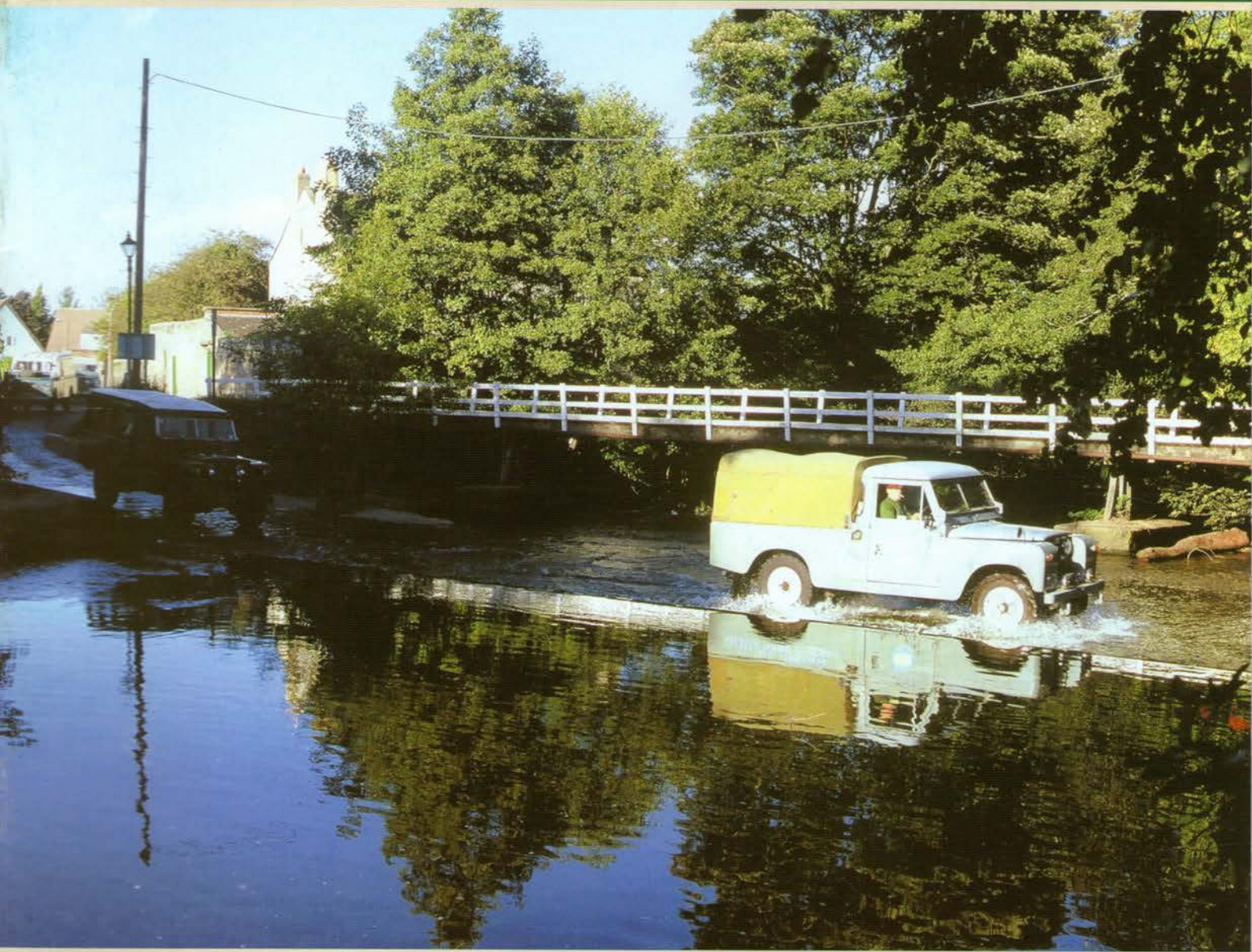


Winter 2004

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SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE

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More Familiar Faces



Series 2 Club

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Articles and photos are welcome in any format, including handwritten.

Deadline for material for the next issue is 1st March 2005.



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 - Gordon Duncan - tel. 01456 415221 - e-mail: scotland@series2club.co.uk

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 - vacant -

AREA 4 - NORTH WEST comprises members whose postcode begins with the letters BB, BL, FY, L, LA, M, OL, PR, WA, WN. Area organiser - Avril Anderton - tel: 01772 600413 - 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 - CYMRU comprises members whose postcode begins with the letters SA, LD, CF, 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 07931 323135 - 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 - Mark and Sue Bayliss - tel: 01823 680959 - 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, HR, 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, R.G, 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

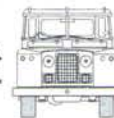
AREA 18 - GARDEN OF ENGLAND comprises members whose postcode begins with the letters BR, CT, DA, ME, SE, TN. Area Organiser - Mark Stringer - tel: 01322 286114 - e-mail: kent@series2club.co.uk

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

AREA 20 - UNITED STATES OF AMERICA Members in USA can contact Area Organiser - Tad Hylkema - tel: (001) 608 462 2269 - e-mail: usa@series2club.co.uk

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

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



Editorial – by Catriona Crelling

Welcome to the winter issue of 'Built TWO Last'

THIS YEAR SEEMS TO HAVE FLOWN BY so quickly. I can hardly believe that I've now been editor of *'Built Two Last'* for just over two years. I'm so pleased that members are enjoying the magazine - it's nice for me to hear and makes all the badgering for articles worthwhile! There would be no *'Built Two Last'* if there were no Club members prepared to take the plunge and write something for the mag. I hope that all contributors agree that seeing your own words and photos in print brings a certain level of satisfaction.

As promised, this issue contains more photos from our first National. Take a peek at the front inside cover and you'll see the remainder of the vehicles from the line up held on that weekend. If I've missed anyone please let me know! Can I draw your attention to Mick Outhwaite's show information as he is already busy planning the 2005 schedule which includes the much anticipated 2nd Club International Rally which we hope even more of you can attend.

The front cover of this issue shows members negotiating a ford in Ripon, N. Yorkshire and was taken by Steve Howard when he took part in the Club's first Coast To Coast Run. Joe Fallowfield provides us with our back cover shot,

which was taken at Pinchincha, Ecuador. Joe assures me that "TinTin" is a 1966 Series 2A despite the headlights and ugly plastic grill (his words not mine), inserted by a well-meaning Ecuadorian mechanic. The inside back cover also shows Joe and friends preparing to climb Cotopaxi, the highest active volcano in the world at 5900m. This photo was taken at 4900m. This page also shows two rare Forward Controls owned by Tony Down (area organiser) and Brian and Jill Marshall. The photo was taken at North Chapel Steam Rally.

This issue contains the usual mixture of members' stories, technical info, photos, show reports and area news but as always I'd be grateful for more so do keep it coming please!

This issue's hamper prize goes to Ben Stock who provides us with an extremely useful article about Sankey Trailers (well their secondary couplings actually): all those who have a trailer would be well advised to read this. As always I must thank Glen at Paddocks for the goodies, I'm sure Ben will find them handy!

Hopefully this issue will reach most of you before Christmas so I'll take this opportunity to wish you a very Merry Christmas and all my best wishes for 2005.

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

Cat.



From the Chairman...



I'VE JUST RETURNED from an enjoyable few hours at the Rumsey workshop gathering in Tring. This has confirmed the need for a new exhaust on 'Will' ASAP. His backfiring was not assisted by my running out of petrol the day before on his regular sojourn to the dump in Buckingham. I was just thinking how much smoother the ride is with a load of rubble in the back, when he began to cough and splutter as he strained to get the last few drops of fuel from the tank! Fortunately I rolled to a stop near our local supermarket and was able to refuel with minimal embarrassment. Anyway, to cut a long story short, I think Will has taken some muck into his carb so I need to give it a clean. I also need to check the fuel gauge that was still reading quarter full as I gently rolled to a halt!

Having discussed the matter thoroughly at Mark and Ian's workshop, I've decided to bite the bullet and remove the engine to replace the leaky oil seal and do some long overdue work on the clutch. This should tie in quite well should I be able to afford the respray I've promised 'Will', now that I've acquired a pair of nice straight front wings for him.

This all sounds very good in theory but only time will tell just how far I get over the winter months! My winter companions have joined me back in the cowshed – a steaming herd of heifers and a family of mangy farm cats. I think Catriona will be buying me an industrial sized bottle of aftershave for Christmas!

This year is the twentieth birthday of the Club and I'd like to draw your attention to the time line in the centre of this magazine, kindly provided by Norman Smith. As I've mentioned so many times before, this Club is run by volunteers and I would like to thank every one of them for the hard work they put in for us over the year. This show season has been a great success and I'm already looking forward to what next year has to offer.

On behalf of the Club I'd like to wish you all a very Merry Christmas and Prosperous New Year! Let's hope 2005 is an even better year for the Series 2 Club.

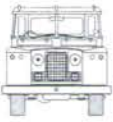
Brian



PUB MEETS

Area	Date	Venue
Central Shires	Third Wednesday even months only (e.g. Feb April) 8pm	The Chester Arms, Chicheley, Newport Pagnell, Bucks
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 8:00 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.



From the Secretary...

AT LAST the 109 was looking ready for the dreaded MOT with just one week left before leaving for the annual trip down the M1 to Billing. The test was booked for 0930 the following day with just enough time for some last minute checks. I pressed the headlight dipswitch and was showered with what I later found out were the interior parts of the switch, which although brand new had decided to disintegrate. There aren't a lot of places in Manchester that sell Series 2 dip switches at 8 o'clock at night. I carried on testing the lights and found that the brake lights weren't working. This was all I wanted, I gave up for the night and re-booked the MOT for the following Monday. I collected as many parts as I could find from the dipswitch and took them all back to the store in Stockport and exchanged it.

The rear lights were a little more difficult; they had worked perfectly all through the restoration work done over the previous 18 months. On examination it appeared that the wiring colour changed somewhere between the exit point from the rear chassis and the offside rear lights. The colours were quite correct there, but had changed by the time they reached the light fitting: the brake light wire was operating the side lights and vice-versa. I decided to completely replace all the wiring from where it emerged from the rear chassis backwards. All joints were soldered and covered with adhesive lined heatshrink tubing, as I had done at the front end.

