I should send one of mine, but maybe not - I haven't cleaned it for 2 years... oh OK I haven't ever cleaned it, but in Yorkshire the rain did that for me.

So how about a run down to Italy? I first did it in the 2A twelve years ago and yes it is a long way, but the Italian Club loves to see us and organise rallies for all types with the most fantastic food and wine every evening. The great joy of being here is cheap local restaurants serving only fresh local food. The wine is not the cheapest at 6 Euros for 5 litres (*what?!! - Ed*), but we try to keep the level of the wine lake down. We can even drink Menabrea Italian beer in pint glasses and it is as good as John Smiths (I can say that as I'm not a Yorkshireman so I can't be thrown out). We also do B&B if you want to fly cheap Ryanair here and can find apartments to let all year (but August is manic when all the Romans come on holiday).

If anyone gets into problems we can fix them as well, as I was a Land Rover bodger for 18 years and still have the big hammers. Good luck to you all and have some great days driving this winter. Hope to see some of you in 2004 or earlier if you are brave (and daft) enough to explore Europe before then.

Dick Hill

(0022)

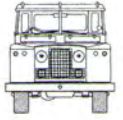
An appeal for information...

Old Blue is a 1961 2a chassis no: 26100043a, I'd be interested to find out whether there are many older surviving LWB 2a station wagons. Unfortunately almost every panel was damaged when I got him and the interior just didn't exist, he also had a 1984 2.25 '90' engine and a knackered (sorry tired) gearbox, so I've fitted an acoustic mat set, fiberglass head lining and a Series 3 box. He gets used every day and has only let me down once so far - that was only the starter cable shorting out on the back of the engine because it wasn't secured. Do any readers have any information about his past? I would be very grateful.

Yours Austen

(mem. 1153)

Please send any info to the Editor, Old Blue is featured on page 45.



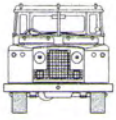
LRO Show East of England Showground Peterborough

WE NEVER LEARN. We said in 2002 that we'd never do it again. At the end of that weekend we packed up with the intention of never returning again!! Guess what, 12 months later we were back again, this time putting together a stand some 10 times bigger than the previous year; in fact it was the biggest stand in the show.

This year was the 45th birthday of the Series 2 and we wanted to do something a bit special. We decided to try and get 45 2's onto the stand, including one from each year of production. Planning started back in November last year, work in earnest started in March and somewhere in between then and September, a stand evolved comprising of 45 (ish) vehicles from all over the country, along with a centre scene and a three marquee club shop/information office. The organisers of the show played up as expected, I pity Mick and his thankless task for talking to these people, but in the end we got there and what a mighty fine weekend we'd all had at the end of it.



The central scene – a Scout camp



The weather was good (apart from one shower that was timed to perfection just as we were parading around the ring on Saturday), the visitors liked the stand, the club gained its 1000th member on Sunday and everyone enjoyed a good old club BBQ on Saturday



Vehicles begin their parade into the arena





evening. I think for myself and Ben, it really only hit home to us that we'd achieved what we'd set out to do some 10 months previous when we all filled into the show ring on Sunday to do our club parade, what a sight.

There were vehicles everywhere, two compete ellipses off 2's going in opposite direction to each other and then they all parked up in a line in the middle stretching from once side of the ring to the other, terrific. That's the point where we felt at ease with the weekend, the rest was a bit of a blur, but I do remember everyone going home with a smile on their face after spending an enjoyable weekend in the company of so many friends. And as for next years show... forget it, never again, we mean it!

Chris Mortimer

A member writes...

What Chris's story shows is that organising one of these national events can be a royal pain in the backside! I know from my limited experience of Billings past (and we never tried anything as ambitious as the Anglian area have for the last two years). I applaud their tenacity and hope that we can persuade them (with the offer of help from other areas) not to give up on these big shows. Chris, Ben et al are far too modest to say this, but I know that many people (not just club members) have said this was the best club stand/ arena display they had ever seen.

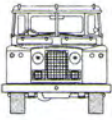
Yes there were last minute hiccups with tickets/passes, but they dealt with it and it seems that most of us ended up with what we should one way or another thanks to Ben and his marshals! The camping was great, there was plenty of space and Ben's wife Julie had catered for all those in need of a good feed!

The club BBQ was a classic Series 2 Club get together on a grand scale topped of with Chairman Brian cutting the "Series 2 birthday cake" Julie Stock had so generously made for us all.

We thoroughly enjoyed ourselves at this show: there was quite a variety of displays and trade stands and since it was spread over a very big area it didn't seem quite as claustrophobic as Billing sometimes can. I have to say that the toilet facilities were a hell of a lot better as well!! There were some fantastic Series 2s on our stand, some pristine, others a little tattered round the edges, but all much loved and full of character (see inside of back cover for some examples). Chris went round with his camera and photographed



Chairman cuts the cake.



each vehicle for the LRO hall of fame he created on the website (there were also some frightening photos he'd taken during the club BBQ, I wouldn't advise viewing these on your own!!). The parades into the arena were a highlight of the weekend and certainly our opportunity to wow the visitors to the show. Dave Dutton, the club's Registration Officer was able to use his knowledge of the Marque and his "gift of the gab" to keep the guy with the mike busy while we flowed into the arena en masse, circling them. Not many of us are



Dave Dutton, commentator.

confident talking in front of a large audience and it's fortunate we had Dave to make such a good job of it!

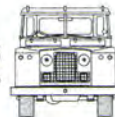
As with many of these shows, we had set off harassed after a busy week at work, feeling that really we would rather have stayed at home with our feet up, but we packed up the stand and our camping gear with regret, wanting to stay for another day or two! So THANK YOU

Chris, Ben and the Anglian group, thank you Mick for negotiating the free passes and to all those that stayed at home with their feet up – you missed a great weekend! Maybe we'll see you next year.

Catriona Crelling



Ben and friends pack up the display.



Series 2 Club International Rally 2004

20th – 23rd August, Nr Leicester

IN THE LAST COPY of 'Built Two Last' we promised to have the application form for the Club Rally included in the winter issue. However, the Christmas rush meant that the copy date for this issue fell before the Committee meeting on the 22nd November at Gaydon, where we aim to finalise the details of the event. Please get the date of the National in the 2004 diaries Santa has just brought you - the application form will be in the spring edition of Build Two Last.

There's been a very good response to this event and I've received several offers from members willing to organise activities during the weekend. If you can help, please do let me know, as we want to share out the workload and make this a very enjoyable weekend for all. If you require any further information, please do not hesitate to contact me.

Merry Xmas and a very happy New Year to all.

Mick Outhwaite

Shows and Events Officer
shows@series2club.co.uk
Tel/Fax 01535 654907

Northeast Natter

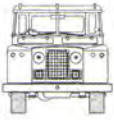
I'M GLAD TO SAY that my last article has had a result. I've been contacted by 4 members who want to get more involved. We decided the best way forward is to have a chat, over a pint, early in the new year. We'll be deciding on a date soon and I'll send out a newsletter to all of you in this area, with details of where and when. The area is large, so we'll try and pick a central venue, with good road access. I'll also include a list of shows in our area that the club will have a presence at in 2004.

By the time you read this, I should have WWD (1970 2a 88") back on the road, after repairing the damage from my little crash. The main damage was to the bodywork, with only the bulkhead, NS door and bonnet surviving. The chassis was bent both ends, needing repairs to the rear Crossmember and OS front dumb iron. I've decided to keep WWD as a ragtop all year round from now on. My 1963 2a FC has been on hold for 7 months, but I've used my time wisely finding all the parts I need. I'm now an expert at looking on Ebay and the forums, searching for that elusive part. I've got parts stored all over the country. I hope to come around soon and would like to thank you all for your patience.

I moved in with my partner after the crash and all my Landy bits came with me. Add the parts I've been buying and all the horror stories Louise has heard about Land Rover parts in the kitchen, etc, have come true. While she's at work (I work from home) I've managed to hide all the small parts around the house. Fortunately, Louise has a sense of humour and is looking forward to our adventures when the FC is built.

It'll get my full attention after xmas!

Mick Outhwaite
North East Area Organiser



Tales from the Riverbank



LAST TIME I WROTE THIS COLUMN I spent some time complaining what a long miserable winter we'd had. Young Mr. Elson from LRM commented in his column that it was my own fault, because I lived 'darn sarf' as he put it. Well keeping with the weather motif; since I complained about the rain, we haven't had any, not a drop, for months. It's been bone dry. No doubt Frank will say that's my fault too. Just watch it snow as soon as this goes to print. I hope so. It's been some years since we had a significant snowfall. It's about time we had some. The December picture in the Series 2 Club calendar of Roger Horne's 2a in a Derbyshire snow storm has had me thinking Grizzly Adams type thoughts and whetted my appetite for the forthcoming freeze.

