

Summer 2004

£3.00



SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE
www.series2club.co.uk



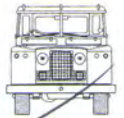
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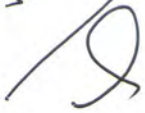
Betsy

*a dormobile By Kahina
chillanui age 8 years old.*





Series 2 Club
 PO Box 41 Manchester M43 7WZ

*REC'D
 1st JULY 2004*


- Chairman Brian Crelling
- Vice Chairman Andrew Turford
- Secretary Stephen Howard
- Membership Secretary Avril Anderton
- Treasurer Eric Leuzinger
- Magazine Editor Catriona Crelling
- Events Calendar Mick Outhwaite
- Registration Officer Dave Dutton
- Historical Records Officer Norman Smith
- Technical Officer Mark Rumsey
- Shop Manager Wendy Kempster
- Web Master Eric Leuzinger
- Show Co-ordinator Mick Outhwaite

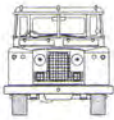
e-mail address	info@series2club.co.uk
website	www.series2club.co.uk
webmaster	webmaster@series2club.co.uk

Material for the magazine to:

Editor: 'Built TWO Last'
 2A Hogshaw Road
 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 August 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 - YORKSHIRE comprises members whose postcode begins with the letters BD, DL, HD, HX, HG, YO, LS, WF, HU, DN, TS. Area organiser - Chris Scott - tel: 07967 158445 - e-mail: yorkshire@series2club.co.uk

AREA 6 - NORTH WALES/SHROPSHIRE comprises members whose postcode begins with the letters LL, SY, CH, TF. Area organiser - Pete Hopkins - tel: 01743 872634 - 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 - Chris Bentley - tel: 01298 25151 - 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 - Alex Stoessler - tel: 01733 764875 - e-mail: eastmidlands@series2club.co.uk

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: essex@series2club.co.uk

AREA 13 - SEVERN VALLEY comprises members who's postcode begins with the letters BS, BA, SN, GL. Area organiser - Gordon Preston - tel: 01452 859773 - email: severnvalley@series2club.co.uk

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 - CENTRAL SHIRES comprises members whose postcode begins with the letters MK, LU, SG, NN. Area Organisers - Brian & Catriona Crelling - tel: 01296 670227 - e-mail: centralshires@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 528279 - 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 - Mark Stringer - tel: 01322 286114 - 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 summer issue of 'Built TWO Last'.

I CAN PROMISE YOU another jam-packed issue of our Club magazine, filled with accounts of recent shows, intrepid journeys and technical offerings, but please remember to keep the material coming in and those photos at as high a resolution as possible, or just send me normal photos and I'll scan them in and return them to you. I hope you spotted the 'April Fool' in the last issue. Jon Horsman promises us another chapter from his memoirs in the Autumn issue, unfortunately work and other commitments have kept Jon very busy recently, hence no tales from Yorkshire Rose Ambulance this issue – sorry.

It would seem that most of your Series 2s are now well and truly out of hibernation. As always they are in various states of repair, but undeterred they trundle ("race" would be a little optimistic!) round the country, carrying our members to various events.

The Chairman has picked out club member Martin Pegrum as the winner of this issue's hamper prize containing an array of useful bits and bobs courtesy of Glen at **Paddocks**, along with a few goodies from the Club's superb range of merchandise!! Don't forget, as they say for the Lottery, you have to be "in it to win it".

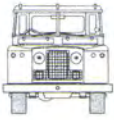
The front cover of this issue shows a photo of Damian Dingwall's 1964 Land Rover, at Hermanus in South Africa, you can read about his decision to drive from Cape Town to Cairo in a Two in this issue. I hope you all join me in wishing him luck for his trip, I for one look forward to hearing his progress reports.

The back cover shows a very special vehicle. This is the oldest surviving Series 2, chassis no. 3, the vehicle is owned by Dunsfold. This photo was taken at Gaydon in May when this Land Rover got a chance to show off its articulation.

Another picture I'd like to draw your attention to is a brilliant drawing by 8 year old Kahina Chillaoui, shown on the inside cover of this issue. Club member Geoff Marriott writes, "Kahina has accompanied myself and her mum to many Series 2 Club events and already has her beady eyes on my 88!" This particular drawing is of Geoff's Dormobile. Kahina has a Club sweatshirt heading her way. If there are any other budding young artists out there, send me a picture. Any that are published will win a prize (while stocks last!).

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

Cat.



From the Chairman...



HURRAH, WILL HAS PASSED HIS MOT with no need for any fettling. You may recall my thwarted attempts to get him running with his newly reconditioned carb, all was not as it should be. I popped into Carburettor Exchange, where the Solex was checked and found to be flooding. This was sorted and once the carb was refitted, Will ran sweet as a nut. Let's hope it stays that way!

I've also located a replacement tub for Will, so once he actually reaches the stage of being resprayed I'll have a rear body for him that isn't full of filler. The plan for winter in the cowshed is to remove the engine and have a look at the main bearing oil seal, which has developed a slight leak. This will be new territory for me and I'm looking forward to it.

In the meantime, I've been enjoying the hot weather, driving Will with the hood completely off – it's the simple pleasures in life ...

Will has paid for himself yet again by saving us from the expense of hiring several skips. Each weekend has seen me take load after load of rubble and timber to the tip; I knew there was a reason we didn't put seats in the back.

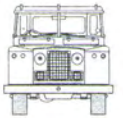
Ongoing building work has restricted our attendance at shows this year, but we'll be at the Club's National in August and at both Halcott and Shuttleworth steam shows.

As you'll read in this issue we have a few new faces to introduce you to over the next few months. Avril Anderton has volunteered to take on the role of Membership Secretary and I would like to thank her for this. Steve Howard has carried a tremendous workload but can now focus on his role as Club Secretary. I would also like to thank Andrew Turford for his work as area organiser for North Wales/Shropshire. Pete Hopkins will now be this area's organiser. We also have a new organiser for the East Midlands, his name is Alex Stoessler – we look forward to hearing from him in one of the next issues of *'Built Two Last'*.

I hope you all have a great summer.

Brian





PUB MEETS

Area	Date	Venue
Central Shires	Third Wednesday each month 8pm	Alternating between: The Navigation, Stoke Bruerne, Northants (odd months, Jan, Mar, etc.) The Chester Arms, Chicheley, Newport Pagnell, Bucks (even months, Feb, Apr, etc.)
Thames Valley	Second Wednesday each month 8pm	The Greyhound, Eton Wick, nr Windsor.
North Wales & Shropshire	Second Saturday each month Contact Pete Hopkins for details 01743 872634	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.
Essex	E-mail essex@series2club.co.uk for details.	
South West	First Wednesday of every month at 7:30 pm	The Catherine Wheel Pub Hemyock, Devon
Anglia	Contact anglia@series2club.co.uk for info.	The Red Lion, Stetham, nr. Ely on the A10. Three Horseshoes of North Cove
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 & 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 severnvalley@series2club.co.uk	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.

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From the Secretary

AT LAST AN IMPROVEMENT IN THE WEATHER and some progress with the Stationwagon, Tilly II. Its only about six or twelve months late. I did say it would be MOT'd by now but I'll blame the bad weather, long hours at work and emergency repairs to Fay's Discovery for the delay. The latest thing to fall of it was the tailpipe and silencer. Because it was the boss's car, so she likes to think, the parts had to be produced immediately and fitted post haste – then I was in trouble for not finishing Tilly.

The work on Tilly II is coming along nicely, but when I removed the rotten footwell all there was to the top of the outrigger was fresh air. Help was needed. Most of the welding has been done by Gary, the bodywork specialist from work. He really is an expert welder. I made a careful note of the settings he used on my mig welder and as soon as he had gone, I tried it myself... even the gas flow was just as he had left it – the weld wasn't though, it was the same mess as usual. I'm hoping to take the Stationwagon to Eastnor Castle in June; this will be its first outing – assuming the MOT man is in a good mood.

We travelled up to the LRO show in Driffield – a most enjoyable weekend for us all.

The weather was good and some lucky Club members even came away with trophies! Apart from this, we've been spending the weekends playing with the Land Rovers. Fortunately I've enough space at home to fit my Stationwagon and the Airportable, owned by my good mate Lee; both of them are at various stages of

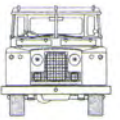
re-build. Lee actually bought the Airportable as part of a job lot that included an Airportable with an invisible rear chassis, a replacement chassis that only needed slight repairs and a Range Rover in a very bad state of repair, but with a good V8. The last owner had planned to graft the engine into the Airportable. The V8 was sold through E-Bay along with one or two other items from the Range Rover in order to help raise money for the re-build. The sight of Lee, like a man possessed, brandishing the 8" grinder, chopping the Range Rover up along with what was left of the Airportable chassis was a highlight for me. It was a cross between the chainsaw massacre and Any Which Way But Loose, where Clint Eastwood said, "Scrap the Caddy Clive".

It really is nice to have some spare time now that Avril is doing such a wonderful job running the membership, no one knows more than me just how much work is involved, she deserves a medal.

I recently had to pass on the very sad news that the vehicle owned by one of our new members was not the vehicle her V5 referred to. The VIN number on the V5 referred to a 109", her vehicle was in fact an 88". One of the many advantages of being a member of this Club is the wealth of information available from the many members that give up their valuable time to help stop this kind of thing happening.

As always, you can contact me if you have a query or just fancy a chat about your Series Two.

Steve



Getting dirty

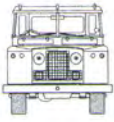


Dormobiles do it in Devon!



Off roading in Wales





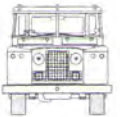
A member writes...

I'VE BEEN A MEMBER FOR NEARLY A YEAR NOW and have already made some very good friends through the Club. It has been a secret desire to have a Series 2 Land Rover for many years, in fact since I was 18 years old and I'm now 55! I've recently carried out some work on my Land Rover, turning what I assumed to be a very tired little engine into a lively iron horse!! I'd no idea that my manifold gaskets, plugs and tappets were in such a deplorable state! I'm surprised that the Land Rover even pulled itself along the road, let alone to and fro over the Welsh Mountains on an almost daily basis. With great assistance from Rob Hancock, I fitted a new manifold and carefully adjusted tappets, new sparking plugs, set at the correct gaps. I can't tell you enough about the difference it's made to the Land Rover, the engine is so crisp, smooth and pulls well, the work horse has a whole new feel about it!



Let me share a little true story that happened to me many years ago. I went courting in a Series 1 and took a young lady out in her lunch hour to some fields near Swindon. We sat on a grassy slope in front of the Land Rover on a hot summer's day and each drank a small bottle of squash. Once finished, we put the empty glass bottles up out the way, behind the front bumper...and thought nothing more of it. It was not until leaving the field, and pulling out on to the road that I realised I had no steering lock at all, we ran across the other side of the road – luckily there was no oncoming traffic – coming to a rest near the hedge. I waited for the AA to arrive. To my embarrassment the AA man pulled two glass bottles from amongst the track rod ends, they were jamming the steering!

Martin Pegrum



Introducing our new Membership Secretary...

Hi there fellow members,

As some of you may be aware, Steve Howard had the role of both Secretary and Membership Secretary, this role has once again been split between two people. I've taken on the job of Membership Secretary while Steve carries on with being Secretary. I hope to keep up the good work that Steve has started, but please make allowances until I feel comfortable with my new role and how things are run.

So, let me introduce myself. My name is Avril Anderton, I'm married with 3 children, I don't go out to work so I find I have spare time on my hands unlike most other committee members. In my misspent youth I rode motorbikes: until 1993 when I had one crash too many and was informed by my husband that maybe 4 wheels would be better than 2. In 1990 I'd bought a Land Rover and found this was probably the closest I'd get to riding a bike – cold, wet and so much fun. I took my test and have never looked back since. However, a new ailment arose – something that not even pictures of my old bike could fix – I was bitten by the Landy bug and have been happily motoring ever since.

My first Series 2 is 'Alf' whose picture some will have seen in the B2L magazine from Autumn last year, I also own a SWB 1962 petrol which will be a truck cab once finished, this one is called 'Gus' and will hopefully be on the road sometime next year. My husband also owns half a dozen Land Rovers of different eras, the neighbours don't know us by name, but if you ask for "the one with the Land Rovers" you'll be pointed in our direction.