While I was under the rear end, I re-checked the flexible brake pipe that had previously burst only two weeks after fitting and being bled. To say I was shocked

would be a gross understatement. The flexible brake pipe had been purchased new from a large dealer in the North West and simply burst when moving the car only about six feet down my drive and gently applying the brakes. The metal end fitting had just come off the end of the pipe. The prospect of this having occurred while travelling at speed down to Billing, suffering total and catastrophic brake failure can only be imagined. I contacted the store concerned - the manager appeared genuinely concerned and replaced the pipe with a genuine Land Rover item.

I must say this is not the first time I have experienced problems with non-genuine brake parts. I can't stress too much the importance of using only genuine brake parts. I don't blame the store. He obviously stocks the parts that sell; many people buy spare parts on price and often don't give a thought to quality. The item in question was labelled in what appeared to be either Japanese or perhaps Chinese and having examined it closely at the time of purchase seemed OK.

The problem of poor quality replacement parts is not new. During the re-build such parts were constantly a problem, the fit of the doors was appalling, especially the rear side ones. We had to bend and force the new ones into shape. The opening for the sliding windows was too high by about 1/2": we had to fit a spacer to make the windows fit so they simply didn't fall out, the replacement outriggers were not high enough by about 1", the door locks were disgraceful. It seems we must accept such poor quality or get a bank loan to pay for decent / original parts. I'm now at the stage of preferring good condition and original



used parts in preference to replacement pattern parts every time, well almost, with the exception of brake parts of course.

Anyway back to the MOT, yes it did pass and with flying colours. However, the work is never ending and continues on a weekly basis. The sight of my friend Lee spraying the sides of the roof at ten o'clock at night outside, with me shining a 500watt floodlight over his shoulders was pitiful to see.

We set off to Billing at 0900 on the Wednesday morning. The engine was running like new but on the M1 it seemed ever so sluggish, we stopped a couple of times but couldn't find the problem. We even checked the points, condenser and timing without success.

It was her indoors who gave us a clue, she was following behind in the Disco, "the brake lights keep flickering" she said. Into the services and off with the cover on the peddle box. The end of the master cylinder push rod was just touching the pedal box and was causing the brakes to be just and only just coming on. We adjusted it as much as we could and made Billing without any further problems. Surely I hadn't fitted a cheap master cylinder I can hear you saying. No of course not, it was genuine Girling but apparently (As I found out at Billing), the push rods on some Girling master cylinders are slightly longer than they used to be. Perhaps using the original push rod if in good condition would help.

Billing was brilliant as always, not a trip I could ever imagine missing.

One day in October, I was busy at work in the office when one of my colleagues said that someone was climbing all over my Landy, when I looked it was Joyce, its

previous owner. We spent over an hour just talking about the work I had done to it. Her comments made the blood, sweat and tears all worth while. She even asked if I'd sell it? Watch this space...

As you are all aware, Avril has taken on a tremendous amount of work for the Club. The membership secretary role is a huge responsibility and it's unfair to expect her to take on more. We desperately need an area representative for the North West Area, to share the load so to speak. The volunteer would of course receive help and guidance etc until happy with the situation. Let's start the New Year well with a full compliment of area reps.

Now may be the time to remind all our members of the massive amount of work carried out by our area reps and committee in general. Please let us know your views, good or bad, let us know what you want, give your area reps the help they need.

Enough moaning, I was disappointed that, for a variety of reasons I could only manage to visit to Sibbertoft for a couple of hours. It was a huge success, the plans for next year are already well advanced, with some new ideas following the feedback received already.

I sincerely wish all our members a safe, happy and prosperous New Year.

Steve



The Club's New Members...

1674	Mr N Morter & Family, Hertfordshire	1697	Neil Beckwith & Helen Jones Northumberland
1675	Mr P Tily, Gloucestershire	1698	Mr J Eastwood, Gwynedd
1676	Mr S Baverstock, Yorkshire	1699	Andrew & Peter Meyrick, Cheshire
1677	Mr M Carey, Suffolk	1700	Mr & Mrs D Thomas, Mid Glamorgan
1678	Mr A Robb, Surrey	1701	Mr D Walker, Northumberland
1679	Mr S Powell, Mid Glamorgan	1702	Mr & Mrs J Goddin, East Sussex
1680	Mr A Newman & Ms V Watts, Avon	1703	Mr D Leo, West Midlands
1681	Mr T Churcher, Hampshire	1704	Mr & Mrs E Hearn, Northumberland
1682	Mr & Mrs R Wheeler, Essex	1705	Wayne Reddyhough & Sue, Lancashire
1683	Mr D Slocombe, Devon	1706	Mr & Mrs D Windsor, Cambridgeshire
1684	Mr R Stone, County Durham	1707	Mr & Mrs A Gray, Dorset
1685	Mr D Pawson, Yorkshire	1708	Mr R M Jones, Hampshire
1686	Mr A Anderson, Lancashire	1709	Mr M Crow, East Sussex
1687	Mr R Wood, Canada	1710	Mr J Masters, Warwickshire
1688	Mr P Farrell, U S A	1711	Mr S Dyble, Oxfordshire
1689	John & Charles Kelly Northamptonshire	1712	Mr C Miller, Co. Meath
1690	Mr M Cooper, Avon	1713	Mr D Alcock, Denbighshire
1691	Mr D J Taylor, Norfolk	1714	Mr A Calvert, Yorkshire
1692	Mr P Russell, Somerset	1715	Mr T Randle, Worcestershire
1693	Mr A W J Brooks, Devon	1716	Mr S Sanderson, Kent
1694	Mr J Flowerdew, Norfolk	1717	Mr K Thorpe & Family, Lincolnshire
1695	Fred & David Durrant, Lincolnshire	1718	Mr N Fowler, Lancashire
1696	Mr A Cresswell, Suffolk		



Club Stand, Billing 2004



A member writes...

THE ARTICLE BY CHARLES QUINN about the top steering swivel bearings interested me, as this is a modification I did many years ago to the Station Wagon that was my transport for some fifteen years, and if combined with garters over the chrome swivel, it can be an effective modification.

The Rialco material from which the bush is made is a resin and cloth material, heat treated and has a high resistance to wear when working against a smooth surface, even with little or no lubrication. However, it has a poor resistance to abrasion. I think that to expect EP90 oil to defy gravity and flow up through the small hole in the bottom of the bush and work its way around the bush is being over optimistic, and in reality the bush receives little lubrication. This is not a problem while the steel pin is in good condition, but over time damp from condensation and leakage causes surface rust, which leads to rapid wear of the bush. Being able to grease the pin from time to time helps prevent this corrosion and wear.

One comment I would add to Charles's article. The pin or trunnion is quite a hard steel and it is quite difficult to drill a small hole down the length of it. The hole does not want to be too large a diameter, to avoid weakening the pin. As Charles mentions, it needs at least a drilling machine, used with care, and not a hand held drill. The risk of breaking the drill is quite high. Also, any surplus grease will make its way into the swivel housing through the small hole in the bottom of the bush and so greasing does not want to be too vigorous.

Gordon Lord.

Another member makes an appeal...

Can any member assist with details or service information on the Land Rover Mk 2 Hydraulic winch as fitted on my 1964 Series 2. The winch was originally fitted on a 1972 LWB Land Rover, which had spent its working life at Port Talbot Docks South Wales. The winch is in working order, not like the vehicle it came off! That required a brush and shovel to pick the chassis up after being in contact with salt water and ended up as a donor vehicle for other projects.

Stuart Powell
(Mem. No. 1679)

(Information can be forwarded to the editor)



Yorkshire Natter

WELL, THE YORKSHIRE AREA IS GOING FROM STRENGTH TO STRENGTH, we now have 69 members in the area and have had a lot of very well attended events in the time since I took over as area rep. We've attended classic cars shows in Ripon, held pub meets, and gone off greenlaning in the Dales.



The Ripon Shows



I'd like to thank all of you who have helped me (you know who you are) and I'm looking forward to meeting more of you as we move into next season.

By the time you read this, we should have had a Christmas dinner social & then we'll start planning for next year! If I don't see you, have a happy Christmas & I hope Santa brings you all the parts you need!

Chris.

P.S. Mick Outhwaite has kindly volunteered to host a workshop meet in the same vain as the successful event that Mark & Ian Rumsey organise in Tring. We're hoping to arrange this for early January, and it will be open to members from any part of the country (or world). More details soon.



Myself & Georgina greenlaning



2 early 88's in Wensleydale



The Coast to Coast Run

SOME TIME AGO someone mentioned that with the London to Brighton Run down south, perhaps we should have something similar up here. Not to be outdone by those southerners, we thought, why not a coast to coast run?

A route was planned between Whitby and Blackpool using anything but Motorways. How far would it be? Well Autoroute suggested it was about 150 miles. Yes, that's a long way in a Series 2. A date was agreed – September 18th.

Starting at the famous Whitby Abbey on the other side of the River Esk, the journey would take us through some of the most beautiful scenery this country has to offer. Driving through Goathland (famous for being Aidensfield in the television series Heartbeat), we would then head over the North Yorkshire Moors, down Sutton Bank (one of the steepest hills in the country) and through the Yorkshire Dales, Skipton, Preston and finish at the Pleasure Beach in Blackpool. The roads tested every one of us.

Everyone that chose to do the full journey made it to Blackpool 146 miles later, the only mechanical problem being on a vehicle that was not a Series 2 incidentally. True to the spirit of the Club he was not left behind however and although somewhat late, we made it.

Well, we've done the test run for you, how about the main event next year? Starting in Blackpool and staying overnight in Whitby.

Will your pride & joy make it?

Steve Howard.

A member writes...

MY MORNING STARTED VERY EARLY, I was awake every hour through the night (excitement) and finally at 3am I decided to drag myself out of bed ready for a 5am start. I woke my youngest child at 4.30, (the other 2 refused to go with me due to the early start) and with toast in hand set off, I'd allowed 2 hours to get to Leeds just in case anything happened or I got stuck in a traffic jam!! Stopping en route to pick up other members of the convoy, 'Alf' had been playing up a bit and I wasn't sure whether I would get there or not, as it was, I'd been quite firm that everybody should be there by 10am or they would be left behind – guess who was an hour late – well I couldn't help it, every hill I got to slowed me down!! I decided to have a look at the fuel filter as this was the most obvious start, and I couldn't remember when it was last changed, whoops that's what the loss of power was – it was blocked solid, so with the help of Steve H and a frantic shout for different size spanners we got it changed and managed to get the air out.