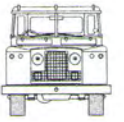
Last time I told you that I'd bought my old landy, AJH 973A, back. Not the most original Land-Rover in the world, but we have been through a lot

together over the years. She'd had some fairly extensive work done whilst she was briefly owned by another and has been looking fine. I was very proud to show her this summer, especially at the LRO Show in September. I thought she looked really good in her new "not quite Bronze Green" paint. Like buses, it seems, Series 2s come along in groups. At Billing I was offered, for no charge, a 1965 2a that was part disassembled for restoration. The owner, an e-mail buddy from UK-LRO forum was giving it up to allow time for a new business venture. So there I was, having not had a Series 2 for two years, now owning 2 Series 2s, a 90 and a sensible Saab for taking me and the "monkey-boy" to school everyday. 'Er indoors was complaining bitterly and my parents were exercising their rights over their driveway again. Something had to go. Yep the 90, it's gone. I just suddenly felt that it was boring. Having driven so many Solihull products over the years I'd suddenly come to the conclusion that I was bored in the coiler. Very bouncy, yes; working heater, yes; radio cassette, yes; A bar, light guards, the Full Monty, yes; but just boring. My 2 may be smelly, cold, bumpy, occasionally unreliable, bit smoky, but she ain't boring. So it went. Sadly for little more money than a good condition Series 2. So much for progress. Unfortunately SWMBO has allocated the money raised for domestic uses so it's not for LR purposes. Spoilsport!



Our pub meets continue on a monthly basis. You will catch us on the second Wednesday of the month at The Greyhound, Eton Wick. If you haven't been, please do come along if you live nearby. We're an approachable bunch. Much of our activity though has centred at the many shows, throughout the country. As an area we have had an official presence this summer at Gaydon, Beaulieu, Billing, The ARC National (sorry I couldn't make it guys), Peterborough, Dursley, Knowl Hill and most recently at the London to Brighton Run alongside Surrey and Sussex Area. We even had a club stand (of sorts) at the Old Sodbury Sortout. Thanks must go to my stalwarts in the area, Mark, Ian, Richard, Mick and Pauline, who seem to have been at most events, along with their mixed bunch of vehicles. It's great to be able to rely on a solid group but it's also really good to see new faces. If anyone fancies getting more involved next year, get in touch. The Club relies on its membership for new blood and ideas. So if you have any ideas for us to have a go at, do let us know.

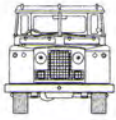
Eric Leuzinger.



Thames Valley & Severn Valley Stand at Sodbury - Oct 2003



Open Day at Mark and Ian Rumsey's workshop



Questions & Answers

Mark Rumsey has kindly offered to help us with a questions and answers page. If you have a question you would like to see answered in the magazine please send it to the magazine address (see editorial) or e-mail mark direct on technical@series2club.co.uk

Please mark all questions '**Built Two Last Q&A**'. All correspondence will be replied to as quickly as possible to ensure you don't need to wait until the next issue of the magazine for your answer.

WELL, THE SHOWS ARE OVER and the work on the Land Rovers begins in earnest. There's nothing better than winding down in the evening after a hard day lying under a Series 2 with a big hammer and a grease gun. But this does mean we all tend to hit those little technical snags, and a few very big ones, that leave us all scratching our heads (normally with a large screwdriver!). That's where I come in. If you have a problem, send it to me and I'll do my best to answer it. And don't worry; if you manage to stump me, I have a few people tucked away in various corners of the country who I turn to for help (thanks again crashbox).

This time it's the usual mixed bag of problems, all of which I've received by email. I'm not complaining, but it would be nice to see the odd letter come in. Remember, I will endeavour to reply directly to you as quickly as possible, so you don't have to wait for the next issue of 'Built Two Last' with your Land Rover in pieces on the living room carpet before you will see a reply.

Q I own a Series 2a diesel 1961 ex MOD swb. Recently I changed the old wire loop glow plugs for some updated rod type ones. In the leaflet that came with them it said to leave the ballast resistor in the loop, but now it takes 30 seconds before they start to glow. I noticed that the old plugs had 1.7v on them but the new ones had 12v stamped on them. Has anyone else used these and if so did you remove the ballast resistor or not? Any help would be appreciated. Thanking you in advance.

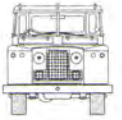
Martin (via Email)

A The instructions are not quite correct. The ballast must be bypassed for the plugs to work correctly, and the warning light wiring modified. Connect the supply and glow plug wires along with one of the warning light wires together using one of the terminals on the ballast resistor. Leave the other terminal of the ballast unconnected. Now earth the other warning light wire. The easiest way to do this is use one of the screws that hold the ballast in place. This will apply the full battery voltage to the plugs and will also work the warning light. Just note that the light will now glow brightly all the while the plugs are operating.

We've got these on one of ours, and to be honest cannot find any benefit whatsoever in terms of starting. The plugs need 15 seconds and even then it does not fire up cleanly. Holding the plugs on longer has little effect - I think the smoke is just part of this engine's makeup. The old wire type plugs were no different, and still required 15 seconds or so before the engine would start properly - again the engine did not start cleanly. Keep the old plugs to one side, just in case these new ones should fail in the future. The only advantage the new plugs have is when one fails, the others keep operating, unlike the old ones where all the plugs would stop.

Q Hi, I have a 1963 Series 2a petrol Land Rover. I bought it up north in a breakers yard. I put in a new gearbox, fixed the brakes and a whole host of other things until I got the MOT. I also changed the manifold. Next I took it to a garage to get the fuel mix etc set and it ran like a dream.

Now I'm ready to drive it down south where I live. Great, the Landy is flying along the motorway and after about 20 miles it starts to kick back and sort of kangaroo and



back fire; I slowed the speed down and this seemed to cure it, then it started to do it again after another 20 miles - I slowed the speed down still further and again after a while it did it again. I stopped, checked everything and had great difficulty starting it again. When it did, it ran really rough. I went and had a coffee, came out and it started and ran fine - but the problem returned and by the time I got to Oxford (about 200 miles) it would only do about 30 miles an hour without seriously backfiring.

I have changed the coil points etc. It starts up a dream and runs fine until you let the engine get up to a good even temperature i.e. 1-2 miles of driving and then it starts to kick and backfire again, let it cool and its fine. (The temperature gauge or engine shows no sign of overheating)

Please have you any ideas, or know where I might get some, as all the mechanics I've asked seem to be baffled. Many Thanks

Barry Bromley (Email)

A I'm afraid I'm as much in the dark as you are, but there are a few things you could try. You've already eliminated the ignition system completely. Besides, from your description it sounds like a fuel problem anyway. I'm going to go with a hunch first.

You say you replaced the manifold, and I'm wondering if it's not seated properly and when the engine warms up it is letting air in and upsetting the mixture severely enough to prevent the engine from running properly. For piece of mind, I would suggest you remove and refit the manifolds. When you do this, use new gaskets, and use the one piece composite gasket against the head and not the two little tin ones. Loosely assemble the inlet and exhaust manifolds and do the securing nuts up finger tight only, no more. Now fit the manifolds to the head and tighten the fixings fully to the head, and then finish off by tightening the nuts that hold the manifolds together. This way, you'll get a good seal between head and manifolds, and also between the manifolds themselves. Now refit the carb using new gaskets and perhaps a little (and I do mean a little) blue sealer if you feel it necessary. Once assembled, go for a test drive and see what happens.

If this doesn't work, you're on to a process of elimination. First, check the routing of the fuel line to the carb - make sure it does not pass close to any sources of heat. If it's touching the top hose, for example, you might be getting a vapour lock stopping fuel reaching the carb. Next thing to try is to remove the top cover and clean out the float chamber. There's a chance that dirt in there is blocking the jet after a bit of running, and falling out when you let the engine cool, however I somehow doubt that as the problem would be more intermittent if this were the case. It is worth cleaning out anyway. If this does not cure it, and you have a Zenith carb, you might have a warped casting. To cure this, you need to remove the carb and separate the two halves and remove any protruding assemblies from the two castings. Then rub them lightly on a sheet of emery paper on a dead flat surface (a sheet of glass is ideal) to flatten them, and then reassemble and refit. Beyond this, I'm not sure where to go. Give these a try and see how it goes. Let me know the outcome.

Q I have a 1969 109" 2.25L petrol which I have owned for 14 years. Two years ago I replaced the standard exhaust manifold with a set of extractors. I did this because the manifold cracked, and I'd been having continual problems with the connection between the manifold and down pipe working loose and corroding. However, putting this annoyance aside, the engine ran fine and did not stumble on acceleration.

I had the extractors fitted by an exhaust shop to connect them to the standard pipe just to the rear of the bellhousing crossmember.

I did expect the manifold to take longer to "warm up" but even after 5 minutes driving, the engine will feel flat or stumble on acceleration. I get a similar result on cold winter nights (if the air temperature approaches 0 deg C), even after driving for an hour or more.

I have been considering fitting a 4-6" high shroud (possibly with a cover on top) around the manifolds to keep some of the heat in the inlet manifold. I am also considering fitting an electrical heating element and a cover plate where the



standard exhaust manifold bolts to the inlet manifold. (I'm also seriously considering cutting my losses and going back to a standard exhaust system.)