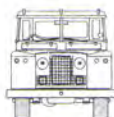
My previous jobs were mainly secretarial, admin, and accounts posts and I'd recently trained to be a manager for a local convenience store, which I gave up when my last child was born. I'm very proud to say that I also have valuable 'on the job' experience of making tea, coffee and bacon/sausage butties for the troops whilst they tinker with their Land Rovers; so if you're ever in the Lancashire area on a weekend, drop by and say hello, I might have even baked some cakes.

Before I go I'd like to just mention that I've nicknamed myself the 'Wicked Witch of the North West' as this is the area I'm from and can sometimes certainly be classed as a 'right royal pain in the broomstick'. I'll be out and about this year at different shows so don't be shy – say howdy. I have a basic understanding of Land Rovers and mechanics and will be quite willing to help anybody that needs help, although if you get too technical I might have to pass you onto someone else that knows better than me! If you've any problems at all with your membership then please get in touch, I aim to reply straight away even if I can't solve the problem there and then.

Hope you all have a good year, I'll maybe see some of you soon.

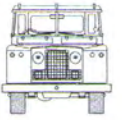


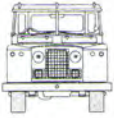
Avril



The Club welcomes new members...

1476	Mr & Mrs R Chaloner, Worcestershire	1532	Mr & Mrs G D R Jones, Hampshire
1477	Mr A Reeve & Miss S Wood, East Sussex	1533	Mr P Bladen, Hampshire
1497	Mr & Mrs Hills, Cambridgeshire	1534	Mr C Cross, Gwynedd
1498	Mr & Mrs Wheeler-Osman, Hampshire	1535	Mr M Wild, South Yorkshire
1499	Mr P Hendey, Essex	1536	Mr & Mrs A Moore, North Yorkshire
1500	Mr D Crawford, Bedfordshire	1537	Ms A Peckover, Hertfordshire
1501	Mr S Lepley, Hampshire	1538	Mr & Mrs K Hirst, Yorkshire
1502	Mr Vile & Ms Downer, Somerset	1539	Mr & Mrs P Wagstaff, Lincolnshire
1503	Mr C Palmer, Kent	1540	Mr S.L. Finney, Worcestershire
1504	Mr A Booth, Lancashire	1541	Mr P. Newman, Cheshire
1505	Mr B Pierce, Essex	1542	Mr R Worthing, Gwent
1506	Mr G Bull, Hants	1543	Mr W Rose, Buckinghamshire
1507	Mr D Fimmimore, West Midlands	1544	Mr R Pitman, Mid Glamorgan
1508	Mr & Mrs Cuffley, North Devon	1545	Mr R Donovan, Northamptonshire
1509	Mr D Higgins, Norfolk	1546	Ms R Owen, Lancashire
1510	Mr C Blaxland, Devon	1547	Mr & Mrs J Hand, West Midlands
1511	Mr C Winters, West Yorkshire	1548	Mr P Roberts, Hertfordshire
1512	Mr S A Payne, Merseyside	1549	J Rutgeerts & L Lemmens, Belgium
1513	Mr P Whitby, Pembrokeshire	1550	Mr A Hale, Lancashire
1514	Mr P Townsend, West Sussex	1551	Mr R Evans, West Midlands
1515	Mr A P Powsey, Kent	1552	Mr M Simmonds, Essex
1516	Mr M McDougall, Perthshire	1553	Mr D T Dinnis, Derbyshire
1517	Mr C Clarkson, West Yorkshire	1554	Mr A Tilley, Morayshire
1518	Mr J Bee, Gloucestershire	1555	Mr S Harte, Lancashire
1519	Mr & Mrs M Barrett, Somerset	1556	Ms R Snook, Herefordshire
1520	Mr & Mrs D Moore, Derbyshire	1557	Mr M Clements, North Somerset
1521	Mr & Mrs D Ratcliffe, Staffordshire	1558	Mr R Dalton, Wiltshire
1522	Mr & Mrs Williams, West Midlands	1559	Mr J Muirhead, Suffolk
1523	Mr T Bessim, Middlesex	1560	Mr P A McIntoch, West Midlands
1524	Mr D Lunnon-Wood, Hampshire	1561	Jacqui Cooper & John Wicks, Cambridgeshire
1525	Mr R Odling, Wiltshire	1562	Ms J Hollingsworth, Yorkshire
1526	Mr & Mrs P Simpson, Suffolk	1563	Mr S Sefton, East Riding
1527	Mr & Mrs M Payn, Somerset	1564	Mr D Walters, Middlesex
1528	Mr E Nieminen, Finland	1565	Mr P Russell, Lincolnshire
1529	Mr T Bracher, West Sussex	1566	Mr & Mrs P Rumsey, Yorkshire
1530	Mr V R Jones, Anglesey	1567	Mr B Hufton, Nottinghamshire
1531	Mr G Dixon, Herefordshire		





Database Update

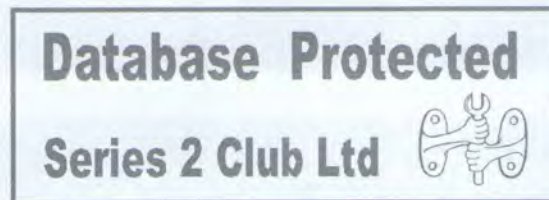


The Series 2 Club is first off the mark with a Visual Theft Deterrent – Warning Sticker!

Yet another good reason why your Series 2 should be included on the Club's Database.

WE ARE ALL CONCERNED with the security of our Series 2s, particularly as most of them stand outside making them even more vulnerable. Our Vehicle Database has proved its effectiveness in storing vehicle information and photographs that owners, insurance companies and the Police require in the unfortunate event of the theft of one of our vehicles. Earlier this year, one of our existing members, Nicola Parr of Hampshire, suggested we should provide a visual theft deterrent, such as a warning sticker. We thought it was such a good idea that I went out and had them produced for you!

This Internal Window Sticker, as reproduced above, is 90mm x 40mm and has been printed in the Land Rover colours of 'Dark Bronze Green' on a 'Limestone' background. A 'White Flood-Coat' is specially applied after printing to the back of the sticker to ensure it can be clearly seen in most conditions. Produced in a Vinyl Self-Cling material, they can be removed and re-used should you change and register vehicles in the future. We hope these stickers will make any potential Land Rover Series 2 thief stop, think hard, and leave your Landy alone. The addition of the club name and hinge logo also makes a good advert for the club, allowing you to wear your sticker with pride.



From July 1st 2004 every new entry for the Club's Database will receive, free of charge, one of these 'Self-Cling Vinyl - Database Protected - Internal Window Stickers'. Clearly positioned on the inside of the driver's door window, it will show everyone that your vehicle is now 'Database Protected'.

If you have already registered your vehicle, send me a 'Stamped Addressed Envelope' and I will mail you a free sticker by return (One sticker per vehicle registered). We regret that due to the printing and postage costs involved we cannot post them out retrospectively without your S.A.E.

Don't delay. Complete the form opposite, add a recent photograph of your Landy and send them off. Upon receipt, your "Database Protected - Window Sticker" will soon be winging its way to you.

Best regards and keep those 'Vehicle Detail' forms and photographs coming in!

Norman Smith
Historical Records Officer



The Series 2 Club - Vehicle Details

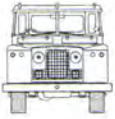
Please assist by completing the following details of your current vehicle, which will be added to our database for future reference. Please enclose a 6"x 4" photograph.

Database Ref No.:
(For office use only)

Don't Worry - no personal details will be disclosed without your prior permission.

Chassis Number :	Month & Year of Manufacture :														
Current Reg Number :															
Previous Reg Number :	Military Reg Number :														
Original Body :	Colour :														
Current Body : ..	Colour :														
Engine Number :	Fuel :														
Optional Extras Fitted :															
Modifications :															
Additional Information : <i>(Continue overleaf if required)</i>															
<table style="width: 100%;"> <tr> <td style="width: 60%;">Your Name : _____</td> <td style="width: 40%; border: 1px solid black; padding: 5px;">Series 2 Club - Membership No. : (For office use only)</td> </tr> <tr> <td>Address : _____</td> <td></td> </tr> <tr> <td>_____</td> <td></td> </tr> <tr> <td>_____</td> <td>Postcode : _____</td> </tr> <tr> <td colspan="2">Telephone Number : _____</td> </tr> <tr> <td colspan="2">E-Mail : _____</td> </tr> <tr> <td>Signed : _____</td> <td>Date : _____</td> </tr> </table>		Your Name : _____	Series 2 Club - Membership No. : (For office use only)	Address : _____		_____		_____	Postcode : _____	Telephone Number : _____		E-Mail : _____		Signed : _____	Date : _____
Your Name : _____	Series 2 Club - Membership No. : (For office use only)														
Address : _____															

_____	Postcode : _____														
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E-Mail : _____															
Signed : _____	Date : _____														
<p>The chassis number can be found stamped on a metal plate fixed on the bulkhead, inside the vehicle. Include the full number including any suffix letter. The engine number can be found stamped on the front left-hand side of the engine block. Both numbers will also appear on your log book (V5 or V5C). If you have more than one Series 2, please note the details on a separate sheet for each vehicle, add a 6"x 4" photo and include with this form.</p>															
<table style="width: 100%;"> <tr> <td style="width: 60%;"> <p>Please return the Vehicle Details form & photograph to: Norman Smith (Historical Records Officer) 18, Maplewood Stafford, Staffordshire ST17 4SG</p> </td> <td style="width: 40%; border: 1px solid black; padding: 5px;"> Added to Database : (For office use only) </td> </tr> </table>		<p>Please return the Vehicle Details form & photograph to: Norman Smith (Historical Records Officer) 18, Maplewood Stafford, Staffordshire ST17 4SG</p>	Added to Database : (For office use only)												
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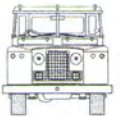
Guinness World Records™
“Longest Land Rover Procession” World Record Attempt®
17th & 18th April 2004
at TowCester Racecourse, Northampton

HOW DO I FIT 5 HANDWRITTEN PAGES INTO 1? Well to start with I'll only mention once that the weather was less than perfect, actually a better description is it was pi**ing down, not all weekend – but most of it, I hope this sets the picture for you. Now for the good bit – it was fantastic, a real eye opener, amazing, not to be missed. I've told Tom to book me in for next year without fail.

Tom McGuigan organised the event and in roughly his own words “this record isn't mine (as some folk jest) but it belongs to everyone who entered, you can't make a record like this on your own”. As usual with the shows that Tom organises, it was for the family with entertainment in the day and at night, unusual items included were the Camel racing (the 4 legged variety) and a mini off road course for the radio controlled landys. There were also trade stands and an auto jumble section (not many stands really but hopefully next year more people will take interest and make the show a bit better).

My weekend started with a 5 hour journey which ended in a sort of bubbling/plopping noise as by the time I got to Towcester the fan belt on ALF had vanished. Luckily, it had not long happened and a new fan belt was fitted within the hour (belt too short, phone call to hubby, alternator slider moved – no prob) and I can feel proud to say that I did it on my own without the help of hubby or any other person on the site. The view of my backside stuck up in the air under the bonnet probably put off any potential helper anyway. The next strange thing to appear was a Land Rover 90, who had the cheek to park next to me, he had the whole field to park on but he decided to park right next to me, I was hoping for another Series 2 at least, hang on a minute, that's a Series 2 sticker in the window – even stranger was the fella was Gary (Dangermouse 88) & family, we had been talking to each other on the club forum only the day before. He explained that his Series 2 was off the road at the moment so he had to travel in the 90, I felt better that a fellow club member was parked next to me and hoped that more would arrive soon. Unfortunately they didn't so Saturday night both families piled into and onto ALF and we went in search of our other members, we found 2, one was a Canadian called Stewart, the other was Paul Hobart and family. Oh before I forget, it is not safe to drive with passengers on the roof and should not be tried at home (the children thought it was cool though) ok safety warning over!