Arriving later than me was John Curtis and his partner in their Series 3, I know what you're thinking – it's a Series 2 coast to coast run! Yes but John is still a member and entitled to join us in whatever vehicle he wishes, especially considering the amount of



shows he attends through the year with us. Anyhow, John had broken down himself (and didn't he get some stick for that), his fan belt had gone the previous day in Whitby (he stayed overnight) and in the morning the Landy would not start, this was to be the pattern for the day.



First line up of the day



A brush with the Law?

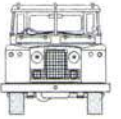
After a radio check, instructions, maps sorted, emergency phone numbers sorted, and a delay to get John started, we set off in subdued sunshine and made our way to Goathland where Dave Snape took a picture of his prize winning landy in front of 'Mr Scripps' garage! A few miles down the road from Goathland we came to another big hill, I was behind John willing him up the hill, oh no! NOT AGAIN. Yes again, just on the worst bit!! I rang Chris for his towrope and another bod to help with recovery. As a bus passed us on this narrow steep winding hill (you had to be there to see it) we saw a police car arriving, he put his blue flashers on and we got John to the car park at the top, the policeman wound down his window (by this time it was chucking it down) and said 'I would have helped but I could see you had everything under control', we thanked him and took a picture – one for John's scrap book (hee! hee!) and tried to work out what was wrong with John's motor.

The scenery along this route was spectacular but our progress was slow and the mechanical problems left us way behind schedule and pretty tired. Some of the convoy decided to call it a day by late afternoon, more of us heading home by late evening – the day had proved too long for the youngest members of our party. In the end only 4 vehicles made it to Blackpool, but we had all enjoyed ourselves and look forward to having another go next year!



Avril Anderton.

The coast to coast convoy are pictured negotiating a ford in Ripon on the front cover of this issue.



Severn Valley News...

WE HAD A GOOD TURN OUT of Land Rovers for our Road Run through the Forest of Dean. Several members enjoyed a tour of the Hopewell Colliery and a return stroll through the forest. It was a lovely autumn day with warm sunshine for our picnic lunch in the middle of the Forest. We finished at Lydney at the River Severn Estuary and although breezy, it was a beautiful end to a very enjoyable day. Our warm thanks go to Brian Morgan for discovering the route for us.



Eight vehicles from the Severn Valley area enjoyed a family day out at the Berkeley Show. We managed a small water demonstration with the fire engine owned by Ron Varnam, a rare chance for him to show off his vehicle. Unfortunately, the wasps were out in force and several people were stung including one of our youngest members! I'm pleased to say no lasting damage was done.

May I wish our Severn Valley members a very Happy Christmas and all good wishes for the New Year. I hope to see many of you next year at one or other of the events.

Gordon Preston.
Area Organiser



Our stand at the Berkeley show



A Winters Tale...

THE STORY I'M ABOUT TO TELL is a little old now, it happened on New Years Eve 2003, but as I'm almost always at work, I have, up until now, never had time to sit down and write it. More recently, due to injury, I've had plenty of time on my hands so here goes...

I'd been rostered to work until 11 o'clock that night (such is the life of an AA man) and my wife Helen was not pleased. We were going to spend the evening with her sister and fiancé at the farm in Hampsthwaite some fourteen miles away, starting off at the Pub in the village before heading back up the hill to the farm once we had seen in the New Year. A plan was hatched where by I would try to stay in the local area throughout the evening, so when my shift finished, I would be able to go straight to the farm, get changed, and head down to the pub with time to spare (a fool proof plan, we thought).

The evening shift was quiet and for the first few hours uneventful. But just after eight that evening a few flakes of snow started to pick up in the headlights. I love snow, most Series Two owners do, but just for one night I hoped it would hold off - at least until the small hours of the morning. No such luck! By 9 o'clock it was snowing as hard as it could and the roads were starting to cover over. Traffic reports on the radio said that the gritter lorries couldn't get out because of the weather! Then the call came in: a breakdown in Catterick Garrison, 18 miles north of home and 32 miles away from where I wanted to be, this was going to be tight. The further north I got, the worse the snow became and the VW T4 AA van was starting to struggle. It was nearly 10 o'clock by the time I arrived and there was no sign of a let up in the weather.

The good news was that the breakdown wasn't serious, the owner had simply locked his keys in the boot - the bad news was that the snow really held me up because every time I cleared the window to see what I was doing, the snow covered it over again. I could have used some help, but the disinterested owner had gone back in the house to escape the weather leaving me to battle on alone. After what seemed like an age I got in, found the keys, presented them to the owner and offered to clear his car of snow while he got his family together and ready to set off. "That's ok" he said "I'm not going any where tonight". I was furious, and less than professional with my response...

The race against time was now on, Catterick Garrison to Hampsthwaite in fifty minutes in heavy snow. By the time I got back to the A1 it was covered by a thick, soft, "feather filled duvet" of snow getting deeper by the minute. At any other time in my life this would have been a joy to see, but now, knowing that my wife was waiting for me, it was a disaster. Throwing caution to the wind I pressed on, going as fast as I could through the snow, eyes fixed on the almost invisible road ahead. The AA van was a handful to say the least - it's weight combined with the road tyres made it difficult to control at speed in the treacherous conditions and on several occasions it would suddenly, without warning slide sideways (Hanu Mikola would have been proud of me!!!).

I had it in my mind to drive straight on to Hampsthwaite but with fourteen miles of twisting country roads to negotiate once I left the motorway, there was no way I was going to make it there for midnight. As I left the motorway, I turned left for home, only 35



minutes remained of 2003 and I still had the final leg to do. I dumped the van and ran into the house, after quickly changing into my civvies I grabbed the Land-Rover keys and went back out into the snow. I slipped and slid my way over to the Landy, put the key in the door and turned... NOTHING! It's times like this that the normally endearing idiosyncrasies of Land Rovers really get your back up. The lock was frozen solid - luckily I had a lighter in my pocket and after a few seconds playing the flame around the barrel I was in. (try doing that on a ninety!).

The petrol engine fired first time and we were off, now I could get a move on. I reached down and pressed the yellow knob, engaged second gear, let the clutch in and set off on the final leg of what was becoming an epic journey. I've never driven a Landy in snow before and so didn't know what to expect, but anything had to be better than the AA van. Fifty miles an hour was easily maintained on the straights and corners were so much fun I was in danger of forgetting my mission. I flew along the A61 passed Ripon and into the countryside. The 205 MTs gripped well and as I passed other motorists less fortunate than myself I couldn't help but feel a little guilty. The BMWs and Mercedes normally seen scorching past me were now just obstacles to be avoided. The clock was ticking, and time waits for no man, or Landy. As I shot through yet another village I caught a glimpse of my watch in the sodium light - I hoped it was fast, nearly midnight and I still wasn't there. Not far now, I could still make it, but I still had two miles to cover and time was running out. As I entered Hampsthwaite all was quiet, but as I drove passed the farm and down the hill to the pub fireworks were being set off in all the private gardens that lined the main road into the village and beyond. I'd missed the deadline. The car park was full but I didn't care, I dumped the Landy in the middle of the entrance and went inside to find Helen.

The pub was a sea of strange faces most of whom were on the dance floor made by pushing all the tables to the outside edges of the room. "Old Lang Sine" was spilling out of the speakers. Then I saw her, she'd seen me first (those of you who know me will understand why!) and was cutting her way through the crowd towards me. Her dress sparkled in the disco lights, she was beautiful, and as she flung her arms around me shouting "you made it!" all the tension of the last 52 minutes faded away.

What a night! And it wasn't over yet. In all there were six of us and the guys, in anticipation of my arrival had got the drinks in. A pint of "Black Sheep" and a very large whisky were waiting for me at the table where they'd been sitting. The beer didn't touch the sides but I couldn't help noticing that the ladies' footwear was not as sensible as it could have been for the mile and a half walk back to the farm. If I drank the whisky as well I'd be over the limit, so I decided to leave any more drinking until we got back, the Landy and I had one more job to do. We emerged from the pub to find the snow even deeper - no one was going anywhere in a car, but we were in a Landy. We all climbed into the Land Rover and set off back to the farm. There's a certain satisfaction in driving up a 1:6 hill in 18" of snow at 1 o'clock in the morning of a new year with your wife beside you and your close friends in the back. It wasn't long before we were turning off the road safely onto the farm track. We were home.

David Wardle
(mem. 1329)



Getting dirty



Steve Howard's old 88 "Nelly" stuck in the infamous mud hole at Langley Farm - please note it's not Steve driving!



"Rusty" emerges from a mud hole



offroading Ecuadorian style





Greetings from Cymru...

DEAR FRIENDS of the Series 2 Club. Christmas is almost with us again and I just can't think where the year has gone. I think it's my age! Both Aly and myself would like to send everyone the best of season's greetings and let's hope next year we may see a few more members getting together here in Wales.

You all know our phone number! The kettle is always on, you never know there may be a drop of the hard stuff going if Aly tells me where she's hidden it!

Happy Christmas and an even better New Year.

Nadolig Llawen a Blwydden Newydd Dda

Rob and Aly Hancock

(Cymru organiser and his financial advisor)

Malvern 2004

WE HAD AN INDOOR STAND THIS YEAR and considering the weather that was no bad thing! Nine Land Rovers attended and I'm sure all had a good time plus a few laughs. Thanks go to Gordon who brought and manned the Club shop for most of the weekend. At the end of the weekend, show organiser Mr. Green, proposed that all the money raised over the weekend should be donated to the County Air Ambulance - this proposal was carried. I believe the total was in the region of £1000.

Make sure you book early for **Malvern 2005** to avoid disappointment. The show is believed to be the first weekend of October. I already have five bookings so don't delay!

Jeremy Haynes.
(mem. 0058)

To book: tel. 07900 126315 or 01509 416432

Address: Mr. J. Haynes
41 Sileby Road
Barrow-upon-Soar
Leicestershire
LE12 8LN



A Member writes...

FIRSTLY, AN APOLOGY to Mick Outhwaite, who sent me all the necessary paperwork for Billing: sadly for me at the last minute I was unable to attend due to a hiccup in my domestic arrangements. I hasten to add that it was nothing to do with Pilgrim, my 1959 LWB Station wagon, which I purchased in December 2003.