Before I attempt this though, are there any tried and tested solutions that have been made by others? I expect that the fitting of extractors is a common modification to the 2.25L petrol.

Jason Kruger
(Brisbane, Australia via Email)

A You would be surprised actually. Its only in the last couple of years that tubular manifolds like this have become available in the UK, and so far I've not come across a Land Rover fitted with one. Often they are fitted in conjunction with a SU carburettor, which does not suffer from the same sorts of problem as the downdraft Zenith does. Your problem is a new one to me in fact. I think you have 2 options here.

First, go back to a standard cast iron manifold. If you go this route, get a genuine Series III Land Rover manifold, not a pattern one. These not only seal better at the pipe joint, but also flow better than the Ila 'flap' type and seem to last pretty well. Some of the pattern ones are a bit weak, and tend not to seal around the joint, often being machined too deep so that the clamp ring hits the manifold before the pipe is properly clamped. A good SIII manifold will flow almost as well as a tubular set up anyway.

Option 2 is to find another way of heating the inlet manifold. I don't think electric heating is really viable. You would need a large heater, and that would probably overload anything except a large modern alternator. A better option would be to water heat the manifold. This is not as difficult as it sounds. Take a thick steel plate that covers the bottom of the inlet manifold where the exhaust used to sit and weld on two water connections. 90° elbows are probably best. Fit this to the bottom of the manifold with a decent seal and then all you need to do then is plumb it into the water circuit. Easiest way is to fit a tee under the heater tap. To do this you will need a 3/8" BSP tee and two barrel nipples (basically short stubs of pipe). Put one nipple in the centre and one side of the tee, screw the side of the tee into the head, and the tap on top of the tee. Then connect a hose to the other nipple and run

to the manifold. Now run another hose from the manifold and tee into the heater return line. I've done something similar on an LPG conversion for the vaporiser. One word of warning. I've never made a water heated manifold, so everything I have just said is pure theory, and therefore there is a risk it won't work.

The other way round the problem, which again might or might not work, would be to duct hot air to the air cleaner from the manifold. This would pre warm the air and should help the petrol vaporise, but alone it may not be enough in cold weather.

Q I've a 1959 Series 2, chassis number 141000824. It's a 2286 petrol, and I've a small problem with both my stoplights sticking on.

I'm starting by assuming the stoplight switch is at fault. I've looked in my Haynes Manual, and there is a stoplight switch shown on the wiring diagram. There's no other information though, and I can't find the thing. I've tried tracing the green wire from the fuse box, but the wiring is filthy with years of accumulated crud, so I'm struggling a bit.

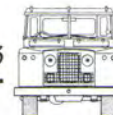
Can you tell me where the stoplight switch is, what it looks like, what kind of connections are on it, and is it easy to fix? Are there any special fragilities of which I should be careful?

I've been told that the problem is probably caused by bad connections, but if it's more serious, are Series 2 stoplight switches relatively easy to source? If not, is there a simple replacement?

David Mills (via Email)

A Whoever told you the problem is due to bad connections is, in fact, wrong. If the problem were due to bad connections, the lights would not be working or only working intermittently. A bad connection can't make them stay on. Also if it were any type of fault with the wiring, the lights would most probably be coming on at random, so like you, I tend to suspect the switch.

On Series 2 and early 2A Land Rovers the switch is operated hydraulically from the pressure in the brake lines and not directly from the pedal, so its not surprising you are having



trouble finding it even if you had been able to follow the wiring. 44 year old wiring tends to fade to a dirty off white, whatever the colour was originally! The switch is located at the junction of the pipes at the base of the driver's footwell. If you look under the wing you will see the support bracket with the steering box at the top. If you look just behind the bracket on the top of the chassis you will see the brake pipes coming together in a junction block. On the other side (the engine side) of the block you will find the switch screwed into the junction.

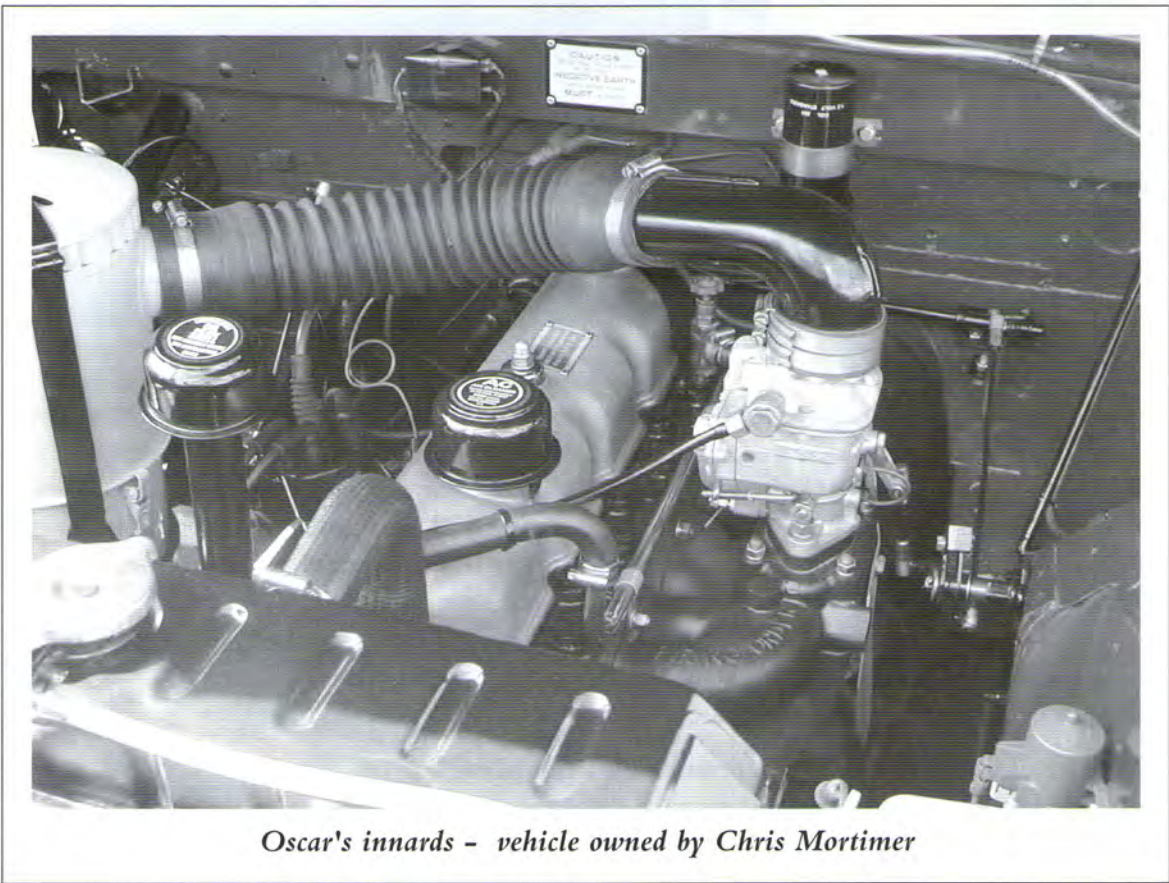
Replacement is simply a case of unscrewing the old switch and screwing the new one in, although made quite tricky by the location. As you may suspect, doing this can introduce air into the brake pipes. It is possible to minimise this by swapping the switches as quickly as possible and also getting an assistant to very slowly press down on the pedal as you screw the new switch in to force the air out. However, this is not always successful, so be prepared to bleed the brakes.

At that age the switch will have screw down terminals to connect the wiring. The new

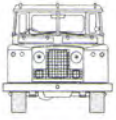
switch will have either screw down or blade connectors. If it has blade connectors, you will need to fit some crimp terminals to the ends of the wires. New switches are relatively easy to get, and I know that Dunsfold DLR have got the early screw terminal ones like yours.

WARNING

Advice and replies to technical questions are being given by amateurs. None of the Committee, Directors or branch representatives are professional motor mechanics. Their advice is based upon their experience which is not comprehensive. Please be aware that any action you take, or do not take on your vehicle after reading this magazine is entirely up to you and at your own risk. Neither the Club, It's directors nor Officers will accept any liability for any loss or injury you suffer after reading the advice given.



Oscar's innards - vehicle owned by Chris Mortimer



Rails in the Dales with Sun, Wind and Gales

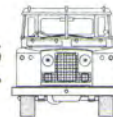
JULY 4TH WAS AN IMPORTANT DAY. Not because it's US Independence Day, but because passenger trains returned after 50 years to Wensleydale; all due to the relentless efforts of a small group of volunteers who don't understand the phrase "It can't be done". William Hague MP said of an early meeting to discuss the matter, "I thought they were crackers" – over several pints they convinced him otherwise and William joyfully waved the green flag as a packed train left Leeming Bar station for Leyburn accompanied by a jazz band. Trains, Land Rovers and eccentrics – what a wonderful combination, fortunately found in abundance in North Yorkshire. The project to return trains to Wensleydale brought such folk together, with an early realisation that money had to be raised. And so it was that in September 1999, I provided No. 12 ambulance (a 1970 RAF crash Rescue ambulance, ex Elvington airfield) to support a sponsored walk from Garsdale station (formally Hawes junction) on the Settle to Carlisle railway, all the way to Northallerton – about 45 miles!