The Saturday came and went, the show was good, the atmosphere great – everybody waited eagerly for the Sunday for the procession to start. Oh boy you should have been there, Sunday was great, there were flags flying and bunting adorning Land Rovers everywhere. I asked Tom if he could make a request over the loud hailer for any Series 2 Land Rovers to line up for a photo for the magazine, there were 4 of us from the club and the rest were people who had come for the photo and a gossip (all potential new members of course). The list of names is under the pic. While we were doing the photo call everybody had started gathering in the middle of the racecourse, and they came from everywhere, there was Land Rovers, Range Rovers, Discoverys, Freelanders and a few hybrids, of every sort, colour, shape and description. The sight was fantastic and in the press release afterwards it



Picture left to right:

Mike Hooles - 323 GCY - S2 SWB 1963 original CKD kit, Land Rover bought in 1965, had lots of mods done but owner knows the entire history.

Michael Harrison - XFR 666V - 2A lightweight, his wife said he is camera shy but the pride must have got the better of him, very nice condition.

Paul Hobart - KVF 231E - SWB 1967 was basic Land Rover, so spent a bit of money getting it to the condition he wanted. Camo colours, inside refitted with loads of army stuff, boom box etc, another Landy in tip top condition.

Me (April) - ALF 654B - SWB 1964 spent first 20 years in Ministry of Aviation at Farnborough, rough condition but runs well, will be resprayed sometime this year I hope. Bonnet mascot is priceless although a little temperamental at times.

Tyler Binge - YUV 507H - 1969 S2A soft top, I'm envious of the paint job on this one another one in great condition.

Stewart - OGV 203G - S2A SWB, he bought it last year, not much history known but has owned other Land Rovers, likes his petrol engines.

Simon Lawton - MMO 359E - S2A SWB as you see, another family vehicle much loved by all.

Gary Hills - C166 BEL - SWB'90, not a Series 2 I hear you say, well his 2 was at home but was in the line up in spirit, called 'Herby' it is a 36 year old SWB, needs a good mechanic to get going so we won't rely on Gary getting it going then! If you need a hand I can always send my mascot and the 2 banner holders round - a threat like this should see 'Herby' on the road soon!!!!



was estimated that there were about 260 vehicles. The procession was lead by Stuart 'Digger' Lindley, and he was proud to be there, all weekend he was busy talking to folk as if he had known them all his life, this was the attitude of most, which made for a great atmosphere. There are a couple of pictures in the Land Rover Enthusiast magazine June issue, I would also like to ask Stuart if his cousin has any good pictures? Please contact me as I can't remember your last name, put it down to old age and over excitement.

I would just like to mention a couple of people that helped me over the weekend, I won't admit why, but let's just say I know what to do on a muddy field now – so thanks to Mobile Storage Systems who are Nigel, Pamala & Cheyne Walker. Another thank you must go to Tom who organised the event, he has also mentioned the Club in the Press Release, a copy can be sent on request, so thanks to him as well. I hope we'll see more club members there next year, ok the weather was bad, but the atmosphere made up for this. If the Merseyside Land Rover Club can get 12 vehicles there I'm sure we can do just as well or even better. I've said it before and I'll say it again, if I can drive 5 hours in the pouring rain, with intermittent electrical faults and 3 children cooped up in the back, then you can, get out in your Series 2, take it all over the country, use the vehicle, that's what it was made for, enjoy the journey at a steady pace instead of bombing down the motorway at 70 mph and missing the countryside. If you think your Land Rover won't make the journey your probably wrong. I once thought the same thing, but since last year I've travelled to Billing (7 hours), Trentham Gardens (3 hours), Towcester (5 hours), Driffield (3 1/2 hours), as well as numerous other places in between. I did this with 3 children and towing a caravan, be adventurous for a change. With nearly 1000 members on the books, shows like this should be swarming with Series 2's, let's show 'em all what this club is made of. Next year's world record event will be on the 16th & 17th April, same place. Don't say I haven't given you enough notice !!!!!



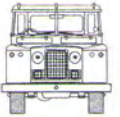
Avril Anderton
Membership Secretary

A member writes...

IN A RECENT ISSUE OF THE MAGAZINE, mention was made of the ADAC, the German equivalent of the AA. I've now joined the ADAC under their membership plus arrangement, which appears to offer the equivalent of the AA recovery scheme across the whole of Europe for just over 70euros, about £50. Joining was interesting, as although they provide an English translation of the leaflet explaining their services, any correspondence to them comes back in German. Compared to the AA, let alone continental breakdown insurance, the cost seems such a bargain that it seems too good to be true. I now hope I don't have to put it to the test, although with a fourteen year old Discovery coming up to 200,000 miles on the same engine and gearbox, perhaps I'm pushing my luck!

One other point, in the copy of their magazine they sent they listed Goodyear Wrangler tyres as not recommended. Not long ago one of the Land Rover magazines, after a tyre test, listed them as best road tyre.

Gordon Lord



LRO SPRING ADVENTURE

**Driffield,
May 15th - 16th**

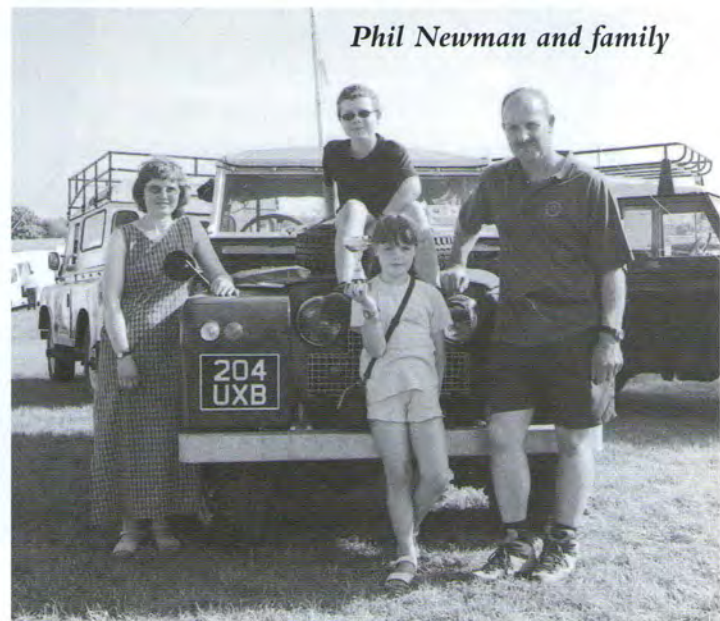
THIS WAS THE SECOND YEAR that there's been an LRO show "up north". Last year's attendance by Club members was disappointing, probably made worse by the atrocious weather – but this year saw not only a change in location and a bigger show, but a much greater turnout from Club members. Despite taking place in an area seemingly miles away from most members, the Club stand was host to about a dozen Series 2s in a wide variety of shapes and sizes!



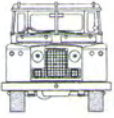
Dave Snape and his 109

The torrential rain of last year was forgotten and visitors to the show experienced some of the best weather so far this year. Two of our members won prizes for their Series Twos.

David Snape did it again, gaining a first prize with his early and untouched 109" in the best commercial category, with Phil Newman and his family achieving third place in the best commercial category. Both are pictured below with their pride and joys.



Phil Newman and family



Amongst the other vehicles displayed on the Club stand was Paul Lund's 1967 Series 2A civilian ambulance. Paul has spent a lot of blood, sweat and tears on this project and this show was the vehicle's debut at a Land Rover event. Pictured on the inside of the back cover of this issue, we look forward to reading the full story of its rebuild in the autumn issue, and how it came to be used in the television series "The Royal". Needless to say the vehicle drew a lot of attention, it'll be featured in LRO sometime soon. Clive MacDonald Smith was also in attendance, bringing his military 109" to the stand for us all to drool over. Members from even further afield also made it here – yes, you've guessed it, Gordie from Northern Scotland made another mammoth journey to spend the weekend with fellow members, he was so exhausted from travelling overnight that he needed a hand putting his tent up!

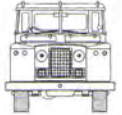
The show was larger than the one held at Bramham last year, a variety of trade stands and autojumble kept visitors busy. None the less, it has to be said that the show had a friendly, perhaps less commercial feel to it than many of the larger Land Rover events and this was by no means a bad thing.

Catriona Crelling

Take a look at the Club's new trailer ...

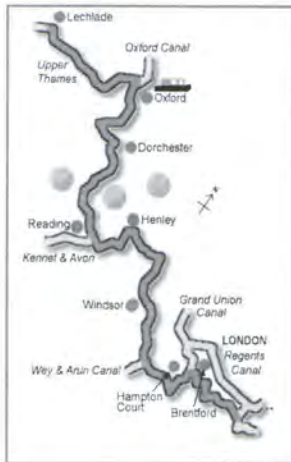
Richard Bilbe has been working on building the Club a new trailer, here's a picture of it at the Rumsey's workshop gathering a couple of months ago. It'll soon be sporting a new paint job and you'll no doubt see it at the various shows this summer.





Tales from the Riverbank IV

Thames Valley Branch



Since I last wrote not much has happened area-wise in the Thames Valley, though plenty has happened with me. She Who Must Be Obeyed decided shortly before Christmas that we needed somewhere to live with more space. I, being the dotting husband, naturally agreed. "Yes, Dear." She was talking about having an extra room and more cupboard space for storage; I was talking about a garage and a bit of additional driveway. Still I let her believe we were both after the same thing. After much looking around and several sharp intakes of breath at the figures being quoted we found somewhere, waited for ages while the legal guys earned their crust, and eventually moved in during May. My wife thinks it's ideal; an extra room, some fitted

cupboards in the main bedroom, a nicely laid out garden, downstairs WC.....I think it's alright too; parking for four vehicles, an 8' x 16' shed with light and power.....oh yes....and a double garage! Having never had my own garage space before, I'm already planning several projects for the forthcoming months. It's great when a couple have so much in common.

Our regular pub meets at "The Dog" in Eton Wick continue to be frequented by the usual gang of suspects though from time to time we have welcomed guests from further afield. Looking at my membership list I know there are many more members who live nearby who we'd love to see at a meet.

So far this year we have visited the Old Sodbury Sort Out at Newbury. This mega-autojumble must now rate as one of the South's largest LR events with thousands of bargains to be had. In recent times, I have felt that Series spares are more difficult to come by, but it is still worth coming, even just for the banter. Early in May a Thames Valley contingent joined others at a very soggy LRM Gaydon Show. Most of the fun was in the camping field, watching many vehicles getting stuck in slippery thick mud. The best of all was watching £60,000 worth of new Range Rover complete with traction control needing a tow from Ian Rumsey's 2b Forward Control. So much for technological advances! Needless to say, every Series 2, with or without trailer, made it out of the field without fuss or bother.



The rest of the show season lies ahead. Thames Valley representation will be attending at least the following events this year: LRW Eastnor Castle, Beaulieu 4x4 Show, LRe Billing, the Club National, LRO Peterborough and the London to Brighton Run. There will be others I'm sure; let me know what events you were thinking of going to.

All the best,

Eric Leuzinger
Area Rep.



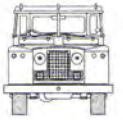
Wheels and Tyres – What’s What.

ONE QUESTION I GET ASKED FROM TIME TO TIME as the Club’s technical officer is what tyres will fit which wheels, and how do I tell what wheels I have. This is actually a fairly easy subject to get to grips with once you understand a couple of things about wheels and tyres. I’ll start with the tyres. There are three methods of measuring tyres that you’re likely to come across with a Land Rover, one of which you’ll only find if you buy aftermarket wheels with American tyres which I’ll not be going into in this article.

The first is the simplest, this is the all-imperial measurement used for cross plies as fitted at the factory, also used by a handful of more modern radials. There, all measurements are in inches. There are two measurements used: one for the width of the tyre, the other for the diameter of the wheel it must be fitted on. A typical example of this is the 6.00x16 size fitted as standard to short wheelbase Land Rovers. This measurement means the tyre is 6” wide and must be fitted to a 16” rim. When both measurements are imperial, the tyre has an aspect ratio (or profile) of 100%. The aspect ratio is the ratio of the sidewall height as a percentage of the tyre width. So, in the case of the 6.00x16 the sidewall is 6” tall. This gives an overall diameter for a 6.00x16 tyre of 28” (16” of wheel plus 2 times 6” of sidewall height). Likewise the 7.50x16 used on LWB Land Rovers is 7.5” wide, fits on a 16” rim and has an overall diameter of 31”. Most tyres measured this way are cross plies, however radial tyres can be found in these sizes. These are most readily identified by the ‘x’ being substituted by ‘R’, for example 7.50R16. This is not quite always the case, so it pays to check when buying tyres measured using this system whether they are cross plies or radials, so you can avoid mixing the two types together.