An ambition since early days was to own an early station wagon – I quickly realised this was a daunting task as the survival rate is not particularly high (is that of vehicles or owners?! –Ed). Initially my search concentrated on Series 2A models of around 1962–1967 years, but the search proved fruitless. I had all but given up hope when out of the blue a news item in Land Rover World caught my attention. Recently at an auction, a 1959 109” Station Wagon had been sold to a Lincolnshire dealer. To me, this vehicle was the holy grail of Station Wagons, not only the earliest 109” of its type that I’d personally heard of, but judging by the description and photo it was in amazing condition. Since the news item was a month out of date, the chances of this vehicle still being available were fairly slim. Nevertheless, I called the dealer and by good fortune, the Station Wagon remained unsold. After the usual dealer theatricals (of which I will gloss over), I took delivery of PILGRIM on the 18th of December.

Over the last few months, I have managed to trace the ownership trail back to Pilgrim’s original keepers. The Burton’s owned the old girl for twenty years, only using Pilgrim to tow the family caravan during the summer months, barely amassing 22,000 miles in the process. Sonia, the Burton’s niece, who now resides at Pilgrim’s first address, has been a fantastic help, supplying me with photos and relics, including the original grille badge (which had been removed in Pilgrim’s first year) and number plate from the caravan.

Happily, the two previous long term owners have repaired rather than replace items and Pilgrim remains intact, apart from the bonnet, solex carb (exchanged) and oddly the wheels – somebody (I suspect recently) took a fancy to them.

During the last few months, I’ve cosmetically restored Pilgrim, repainting and chemically treating the chassis, springs and hubs. I’ve returned the spare wheel to the rear door and replaced the bonnet with a standard Station Wagon type, which Pilgrim was supplied with from the factory. The rims have been sand blasted and resprayed in grey. In addition, I’ve fitted a sun visor. Pilgrim now looks very smart, although beneath the skin the doorframes need attention along the window channels. Because of this Pilgrim remains covered and is used only in dry conditions in an attempt to halt any further corrosion.

Hopefully during 2005 I’ll be able to attend some shows pairing Pilgrim with my 1975 Cheltenham (Puku) caravan “Clingon Clara”. In particular I look forward to posing next to David Snape’s 109 “Wesley”.

Simon Thioux
Mem. 1495



"Pilgrim"





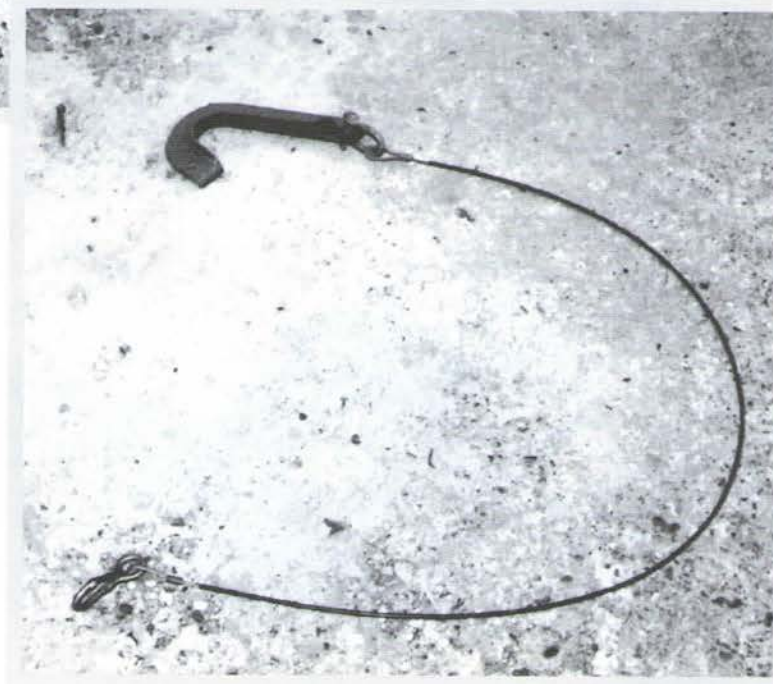
Sankey Secondary Couplings

Under regulation 86a of the Road Vehicles Act 1986 (construction and use regulations), trailers are supposed to be fitted with a secondary coupling, which is either:

- A chain short enough that the trailer drawbar is prevented from touching the ground and provides the trailer with some residual steering.
- A coupling which if the trailer should become detached from the towing vehicle, applies the brakes causing the trailer to stop.

As Sankey trailers were never fitted with such a device, in order to comply with the Law, we must now fit one. Below is an explanation of how to construct a device of the latter type – one that applies the brakes to the trailer. It consists of a metal hook hanging over the handbrake bar. It is attached to the handbrake by a 1/4" x 1" bolt placed in an existing hole at the base of the lever. From its lower end an ordinary caravan snatch cable connects it to the towing vehicle.

Ben Stock.





1/4" BOLT AND NUT
SECURES HANGER TO
HANDBRAKE LEVER

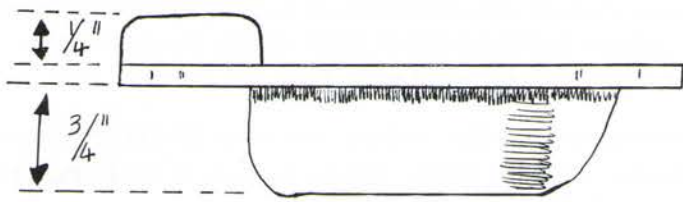
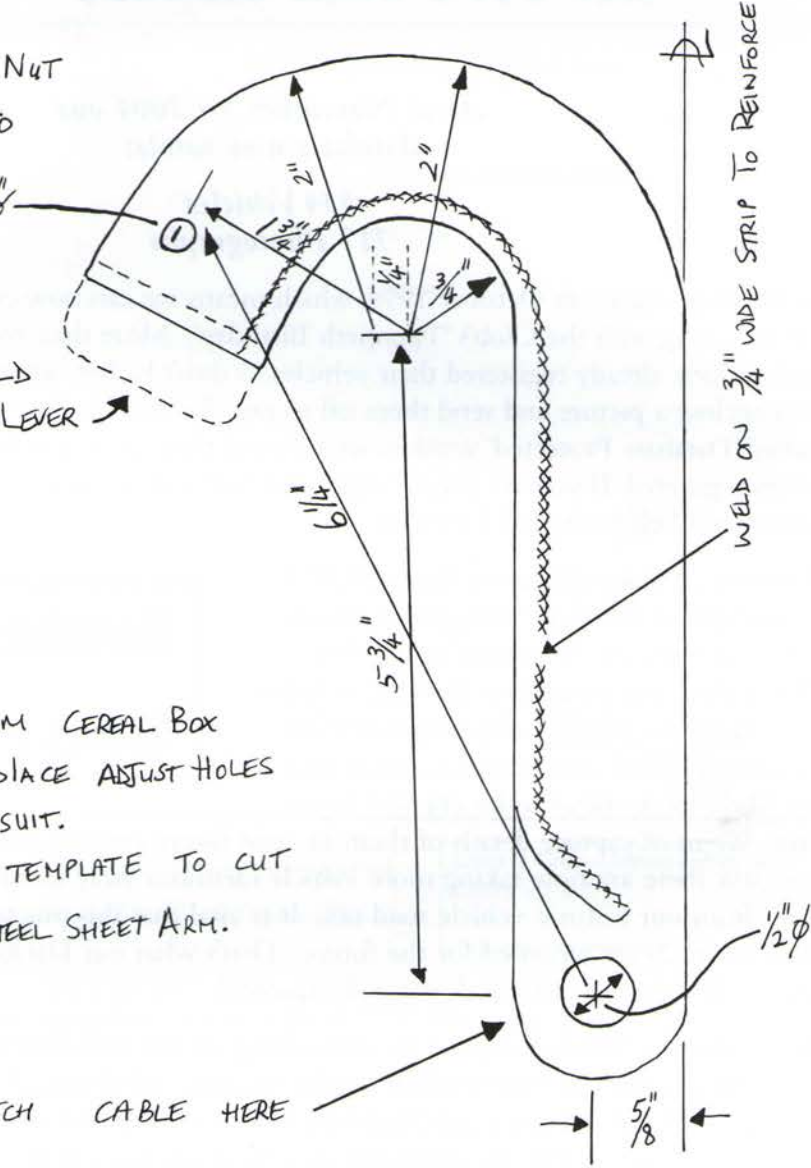
1/4" ϕ

ALLOW TO FOLD
UNDER HANDBRAKE LEVER

CUT SHAPE FROM CEREAL BOX
THEN TRY IN PLACE ADJUST HOLES
AND SHAPE TO SUIT.
USE CARD AS TEMPLATE TO CUT
3 mm OR 10g STEEL SHEET ARM.

ATTACH SNATCH CABLE HERE

WELD ON 3/4" WIDE STRIP TO REINFORCE





Database Update the Five Year Report

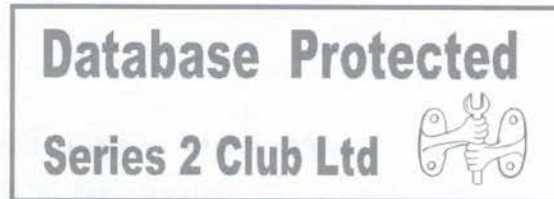


*As at November 1st 2004 our
database now totals:*

**934 Vehicles
717 Photographs**

Our Database started in October 1999, which means we can now celebrate its 'Fifth Birthday' along with the Club's 'Twentieth Birthday'. More than two thirds of our current members have already registered their vehicles so don't be left out, fill in the Vehicle Detail Form, enclose a picture and send them off to me. To date we have issued more than two hundred 'Database Protected' window stickers and they are sent out freely to all new vehicles registered. If you are already registered and wish to receive one, just send me a Stamped and Self Addressed Envelope.

When you consider that more than 459,000 various types of Series 2s were produced, our Database is still only scratching the surface with less than one percent of the total vehicles made. However, those we have recorded are the ones owned by enthusiasts and therefore more likely to continue to be enjoyed in the future. We must capture details of them to assist future owners and historians alike. The rogues out there are now taking more vehicle identities away to add them onto 'bitzas' to benefit from our historic vehicle road tax. It is vital that this practice is curtailed and good, honest Series 2s are recorded for the future. That's what our Database does and your assistance is most welcome and gratefully received.