Garsdale Station

It was an early start, leaving home at 5am to meet up with the early morning train from Leeds at 6.45am. Darkness soon retreated to open the day with a damp misty start. The air was clear as I hit the Wensleydale rush hour – cows herded along narrow lanes to the milking parlour. I arrived at Garsdale station just before the train, a party of 20 or so walkers gathered, and then set off on their trek to the "far east". Spirits were high. It soon became apparent that there was a considerable variation in the pace of the walkers and after just 20 minutes they were spread over half a mile from first to last: a road safety nightmare. Checkpoint one was about 5 miles, where I took the opportunity to address the "spread". Everyone was very cheerful and willing, especially when I put our Landy forward as rucksack and clothing stowage.

The route would follow, as near as possible, the original rail line (though the western half is now long abandoned). The sun broke through and the dale looked wonderful as my steed for the day moved along the lanes, leapfrogging the leather sloggers. Traffic increased slightly, the birds sang and the cows grazed happily on the dew-laden grass. These moments really do emphasise



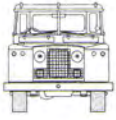
how blessed I am to live and work here. I paused in farm gateways as we made steady progress towards Askrigg, twice receiving a mug of hot steaming tea from farm folk eager to exchange Land Rover chat and take a peek in the back of our strange beast. By mid morning we arrived in Askrigg, made famous in both film and TV presentations of James Herriot's "All Creatures Great and Small". I stopped in a yard opposite a stone barn with Series 2s at side and rear. The owner was fellow club member Dick Hill, busy trying to clear a roadside drain. After much grunting and shoving, the water moved and our talk turned to the inevitable. He showed me his 109" Dormobile (which has now taken him to live in Italy – hello Dick, Ow ist tha goin' on). As I photographed our pair, an American tourist stopped in his Series 3, which he'd shipped over to tour his ancient family roots in Yorkshire and Cumbria.



Settle - Carlisle Bridge, Garsdale

The walkers threaded their way eastward towards Hawes along the quiet lanes. Quiet? I spoke too soon: the approaching sound of sirens broke the peace of the dale as a fire engine passed briskly westward. A few minutes later two police cars, then an ambulance headed in the same direction. It later emerged that the car that had crashed was just a few yards behind me, it failed to negotiate the bend and consequently laid in a ditch for half an hour before anyone found it. The driver recalled "He bl***y left me!!" I left Dick to his shovel and headed for Hawes – whoopee, lunch! The chip shop did a brisk trade as our band of health conscious walkers packed their arteries with saturated fat, acid (vinegar) and chemicals (fizzy drinks) – ah yes, feeling much better now. I opted for a healthier meal, well I had peas and a wholemeal bun with mine, topped with curry sauce to aid digestion. Next came dessert: a collection of sweaty warts and blisters to clean and treat – oh bliss!

Patients dispatched, I took the opportunity to sneak a quick look round the museum at the old railway station – worth a look folks. By now several walkers had had enough and took advantage of the minibus to complete the rest of the journey; the wheat was beginning to sort

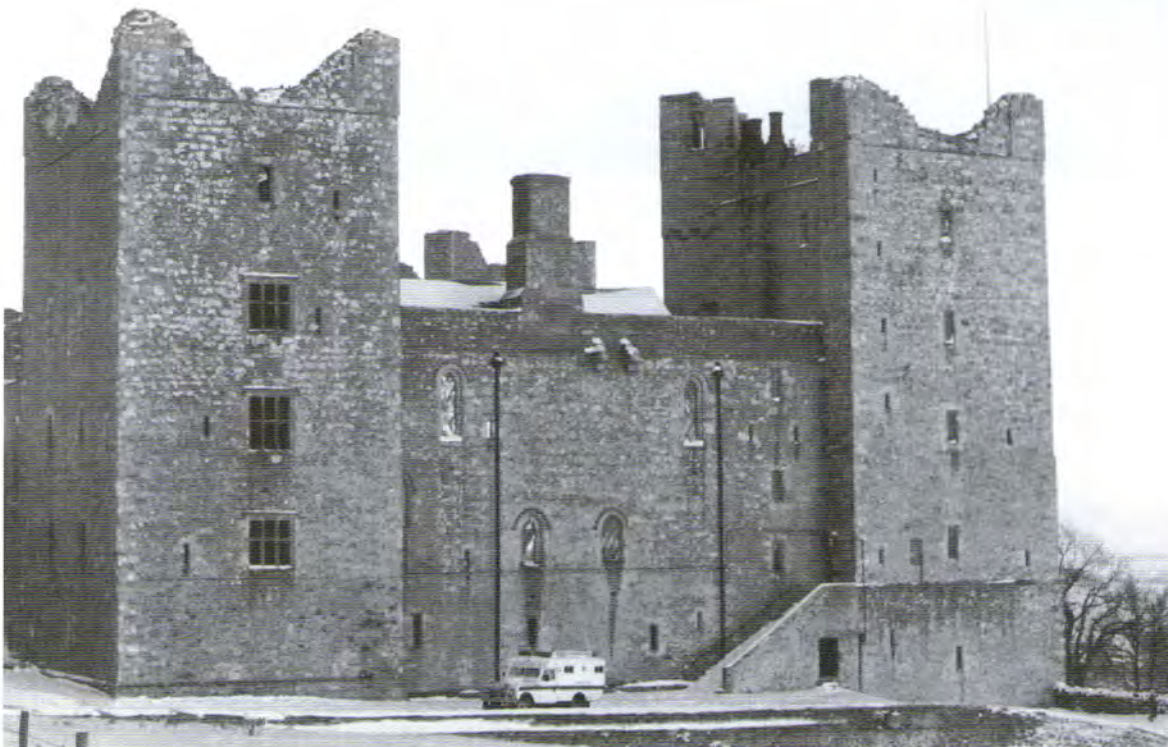


itself from the proverbial chaff. Next stop Aysgarth, where much of the walk took to the old track bed, now owned by the WRA, so vehicle access was via farm tracks and parallel fields. I drove onward to Castle Bolton and watched the progress from the battlements; Leyburn came next and by now evening darkness had arrived with rain – heavy windy rain. Waterproofs were retrieved from the ambulance and the minibus filled up. All was going well until an elderly chap suddenly felt very cold. I wrapped him in a space (foil) blanket and he was soon cooking nicely again. As the last walker left Leyburn, the heavens opened big style and tons of wet stuff crashed to earth, creating flash floods in every hollow and dip along the road. Our stalwarts bashed on relentlessly, while I parked up, unable to see as the wipers swished ineffectively against the torrent and accompanying gale.

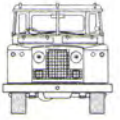
As the rain eased, I caught up with the happy stompers, they were over 4 miles away – boy were they moving on. I picked one chap up who was limping badly and pulled onto Bedale market place where more hot sustenance was provided. The rain had taken its toll, with several new eurowedges “washed up” along the roadside. It was now cold and very dark as we headed out of Bedale on the main road. We crossed the railway again, weed covered and derelict, then crossed the Great North Road at Leeming Bar originally built by the Romans (hi dickus hillus) and still in daily use. There was just a handful left now, clearly determined to complete the remaining 8 miles. The leapfrog routine gave way to flashing blue lights as I escorted the band of warriors along the busy trunk road – no footpaths and traffic speeds of 80mph the norm, so safety a serious concern now. Low box, first gear and set hand throttle gave a steady power supply to the roof and prevented the boy racers from taking another life.

We reached Northallerton railway station at midnight, with 12 walkers having done the whole length, one chap nearly 90 years old! With sure-footed dedication like this our railway has a good future, and yet again our landy ambi stayed the distance.

Jon Horsman



Castle Bolton



A member writes...

AVRIL ANDERTON has brought us the pleasure of introducing herself and her mate of all pleasure ALF. This steed of RAF pedigree is in the state of most series II, in need of some TLC and loving care with the pedigree bit in some need of clarification.

It is time we move on some 50 paces, i.e. from member number 1284 to 1333 and find another new member just having received his first copy of the club magazine. And another Land Rover with its history surrounded by mystery...

From under the auspice of the DVLA, we zoom across the Irish Sea into this wonderful land of Celtic mysteries, where off-roading has a totally different meaning. We have roads in a condition that make the King's (or is it Queen's at the moment?) highways and byways look like the runway of Heathrow. You're happy to go on-roading with that tickle of senses every off-roader is looking for: that you actually might not make it through.



Unfortunately I do not have a picture of that memorable day, when beer cans and other rubbish floated past us towards the sea and we held our breath waiting for the bang of some tree trunk hitting our back instead of overtaking.