The next method of measurement is the mixture of metric and imperial used on most modern radials. Here, the wheel diameter is still measured in inches, but the tyre width is now measured in millimetres. As all of these tyres are radials, the central character is an ‘R’. So, a 205R16 tyre is a radial tyre that is 205mm (approx 8”) wide and made to fit a 16” rim. With this measurement, the aspect ratio is by default only 80%, thus the 205R16 tyre has a sidewall height of 164mm (approx 6.5”). This gives an overall diameter of 29” (6” of rim plus 2 times 6.5” of sidewall). These tyres can also be obtained with different aspect ratios, in which case another number is added to the code. In this case a slash is added after the width and the aspect ratio following before the R. For example, a 235/70R16 tyre has a width of 235mm, an aspect ratio of 70% (instead of 80%) and fits a 16” wheel. The overall diameter for this tyre is also about 29”, but the tyre is 30mm wider than the 205R16. This is a low profile tyre, that is it’s much wider than it’s tall. It is also possible to get higher profile tyres. For example, a 235/85R16 is still 235mm wide, but with an 85% aspect ratio has an overall diameter of 31.5”.

Onto the wheels. There are actually 5 different variations of wheel rim fitted to Series 2 and 2A Land Rovers, although export models and special orders could get a couple of other variations. I’ll stick with the ‘domestic’ wheels for now, all of which are 16” in

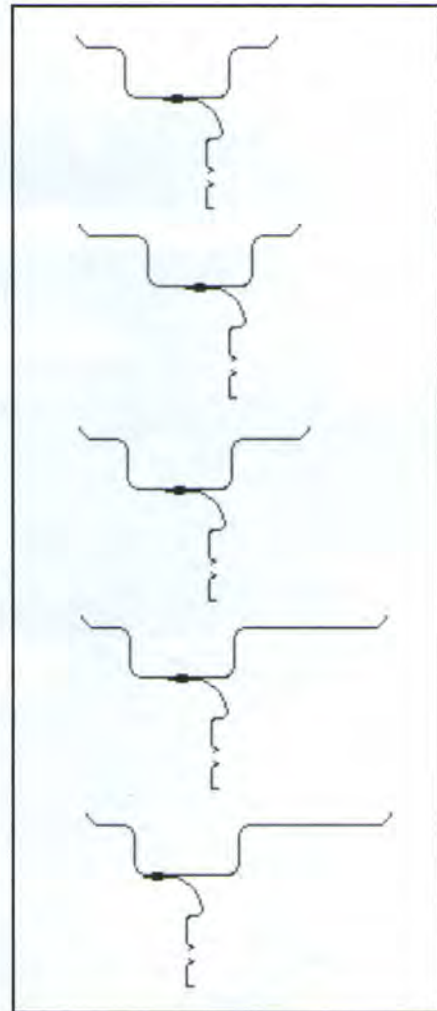


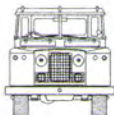
diameter. SWB models had 5" wide wheels as standard, whilst LWB models had 5.5" wide wheels (also optional on the SWB). Forward control and 1-ton models had 6.5" wide wheels. Both the 5.5" and 6.5" rims were available in two offsets (how much the wheel sticks out) depending on year and/or application.

Starting with the 5.5" rims normally found on LWB models, early vehicles had wheels with a small offset where the extra width compared to the SWB wheel was put on the inside, under the chassis. This put the whole tyre and wheel combination closer to the chassis, and when combined with the extra diameter of the 7.50x16 tyre usually fitted on these rims, led to a truly appalling turning circle. Around 1968/1969 the wheels were 'reversed' so the extra width was put on the outside of the wheel, and this allowed the turning circle to be reduced to nearly that of the SWB Land Rover.

With the forward control & 1-ton rims, things happened a little differently. From the start all the extra width was put on the outside compared to the SWB rim. However, the massive 9.00x16 tyres fitted to these rims meant the turning circle was still pretty poor. This was found to be a big problem with fire engines and for these a special rim was made available. This basically had even more offset and pushed the whole wheel outwards enabling a good turning circle to be obtained.

Identifying these wheels can seem pretty daunting until you know what you are looking for. The diagram on the right shows the differences in the cross section of the wheels. What you are looking at is a vertical slice through the centre of the upper half of the wheel. The top picture is of the 5" SWB rim. It will be noted that the area the bead sits on either side of the well (the dip in the centre of the rim where the centre part of the wheel rivets to) is equal. Moving onto the second picture, this is the earlier type of 5.5" LWB rim where with small offset where the width was put on the inside of the wheel. As can be seen the inner bead area is a bit wider than the outer one (by about 1/2"). Picture three is the later tyre 5.5" rim with more offset where the extra width was placed on the outside. Effectively, it's the earlier rim turned round, so the wider bead area is now on the outside of the wheel. Picture four is of the 1-ton/forward control rim. As can be seen the bead area on the outer side of the wheel is now much wider than the inner. The final picture is of the fire engine rim. It's basically the same as before, except the centre is pushed inwards to the point that it's almost out the other side and the rivets are right on the edge of the well, unlike all other wheels where the rivets are in the centre of the well. The differences can be seen in the photo at the end





of the article.

Getting the right width tyre on the right width rim is important. To make life easy, I've listed the maximum width tyre that can be fitted on any rim without compromising performance or tyre life. It is possible to go one size above these limits, but you'll find that the tyre does not grip as well and wears out quickly in the centre. If you want to fit tyres larger than the maximum listed for the 6.5" wide wheels, you will need to buy wider aftermarket wheels or possibly something like Discovery wheels. In this case, I would suggest you seek the advice of your tyre supplier.

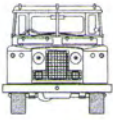
For a 5" SWB rim you should not go over 7" wide (about 175mm). For a 5.5" rim, the maximum is about 8.5" (215mm). For the 6.5" wheel, its 10" (245mm). The most common tyre fitments and the rims they need are 6.00x16 on 5" SWB rims, 205R16 or 7.50x16 on 5.5" LWB rims, and 235/70R16, 235/85R16 or 9.00x16 on 6.5" forward control rims. As already mentioned, 205R16 and 7.50R16 tyres will fit on 5" SWB rims, and 235/70R16 and 235/85R16 tyres will go on 5.5" LWB rims, but you will find you don't get the grip you should, and they will wear quickly. If you want advice about a specific application, you can always write to or email me at the Q&A address, or post a question on the club forum via the website.

Mark Rumsey
Technical Officer

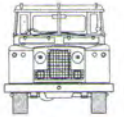


Events Calendar 2004

July 3rd - 4th	Heddington & Stockley Steam	Gordon Preston 01452 859773 severnvalley@series2club.co.uk	Costs & Details TBC
July 3rd - 4th	KM Motoring Pageant, The Hop Farm, Beltring, Paddock Wood, Kent	kent@series2club.co.uk	Passes available for display vehicles
July 10th - 11th	Vintage Vehicle Show, Ardingly	Tony Down 01342 388096 surreyandsussex@series2club.co.uk	Costs & Details TBC
July 10th - 11th	Beaulieu 4 x 4 Show	Brian Graham newforest@series2club.co.uk	Costs & Details TBC
July 16th - 18th	Land Rover Enthusiast Show at Billing, Northants	Mick Outhwaite 01535 654907 shows@series2club.co.uk	Contact LRe direct through magazine advert
July 21st - 25th	KM War & Peace Show, The Hop Farm, Beltring, Paddock Wood, Kent	TBC	Costs & Details TBC
July 23rd - 25th	Indian Queens Steam & Vintage Show, Gnomeworld, Moorland Rd, Indian Queens, St.Austell, Cornwall.	Jeremy and Robyn Holter 01647 440875 southwest@series2club.co.uk	Costs & Details TBC
July 31st to Aug 1st	Lingfield Steam & Country Show	Tony Down 01342 388096 surreyandsussex@series2club.co.uk	Costs & Details TBC
Aug 5th - 8th	Pickering Steam	Mick Outhwaite 01535 654907 shows@series2club.co.uk	Free entrance for display vehicles. Contact Rep.
Aug 7th - 8th	Steam and Vintage Weekend West Somerset Railway	Gordon Preston 01452 859773 severnvalley@series2club.co.uk	Costs TBC - Contact Area Rep for further info
Aug 7th - 8th	Isfield Vintage Weekend	Tony Down 01342 388096 surreyandsussex@series2club.co.uk	Costs & Details TBC
Aug 14th - 15th	Driffield Steam	Mick Outhwaite 01535 654907 shows@series2club.co.uk	Free entrance for display vehicles Apply ASAP



Aug 14th - 15th	Yeovil Festival of Transport Yeovil, Somerset	Jeremy and Robyn Holter 01647 440875 southwest@series2club.co.uk	Costs & Details TBC
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
Aug 21st - 22nd	Northchapel Steam Rally	Tony Down 01342 388096 surreyandsussex@series2club.co.uk	Costs & Details TBC
Aug 28th - 30th	Holcot Steam Rally	Catriona Crelling 01296 670227 centralshires@series2club.co.uk	Free entrance for display vehicles Apply ASAP
Aug 28th - 30th	Chapleton Barton Show, Barnstaple, North Devon	Jeremy and Robyn Holter 01647 440875 southwest@series2club.co.uk	Costs & Details TBC
Aug 28th - 30th	Rudgwick Steam & Country Show	Tony Down 01342 388096 surreyandsussex@series2club.co.uk	Costs & Details TBC
Aug 29th	Webbs of Wychbold - Classic Car Show, Droitwich	westmidlands@series2club.co.uk 01384 837492	Booking ASAP
Aug 29th - 30th	Leeds Spectacular	Mick Outhwaite 01535 654907 shows@series2club.co.uk	Free entrance for display vehicles Apply ASAP
August 30th	Berkley Show	Gordon Preston 01452 859773 severnvalley@series2club.co.uk	Costs & Details TBC
Sept 5th	Classic Transport Show, Himley Hall, Dudley	westmidlands@series2club.co.uk 01384 837492	Booking ASAP
Sept 11th - 12th	Laughton Country Show	Tony Down 01342 388096 surreyandsussex@series2club.co.uk	Costs & Details TBC
Sept 11th - 12th	LROi Show, Peterborough, Cambridgeshire.	Mick Outhwaite 01535 654907 shows@series2club.co.uk	Passes available for display vehicles.
Sept 18th - 19th	Shuttleworth Steam	Catriona Crelling 01296 670227 centralshires@series2club.co.uk	Display fully booked - visitors welcome.
Oct 2nd - 3rd	Malvern Show	J.S. Haynes 01509 416432 07900126315	Costs & Details TBC



Essex Group Report...

Sorry all you Essex people, not a lot has happened so far this year, I suppose excuses are family health, other club work AND trying to get WJN ready for Summer. I'll be organising some meets, those of you on e-mail will be notified and I will also place any meetings on the Series 2 Club Website Forum. If you wish to e-mail me or phone before 8pm regarding activities please do.



Time to chill out...

The Essex Group Spring/Summer Camp was held at our normal venue Kings Farm, Gt Easton, Nr Gt Dunmow. We had a wonderful weekend with great weather although it was absolutely freezing at night. We spent the whole of Saturday afternoon trying the Gymkhana put together by Sean & Hazel Smeeth for the Club National in August. Great fun with

very little tweaking! My thanks to both of them for the effort. It will make for interesting viewing and participation at the National!

Sunday morning was the normal winding down period, with the opportunity to try each other's vehicles, and for some to take advantage of my giving advice on the subject of Advanced / Defensive driving.



Gymkhana rehearsal

The contingent consisted of three from Essex (thanks Dave for suffering), one from Kent, and two from Anglia. I've included some photographs to hopefully wet the appetite of some more of you. Roll on next year, hopefully in June.