When Lawrence Mitchell cajoled me into taking on this task, little did I realise how much I would enjoy it and just how useful it would become. He dreamed of opening it up to 'The World' whilst I felt that for 'Club Members only' was sufficient to be going on with. Five years later we have nearly one thousand vehicles registered and the photographs show just what a varied bunch they are. However, all have a common link, they are loved for their simplicity, ruggedness and solidness of build, things we cannot find in modern vehicles with their thin sheet metal, electronic gizmos, bells and whistles and 'strobe lights'.

Thank you for assistance in this venture; let's keep building to increase its usefulness even more. Who knows what the future brings, perhaps 'The World' dream will one day become a reality.

Merry Christmas.

Norman Smith
Database Officer



The Series 2 Club - Vehicle Details

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

Database Ref No.:
(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 :

(Continue overleaf if required)

Your Name : _____

Series 2 Club - Membership No. :
(Office use only)

Address : _____

Postcode : _____

Telephone Number : _____

E-Mail : _____

Signed : _____

Date : _____

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.

Please return the Vehicle Details form & photograph to:

Norman Smith (Database Officer)
18, Maplewood
Stafford, Staffordshire ST17 4SG

Added to Database :
(Office use only)

“**The Series Two Club**” was conceived and founded by Ross Floyd. “It seemed logical to start the club which I did in the winter of 1984 as the All-Wheel-Drive-Club didn’t appeal”.
 Founder vehicle was Ross Floyd’s XHR 370, a 1961 SII 88” Truck Cab (now a Full Tilt).

Now ‘Incorporated’ into “**The Series Two Club Limited**” Frank Myatt - *Chairman & Membership Secretary*.
 Ross Floyd - *Secretary*. Jerry Bright - *Treasurer*. Gordon Lord - *Technical Secretary*. David Dutton - *Shop Manager*.

Now 92 members. Ross Floyd - *Vice President*. Frank Myatt - *Secretary*.

Postal Vote of committee members. Ross Floyd - *Chairman*. Vice President’s post deleted.

A.G.M. - 188 members. Ross Floyd - *Chairman*. Jerry Bright - *Treasurer*. Frank Myatt - *Secretary*.

A.G.M. - 278 members.

Approaching 350 members. Paul Hanbury - *Vice Chairman*.

A.G.M. - Approaching 300 members.

A.G.M. - 286 members. Paul Hanbury - *Chairman*. Steve Downing - *Vice Chairman*.

“**Clasped Hands**” **Series II Club Hinge Logo** suggested by Roger Horne’s daughter Sarah. New logo approved by committee to be used on Mugs etc.

A.G.M. - Approaching 300 members. Steve Downing - *Chairman*. Chris Bentley - *Vice Chairman*.

First issue of Club Magazine as “**Built Two Last**” - 42 pages, named by David Dutton.

A.G.M. - 360 members.

Laurence Mitchell - *Secretary Elect*.

First club E-mail address “**LRseries2@aol.com**”.

A.G.M. - 439 members. Frank Myatt - *Life President*. Chris Bentley - *Chairman*
 Laurence Mitchell - *Secretary*. Paul Hanbury - *Treasurer*

(Frank Myatt passed away).

Winter 1984

December 2nd 1989

March 16th 1991

May 25th 1991

March 21st 1992

April 24th 1993

May 29th 1994

April 29th 1995

April 20th 1996

July 20th 1996

April 19th 1997

March 1998

April 18th 1998

September 1998

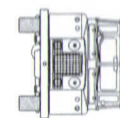
March 1999

April 17th 1999

May 4th 1999

1984

The Series 2 C



Built TWO Last

Winter 2004

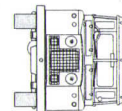
A.G.M. - 674 members.
Club's first Website created by Eric Leuzinger at 'www.series2club.org.uk'.
Club's first Internet Forum started by Eric Leuzinger hosted by 'MSN Community'.
A.G.M. - 764 members.
Internet Forum host changed to 'ALXnet'.
A total now of 735 members. Steve Howard - <i>Secretary Elect</i> . Eric Leuzinger - <i>Treasurer Elect</i> .
A.G.M.- 800 members (Laurence Mitchell passed away). Brian Crelling - <i>Chairman</i> Andrew Turford - <i>Vice Chairman</i> . Steve Howard - <i>Secretary</i> . Eric Leuzinger - <i>Treasurer</i> .
Now 731 members. Club Name change to "The Series 2 Club Ltd" Domain name change from "Series2club.org.uk" to "series2club.co.uk".
Internet Forum host changed to 'Ezboard' started by Alan Jones (Wittsend).
A.G.M.- 890 members.
1,000th member joined at the LRO Peterborough show.
Now 991 members. Avril Anderton - (<i>Temp</i>) <i>Membership Secretary</i> .
A.G.M. - Avril Anderton - <i>Membership Secretary</i> .
Received the 'One Millionth Hit' on the 'Ezboard' Internet Forum.
Now averaging 100+ posts per day with 500+ members on the 'Ezboard' Internet Forum.
First 'International Rally' at Sibbertoft, Leicestershire.
Now 1,022 members (including joint members).

October 13th 1999
April 15th 2000
June 2000
'Late' 2000
April 14th 2001
July/August 2001
October 27th 2001
April 20th 2002
October 19th 2002
November 2002
May 4th 2003
September 6th 2003
February 28th 2004
April 24th 2004
June 2004
August 2004
August 20-22nd 2004
September 7th 2004

Club - Time Line

Built TWO Last

Winter 2004



2004

Norman Smith
Sept 2004



Tad Hylkema reports from the USA...

AH, THE JOYS OF BEING A STRANGER IN A STRANGE LAND. I've often wondered if owning a Land Rover in the United States is like owning a '57 Chevy Bel Air in the UK. Yes, you can get parts, but...

And so goes it with my rebuild on "Rusty". To bring you all up to date, about a year ago I purchased a 2.5L diesel from a place in Canada. The owner of a D-90 wanted a little more ummph and put in a TDIV-8. So I picked up the 2.5 for the "Rustifarian".

My reasons for doing this were multi fold: I wanted to get better fuel mileage; I wanted to have the ability to run biodiesel; I wanted something to do; and, I wanted to do James Bond moves and leave a smoke screen behind me.

Well, I managed to get the engine in with a little help from my friends: Troy, Mr. A. Grinder; and Ms. B. Hammer. Then came the fitting of the oil cooler. I asked around and the general feeling was that it's not necessary but it would add to the longevity of the 2.5. So, with some imagineering I figured out a way to install it in the back of the grille and run the lines with almost no cutting or drilling. I was happy as happy could be. I fired "Rusty" up, and he ran! Kind of!

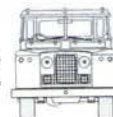
A few more posts on the forum and Mr. Rumsey, and others, pointed me in the direction of an air leak in one of the lines. Well, how about a few of the lines. Here comes that stranger in a strange land bit. Trying to find the right fittings at my local auto parts store was like trying to find hen's teeth. You'd think I was speaking a foreign language - oh wait, I was! It's called Land Roverese, common on your side of the pond, but I might as well been asking for directions to Solihull!

With a little creative plumbing and by getting various bits sent in from UK suppliers, I probably now have the only copper tube fuel pipes in Roverdom!

So Rusty was running fine and I was driving him with some confidence. He's a bit loud - a local lumber mill has a pet name for him, that will be revealed in due time. I drive him on the twenty-mile run to work over the beautiful back roads of Wisconsin. I haul firewood on the weekends and loads of rocks for landscaping. Then one fine day, I'm driving in the bliss that can only come from driving a Land Rover and there is a sudden loss of power. I look down at my gauges to find I have no oil pressure and the "Hey, Idiot! Something is very wrong" light is on. I limp into the lumber mill, pop the bonnet and find that one side of the engine is coated in a black film. Not a drop of oil remains in the sump. I'd Exxon Valedazed all over the county road. The guys from the mill came out to see what was wrong, and at this time I learned that I'm locally known as "the low flying airplane". I guess I should do something about that exhaust!

Later, with the help of my neighbor, I got "Rusty" home and started the diagnosis. I was sure something big had gone. There had to be a hole in the side of the block or something like that. As I was cleaning up the oil, so I could see something, I noticed that there was one spot I was always wiping up, right below one of the lines to the oil cooler; the line that now had about a two inch split in it.

Ok, I thought, not bad, easy repair. In fact, to make it easier, I decided to just cap off the cooler, fill the sump with fresh oil and just see if it would turn over. I grabbed the fan and the



engine turned until compression built. So with the ignition off I gave the lump a brief spin, and it did just that – spun! Now, with that confidence in place I decided to fire it up. Heater plugs on for thirty seconds and it was alive!!! And it sounded ok! A slow drive around the block and it seemed to be running just fine! Whew. Sometimes you just get lucky. Sometimes.

The next morning I set off to work. All was sounding just fine. I was happy as a proverbial clam when I get to the first hill and I hear a faint, but distinctive knock. 'Tis nothing I think, and hope. It goes away on the downhill side. The next little rise and it was back, the knock that is, and louder. I pulled over; check the oil, full and fine. I decided to limp to a friend's house about a mile or two down the road driving at low rpm's but the knock getting louder all the time.

By the way, this happened in the middle of a Wisconsin winter. If you want an idea of what outdoor repairs are like during a Wisconsin winter, go down to your local butcher and ask if you can spend three or four hours in his freezer working on some metal parts with metal tools. Anyway, I get him home and I finally get the time to drop the sump. When I reach up and grab the rod I can move it back and forth on the crank. I did in a big end. Actually, I did in more than one bearing. So now the fun starts, stranger in a strange land – redux. I start tracking down parts, haunting Ebay and putting together orders. One of the larger spares houses in the UK messes up my first order and I have to fight to get it corrected. The next place is very helpful and makes sure that I get the correct bearings/shells. New pistons are obtained from Ebay along with new rods from another seller. The crank went out to be ground, straightened and magnafluxed.

All the parts have been assembled for two or more months. So now, all I need is time. It's the busy season for my work and I get to drive all over America. Over 20,000 miles this year and two more trips planned. So what am I doing here? I should be out in the garage right now!

The next official pub meet is going to be in Phoenix, Arizona, in February. I know that at least two Series 2 owners will be there. Contact me for details: s2cusa@comantenna.com.

Tad.

Mark & Ian's Workshop Meet

The next get together will be held on *17th April 2005* at our workshop in Tring, Herts (about 15 miles north of J20 on the M25). All members are most welcome, the only request is that you bring a small offering for the buffet and let us know if you'll be coming. Things usually begin at about 10.30am. Things are very informal – it's basically a chance for members to get together and talk Land Rovers and drink tea all day!