The accompanying picture is from those days before I bought my first Land Rover and the nippy Mercedes (known as LALE) in the picture was my sole motorised transport. For those not acquainted with much more than Land Rovers it is a 1960 built Mercedes L322/42 LF16 with coach work by Metz, powered by a 5.2L in line 6 turbo power plant churning out 133bhp. That particular stretch of N road was subsequently closed for almost 1 week with up to 2 feet of water for about 1mile (but the D-tour wasn't passable in LALE on grounds of width!). Now remember, in England you go one up from A-roads to M-roads, here N-roads are as upmarket as it goes. Forget those 30 odd miles of motorway around Dublin, the potholes and bumps in this bring back vivid memories of motorways in Bulgaria and the GDR.

Back to the main story...

Ireland being Ireland shopping, even with a reasonable sized Merc, is a nuisance and called for a more handsome car. Being of continental origin, a couple of visits to garages and car agencies convinced yours truly that DIY maintenance was likely to yield better quality, at



least better value for money. Implicitly, only British makes with their reasonably easy spares supply qualified. The list of British makes with some sort of reputation for quality and reliability left 4 options: Rolls Royce, Jaguar, Land Rover and Mini. Honestly, it's a no-brainer, isn't it? Two disqualify on grounds of budget and that last one - well I didn't fancy the bill for constantly removing the dents in the ceiling above my head, not to mention this hot bum-on-the-tarmac feeling! This is where a 1959 88' Series II entered my life.

Big mistake, very BIG mistake!

I overlooked that small print on the package from the Health Minister about being addictive and impairing your Health bla di bla...

One of those mysteries about the British Isles is the naming of cars. LALE was named by my daughter on account of the sound of her Martin horns. When in Rome do as the Romans, so HRUDUDU shall be thou name, my series II. Do I need to smash a bottle of Champagne on the bow now?

Back to the story...

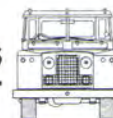
For some yet to be clarified reason, HRUDUDU wasn't road registered until the 1980's and one of the doors shows that there is a circular emblem underneath the green paint. I was told she was towing laundry trolleys at a sanatorium or something like that for the first decades of her life. She is basic, fitted with just one screen wiper, the screen washer and the indicators being very obvious retrofits, and door locks as well as heater are noted for their absence. HRUDUDU was bought and shipped to Ireland in 1992 by her previous owner who parked her up for some 2 years after realising that using 1959 petrol Land Rovers is a sure-fire method of ruining your contractor business. We're talking only 4 miles to the gallon towing builder trailers.

As with all Land Rovers I have bought in Ireland, some serious rewiring was called for before she could hit the road. Lucas, prince of darkness, had to retire in favour of Hella, goddess of light, as with a career as a service engineer under my belt I have serious misgivings about multi-metal connections in an adverse climate, or, even worse, snap connectors. And Hella is more straightforward to obtain.

HRUDUDU did a 3000mile roundtrip to continental Europe, proving that nothing was wrong with her suspension. Once we had left Irish shores all that bouncing immediately subsided. The 24hr haul from Le Havre to the Rhine was intercepted only by refilling stops, a LOT of refilling stops at 4 or 5 miles to the gallon. The only part failing was the bottom radiator hose, which was about the newest part on the whole vehicle, having been fitted only 3 weeks before.

HRUDUDU averaged something like 50mi/h over that trip, which compares quite well with the average of 40mi/h achieved with an overdrive fitted 1971 Series III Diesel. Then again, LALE is about a half year younger, averages 65mi/h at fuel consumption well below even the Diesel. Not to mention full synchromesh gearbox, power steering (okay, a retrofit), adjustable driver seat, heating, and a couple of other goodies for creature comfort.

HRUDUDU's engine was killed by a carefree driver who continued without water after the bespoke hose had split again. Lets see if this helpless man is any good and she'll be back on the road in the next few months - 3 years is a long time for what started as an engine swap. Emancipation being sort of a one-way thing, declaring yourself helpless, (or was that hopeless?) doesn't yield even half as many offers for help if you are male. Just plenty of laughs.



Anyway, she shouldn't be too lonesome. To her right sits a 1955/56 Series I and a 1967 IIA, to her left a 1979 Series III and the 1971 Series II Diesel, and LALE is to her rear. Two of these have broken chassis, one an oil flooded clutch, one a stuck clutch, and two a dead engine. Anyone for spares? The 1982 engine donor is in bits on a shelf!



HRUDUDU

Cheers and my apologies to Avril for not having consulted with her first. And to her dearest and all HGV drivers, who are driven round the bend by these 40mi/h Land Rovers on the motorway. Avril's essay was such a nice pass I just had to pick up the ball. I hope not to have stepped on your toes. If there is any offence drop by and we'll sort it over a pint, some wine or so.

Next please...I think
Catriona wants some more?

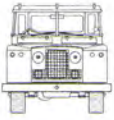
Stefan Krebs,
Ireland area organiser.
Member. no. 1333

A member writes...

Here is a little story of Paddy, my Series II.

I live with my wife Antonella, my dog Weepy and two lovely cats in a small town on the Alps Mountains next to France. I'm a veterinary of small animals and I was searching for an old Land Rover for many years when one day a friend of mine, an expert of Land Rovers called Flavio Valente said to me that in a garage there was an old Rover! Immediately I went there and I saw a yellow hand painted Land Rover in terrible condition! My wife only said "my God, what an ancient ruin!" So I stored Paddy in my little garage and I started restoring for two long years. You can see the final results in the photos! Now I am very proud of Paddy and I use it every day for my work (just like James Herriot in his books). Next year I will come to England since I'm an old hockey player of the Italian national veteran team and we will have a tournament in Slough for some days. Hoping to see you in that occasion, a great greeting to all of you.

Ruggero, Antonella and Weepy
(Ruggero and Weepy are pictured with
Paddy on the inside of the front cover.)



Anglian News

AS ANOTHER YEAR CLOSES, it's time to look back at what has been a rather busy year for the area. We said thanks and goodbye to Toby Cook who stood down as the area rep for the region, a job that I've taken over. There was the club stand at the **LRO show** that took 'the odd' hour of planning. A personal thanks from me to all those that helped, especially Ben, Julie and Levi Stock, who spent nearly every evening for the two weeks prior to the show on the phone to people sorting out tickets, passes and baking cakes. A big thanks to all those that turned up over the weekend as well, your efforts were appreciated.



A few of us joined Brian and Cat at the **Shuttleworth Steam Rally** in Bedfordshire in September. What a superb weekend this was. A wonderful venue and terrific weather for late September. We plan to do more similar events next year with the area stand instead of the larger shows. The smaller steam/village events tend to be more friendly, easier to work with the show organisers and they cause a lot less stress during the months leading up to the event. If you know of any around your area that you think would be suitable, please get in touch with me.

The bi-monthly pub meets seem to be going well, lots of new faces appearing. If you want to pop by, we use 'the facilities' at the Red Lion in Stretham, Cambridgeshire, check the area web page for the next gathering www.series2club.co.uk/areas/anglia/



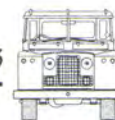
Shuttleworth

If you want to help organise an event for the winter months, a bit of green laning maybe, again, please get in touch. We could do with someone who's got an interest in this side of our hobby, introduce a few of us to it maybe.

Until next April when the **Cottenham Road Run** takes place, the first local event of the year, things will be a little quiet regarding the shows but we'll be out there again, meeting old and new members and with any luck, topping up the tan that was acquired from this year's wonderful summer.

Happy New Year to you all.

Chris Mortimer
Anglia Area Rep



Bucks, Herts & Northants News

IT'S BEEN A BUSY YEAR FOR US, with trips about the country both for Land Rover events and family visits, not to mention our summer camping trip to Mull. Catriona and I made it to many of the "big shows" – Gaydon, ARC, Billing, LRO along with the smaller events we held as an area. The pub meets are starting to attract more members and we'll probably stick with the two locations for now, although we'll try to hold the odd weekend pub meet in the future. Plans are afoot for a day of offroading in Whaddon, near Milton Keynes – we'll let you know when we get something sorted.

For some reason few members from our area go to Billing for the weekend – maybe it's because it's on our doorstep, I don't know. Having said that, if we all came in our vehicles along with everyone who comes from further afield, there wouldn't be enough space on the stand! It makes sense then to concentrate on a show that's not the biggest Land Rover event on earth. With this in mind we decided to attend the Bedfordshire Steam & Country Fayre as an area group. Most people seem to call this event the Shuttleworth as it's held at Old Warden Park, home of the Shuttleworth Collection. See the separate article on this event.

Our green lane guru and pub meet regular Pete Tobitt is lucky enough to holiday in Tobago from time to time; on his last visit there he took these photos of a Series 2 and it's proud owner. Maybe he can check on the progress of it's rebuild on his next visit – after all, why should he be allowed to enjoy himself in the Caribbean without writing something for the magazine!

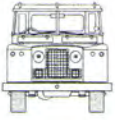
Thanks to all area members who joined us at the LRO helping to make this a great success, maybe we'll see even more of you next year!