Dave Dutton



African Adventure

Cape Town to Cairo - Part one

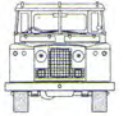
FOR FIFTEEN YEARS I'D WANTED A LAND ROVER, not for any particular reason as such, but having tinkered with an old Series I and grown up around LR owning farmers, I've always been smitten with them. Facts like "a safe working angle of 30 degrees" and "70% of all the series built are still operational" (was that true?) all helped to convince me – not that I'd ever been at 30 degrees in anything other than a boat! However, when the time came that I had a crisp new driving license, friends and family gently suggested that I would rapidly become infuriated with the impracticalities of driving an old landy on a day to day basis, and so I ended up with the far more practical option of a Leyland mini-pick-up!

6 months ago my circumstances changed. I found my thoughts turning to another long held dream, that of visiting, and traversing, the mysterious continent of Africa. In my mind there was only one way to do it, and that was to follow the footsteps of early pioneers and travel in a Series LR, preferably one older than me. The house was duly sold, notice handed in at work and the long suffering cat delivered to my mother's. All of a sudden I was on a plane heading to Cape Town to start looking for a vehicle in which to do a Cape to Cairo run.

After 3 weeks here I had located a 1974, lwb 2.6l straight 6 that looked as though it would make the grade, and so after a thorough check over by local LR legend Graham Smith, I handed over £2000 and became the proud owner of my first Land Rover. There was a fair bit to do to get her up to scratch, not least of which was starting the mammoth task of planning the fit-out that would turn her into my home for the next twelve months. With no tools and no workshop this rapidly became a daunting task.

At about that time, I was put in touch with a young couple who had just returned from a 6 month round-trip to Uganda and were looking to sell their vehicle. I figured it was worth a look over, if nothing else in order to get some ideas for how to fit my SIII out. But on arrival at their flat I instantly knew that this was the vehicle I needed for the trip. My elementary budgeting had left me with a rough idea of how much it was going to cost to get the SIII into a suitable state for such a long trip and I suddenly realised that I could buy this second vehicle, fully kitted out and ready to go, for less. The decision was instantaneous, and once again I was off to the bank to pull out another £2000. For the time being I was the proud owner of a brace of lwb's, an ex-military SIIa, and the SIII. I invited John, the SIII's original owner, down to come and look at my new acquisition, as he was excited about my trip. Upon seeing it, he immediately agreed that this was the right one to have and offered to take Betsy back – a very generous offer indeed.

The fun could now start. I'd made friends with the owner of a local garage, renowned throughout Cape Town for keeping the aging fleets of Cadillacs, Chevviies, and Mustangs that act as status symbols in this town, on the road. He agreed that he'd be happy to do some of the repairs that were necessary after the vehicle's recent adventures. Graham was once again forthcoming with fantastic advice, and she was soon booked in for replacement



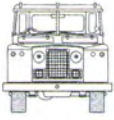
suspension bushes, a brake overhaul, engine and gearbox mountings, and a full service. Unsurprisingly, as they began taking her to pieces the list gradually grew longer: we ended up changing the hub seals, tie-rod ends, shocks, oil pressure unit, gearbox seals, a leaking fuel tank, main fuel pump, and an auxiliary fuel pump that had been drowned in a river in Tanzania! In the meantime, I was acquiring various sundries that Kerem and Nicky hadn't got around to buying – things like a GPS, compressor, bottle jack, tyre irons, and so on, and eventually after another £1,500 I was ready to hit the road.



Cape Town sunset

That was 2 weeks ago and I've so far made it as far as Hermanus, 134km south east of Cape Town. This beautiful little town is renowned for the annual gathering of Southern Right whales, who for some reason best known to themselves have decided that this is a good location for breeding. Looking around the town and its surrounding area, I'd have to say that I agree with their choice, although as yet I've not settled down to breed. I've spent a few nights camped – illegally I have since found out – on the shore of a stunning marine lagoon, with trips out to the local nature reserve of Salmonsdam. This reserve has an excellent 4x4 trail that takes you right to the top of the local mountain range, offering some lovely technical climbing along the way. I've also visited Dyer Island, a blossoming bird colony with over 100,000 birds on a 1km² chunk of rock, creating noise of rock concert levels. I've definitely found the perfect antidote to the hectic preparations in Cape Town.

So far so good with the SII. Built in 1964 for the South African military, she was rebuilt from the ground up 8 years ago and had a full engine overhaul just 12,000 kms ago. She is fully kitted out for the trip, right down to a braai (BBQ) and cutlery, and so far the auxiliary battery system and 12v fridge have managed to keep the milk fresh. There has been a minor discovery that the felt washers and end caps on the rear half-shafts have passed their sell by dates, so replacements are on the way as I type. More importantly, as yet



Home sweet home

I have been unable to come up with a name. She is clearly a she, as the original 2.25 petrol block and all up weight of close to 2 tonnes, mean that she needs a lot of gentle coaxing to get up roads with any gradient at all! Any suggestions will be gratefully received.

I'll be leaving this sleepy town at the end of the week to make my way up the Garden Route to Durban. From there I'll be driving the Sani Pass into Lesotho, before heading out of South Africa and into Namibia. The plan is to make my way up through this vast continent to Egypt, going via Botswana, Zambia, Malawi, Tanzania, Uganda, Kenya, Eritrea, Sudan, and Libya. I look forward to keeping you up to date with how my 40-year old home is faring.

Damian Dingwall





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.

WITH THE WEATHER WARMING UP, I'm sure you'll all be out working on the Land Rover again. As always, if you come across a problem and want some ideas, drop me a line and I'll see what I can do. First up this month, something for the summer.

Q Just a quick question, would a canvas tilt from a SWB truck-bodied 90 fit my 1967 S2a truck-bodied landy?

Patrick Simpson (Via Email)

A I'm afraid not, the difference between the two is actually quite large. The 90 is around 6" longer in the body than the 2A and so the canvas would be too big. Also, the fitting across the screen is completely different.

Q I have blown two head gaskets within three years, so I think fitting a water temp gauge should be a good thing (I own a 1967 LWB ex-Army ambulance, the dash of which shows no indication about water temp). I could fit it on a bracket along the dashboard. Do you think this is a good idea?

If you think so, has such a connection been foreseen, so it is mainly a "plug & play" process, or is it more difficult? Which parts do I need (I would like to use original LR parts if available - for the gauge, maybe someone like Peter Blanchard could provide?). Anyway, being all thumbs, I will ask an electrician engineer to do the job.

Jean Yves (Via email)

A There are two separate issues here. The temperature gauge, and the head gasket problems. I'm not convinced that fitting a gauge will help with the head gasket at all. The first thing to do is find out why the gasket is failing. When the gasket goes, is the engine showing signs of overheating (steam from the radiator cap, heater much hotter than normal

etc)? The Land Rover cooling system should be more than adequate, especially on the ambulance as it most likely has the 8 blade military fan, which shifts much more air than the standard 4 blade fan, giving them enough cooling to be used in the desert.

If the engine is getting very hot, you need to find out why. It could be a stuck thermostat or faulty water pump, but I suspect it's far more likely you would have a clogged radiator. You will need to thoroughly flush the radiator, preferably using a heavy-duty flushing agent to clean it out. These radiators can partially block in such a way that all seems well when driven normally, but at the first sign of working the engine hard (high speed driving or climbing hills, especially with a load) the temperature shoots up and the engine overheats. If the flush does not clear the radiator you will need to replace or recore it.

If the engine is not overheating when the gasket goes, then you have another problem to sort out. It could be that the head or block have now warped and are no longer flat, causing the gasket to fail rapidly. It could also be due to an excessively weak mixture (carburettor problems) or over advanced ignition (distributor or timing problem), which will need to be sorted.

I would suggest you investigate the cause of the failures before fitting a temperature gauge, however fitting one is not difficult. I'm assuming you have an earlier type vehicle with the ammeter (I assume its a 12V electrical system, not 24V). To fit a temperature gauge you have two options.



1) Replace the ammeter with a temperature gauge from a later vehicle. This would require the ammeter cables to be bridged out somehow in the dash (not easy to do safely) and new wiring to be run for the gauge, plus a voltage regulator for the gauge would need to be fitted. If you need the part numbers for these parts, I can dig them out, but I think you will find it very expensive to try and do it with all new parts. I can also supply a wiring diagram showing all the required cables.

2) Fit an aftermarket gauge of some type. This would not require any modification to the existing instruments, but would require mounting somewhere convenient. There are two types of gauge to choose from, electric and capillary. The electric is similar to the Land Rover gauges and requires a sender in the engine, and a suitable power supply. The capillary is much simpler, being basically a bulb on the end of a tube connected to the gauge. It requires no electrical supply and will read with the engine on or off as it works just like a thermometer. Try Holden Vintage & Classic for more info (their web site is www.holden.co.uk/) and look at gauges.

They have a number there which give water temp, or water temp and oil pressure in a single gauge. This dual gauge is actually almost identical to one that was available as an option from Land Rover, its just missing the Land Rover logo. They're not cheap, but do look the part, and are dead easy to fit. Once the gauge is installed, the sender unit or capillary bulb screws into a socket on the side of the head below the thermostat housing. You should find a plug in there at the moment. The thread is 3/8" BSP, so you will need a suitable adapter. The capillary bulb, though, might be the right size to start with. There are other accessory companies out there if you would prefer not to use Holden.

Q I wonder if you can help? I am looking for a S2a bulkhead to suit a June 1968 SWB Land Rover. Do you know of any rust free second hand ones, preferably, or any firm that manufactures good re-pros?

Many thanks in advance,

Ian McBride (Via email)

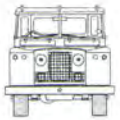
A I'm afraid the news is not going to be good. To the best of my knowledge, nobody makes

reproduction bulkheads for any Series 2 model. Rust free bulkheads are also like hens teeth. The only ones I know come in from Australia, cost upwards of £500, and to be honest to call them rust free is really stretching things. They are very solid, but have some surface rust, and sometimes have a few small rust holes. Nothing that can't be easily fixed. More of a problem, however, is they often tend to be modified or dented making them less than ideal. However, the news is not all bad. If you can weld, even a very poor bulkhead can be saved and returned to first class condition for less than the cost of one of these Australian bulkheads. The only area of the bulkhead that cannot be repaired is the top section round the vent flaps. This area is extremely complex and has some difficult curves. Even so, a really good restoration expert could probably do it, but it's beyond the capabilities of most Land Rover restorers. To rebuild a rusty bulkhead is not too difficult if you take your time. It is possible to buy new door posts, 'feet' (that attach to the outriggers) and footwells. These are generally designed as a means of keeping the bulkhead going rather than for Concours restorations, the footwells not having any ridges, and the door posts having an extra ridge where there should be a weld. However, if you are doing a Concours restoration, it's still possible to 'fake' the weld and press in the ridges. The rest of the bulkhead is relatively simple and straightforward to repair. If you feel that you cannot repair your existing bulkhead, you would be best to post a wanted advert in this magazine or on the club forum, but I would suggest you don't simply take your old bulkhead down the tip whatever you decide. I'm sure there will be someone out there who would buy it, even if in poor condition.

Q The rear spare wheel on my 1965 109 station wagon gets in the way of the tow bar. Looking at the photos of the Land Rover when it was delivered to it's previous owner, which was the only other owner, it is as supplied. Was this how they were fitted or was it a mistake by the factory.

Rob Davies (Via Email)

A It was built that way so as not to obscure rearward vision and also reduce the height the wheel had to be lifted. At the time I think ball hitches were not very common, and most Land Rovers that were towing would have been using



pin hitches, or would have been specified (like my '67 6 cyl SW) with a bonnet mounted spare. Later Series 3 station wagons had the spare moved up the door. I'm afraid you've either got to live with it, move it, or get an extra drop plate. I've got one on the trayback, which is basically a 4" x 3" plate (about 3/4" thick) that is bolted to the bottom of the drop plate and the tow ball is then bolted to the bottom of that. That drops the hitch around 2", which might be enough to cure your particular problem. Because the bolts holding this extension plate are easily accessible, it can be easily removed if necessary to get the rear ground clearance back.

Q I've just bought a Series 2a that has been fitted with a 3.3ltr Perkins diesel engine, any ideas where I can get a new oil filter?