You can contact me at the technical address technical@series2club.co.uk or you can write to me at *Mark Rumsey, 72 Alexandra Road, Kings Langley, Herts, WD4 8DT*. When you contact me I'll send you the directions. In the past we've had long distance visitors as well as the locals. We've had Gordon come down from Inverness especially for the meet, and Ketil from Norway and most recently Ivan and Jacob from the Czech Republic who all combined the meet with parts collections.

So why not come along and have a chat in a cold and draughty workshop with a lot of other people who also suffer from the illusion this is better than sitting at home in the warm front of the telly!



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.

ONCE AGAIN, THE NIGHTS ARE DRAWING IN and we can start looking forward to spending many hours in the cold and damp working on our beloved Land Rovers. This issue I'm starting with something different. In fact, something of a first for the Q&A section. John Parker has been able to provide much more information on a question from last time relating to oil filters on the Perkins 4.203 diesel engine.

If you are able to answer any question more fully than I have with better information or, for that matter, can correct me if I've got it wrong, please drop me a line and I'll pass the details on. But first, here is John's reply...

A Hello there! Re the question in Autumn B2L about 203 oil filter, if it is a spin on filter then it has a 3/4" UNF thread - same as Range Rover 3.5 or Land Rover 2.5. These fit most Perkins engines with spin on filters (I think it's a Champion C145, but the catalogue is at work, so I'm not 100% on this). The only possible problem is that some of these engines (Hyster forklift spec is one example) had a filter head that puts the filter close to the sump & stops you from fitting the larger diameter filter, also some conversions don't allow much room between chassis and filter, if you find a motor factor that sells Champion oil filters, ask to look in their catalogue, filters with numbers starting with C are all 3/4 threads, just select one from the list in the back that will fit the gap around the filter head and make sure it features an anti-drain valve and a relief valve. Then look this up in the 'buyers guide', this tells you which vehicles your chosen filter fits. Now you can order your filters from any factors, by either number or vehicle. I work in a garage & have spent a lot of time finding the cheapest filter that will fit all of my 3/4 threaded vehicles (Reliant Scimitar, Range Rover with Perkins 6.247, V8 Sherpa, Hyster forklift, Hillman Minx), it was a Fram PH2964 on special offer from MACCESS, but if the Range

Rover/Land Rover filter will fit then use it, bigger is better. Some factors will give you an old catalogue for nothing, this can be very useful if you have a collection of dodgy old vehicles putting a 2.5 filter head onto a 2 1/4 really screws them up if they insist on vehicle details when you order by part number.

If you send details of the room around the filter head I can send numbers (details can be sent via the tech address and I'll pass them on - Mark)....If it's a paper element filter I should be able to cross reference this from the plant/machinery catalogue.

Good luck
John Parker

Q I'm currently restoring a Soft Top Series 2a Short wheel base. I'm trying to get it as original as possible even down to taking it back to a generator and positive earth. However, I've not been able to get an image of an original soft top back and sides, to reproduce. Are you able to provide me with images of an original 1964 era soft top? Also are you able to tell me which generator and carbie a 64 should have?

Thank You,

Ross Llavers
Perth, Western Australia. (Via Email)



A The original canvas tilt for the 2 and early 2A is very simple. There are a large number of companies in the UK who manufacture replacement tilts to varying degrees of originality. Most of the replacement ones available now have subtle differences to the original, the most common being a larger rear window and sides that can be rolled up. The original canvas had only a tiny window, barely as big as the window in the hard top lift up tailgate. You will also find the rope used tends to be modern plastic rope, but that can easily be replaced with a more authentic natural rope. I would suggest you try a few of the hood makers before deciding to make your own. You should be able to find one who can make a totally authentic hood with the small window etc.

The generator (or dynamo) on a 1964 petrol would be a Lucas C40, and the carb would be a Solex B40 PA10-6.

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.

Q The clutch operating rod on my 1962 Land Rover (2.25 petrol) has a coupling in the centre to join the two shafts, this is joined by 2 pins which I seem to be sheering after about 9 to 12 months. I have just smooth pins that are a snug fit - is this right or should they be some sort of bolt of hardened steel? The coupling seems "loose" even though the pins are a tight fit.

Is there a proper part (at the moment I am getting "pins from my local garage") and if so who might stock it?

John Wheeler (Via Email)

A There is a proper pin for this link. It's part number 536803 and should be available from a Land Rover dealer or Land Rover specialists, although if you have a small local specialist they are more likely to have them than some of the 'big boys'. I don't know if they are hardened (I suspect not), but they certainly are not a loose fit

in the holes. Movement in the coupling is normal, to allow for misalignment between the release bearing and cylinder parts of the mechanism. These pins should normally last indefinitely. It would be worth checking that you are not running out of movement at the clutch before the pedal reaches the floor as this would overstress the pins. This is highly unlikely however - it's actually far more common to get too little movement instead of too much! If you do have too much, let me know and I'll run through resetting the linkage and pedal to avoid this.

Q I have a 1966 Carawagon conversion on a station wagon. I have persistent problems with run on, poor hot starting and occasional pinking type clatter from the engine particularly during slow on road hill climbs. As far as I can tell it has all its original mechanics, a 2.25 petrol engine and original gearbox, though it has been changed from positive earth to negative earth electrics. I have fitted an Aldon ignitor, in the distributor, electronic ignition, I changed the Webber carb fitted when I bought the vehicle to a fully rebuilt Solex, I have set up the timing and carb as per the manual and most recently removed an inline fuel filter in attempts to improve performance and fix another persistent problem where the vehicle would stall and refuse to restart when in traffic queues. The fuel pump was also replaced last year when fuel starvation was (mis)diagnosed as the root of the problems.

Generally the engine seems in good fettle, compression is good and even between cylinders, when behaving it runs very smoothly and quiet and doesn't leak or consume excessive quantities of oil (for an old Land Rover that is!) averaging the difference between high and low on the dipstick over 300 miles or so. Any suggestions would be a great help right now.

Kevan Shaw (Via Email)

A Running on is usually a symptom of an overfast idle speed and a weak mixture, or a very hot engine. If it were down to the temperature you would probably know already, as the engine would be on the verge of boiling up. Although



you have already set the timing and mixture, I would suggest you go back and do these again. Your engine should be a low compression (7:1) engine at that age. It would be worth checking the compression ratio by looking at the pad on the head next to the carb, just in case a previous owner changed the head for a high compression (8:1) unit. The number stamped there is the compression ratio (7 or 8). If there is no number or no pad the engine is a 7:1 compression engine. Timing for these engines is 6° BTDC for the 7:1 engine and TDC for the 8:1 engine, both set static. If you want to set the timing with a strobe gun, you must get the engine idling at or below 400rpm, otherwise the mechanical advance will have cut in and cause you to mistime the engine. With the timing set, the idle speed can be reset to 500rpm. Then you can set the mixture. Basically, screw the mixture screw in until the revs start to drop. Now unscrew so the revs rise, and stop when they begin to drop again. Now turn the screw back in so they rise again, and stop as they just begin to drop. Finally back the screw out a touch to bring the revs up again. If necessary, reset the idle speed. If the speed had changed a lot, it would then be worth resetting the mixture again, just to be sure. This should at least cure the running on problem. If it does not, then you may need to remove the cylinder head and do a decoke to remove deposits from inside the combustion chambers and valves. Sometimes these deposits can get very hot and ignite the mixture before the spark, causing pinking, or ignite the mixture with the engine switched off, causing running on. These days, however, it's very rare that a decoke would be needed. Hopefully you won't need to remove the head, but if you do it would be a good opportunity to have the head converted to unleaded with new valves and valve seats.

Q I have a Series 2a and wondered if you could help me. Do you know anywhere to get the paint to re-do the engine in its original duck egg blue.

Is it possible to tell the difference between a short and long wheel based speedometer from, say, the serial No.

I would be grateful for any assistance.

Peter (Via Email)

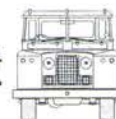
A No problem.

Dunsfold have a quantity of the correct paint. There are also options for other similar colours, including a couple of commercially available colours such as Chrysler Turquoise or Detroit Diesel Green, both of which are American colours. You can also make something similar using Hammerite using 3 parts mid blue, 3 parts white and 1 part yellow, with perhaps a touch of black and white to dull it down a little (credits for this formula go to 'Wittsend', the club forum administrator).

Very easy on the speedo head. With later speedometers, the part number is stencilled on the front, making the identification easy if you have a parts book. However, it's easier using the number above the right hand end of the mileage readout. This is the number of turns of the speedo cable per mile. For 6.00x16 or 6.50x16 tyres (basically SWB models) the number will be between 1500 and 1536. The most common is 1504. For 7.50x16 tyres (mostly LWB, but it does include SWB models on these tyres) the number is 1408. For 9.00x16 tyres (1 ton and forward control) the number is 1344.

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.



LRW SHOW

Peterborough

Foxy memories of the LRO show...

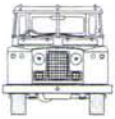
THE LRO SHOW claims to be the largest Land Rover show – anywhere. I guess the LRE people at Billing might dispute this. The Peterborough East of England Showground is the larger and, I think, better equipped of all the show sites. People often ask, which is the best show, and if you can only visit one, which one? Aside from the S2 Club National Rally, you would have to add the LRO to your list for consideration. Being only 80 miles from home, I've visited the LRO show just for the day, but for the past two years I've camped on the Club's show stand – this seems much more civilised. The camping is very close to the main action and facilities. By staying over you get to meet more Club members and you can take in the show atmosphere.

This year, I met up with Tony & Rob Hedge and we trundled over in convoy to Peterborough on the Friday afternoon in good time to set up the tents in the evening. I have to say I'm not a big camping enthusiast (I only spend 3 or 4 nights a year camping). I'm still collecting bits and pieces to make the experience more comfortable! I'm always forgetting things – this time a warm jacket, so I had to buy a nice new Land Rover fleece just to keep warm. Also I've had a lot of bad luck with air beds leaking, this has been solved now with the purchase of an ex-army camp bed (£10) at the show.