Brian



Pete Tobitt spots a 2 in Tobago





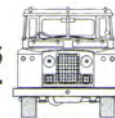
Shuttleworth

BEDFORDSHIRE STEAM AND COUNTRY FAYRE as it is correctly known takes place in September in the stunning surroundings of Old Warden Park, nr Biggleswade – host to the Shuttleworth Collection of vintage planes. Club members from Bucks, Herts & Northants were joined by others to enjoy a restful weekend of steam engines, classic and military vehicles, agricultural machinery and acrobatic air displays. We even had the weather and it was all FREE!



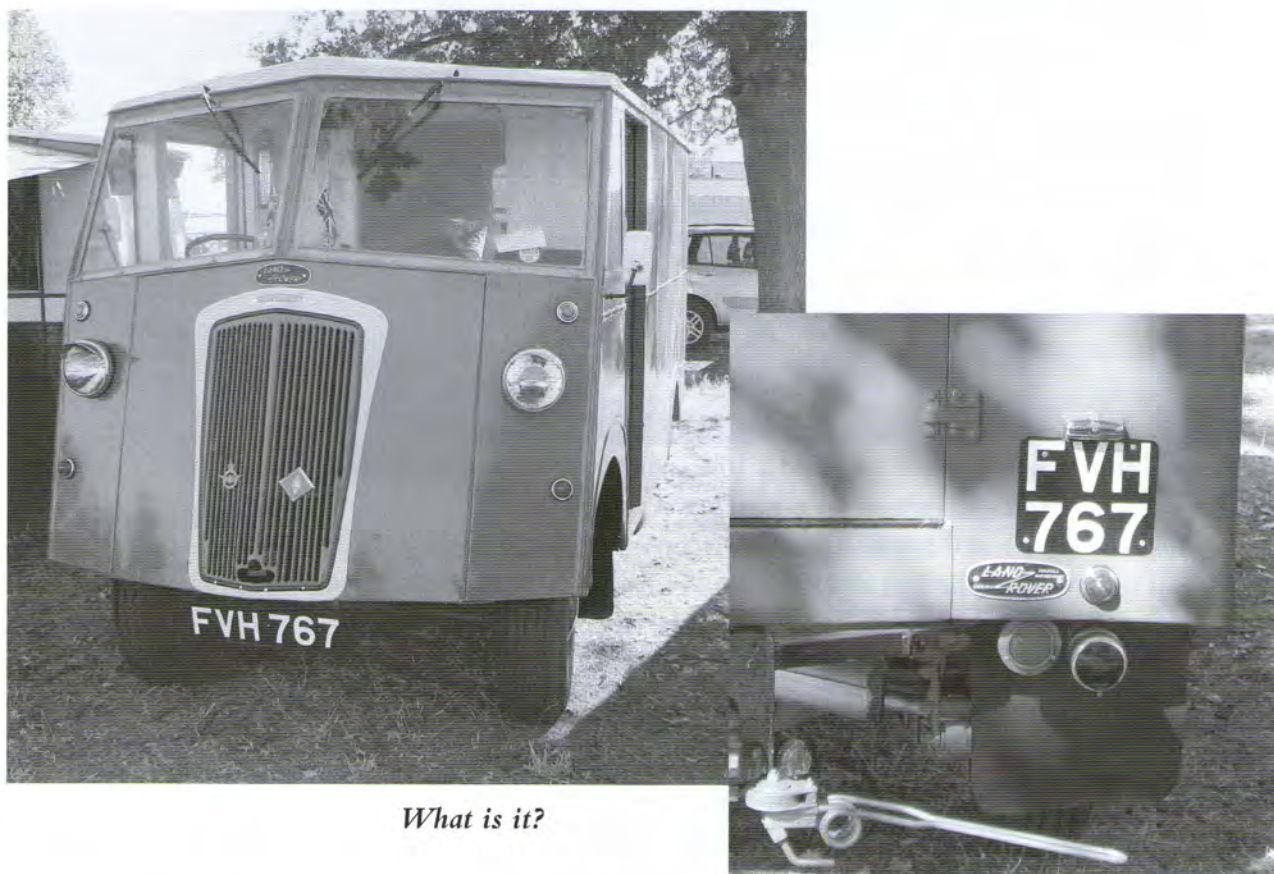
Brian and I arrived to find most of the others already setting up camp, between two majestic oaks. Tents pitched, all members of the party fed and watered, our group tucked themselves up ready for a restful night under the stars – it was not to be. The aforementioned oaks were seemingly home to a “family” of owls who kept us awake all night, swooping only inches above our tents, hooting and screeching for hours on end! Eventually the racket ended and we began to doze...then the deer started “barking” and we gave up on the idea of sleep. Morning came and we set up the club stand.





We were amazed to find ourselves with 10 vehicles on our stand, an extremely representative gathering of Series 2s – DEFINITELY not a line of Bronze Green SWB's. We had quite a lot of interest from visitors to the show but the main aim of this weekend was to have a relaxing time enjoying a show where Land Rovers were not the main focus. With more than 20 of us, it was inevitable that a club BBQ would take place, only this time it consisted of a raft of disposables – we all fought to get a seat away from the smoke as the wind picked up and constantly changed directions! The dogs were particularly happy as they got to dine on leftover sausages, burgers and sirloin steak for their Sunday morning breakfast!

While looking round the displayed vehicles Robert Richardson spotted something unusual sporting a Land Rover badge – this required a second opinion and no doubt further discussion at the beer tent. This is what he had found...



What is it?

Mark and Brian joined Robert and after a chat with the owner it was found to be a Morris Van from the late 1930's, complete with a 2A 109" Military Chassis. It is believed that this bizarre vehicle was probably an airport crash tender (hence it's Land Rover chassis), perhaps even stranger is the thought that there are others in existence!

This was the first time we had attended this show as a club and the weekend flew by far too quickly, but rest assured we'll be back next year for another taster.

Catriona Crelling



From Tring to Norway

The story of one station wagon's journey

THIS STORY ACTUALLY BEGINS WITH A VISIT TO GAYDON in May this year when we went on a short vacation to the UK. After some days of non-Land Rover activities like seeing Thomas the Tank Engine, visiting Stonehenge and going to Legoland (where you can actually find some Land Rovers – Lego ones) the most important (at least in my opinion) part of the holiday was about to happen: the **LR Marque Day**. A lot of the time at Gaydon was spent looking at the rare and unusual models that had turned up for the show. One of the vehicles that caught my attention was a quite nice looking grey 2B forward control. The blue station wagon that was parked next to it was “just another station wagon” and although I did take a few pictures of it I didn't really look at it – there were just too many other and more interesting vehicles there. *Little did I know that THAT station wagon was going to be parked outside my house less than half a year later...*

This summer I was looking for information about a forward control and somebody told me about the Series 2 Club and the club forum on the Internet. I joined, first the forum and then the club – I got a lot of assistance from the other forum members. To all of you who have provided help, information, advice and encouragement: Thank You! The club forum was also where I noticed a 109” station wagon for sale. After some discussion via e-mail it was agreed that I should take a look at the station wagon during my next trip to the UK. That would be the visit to the Dunsfold Open Weekend.



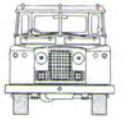
A boy can dream....

Mark, the owner of the station wagon, was going to another show that weekend and we had to meet at 5.30am on the Saturday. After a test drive and a closer look at the vehicle, Mark and Ian left for the other event and my son and I went back to the hotel to get some breakfast before continuing to Dunsfold.

After wasting some time on the M25 we finally got to Dunsfold and spent most of the Saturday and Sunday at the show. The Dunsfold Collection is a collection of rare Land Rovers, prototypes, preproduction vehicles, engineering test



“Please don't scratch the paintwork!” Woburn.



Rannock Moor, A82

vehicles and specially converted vehicles – from old Series ones to the newest Range Rovers. In addition to Dunsfold's own collection, Land Rover was there displaying some new cars, and a lot of the visitors turned up in rare LR models.

In the Dunsfold Collection's 'Series 2 Section' we found several interesting vehicles, including a prototype with

independent front suspension, the APGP 'wader', an Australian amphibious conversion, an 88" prototype with V8 engine, the first diesel engined 2B forward control, and, last but definitely not least: Lofty. Lofty is one of the 129" bonneted control prototypes. This one has a 2.5l diesel engine with turbo and intercooler! The cab is a standard S2 cab but the floor is flat as the cab



Britt, Anne Marie and Knut Magne

is mounted a lot higher than on the standard models. The rear tub has a lot in common with the 2A forward controls but it's wider and shorter. The front is unique for the model but still looks like a Land Rover. Other 129" prototypes had petrol engines and a different body styling.

After a nice weekend at Dunsfold I returned to Norway but it was soon decided that another trip across the North Sea would be required – to collect the station wagon. Instead of just going over to bring the station wagon home, we used this opportunity to take a short vacation in Scotland. The station wagon was collected in Tring in pouring rain and almost total darkness. It started without problem and after a bit of fiddling we even got the headlamps turned on... The next



Cuthbertson, Lixtoll Garage

buy are not for sale. The vehicles are a Forest Rover converted by Roadless Traction (see front cover) and a tracked vehicle converted by Cuthbertson. The Forest Rover is a 109" with special axles, planetary reduction hubs and 10x28 "tractor" tires. Roadless developed the vehicle in cooperation with the Forestry Commission to fulfil the requirement for an even more off-road capable Land Rover. The Cuthbertson conversion was also built to improve off-road performance of the Land Rover. Special brackets were mounted on the springs, the vehicle was mounted on a special frame and tracks replaced the standard wheels. The vehicles also got power steering. Between 30 and 40 of these conversions were built and about 15 still survive. Unlike the Forest Rover that only existed in LWB form, Cuthbertson built both LWB and SWB vehicles.