Lance (Via Email)

A A couple of ideas. These engines (the 4.203 to give it the proper designation) were used in quite a few applications. They were used in a number of Dodge trucks (the British ones, not the Americans), and so might be available from commercial vehicle specialists. They were also used in many larger forklifts and tractors, so specialists in these vehicles might be able to help. One of the major applications, however, was in boats, so you should have some success in boatyards. If all else fails, try Perkins themselves. I believe they still carry spares for pretty old engines, and even if they can't supply you with a filter, they should know where to send you. You can try their website for a page showing their distributors.

Q Please can you confirm that the original battery on my 1958 Series 2 hard top would have been two six volts joined together? I read this somewhere but would ask for official confirmation!

A It's only diesels that had two six volt batteries in series, and that situation continued throughout the entire run of 2 & 2A Land Rovers. On Series 1 and 2 diesels the batteries were either side of the radiator whilst on the 2A one was in the usual petrol position in front of the air cleaner, and the other was under the seat. It was only when the Series 3 Land Rovers were launched that a single 12V battery was used for the diesel engine. Petrol engined Land Rovers, however, always used a single 12V battery. That's not only 2 & 2A models, but also the Series 1

before. So, to recap, if you're 1958 Series 2 is a petrol, it would have one 12V battery, but if its a (factory built) diesel, it would have two six volt batteries mounted either side of the radiator.

Q I read with interest the article on converting a Landy to use a Montego Perkins Diesel. Is there any reason why a Sherpa van, say 300 series, shouldn't go straight in? Is there an adaptor plate to the gearbox?

Thanks,

T Beaumont (via Email)

A Did you have any particular engine in mind? The Montego Turbo diesel is generally considered as one of the better options as the power and torque outputs are slightly, but not massively, higher than the 2.25 petrol, the engine is not too heavy, and most importantly fuel consumption is very low. The Sherpa did, for a while, use a normally aspirated version of this engine, but unfortunately that's not really powerful enough for a Land Rover as these engines have slightly less power than the standard 2.25 diesel. Other Sherpa/Freight Rover/LDV engines have found their way under the bonnets of Series Land Rovers. The most common one is the Freight Rover 2.5 diesel, which is essentially the same Land Rover engine as used in the 90/110 2.5 diesel with modified manifolds and relocated ancillaries. The advantage of this engine is it will mount more or less straight onto a Series gearbox without needing an adapter plate. You do need to move the battery and possibly remove the tray to get the fuel pump in, but otherwise it's almost a direct drop in. However, it's less powerful than the Montego engine and somewhat thirstier. This was followed by the Peugeot 2.5 diesel in the LDV 400, and this has been successfully fitted to Land Rovers in the past. It requires an adapter plate and the usual plumbing changes and gives very similar results to the Land Rover/Freight Rover 2.5 diesel engine. The Peugeot, however, could also be had in a turbocharged version that was far more reliable than the Land Rover turbo diesel. Later still in the LDV convoy came the Ford Transit Di engine, which has also been fitted into Land Rovers. This is one of those conversions you either love or hate. The engine is canted over to the left and needs the bulkhead



modifying to fit, so installation is not straightforward. Then there is the noise. If you thought the old Maestro diesel (essentially the non-turbo Montego engine) was loud, the Transit is louder still! It's not just loud but has a hard, almost unpleasant sound to it, unlike the Land Rover and Peugeot engines which sound more purposeful. However, fuel consumption is good, and performance OK (its power output is between the Land Rover petrol and diesel engines) so quite a few people do like it. I've not touched on the older Austin diesels that powered the Freight Rovers when they were Leylands, but these have been used as well in the past. If you let me know which engine you are looking at, I should be able to give you some idea on how easy the conversion is and what to expect afterwards, especially if you can let me know what Land Rover you are planning to convert.

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, its directors nor Officers will accept any liability for any loss or injury you suffer after reading the advice given.

The V765 Scheme

FOR THOSE OF YOU WHO DON'T KNOW, I'm the Club's DVLA 'Authorised Officer' in respect to the V765 Scheme. The club name for this post is 'Registrations Officer'.

The DVLA is carrying out a Consultation Exercise (review of Vehicle Inspection). Those who are interested could help with this consultation by visiting the DVLA Website and reading the consultation review, paying particular attention to the V765 scheme, as this is what the club is involved in. You can reply by completing the response section at the end of the consultation page.

Outlined below is the code of practice or rules of the Series 2 Club that I adhere to when considering applications for the V765 scheme and when issuing 'Proof of Age' Certificates. (These codes of practice are a virtual lift from the DVLA V765 Scheme Policy Document).

V765 Scheme

The applicant must supply evidence as indicated on the Form V765 i.e.

- Pre 1983 logbook, test cert, tax discs.
- At least four photos of the vehicle showing the interior dash panel and if possible the car plate/ rubbing of chassis VIN from the dumb iron.

From these requirements I will accept or refuse the application. If accepted, the applicant's vehicle will be inspected by the club. If the inspection is successful – I hope it would be or I'd have slipped up on my evidence vetting procedures – I then compile an evidence file to support the application. This is sent to the DVLA who MAY re-instate the registration mark. To date the club has not had a refusal by the DVLA when the application has been accepted in full by the club and I mean to keep it this way!

- Applicants pay the club for this service. Club members receive a discount.



Proof of Age Certificates

On behalf of the Club, I'm authorised to issue 'Proof of Age' Certificates by the DVLA.

- Applicants are required to supply four photographs and a copy of a V5/V5C or Test Certificate showing the Chassis/VIN number.

If I'm not happy with the photographs and information on the V5/V5C, I'll refuse to issue a certificate. The Club doesn't inspect vehicles; the other two issuing authorities – Land Rover Ltd and BMIHT Gaydon – are not in a position to do so and I think it would be unfair to expect the Club to carry out inspections when other institutions do not and cannot.

- Again the club makes a very reasonable charge for the issue of dating certificates and club members can obtain a discount.

I know many of you like myself have been dismayed at the number of Series Threes, 90/110s, Defenders, even re-bodied Range Rovers holding Series Two identities that have been surfacing and offered for sale, particularly on various Internet auction sites. It is beyond the remit of the Club to be officially involved in this matter, however a letter has been sent to the DVLA – no reply has been received.

The problem for the DVLA is that the local DVLA Offices carry out inspections and although their staff are trained in many of the tasks they have to carry out, very few of them have the knowledge to discern which Land Rover has what bits attached and if it has, should they be (if you see what I mean). The car clubs are the experts; this is why the DVLA uses them for the V765 Scheme.

Over to you my friends, the consultation paper is there for your thoughts and suggestions, please try to be constructive.

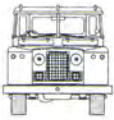
Thank you,
Dave Dutton,
 Registrations Officer

Yorkshire Natter

I'D LIKE TO APOLOGISE to those of you that received the magazine after the meeting at Walshford, which is in fact all of you. Despite this we managed to get 7 members together. It was nice to put faces to names and all was well until we realised the locals received a locals discount on their pints. The first resolution passed was to find a new place to meet. The second was that it was felt that with such a large area, a monthly pub meet was not a good idea, but instead we should arrange fun events instead. Ideas included invading Lancashire for a day at the seaside, a greenlaning day and a picnic. We all went away enthused, but so far no dates have been confirmed for any of the events. The blame for this falls at my feet and over the next couple of weeks I'll be doing my best to find a permanent Area Organiser for Yorkshire. I said in the last article that I'm only holding the reins temporarily and so far I've not been able to find any time at all to devote to this duty. If you would like to get more from the Club and are considering taking on this role, please give me a call.

Mick Outhwaite

STOP PRESS: New Area Organiser for Yorkshire: Chris Scott will be acting as organiser until his position can be confirmed at the next committee meeting. Contact Chris on 07967 158445 or e-mail: chris@severebrainfailure.com



RECOVERY

Off-road gear - Part 2

IN THE LAST INSTALMENT I voiced reservations about the usefulness of a KERR. The reason behind it is that it's useful only in heavy off-road conditions and you need a second vehicle and some space to manoeuvre if you want to use it successfully. There is also a fairly high element of risk involved as the forces developed are not straightforward to judge and control, i.e. things can go wrong easily enough.

While everybody is talking about KERR and winches, let us look at the kit nobody talks about. My background with the civil defence taught me a somewhat different view to all these tools, which I'd like to share with you for discussion, and to give you some ideas to help you make up your own mind.

Underlying all of these evaluations is one basic principle:

Keep it light. The heavier you and your vehicle are the more easily you get stuck and the more difficult it gets to recover.

It sounds so much like common sense that people tend to forget about it. But if you, like me, disembarked from your 5t civil defence truck with a 25 to 30kg backpack and hands full of tools for a 10km trip into the wild to recover somebody, you'd get the gist.

This principle entails a bunch of aspects:

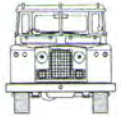
1. No unnecessary stuff carried. Throw out those bits you haven't looked at for donkeys' years. The first aid kit and warning triangle are spared, as they are necessary. Carry the optimum of tools you need, right size, right quantity and stow everything away – you do not want to be hit on the head by any of it flying around. Do away with the fire extinguisher? (see below)
2. Prepare for each trip, i.e. assess the trip from the point of view of what you will need and carry only those items you are confident you will need.
3. The more you lump around the faster your vehicle wears out, i.e. the sooner you'll break down.
4. Your fuel consumption goes up exponentially as the weight increases. Each kg more counts.

Tools are not the subject of these essays; the selection should be made considering your competence as a mechanic.

So, let's start with the bold statement from above with regard to:

FIRE EXTINGUISHERS

1 or 2 kg is too small to be RELIABLY adequate and the bigger ones are too heavy. A shovel, a blanket, and dirt from the roadside do exactly the same job as those small extinguishers. I know, this statement is provocative, as a lot of organisations make the extinguisher mandatory. No doubt some Club members will reply saying that their fire extinguisher saved their vehicle, or their lives, but let's be honest, a fire extinguisher needs



frequent, expensive, and meticulous maintenance to work. Probably 50% of the extinguishers in private vehicles don't work because they're not maintained. I never waste time searching for an extinguisher, but I get out my blanket and/or my shovel, because I know they work and the faster you can shovel the bigger a fire you can tackle. In an urban environment there may not be any dirt to shovel so consider the option of packing a sack of your own, perhaps not needed when going off road due to the weight issue already mentioned. I would also point out that any High Street will have fire extinguishers in every shop, they are there and maintained by law, are reliable and big enough to tackle car fires with good success. It's a scary feeling trying to tackle a wiring fire with a dud extinguisher. It's a bit embarrassing being centre stage of the errant barbecue as you find out the extinguisher has run out, or worse, doesn't work! With your shovel and handy dirt, fire fighting is more under control.

There are 3 other aspects as well:

1. You do much less damage with the blanket and the shovel than you do with the fire extinguisher.
2. Weight-wise, any fire extinguisher that matches up to shovel and blanket will be considerably heavier.
3. And, assuming you do proper maintenance on your vehicle, a fire is less likely than winning in the lottery. In about 1/2 million km I've seen one fire, a burning truck tyre; more than you can manage with a 25kg extinguisher.

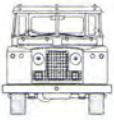
A SHOVEL? A SHOVEL!

They come in all sizes and descriptions, and unless you're a frequent user you won't know which to pick. There is good reason for all those varieties, as different jobs require a different design.

Popular in the off-road fraternity is the NATO digger, the short handled pioneer and infantry shovel. Small, easy to stow (especially the foldable version), and lightweight. But they're not the best choice on the vehicle. You would have to get underneath the vehicle to remove anything in the middle, which is dangerous, if not impossible.

The photo below shows a selection of shovels, from left to right they are: Coal shovel with long handle; (German) builder's shovel; snow shovel (plastic); NATO digger (infantry shovel); NVA digger foldable (2, one shown in mattock position); sledge hammers (1 German 3kg; 1 English circa 5kg); mattock; pick axe (army issue, i.e. handle can be easily separated for storage)





What you want is a handle that is at least 2/3 of the vehicle width, i.e. about 1.2m long. A small iron is fine as it's easier to work underneath a vehicle. My personal preference is a coal shovel iron or a (small) trench shovel iron on a spade handle – good volume capacity combined with sufficient reach, but it still fits crosswise in the back of the vehicle. That fella needs a companion, the pickaxe, as it's no good in solid ground.