There was already a strong Club presence when I arrived and I was guided to our site and camping pitch, even though the organisers had failed to send me my pre-paid tickets and vehicle pass. I'd hate to be camping out in the public areas, as the queues etc. to get in were quite long. One of the benefits of Club membership is that we have our own camp and display area, even if space is a little cramped. We even get a discount for displaying on the stand, which helps make the weekend camping fee more reasonable. This is organised by our Shows Officer, Mike Outhwaite and we should be thankful for all the hard work he puts in negotiating for the club stand/display area.

I had only one goal for the weekend – to purchase a pair of Rocky Mountain aluminium glazed door tops (excellent value at £60 each). So 9 o'clock Saturday morning saw me at their stand with cash in hand...I picked out a box, checked the contents over and 10 minutes later I was back at camp, mission accomplished!

This year it was decided to put on a more modest display of vehicles after last year's 45th birthday party and superb stand layout. So just a simple line-up around the display area, in front of our marquee/office and this worked well. I think we had around 27 Landys in all and Paul Stevens made sure we were all neat and tidily parked up. The main features being Gordie's Fire Engine and the Rumsey brothers' FC and the 'famous' tray-back, with her newly repaired rear end.



The stand was busy all weekend. The various volunteers were kept constantly busy answering questions and helping visitors out. One of the good things about having a selection of vehicles is that it can often be easier to answer a question by going out and looking at the appropriate model. Mark and Ian hardly had a free moment. Many new people signed up for membership and it's gratifying to see such interest in the Series 2 models. I was kept busy showing interested folks the simplicity of the Perkins Prima diesel conversion. Quite a few people have done or are in the process of making the conversion and it always helps to see the finished thing, take pictures and talk about potential problems.

On each day, the Club is asked to parade the vehicles around the main arena - this is an interesting experience. On Saturday, "Foxy" was to be the lead Landy into the ring, but first we had to navigate our way across the show ground, through the crowds. We were lead by an events marshal who kept gesturing to me to switch my hazard warning lights on! Hello, it's a Series 2 Land Rover - even the posh 2As like mine didn't have them fitted as standard! Anyway, we make the ring without mishap, but due to scheduling we are kept waiting for our turn. Being first in is OK, but the show commentator wants to hitch a ride and ask me questions. So I have to explain why "Foxy's" called "Foxy" and why I have Basil Brush sat on the bonnet - it passes the time. He moves on to the next Landy and it takes a few minutes for us all to get in the ring. This year for some reason we're going round on the grass inner, not on the shale oval. We have by far the biggest (and best) display of vehicles from the Landy clubs circulating round, nose-to-tail, quite impressive.

Saturday evening is barbeque time - this again is something new for me. I can usually manage to burn my food in the kitchen, without going outside. I'm not a barbeque person, still learning. This time I moved on from sausages at the National Rally to salmon and beef steaks with baked potatoes. The salmon was actually quite good. The beef was chewy, but passable. The baked potatoes seemed to take days to cook and were not a success. That night the wind got up and the weather took a turn for the worse. We were all sheltering in the club marquee holding the thing down, whilst the wind did it's best to whisk us all away to Oz. Surprisingly the camp site survived and Sunday turned out to be a good day. More visitors to the stand and a few more purchases of those hard to find, can't do without parts. I was quite pleased with my ex-East German army felling axe (£5), not quite sure what I'm going to do with it, but it will come in useful for something!

Finally we learn that 2 of our members have won show prizes(1st & 2nd) for Best Commercial Vehicles. Well done to Wesley and the T.E. Hind carpenter's truck. Wesley suffered the indignity of breaking down en route to the show with a failed LH front wheel bearing, arriving on a transporter. David (Wesley's owner) received a master class lesson in replacing it in the field. He's never done one before as Wesley was still on his original set!

It's not long before it's time to break camp and on the return leg our convoy grows by one - Scott and his family tag on.

Despite the hour spent running round the show, in and out of the ring, Foxy averaged exactly 44.0 mpg over the weekend covering about 190 miles

Not bad for any diesel, let alone a Land Rover!



The two winners – photo by Scott Snowling

So what did I learn?

- 1) A fire extinguisher would be a useful accessory. After Tony's attempt at 'tea flambé' when his camping Gaz cylinder started to leak and explode into flames. Very fortunately the wind was blowing away from him and his tent and the only casualty was a washing up bowl.
- 2) Always know how to assemble your tent. It is not a good idea trying to erect a tent, which you have never ever seen erected before, in the dark. Thanks to the Snowling family for this lesson.
- 3) Air beds are rubbish.
- 4) Baked potatoes are perhaps not the best thing to barbeque, but thanks to Vaughan for showing me that sweet potatoes are.
- 5) Don't take too much money to spend.

Finally, if the gent who is restoring an early Series 2 diesel and was looking for the correct bonnet for his model, would care to give his details to the editor, we have 'found' several to choose from on the forum. Sorry, I lost your number, maybe you've found one of your own by now!

Alan Jones
(aka 'Wittsend')

'Foxy' is one of the last ever 2A SWBs and so named because of the Luton registration letters – FXE. At shows Basil Brush sits on the bonnet 'cos I can't find any other fox to do the job! 2 years ago I converted from a 2.25 (badly worn) petrol engine to a Perkins Prima turbo diesel (ex- Rover Montego), which is another story...



A member writes...

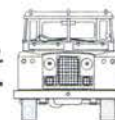


Lorenzo's 1961 SWB outside the World Health Organization HQ, Geneva

THIS VEHICLE was a Regular, built as a left hand drive for the Swiss market and fitted with the Rover four-cylinder petrol engine 2286 cc. In the original 'carte Grise' the Land Rover is elegantly defined as a 'Voiture de Tourisme Legere' with a 'Carrosserie Limousine'.

The Chassis number is 144 104 899 and the engine number is 151126641. Both are original. I have only changed the outriggers and back cross member of the chassis (a superbly done job by a young blacksmith with the precision of a Swiss clock maker). The engine was still in reasonably good order having only done 64,000 Km inside a vineyard in the village of Perroy in the Canton of Vaud, of which the 'Olympic Committee' City of Lausanne is the capital. Built between September 1960 and August 1961, the records I have show that the car was first registered in Switzerland on the 19 August 1961 and has been all its life in the north coast of the Lake Lemman (or Lake Geneva).

As I mentioned in the previous issues in B2L, I found the car in Summer 2000 during a weekend when roaming around villages of the Route de Vignerons (the Road of the vine growers) with the children in my depressing Volvo 850 R break. Since I moved to Geneva



from East Africa in 1991, I had sadly moved to driving cars with power steering, cruise control, air condition and all the other useless (and highly breakable and impossible to fix) gadgets that people believe today's cars should have instead of the beloved Land Rovers that had been my way of transport for the field work in Tanzania from 1979 when I first went there as a young doctor in the Chake Chake district hospital on the island of Pemba. I had to stay 2 years and eventually stayed there up to the time I joined WHO!

I saw the Land Rover S2 and it was love at first sight! I got down and had a look at the chassis, in pretty good shape (apparently chassis of SII Land Rovers resist better than later ones the salt on the roads during winter), the engine (the proper 2 litre and a quarter), the lights at the back (still the original round Sparto lamps!), the proper smith heater, the proper steering wheel, and even the original seats! We agreed a very reasonable price and the morning after I got from a friend the special U plate numbers that in Switzerland mechanics use for non road legal cars "on try". We went with a battery, looked at the oil (that was not too bad after all), added some water in the radiator, put some petrol in the tank and after a few turns it went back to life! We took the car home and from there I started a slow process of "conservative" refurbishment keeping as much as possible what was working and refurbishing to the original standards what was not.



Getting ready for the re-spray

I took the car apart for a good re-spray to the original light green. The bulkhead was still impeccable and we decided to keep the internal part of the bulkhead and engine bay with the original colour. It has a little sign of the past. The mudguards and most external panels were dismantled and some galvanized parts (but not all to keep the old patina intact) were re-galvanized as necessary.

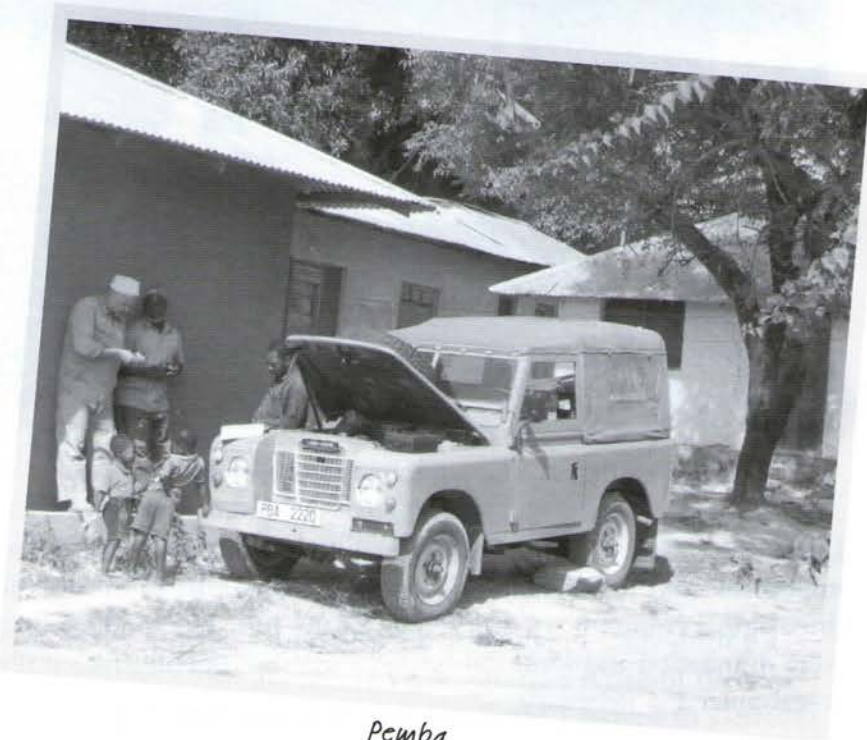


After this was done and the car had been "refreshed" I started working on the engine, gearbox, springs and differentials. The back diff was dismantled and refurbished. The springs were changed to 4 parabolic springs (I believe these are the only non standard item on the Land Rover!). The front swivels and all tie rods were changed, as were all the universal joints. The compression was good and we decided not to touch the engine, following the



Treasure Trove

principle that if it works don't fix it! It is still going strong up to today after four years of daily service. I have also bought a set of new seats from Exmoor trim and keep the old seats only for special occasions! I now use the car daily to come to the office from the small village of Chavannes de Bogis where we stay. It has become a well known feature of our large parking places here at WHO!