The station wagon made the journey without any major problems. The speedometer stopped working just after I decided to measure the fuel consumption (probably not a coincidence), and the front output shaft bearing did make some unpleasant noises from time to time, but the vehicle still took us where we wanted to go. At the moment it is parked outside my house and needs to get an oil leak from the back axle fixed and the rear left brake shoes replaced. For some reason oiled brakes do not work very well and the station wagon therefore failed the pre-registration testing here in Norway. Hopefully that minor detail will be sorted in a few days to allow the vehicle to return to the road (and off-road).

day the sun was shining and my son and I went to Woburn safari park and Duxford air museum while waiting for the rest of the family to arrive; then we set course for Scotland. A series 2A station wagon is obviously no racecar but we managed to get from Cambridge to the Scottish border north of Carlisle in one day - we even had time for some sightseeing including driving along Hadrian's Wall between Newcastle and Carlisle. For the rest of the vacation we drove shorter distances each day, and visited museum, castles, whisky distilleries, and looked at Land Rovers.

Two very rare Land Rovers can be found at the LixToll garage at the A85/A827 junction just outside Killin in Perthshire. LixToll garage has specialized in the repair and sale of Land Rovers but I wasn't there to buy one - the ones I would want to

Ketil Oftedahl
(Mem. No 1396)



2004 Series 2 Club International Rally

20th – 23rd August, Nr Leicester

Some of you will already be thinking of next years holiday, so before you are dragged down to the Travel agents, I thought I would get the dates of the Club Rally into your diaries. According to those who attended the Club Rally in May, it was a great weekend, maybe not the best choice for our National. This year the Club will have it's own Rally, independent of any other show or event.

We propose the following:

The Club Rally will be held, on a Caravan site near Leicester (we'll be given our own area), there is an off-road course next door, owned by the same family. This is a family event. The site has toilets and showers.

EVENTS / ACTIVITIES

Best at Rally, in various categories (Concours, working vehicle, shed, etc)

Gymkhana

Treasure Hunt

Off-roading, non-damaging to extreme, trial?

Kids bike trial, etc

Parts swap shop + maybe some suppliers?

fishing lake (maybe extra cost)

BBQ etc (can anyone sing?)

Quad bikes (extra cost)

Buggies (extra cost)

COST: £35 per camping unit (per family, if you all fit in one tent, Caravan/Camper) for 3 nights, including unlimited use of the off-road course for Saturday and Sunday. The above events will only run, if members are willing to give some time over the weekend.

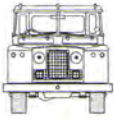
Provisional information has been posted on the website. I have 30 provisional bookings from members, most of whom have also volunteered to help with the events. Members who would like to attend, but cannot bring their Series 2 are still more than welcome. International members not bringing a vehicle should contact me and I will arrange for camping provision on the site. I'm sure there will be plenty of Series 2's for you to have a drive in.

If any one has any questions or suggestions for further activities, please contact me either by e-mail or give me a call. I would be grateful at this stage for provisional numbers, to assist us in the planning of the event. Booking forms will be in the Christmas edition of 'Built 2 Last'.

Mick Outhwaite

Shows & Events Officer.

Tel 01535 654907



Northern Scotland Area Report

HELLO AGAIN from the North East of Scotland. Please accept my apologies for the apparent silence and lack of input this year. I've been working away on site for most of the year, making it difficult to organise any events. My wife Fiona and I recently moved house. Any free time has been spent doing alterations and upgrading the house. Hopefully next year I'll be a bit more organised and be able to devote more time and effort into the club. We are also in the process of setting up a small business dealing in classic car spares and restoration. So, as you can see, it has been a very busy year indeed!!

What does next year hold in store? I'll be planning to attend rallies and shows, for which I will supply dates in the new year. Do you know of any shows or events that you would like the club to attend? I'm also going to try to attend one of the National Land Rover shows next year. Would anyone be interested? I shall try to organise an event in Scotland to give the Scottish members a chance to get together. Possibly off-roading, BBQ, general blether. I'll get in touch with you all soon to get an idea on interest from you Scottish club members.

I have to admit I've neglected Landie. She went for her MOT in December last year and failed due to the brakes not being up to standard. Unfortunately, I've never been back to collect her!! Oops!! However, the garage is still talking to me, so I hope to get her home very soon. Well, that's about it for now, but if any of you want to bounce ideas off me or just to have a chat, I can be found at 2 Burnside of Law, Inch, Aberdeenshire, AB52 6YT. Tel. **01464 831464** (not the number previously published!!) **e-mail davemcruvie@aol.com**

I'd like to wish you and yours a Merry Christmas and a Happy New Year.

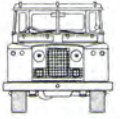
Happy Landrovering
Dave & Fiona

West Midlands

ID LIKE TO TELL YOU ABOUT AN EVENT that will be taking place on 21st Feb 2004. The Severn Valley Railway Show is a day devoted to 60's transport. We can have up to 25 vehicles, I've already got 12 and need anyone else who's interested to contact me by Xmas. The event is held at Highley, a preserved railway between Kidderminster and Bridgenorth.

Check out the pub meets page for information on our regular meeting place, I look forward to meeting more of you in the next few months. Below is a short report on the Malvern Classics show written by my daughter Charlotte.

MALVERN – the show Jeremy adores, held at the Three Counties showground, in a perfect setting under the Malvern Hills. The Series 2/Military stand shows a few of the only working machines there. We had an even smaller pitch this year but still managed to fit in 5 Landys on Saturday and even squeeze another one in on Sunday – no task is impossible for Jeremy and the series 2 folk! There's plenty to delve into over the weekend including the gold mine and never-ending auto jumble, the hand in your back pocket classic car auction and lots of displays,



ranging from vintage caravans to the plywood made sleek Morgan. We arrived in our Series 2 towing a Sankey trailer to find Norman and Sue in their cosy caravan, sipping their tea and Jeremy handing out his mother's scrumptious cake.

The men got up bright and early (except Norman) to put the marquee up, struggling to fit everything on the stand. Bunting and flag added to the display and Norman the knot expert taught the others the inside outs of every knot. Jeremy's motor offered us tea, coffee, cans, chocolates and sausage rolls - amazing for a Land Rover! The chilly Saturday night found all of us crowded into a little 2 berth caravan, its extremely hot heater burning my legs! Out came the whiskey bottle and Jeremy wondered off into the wilderness returning with a box. He presented Norman with a chocolate cake topped off with blue smarties - Norman's favourite! We could tell the whiskey bottle and beer cans had gone down because Jeremy started chuntering on about his fastest car being the Marina van! We just smiled and nodded!

It was a successful weekend with plenty for everyone to see and buy, including vivid coloured socks to show your pinkies off in the dismal weather. We had many people look at our Series 2s and were asked many questions. Myself and family and the rest of the crew would like to thank Jeremy for all his efforts and entertainment over the weekend.

Severn Valley

Old Sodbury Sortout

Members of the Thames Valley and Severn Valley Group had an enjoyable day out in October at the Old Sodbury Sortout at the Newbury Showground. Much of the auto jumble taken along by the members was gradually sold during the day and a small amount of club stock was also sold. Coincidentally, we found ourselves next to the Series I boys, which naturally led to much friendly banter throughout the day!!

(See page 23 for a photo of the Sodbury Sortout)

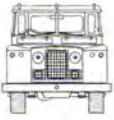
4 x 4 Rumble

Three Counties Showground Malvern

The Severn Valley Group held a small club stand with three members bringing along their landrovers for this event in November. It is very much an event in its infancy but well organised by Ian Green and surprisingly the stand did very well with plenty of stock sold and at least six membership forms taken away. Thanks again to my members for turning out for the day, it was well worth the effort.

Gordon Preston

Area Organiser Severn Valley Group



M.T. by Clive MacDonald-Smith

FIRST OF ALL MY APOLOGIES for M.T. not being in the last magazine, no excuse I just didn't get it written in time. Now to continue the vehicle details – I'm going to start with the LWBs.

Truck General Service – ton 4x4 Rover Mk 9

This vehicle took over from the Mk 7 and was further developed by being fitted with longer spring shackles and spring hangers to raise the ground clearance of the vehicle and thereby increase the break-over angle so that there was no risk of bottoming out on rough ground. The electrical specification of the vehicle was pretty much the same as the SWB Mk 8, with both Warner and N.A.T.O trailer lighting sockets at the rear to cope with both early and later trailed equipment. It was also stated that with 24 man hours in a base workshop, the vehicle could be converted to 24volt F.F.R. specification such was the basic spec. of the cargo vehicle as it was known.