For the regular road runs I use foldable spades, in my case NVA diggers. The iron is thick enough to use it spade and mattock style and (ab)-use it as an axe. The cutting edge ground into the side allows it to tackle even the worst of brambles and shrubs. That's talking Irish roads. And it does the job as a fire extinguisher as well.

When I lived in the mountains with up to 2m of snow, it was the bespoke coal shovel for the road runs.

The snow shovel shown is too big for use underneath the vehicle. Different locations and different jobs warrant different equipment.

The snow shovel is the fastest when it comes to digging your vehicle out of fallen snow, but it already is at its limit with compacted snow. It gets damaged in sand etc.

The builder's shovel is almost too big for working underneath a vehicle.

The NATO digger is too short, like the NVA diggers. But with the handle only screwed on there is a plan in hand to get a spade handle on...

Please bear in mind that this is my opinion on the subject. While founded on 10 years of experience with the civil defence, it is no recommendation; depending on the way you use your vehicle a different kit might be more appropriate. It's now over to you, think about what you want to do and pick the right equipment.

Until next issue you have time to rave about the benefits of fire extinguishers and how well you maintain yours. I'm sure you all do, don't you!

Stefan,
Ireland area organiser

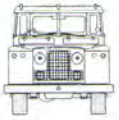
Fancy some Greenlaning?

I 'VE THREE CRACKING GREEN LANE RUNS BASED IN NORFOLK. Each is about 65 miles long, over half on green lanes, the rest mostly on country roads, very little main road work. Each run is very different in nature, they are suitable for the novice and expert alike, non-damaging, and each can be driven in a day. Most of these lanes can be driven in winter as well. Drive them before the government closes them down!

- 1) North Norfolk – north of Fakenham, west of Holt. Includes 14 fords!
- 2) Peddars Way – NW Norfolk, north of Swaffham.
- 3) Thetford Forest.

I'm prepared to act as guide and lead small convoys (3 or 4 Landys) around each of these routes as required. I'm available most weekends and possibly mid-week. Just ring and give me some notice to arrange things.

Further details: Alan Jones - 01603 747956



Area News in brief...

Severn Valley: Cotswold Farm Park Meet. The Severn Valley Area met one Sunday in April for a family day out to see the new lambs. Three Series Twos, one 110 and one private car brought five members and their children to the Rare Breeds Centre. All braved the heavy rain which soaked both adults and children alike! Despite the weather everyone seemed to enjoy the day and I would like to thank them for joining Jo and I on such a wet day.

Gordon Preston

Central Shires: Yes, that's the new name for the Bucks, Herts & Northants area. Sadly our foray into the green lanes of Hertfordshire on the 9th May had to be cancelled due to the wet weather and serious risk of damage to the lanes. If you are interested in joining us for another attempt at a later date please contact us or come to a pub meet!

Brian Crelling

North Wales / Shropshire: After many years of service Andrew Turford has stepped down as area organiser and passes the baton to Pete Hopkins. Please note the change of contact details in the front of this magazine. You can contact Pete by e-mail:

peter.hopkins@vodafone.com

Cymru: Hello to all our Series 2 Club friends in the Cymru area. If any members would like to get together for Land Rover chat over a coffee you are always welcome. We're not really pub goers mainly due to the poor access for wheelchairs, but our home is an open house – please ring first to make sure we're in! Aly and I will always try to help with any club enquiry that you may have and we're happy to listen to suggestions for area activities. And don't forget, if you see us at any of the shows please come and introduce yourselves.

Rob Hancock

Anglia: We have recently started having two regular meet-ups in the Anglia Region. Along with the normal pub meet in Stetham, I've arranged a more easterly pub meet at the Three Horseshoes of North Cove. This location is much easier for those from the Broadland area to get to. So far we have had two pub meets, both having a surprisingly good turn out, we managed to have 4 SII/IIa's (strangely all SWBs) and one 90 at the last meet which was on the 1st of May. We've also (with the help of Alan Jones) arranged a greenlaning day in Thetford Forest for early in June. The next meet is due for the 3rd of July. If anyone would like further info on our meets, or plans to join us on the 3rd for our next pub meet (so we know who to expect) please contact me, Scott Snowling on (01502) 513393.

Scott Snowling

West Midlands: Members from the area attended the Festival of Transport at Weston Park, Staffordshire. Having arrived on the Saturday, we were woken on Sunday to a dawn chorus of show exhibitors chugging around in their classics. Series 2 owners arrived, happy to show off their pride and joy and by opening time all show vehicles were in position, on display around the park. Visitors were also treated to a large autojumble and a variety of general interest trade stands. Monday saw an equally good turnout and overall the event was a success. A big thank you to all members who attended and especially to those who stayed to close the show.

Charlotte Stevens,
daughter of Paul Stevens (area organiser)



Forward Control / Camper Conversion UPDATE

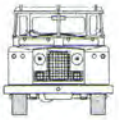
AT LAST I've been able to restart the rebuild of my 1963 2a Forward Control. When I last wrote, in the spring of last year, I was hoping to have her on the road by the end of last summer. My accident, literally, shattered those plans.

Since Xmas, I've been well enough to do work on my Land Rovers, but first I had to build a garage to absorb the mountain of parts/tools that were hidden all over the house, nearly resulting in me being a bachelor once more. I also had a near fatal bout of Compulsory Purchase Disorder which resulted in a 1968 2a 109 joining the family: our lass threatened to kill me when she came home to find another Land Rover on the drive! This, in my opinion, was a very wise purchase - to collect all the parts I need for the FC rebuild, I was going to spend quite a lot of money on van hire. This money would be lost forever, far wiser to spend the money on purchasing the 109! Louise is still not convinced.

The 109 was vandalised, set on fire, flooded by the fire brigade and dragged to a scrap yard (*was this before you got it, or after Louise had found it on the drive, Mick? -ed.*) A friend of mine has recently started breaking Series Land Rovers and was called by the scrap yard. He called me to see what the parts would be worth, once he had dismantled her. I went for a look and even though she was burnt out, I decided she was too good to break. Andy agreed to put her through an MOT, to see if it was financially viable to repair her. She only failed on a couple of points, the chassis being a bit corroded. Andy carried out the welding repairs (as I'm not yet up to welding, laid under a Land Rover), fitted second hand windows and replaced the N/S upper body side panel. Money changed hands and she was mine.



2a 109



As I was intending to use the 109 to go pick up all the bits kind members of the Club have been storing for me, I thought I'd better check the engine and have the injectors checked. The injectors were well past their best, so whilst they were being sorted, I removed the head to see how much work she had done. Lifting the head off reminded me how unfit I still am - luckily the 109 has a wing protector fitted, the head was thrown across onto the wing. I looked into the engine and there seemed to be a defined ridge, but when I rubbed with my finger, it was just carbon. No wear mark?? I looked at the top of the pistons and they were marked .030", indicating the engine has been re-bored. In fact, it looks as though the engine had hardly run since the re-build. Lucky me! The head had also been overhauled, so I reground the valves, just to check they had been cut correctly, changed the valve oil seals and put it all back together.

I'm a fan of parabolic springs and have them fitted to my 88. The 109 had been parked up for 5 years and the springs were solid. I've listened to Mark Rumsey's argument that well greased standard springs can give as good a ride as parabolic and as I didn't want to spend any money on the 109, I thought I would test Mark's theory. Luckily for me, the spring bolts came undone, due to being well greased. The U bolts were a bit more of a problem. They had been rounded off. I wanted to save the U bolts, so the nut splitter came out and worked a treat. I must say that this is not a job for the faint hearted. The springs were well rusted, with layers of rust falling on the floor as I split the leaves. After about 2 hours of bashing, grinding and sanding, I had a set of shiny, if not thinner leaves. I also had a garage with a layer of brown rust, covering everything. I treated the leaves with a rust killer and went in for a bath. The next day I greased them with the recommended Graphite grease and re-assembled the springs. Knowing the other spring was just as bad, I had thoughts that when I refitted them, the Landy would straight away sit on its bump stops, due to grinding so much rust off them.

I thought refitting would be straightforward - it was except for the snow and the fact that I was doing one spring at a time for safety. The main problem during refitting was the difference in shape between the reconditioned spring and the spring still to be sorted. Even undoing the U bolts on the other spring I really struggled to get the axle to move forward enough to line up with the good spring. I started to realise that I'd not wasted my time renovating the springs. The second front spring was equally as bad as the first one, but easier to fit, as the axle had straightened up.

I got the injectors back, threw it all back together and went for a spin. The first thing that was instantly noticeable was the starting, straight away. These injectors have a lower pressure jet aimed at the heater plug, which only operates during starting. All four were blocked when the injectors were tested and she had started like everyone expects a diesel to start, badly. Now with the injectors set properly, she starts straight away with a little heat from cold, the rest of the day, I just turn the key and she is away. The difference in the ride was instantly noticeable. I must admit that, at present, the 109 on its standard springs does ride better than the 88 on its parabolics. I'll keep an eye on how these springs cope with the British weather and how long before I have to strip them again.

The first big test for the 109 was a little trip to Norfolk. The trip was to pick up a Perkins 4236 and LT95 gearbox that Alan Jones had very kindly stored for me. Apart from finding out that the fuel tank had leaked and that I had picked one of the windiest weekends, the journey was uneventful until a strong gust of wind finished off the driver's side wiper.



Some fool had lost the little BA set screw and replaced it with a self tapper. I swapped over the wipers and carried on to Alan's house. A quick repair at Alan's and we were back to two wipers.

Putting the engine and box to the back of the Landy required old fashioned methods of blocks of wood and levers, but soon we were loaded and I thanked Alan once more for his help. If anything was going to test the springs, this was it. I set off with a little apprehension - the last time I shifted a heavy load, I ended up in hospital, but these demons had to be mastered. To my surprise, the load hardly made any difference to the performance or to the economy. Only stopping was affected. Time to leave a slightly larger gap between the 109 and the vehicle in front. The trip home was good, with only the ruts making my heart flutter occasionally. Overall the 109 averaged 50 to 55mph and even with a leaky tank did about 22 mpg.

So what have I done to the FC? Well I now have a very good engine and box sat on the floor next to the FC. I'd already cleaned up the Stage 1 Salisbury axle and it was sat behind the FC on 600 wheels, to allow it to be rolled under the chassis. I'm removing the ENV because the 4.7 diff is too low for the diesel engine. The only axle (with a 3.5 diff) strong enough to handle the torque of the 4236, is the Salisbury. The simplest way to change the axles was to pick up the chassis with the engine crane and then wheel out the ENV and wheel in the Salisbury, simple. The only problem is that the U bolts don't fit, so it's back on the phone to Paddocks and wait for the postman, again.

Mick Outhwaite



axle swap



Shows and Events Update

Spring 2004

SINCE THE LAST B2L I've managed to attend two major shows, *the Heritage weekend at Gaydon* and the *LRO Spring Adventure*. Both shows were very good events, much better than I expected. The Heritage weekend had raised a few concerns as it had gone from a one-day event to two. With the sheer number of Land Rover Shows, I wondered if this was going to be one show too many, with more ducks being shepherded than Land Rovers. The teaming up of LRM and the Heritage Museum worked well and the LRM team worked hard to create new attractions to keep the crowds entertained. I'm glad to report that there was no sign of Katy Cropper and her ducks. LRE please take note, Land Rover shows should have more Land Rover events in the ring. LRM achieved this. Perhaps all the other shows should follow this example. The weather was not good and when we arrived the campsite was already rutted and very slippery. It's a sure sign others have been stuck when everyone stops what they are doing to watch you drive in! My 109 was well down on the rear springs, fully loaded with the four of us, the dog, new show equipment and our camping gear. I'd already engaged the free wheeling hubs, just in case, but needn't have bothered as we drove in, in 2-wheel drive. When it came to leaving the situation hadn't improved, but none of the Series Twos on the site got stuck. Ian Rumsey spent most of the Sunday morning pulling more modern Solihull products out of a very wet and muddy site.

Driffield could not have been more different. The sun shone all weekend. The Spring Adventure this year was on the local agricultural society's showground and being farmers, the site was very well drained and purpose built for heavy machinery. The site had plenty of room and we were all able to camp on the show stand. I prefer this as it creates a much more relaxed atmosphere on the stand. If you can make it next year, I would recommend this show.

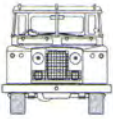
By the time you read this, *Eastnor Castle* will have passed. LRW have been very supportive and a pleasure to deal with. I would like to thank them for their professionalism and for making the club areas a major part of the show. I'm afraid to say that not all show organisers see the clubs as an asset – more an annoying inconvenience that must be tolerated!

LRE Show, Billing Aquadrome 16th – 18th July 2004

I am glad to say that we have been offered more space of the Club stand at Billing this year. We have already told LRE that we are camping and David Snape will be getting there early, the week before, to make sure our area is secured. We will also be making sure that no other Clubs try and nibble at our stand space. I have received applications for all the free passes and they have all been told their responsibilities. *If you would like to camp with the Club, please let me know ASAP.*

LRO Show, Peterborough 11th-12th September 2004

As said in the last B2L, we will be at the show, but are planning a relaxed stand this year. We have been offered some free passes, but I am still talking with Live Promotions regarding the exact number. If you would like to display your Series 2, please complete the shows form on the next page or e-mail me for a copy.



Series 2 Club International Rally 20th -22nd August 2004 - Sibbertoft, Leicestershire.

I'd like to start with a thank you to the club members, and Avalanche Adventures, who have already put a tremendous amount of effort into making this weekend a great success. We've a full weekend of events planned, including a gymkhana, blind driving, off-roading and demonstrations on winch etc. We'll be judging all Land Rovers attending the weekend for a variety of prizes! Evening entertainment will include a pub quiz, BBQ and other competitions that get more fun as the night progresses. For the more adventurous, Avalanche Adventures also offer quad bikes, off road buggies and clay pigeon shooting, on or near to the site.

45 UK members have already booked and I'm aware of 2 European members who are coming. I'm now at the final planning stage and need to get important things such as toilets ordered. If you're planning to attend this event, please, please let me know ASAP.

Those of you attending will receive an update on the events and competitions in early July and further information on other activities offered by Avalanche Adventures and hopefully discounted prices.

This is a family event, run by members for members. If you have any ideas for fun activities we could do over the weekend, please let me know. We have about 25 children attending, of all ages, so please also think of ideas that they will enjoy. One suggestion has been for a knitting circle for the ladies. Louise has accepted the challenge, so come on chaps, prove we are a progressive club and get those needles out of the cupboard!

Name		
Address		
Postcode		
Telephone		
Membership No.		
Vehicle		
Show Attending		
No of Pitches		
No of People	Adults	Children

Competition

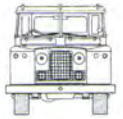
One of the competitions we are holding is one to test the more inventive of you. The rules are simple. The competition is to see how far you can get a 200ml pop bottle to travel from a fixed point, unaided.

The bottle must be completely empty when recovered, still in one piece and can still be used to carry a liquid.

Safety first please. Any device deemed dangerous by the competition marshal, Mr Ben Stock, will not be allowed in the competition. Good luck.

If you require any further information, please do give me a call.

Mick Outhwaite
Shows and Events Officer



The LRM / Heritage Motor Museum Show at Gaydon 2004

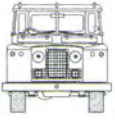
FOR MANY, apart from the superb Old Sodbury Sortout, the annual ARC run Land-Rover Marquee Day at the Heritage Motor Museum signals the start of the show season in earnest. Held on the Sunday of the May Bank Holiday it was always a great event, one definitely for real enthusiasts, but nonetheless a great event. This year there had been changes to the format. Instead of a one-day show, the show had been extended to two; and instead of being free entry to all Land-Rover drivers, this year there was a charge. There were many that felt that these changes were unnecessary: that which had previously been run by the ARC for the membership, had been tainted with the brush of commercialism. I too was one of the doubters, but I have to report that the new arrangements, though altering the character of the show, were successful.

I arrived early on the Saturday morning in my '61 swb with the Club's new trailer (brilliantly constructed by Richard Bilbe) in tow. At our allocated stand space I met up with David Snape, Peter Hopkins, Mick Outhwaite and family, the Rumsey clan and Big Dave and Helen. In next to no time the marquee was up, the tea urn was heating and the griddle was sizzling. On the stand we managed to show David's wonderful 109 pick up, Peter Hopkins' ex-military 109 (FFR?), Ian Rumsey's 2b Forward Control, the famous Rumsey trayback, "Saggy" the gas-powered 88, my '61, Mick's firebombed old shed, Big Dave's 88 and a beautifully restored Series 2 (sorry can't remember your name). A nice mix we thought, exemplary of the different types owned by Club members. The arrival of the cavalcade from Solihull brought more Series 2s and more Club members. We were joined at the stand by Andrew Turford, Paul Stevens and family. Other members did come up and say "Hello" but I'm sorry for not remembering all your names. The day followed its usual format, with ongoing commentary provided by the ARC with the usual inaudible interviews of the club scene glitterati.

Then the heavens opened.

Packing up later as best we could, we retired to the campsite for beers and burgers, trying to keep dry. Unfortunately (not) I had to leave the plucky campers to their night in the quagmire, as I had to book into a local hotel so that I could get on with some essential work-related paperwork that had so nearly prevented me turning up at all.

Next morning, following a miniscule hotel continental breakfast, I returned to the Gaydon Marshes, as it had changed into overnight. Greeted with a bacon buttie and some cheery smiles (and one or two groans) we prepared ourselves for the day. The best entertainment of the weekend followed. Thousands of pounds worth of clever coil sprung metal kept getting stuck. Series 2 Club to the rescue! Well, in particular Forward Control 2b to the rescue, pulling out Range Rovers (with or without traction control), Discos, 110s, a 130 and even a 101, who was pulling out of the mire to friendly taunts of "Should have got a proper Forward Control!"



Later at the main exhibition area, we were entertained by a twist off competition. If you have never seen one of these, it's where a single ramp is driven up to test the maximum articulation. Some very clever heavily modified vehicles competed for the prize. Then more people started trying with near standard vehicles, even a 101 ambulance! Not to be left out Ian took the 2b up the ramp, followed by Phil Bashall from the Dunsfold Museum taking UAA 392 (see rear cover), the oldest Series 2 in existence, up the ramp. Astonishingly, the absolutely standard 2 beat the best standard 90. It just goes to show how good the standard springs can be in top condition.

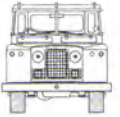


Ian takes a run at it



Despite its doubters, the new format LRM/Heritage Museum Show was a success. Most people felt that it would have been better on the Saturday and Sunday, not the Sunday and Monday. I believe that this is one of the changes for next year. Many thanks go to all those who helped with the stand and/or displayed vehicles. Why not bring your vehicle next year? It doesn't have to be a Concours vehicle, just road legal and safe. Hopefully I'll be there next year too.

Eric Leuzinger



The Brains of Haynes

Series One Club member Mark Smith sent this piece in to 'Legend Magazine', I liked it so much I thought I'd put it in B2L as well. Hope you enjoy (Editor).

Haynes: Rotate anticlockwise.

Translation: Clamp with molegrips then beat repeatedly with hammer anticlockwise.

Haynes: This is a snug fit.

Translation: Clamp with molegrips then beat repeatedly with hammer.

Haynes: This is a tight fit.

Translation: Clamp with molegrips then beat repeatedly with a hammer.

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start. Now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go buy a tin of WD40 (giant economy size).

Haynes: Retain tiny spring...

Translation: PINGGGG - "Where the hell did that go?"

Haynes: Press and rotate to remove bulb...

Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part (and maybe a plaster or two).

Haynes: Lightly...

Translation: Start off lightly and build up till the veins on your forehead are throbbing then clamp with molegrips then beat repeatedly with hammer.

Haynes: Weekly checks...

Translation: If it isn't broken don't fix it.

Haynes: Routine maintenance...

Translation: If it isn't broken, it's about to be. We warned you...

Haynes: One spanner rating.

Translation: An infant could do this... so how did you manage to **** it up?

Haynes: Two spanner rating.

Translation: Now you may think that you can do this because two is a low, teensy weensy number... but you also thought the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Three spanner rating.

Translation: Make sure you won't need your car for a couple of days.

Haynes: Four spanner rating.

Translation: You're not seriously considering this are you?

Haynes: Five spanner rating.

Translation: OK - but don't ever carry your loved ones in it again.

Haynes: Bolt will be tight

Translation: You haven't a hope in hell!

Haynes: If not, you can fabricate your own special tool like this...

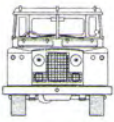
Translation: Hahahahahahahahahahaha hahahahahahahahahahahahahahaha.

Haynes: Compress...

Translation: Squeeze with all your might, jump up and down on it, throw it at the garage wall, then find some molegrips and a hammer...

Haynes: Inspect...

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



Haynes: Carefully...

Translation: You are about to suffer deep abrasions.

Haynes: Retaining nut...

Translation: Yes, that's it, that big spherical blob of rust.

Haynes: Get an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Turning the engine will be easier with the spark plugs removed.

Translation: However, starting the engine afterwards will be much harder. Once that sinking pit of your stomach feeling has subsided, you can start to feel deeply ashamed as you gingerly refit the spark plugs.

Haynes: Refitting is the reverse sequence to removal.

Translation: Yeah, right. But you swear in different places.

Haynes: Prise away plastic locating pegs...

Translation: Snap off...

Haynes: Using a suitable drift...

Translation: Clamp with molegrips then beat repeatedly with hammer.

Haynes: Apply moderate heat...

Translation: Unless you have a blast furnace, don't bother. Alternatively, clamp with molegrips then beat repeatedly with hammer.

Haynes: Index

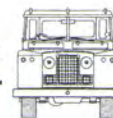
Translation: List of all the things in the book, bar what you need to do.

Haynes: Everyday toolkit

Translation: RAC Card & Mobile Phone.



Another get-together at Rumsey workshop.



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
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
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

Galvanised full length Roof Rack for 88" Land Rover. Custom made with square section galvanised steel. Front vertical supports with integral lamp guards bolt to bumper. Multiple gutter legs to bolt down and diagonal bracing supports over front wings. Rear ladder for left or right hand fixing. Would make ideal base for roof tent or expedition kit. Very good condition, no damage, recently removed from Series 3. Can be viewed in N. Herts.

Offers in region of £130 to David Pack - 07890 901555

Late 2A SWB chassis, Bought new in 1990 for complete rebuild, never finished. Genuine LR part £500

Late 2A bare bulkhead, never welded, near mint condition £400

2L diesel engine, complete except starter, running when removed, dry stored £100

Pair 2A wings, no headlight holes, good condition £80 pair.

Many other parts available.

John Martin 01922 684135 or 07808 356611

Series IIA, 88" - in pieces

V5 is present & shows date of manufacture as 1964, though first registered in 1972/3 (L plate) and vehicle as having been "imported". Following dry stored parts may be worth salvaging. Owner open to offers.

Chassis has new gearbox X member, but needs some outriggers. Otherwise looks straight.

Engine: BMC (?) diesel 4 cyl, probably non runner

Tub: Underside good but suffering from usual electrolytic decay. Pretty straight.

Roof: sound & straight. Has 4 small holes for aerials/lights

Side panels: good & straight, glass intact

Wings: With headlamps, tatty

Windscreen: good, no scratches & complete

Front Bumper: Mil style good condition.

Deep sills: mostly there & straight

Front axle: looks intact, condition undetermined. Swivels not bad.

Rear axle: looks intact, condition undetermined.

Tank: Diesel, looks OK but is dry.

Gearbox: In pieces.

Offers for any of above to David Pack - 07890 901555

1968 possible ex AA, SWB Petrol, Hardtop - Runner £495. Various wings, both types, from £10.
 1960 excellent late diesel, SWB, hardtop, wide wheels - £595. Hard tops and Truck cabs, from £30.
 Fairey Overdrive, £300 - can be driven first. BMB plough, £95. Braden winch, £95.
 Bonnets - plain and deluxe, from £10. Lots of other stuff available, ring for a chat!

L. Stafford Dovey (Mem 1043), Mostly Series Ones 01597 810058/ 811198 Fax

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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Summer Evenings at the Cowshed



Paul Lund's fantastic ambulance restoration.