Mk 9/1

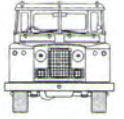
The same specification as the above vehicle but fitted with standard rather than reinforced rear differential and half shafts and denoted by the civilian type bonnet catch. See also Mk8/2 in the previous article. Ironically the “obliques” 8/2 and 9/1 predate the Mk 8 and 9 for some strange reason.

Truck General Service – ton FFR 4x4 Rover Mk 9

The Fitted For Radio version of the Mk 9 had a full 24volt electrical system with two 12 volt batteries mounted in the front of the vehicle in place of the centre front seat with a metal box cover for the vehicle electrics and two more in the rear body underneath the radio table for the radio installation. All four batteries were kept charged by a large 40 amp alternator driven by the engine which provided current through a “toast rack” type rectifier mounted in front of the radiator to keep it cool and a heavy duty regulator and a split charge unit which were mounted in the rear body. Later vehicles were fitted with a 90 amp alternator with built in rectifier, these vehicles are identified by having a standard radiator grille whereas the 40 amp vehicles had the grille set forward with a strong metal guard in front of it. The rest of the specification is as per the 12 volt Mk9 except for the addition of a hand throttle to enable the engine revs to be set for charging the batteries whilst the vehicle was stationary on exercise.

Car Utility Heavy 4x4 Rover Mk9/2

This was a heavy duty ten seater Station Wagon built on the Mk 9 cargo chassis. These were mainly used by the E.O.D. (bomb disposal) units and some Army Youth Teams. I was fortunate enough to be able to drive one of these fairly rare vehicles once when I was in the forces though I've never seen one that has been demobbed.



Truck General Service – ton 4x4 Rover Mk11 Cargo and FFR

Specification as per the Mk 9s described above except that these vehicles were built by Rover-British Leyland and incorporated up to date features such as linked windscreen wipers driven by one motor, the black painted dashboard and the oil temperature gauge in the multi gauge etc. They also had a cab heater as standard fitment and from 1969 on, they had the headlamps moved into the wings as per the civilian version, but with the facility to fit infra-red units.

Ambulance 2/4 Stretcher Rover Mks 9 and 11

Built on a chassis that was a combination of the Mk 9 GS and Mk 9/2 Station Wagon, the ambulance body was designed and fitted by Marshals of Cambridge. It had a tropical roof and two small sliding windows at each side of the body which when opened were fitted with mesh fly screens to prevent the insects from getting in. There were two large doors at the rear and a third door underneath them in the middle which when opened downwards revealed steps up into the rear of the vehicle. There was also a seat for the attendant. Some vehicles were also bodied to a similar design by park Royal in London. See also Mk 7 ambulance in the previous article.

Next time I hope to discuss body corrosion and the military Land Rover, plus the Mk10 and the Airportable.

Getting dirty



Austen in 'Old Blue'



More notes on the AA...

In the Autumn issue, J S Haynes stated that Land Rovers weighing over 2.3 tonnes are not covered by the AA and as a result his/her LWB pickup at 2860Kg G.V.W. is not covered. This is not the case! Personal cover (where the person is covered for breakdown assistance in any vehicle they are travelling in) does, for new Members, carry the 2.3 tonne restriction but for existing Members who's membership was taken out before 1/1/2000 and has not lapsed since that time are still covered as they always were.

The AA has not forsaken newcomers to it's number however, as a vehicle based cover is now available. This type of breakdown cover is known as "Drivers Unlimited" and covers the vehicle, not the driver. So anyone driving the vehicle, AA Member in their own right or not, is entitled to assistance and, cover permitting, recovery of vehicles not weighing more than 3500Kg G.V.W. At the moment this means that if you have more than one vehicle and one of them falls outside the current Personal Membership restrictions you will have to take out a separate policy to cover that vehicle. I'll keep you posted about any further changes to AA policy.

I hope this helps, J S Haynes and anyone else in a similar situation.

Dave, N. Yorks

Other options?

With trips to the Fatherland a regular I had a good look around the lot, i.e. **AA** (GB), **RAC** (GB), **AA** (EIR), **RAC** (EIR), **ADAC** (D). I am now member of the ADAC. You'd have to take out the 'PLUS' membership if you live outside Germany - cost £50 approx.

The editor has more info if you need it but the key points of cover are:

Stolen vehicle assistance	Europewide
Breakdown and accident assistance	Europewide
Vehicle re-patriation	Europewide
Overnight accommodation	Europewide
Re-patriation by public services incl. Hire car	Europewide
Replacement keys/ key fob	Europewide
Spare supply	
Garage assistance	

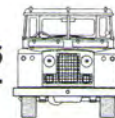
And I can cover a second driver, not necessarily a partner. The cover is not vehicle specific but here are the restrictions:

- maximum 9 seats (including driver)
- maximum width 2.55m
- maximum length 10m
- maximum height 3m (3.2m for camper as per registration document)
- maximum gross weight 3.5t (7.5t for camper as per registration book)

So, you lucky b*****ds, while Lale is out at 11t, your Land Rover is in. Just don't forget to take out those 3 seats on your 12-seater station wagon you never use anyway.

Now, I do appreciate that your German might not be up to scratch, but the terms and conditions are available in English, if you care to request them. And you might find that their magazine is good value for money and could be justified to improve your German. Mind you, it's also excellent for lighting fires, BBQs etc. so I am inclined to think, even if you consider the language barrier greater than the Barrier Reef, you are likely to get your money's worth out of a membership! Your AA man will work like before, when you were in the AA. www.adac.de if you're interested.

Stefan, Ireland organiser



Club Shop

Green Polo Shirt (embroidered club logo) - (S, L, XXL only)	£11.50
Now available in 4XL	£17.00
Baseball Cap (club logo) - reduced	£5.00
Tyre Life Plate	£2.75
Stainless Steel Radiator Badge	£6.30
Solid Brass Radiator Badge	£7.00
Chassis Print	.50
Solid Brass LR Key Ring	£3.50
Mouse Mat (picture by Pete Wilford)	£4.50
Coaster (Same design as Mouse Mat)	£2.00
Horse Brass & Leather	£6.50
Leather Pin Badges, reduced	50p
Embroidered Badges, reduced	£1.00
Series Two Club Teddy Bear (fully jointed)	£9.00
Pen (Series Two Club/ Gold Letters)	£1.00
Bottle Opener (Yellow/LR Picture)	.50
Clock	£7.50
Half Pint Glass Tankards (Club Logo)	£3.00
Thermos Cup (Series 2)	£ 3.00

Look out for other new club merchandise coming out soon.

The mugs are here!!

One Pint Club mugs celebrating the
45th Birthday of the *Series 2*
are now available for £3.50

Post and packaging in the UK £3.00, rest of Europe £4.50 and rest of the world £6.00. This is for up to 3 items. Thereafter, add a further 50p per item.

Please send order plus cheque made payable to the '*Series Two Club Ltd*' to:

**17 Crossman Court, Dalton Close, Broadfield,
Crawley, W. Sussex, RH11 9JL OR visit our website.**

Along with your order please ensure you have provided your address and phone number in case the shop manager needs to contact you.



For Sale and Wanted

Swb hard top and sides (retro fitted sliding windows) Yours for free if you come and get them!

5 8-spoke wheel rims £25

Tel 01296 670227
Brian or Catriona
(North Bucks)

Spares clearout

large amount for sale, new and used, including rare and hard to find items, prices from £1, contact me with your requirements. I can post.

Telephone: 01922 684135.
Mobile: 07808 356611
E-mail: jhnmrtn7@aol.com

For Sale

IIA Forward Control (1963) original dropside body at the moment fitted with hand recovery crane env rear axle, cab good, front chassis good, rear not so good. Not run for some time but engine working when last used.

Further details from
Dave Bygrave,
North Herts
Tel. 01462 742418

- Goodyear Bar Grips (2 good ones, 3 useable!) £25 the lot.
- Salisbury Rear Axle (Series 3 109") £45
- 2A Military front axle case & diff 109" £25
- Pair of Series 2 front wings, v. straight £40
- Pair of SWB sides for hard top - free to a good home.
- LWB roof top (Series 3) - free to a good home.
- Conversion plates: V8 to Series 3 £20.
- V6 (3L Essex) to Series 3 £20.
- Pair of V8 heads and inlet manifold + carbs and distributor £10

Will take best offers for any item

Phone Simon 01234 767686
(Bedfordshire)

Does anyone have knowledge of TACR1 or any appropriate parts for sale?

Tel: Simon 01234 767686

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 partition in any event that the vehicle Owner, Driver and all Passengers are covered by third party insurance and that they agree to absolve and indemnify the club that no Member or Passenger will claim against any other participant in the event, 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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A long, single-file line of vintage Land Rover vehicles, including various models like the Series I, II, and III, is parked on a grassy field. The vehicles are arranged in a perspective that recedes into the distance. The scene is set outdoors under a blue sky with scattered white clouds. In the background, there are some structures, flags, and a tall light pole. The overall atmosphere is that of a classic car show.

LRO Show 2003 Grand Line Up