Pemba



In Zanzibar we do have other Land Rovers, but at the moment I only have SIIs. My wife is Zanzibari and my two girls were born there. I do the work on them during the summers with the help of " Mzee Fundi Makame" (Honourable Mechanic Makame, in Europe you would call him and "independent" Land Rover specialist!), the top specialist of Land Rovers in Zanzibar. His house/workshop) is full of precious second hand parts of all sorts including engines and gearboxes from the very early days of the Land Rover.

He is on the island of Zanzibar and my Land Rovers are on the other island of Pemba. We are good friends and if I need a major help he comes over to Pemba, stays with us at home and we do the work together.

My life in Geneva is such a contrast. I'm in charge for the WHO of all parasitic diseases (like the worms that infect the intestine of children) and vectors (like the mosquitoes that transmit malaria, etc.). It is mostly management and fund raising for work to be undertaken in Africa and other less developed countries. It's all about meetings, lecturing, writing technical articles, visiting endemic countries or being in front of a PC. Very different from the work I did when in the field in Africa. I dream daily to be back in Africa as soon as I will retire: with my patients (the poorest of the poor) and, of course, my Land Rovers!

Lorenzo.





2004, where did it go!!

THEY SAY IT'S A SIGN OF AGE and failing memory when the years start to pass at lightening speed! Well, I think it's time I chose a box for myself, as this year has whizzed by. After not being able to bring WWD to any of the shows in 2003, due to writing her off and not being able to walk, I was really looking forward to attending the shows in 2004. Whilst I re-built WWD, I had been fortunate to get hold of a 1963 2a 109 diesel, which provided the essential extra legroom as I regained my movement and fitness. She is without doubt a shed and this term of endearment has stuck. Having tested OTJ's reliability driving to Norfolk and Dorset, the first 150-mile outing of the year to Gaydon seemed like a nip down the road. Suddenly having a 109" conned me into the belief that I didn't need to be as thrifty with the camping equipment and soon OTJ was completely overloaded, with only a small space left for children and dog.

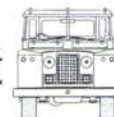
The journey was uneventful, but the constant rain was starting to depress Louise as this was going to be her first time camping at a Land Rover Show. As we arrived at Gaydon and were met by Nick Chinery (doing a very good impression of a drowned rat), Louise's fears were surpassed. The field was already well rutted and very wet. As we drove off the roadway onto the field, everyone (especially owners of newer Land Rover products) stopped what they were doing to watch the fully loaded 109" get stuck. No chance, I never even put her in 4-wheel drive. We headed for the assortment of Series 2s and pulled up at the Rumsey encampment. Being met by friendly smiling faces and the offer of a cup of tea is my idea of a proper welcome. I knew at this point that I would enjoy the year even if the weather tried to spoil it.

Gaydon

Gaydon had changed this year from being a single day show based around the Heritage Run from the Factory in Solihull to the Museum at Gaydon, to being a two day show in conjunction with Land Rover Monthly Magazine. There were grave misgivings about this move, as this normally means lots of very poor non-LR events that no one is in the slightest bit interested in. I'm very glad to say we were all wrong. LRM have put a great deal of thought and effort into developing LR based challenges and entertainment. Due to the weather, the Club stand was compressed as one of the fields was under water. We all had to shuffle up and the sponsors, LRM, encroached onto our stand. Knowing members had braved the elements to show their vehicles, I was forced to get the organiser to ask LRM to remove their vehicles off our space. I did get the impression, but could be wrong, that this did not go down very well. I did chuckle to myself when the Club did not get a mention in the show write up in LRM, even though Series 2s were the focus of this year's event. The Shed was mentioned, however. Frank Elson picked out OTJ as one of his show favourites.

LRO

For the second year running, LRO had been very brave and headed 'up north'. This year the show was held at Driffield Agricultural Show Ground and what a very friendly show it was. For once, we had all the space we needed and we arranged the caravans around



the edge of the camp western style. Not many Native Americans attacking, though they would have been welcome, but it did stop the traders spreading into our patch. This event was best described as group of friends having a very relaxing holiday weekend together, even though most of us had not met before. If you can make this show next year, I would highly recommend attending.

LRW

The LRW Show at Eastnor is a long way from my home near Keighley and I did question whether to go, but I had a good time 2 years previously. We combined the trip with a call in at the NEC Gardeners World event to see the Best In Show Garden designed by a friend. The Club Stand and the Club turnout was excellent, but I did get the impression that the show had lost a little focus. On the Sunday there was only one very small ring slot about Land Rovers. We were only allowed three vehicles in the ring line up and the different LR models were quickly skimmed through. The rest of the day's entertainment was poor and the whole show looked to have a lower attendance. This could have been due to the layout of the show, but traders did report poor sales, when asked.

Billing

Billing is still in my opinion the biggest and best LR show of the year despite what LRO claim for Peterborough. The sheer volume of people attending Billing has caused problems for the Event and Eric Leuzinger pointed these out in a B2L article after the 2003 show. One of the columnists at LRE did take this personally and early in the year we were not sure of our reception at the 2004 event. When I contacted Richard Green from LRE, he misquoted Eric's article and said "I didn't think you would be coming" I pointed out that this was constructive criticism and if we had anything to hide, we would not have sent them a copy of the article. I'm not suggesting that stamping our feet through Eric's article had a positive effect, but this year we were given more space to display our vehicles properly and under the guidance of Paul Stevens, we did manage to win best show stand! The Club thanked Paul for his work and presented him with the trophy to look after on behalf of the Club.

Last year, the camping at Billing was very nearly a disaster and lessons were learnt. This year Dave Barker from LRE was very helpful and allowed us to have the same area we normally have. Dave Snape very generously volunteered to arrive early at the show, organising and policing the area to make sure everyone who booked in, had a good space to camp. I did ask Dave Barker for space for 20 camping units and thought this was ample, as 16 members had registered with me. For some reason, we ended up with 30 camping units. Please, Please, if you are coming to Billing and want to camp in the Club area, let me know. We can have as much space as we need, but I must be able to tell LRE so that it can be saved for the Club.

Club National

My favourite event of 2004 has to have been the Club National. I know I organised it (with thanks to everyone that assisted) and therefore should say it was



good, but the articles in the last B2L hopefully will support my opinion. The Club National was the friendliest event I have ever attended. This may have been down to it being the first event and that no one was going to allow it to fail? I don't know. All I know is that from the feedback forms, everyone seems to have had a great time. These forms have provided constructive criticism and proved that we are a very diverse bunch – equal numbers have asked for a more regimented event as have applauded the informality of the weekend. We did make a few mistakes and have already addressed most of these.

LRO Peterborough

The last show of the year that I attended was LRO Peterborough and again this was very friendly and well supported. I know that this show is being covered in another article, so I will leave it to Alan to cover that show.

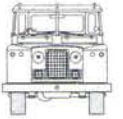
I would like to say a big thank you to everyone that helped this year on the show stand and to everyone that brought along their vehicles.

Club International Rally 2005

THE COMMITTEE HAS DECIDED to accept the kind offer from Avalanche Adventures to allow us to hold our Club International on their site again in 2005. We will be holding the event from the **19th - 21st August 2005**, with activities planned throughout the weekend. A lot of the activities we planned for 2004 were cancelled due to the weather, so hopefully there will be plenty of different things to do. As in 2004, all the events are organised by members, so please get involved. I am asking each Club area to organise at least one event during the weekend, so hopefully no one has too much to do and everyone can enjoy the weekend.

The cost has unfortunately had to increase. The extra cost is required to cover better toilets and showers and to provide a large marquee on the site. If the weather is bad in 2005, we are planning alternative indoor events and therefore the marquee is essential. We are looking for sponsors to cover this extra provision and if some of the costs are covered, any spare funds will be re-invested into the event. This event is run to break even at best and at worst is underwritten from Club funds. That said the event can't be a drain on Club funds, as the membership fee is already kept to a minimum. The fee for the 3 day event is £45.00 for a Family Camping unit.

I can guarantee you should be kept busy: events are planned to test your skills in your vehicle and I'm not quite sure what is being planned, but I seem to be getting smiles from the organisers and told to wait and see. I can reassure you that neither vehicle nor any of your family will be damaged or injured. Definite events include: The Offroad Course, Greenlaning, farm drive, Fishing Lake, Quad Bikes, Clay pigeon Shooting, Archery and lots of events for the kids. On the point of safety we will be having a Paramedic on site and in 2005 an independent Safety Officer/Marshal. Please get the date in your diary; the forms will soon be on the Website and in the spring magazine.



The Series 2 Club Forum

by 'Wittsend' (forum administrator)

MANY OF YOU will probably be aware of the Series 2 Club web site, even if you don't use the Internet. You may not know about the forum and what it is.

The forum is an interactive combination of the web site and the Club magazine, but separate from both. It's not meant to compete with them, but to enhance the Series 2 experience. As in the original meaning, the forum is an online meeting place for the exchange of ideas, problems, news & views for anyone interested in Series Two Land Rovers and matters relating to the Club. One of our main resources is the extensive archive section relating to mechanical/maintenance problems of all sorts. To help you, this is laid out in the same form as in the official Land Rover workshop manual.

The forum is free to join, you don't even have to register to view it, but you do need to go through a simple registration process, which verifies who you are and your e-mail address, before you can post replies. (You don't even have to be a paid up member of the Club, for reasons I'll explain later.)

Just type this into your Internet browser's address box:

<http://p222.ezboard.com/bwittsendsystems>

or follow the link on the Club web site.

Currently we have some 550 registered forum users, many of whom live far and wide around the globe, just about anywhere Land Rovers are found. There are also a greater number of people who just log in anonymously and browse the pages - lurkers. This is a great way for distant members to keep in touch as they can type their messages when they like, and the rest of us can read them at our convenience. The forum is active 24/7, it never sleeps, and it seems some of the members never do either! The stats are mind-boggling; we average just under 100 posts per day, 4500 visits per day. In the first 18 months we had 1 million visits and we are just about to turn 1.5 million visits.

The forum in its present form has been running now for 2 years. Up until then it was in a text-based format in which the layout, use of pictures and URL links were severely limited. Also it was only really available to Club members. Then I came along and offered this format to the Club (I had the eZboard account left over from a failed project of mine!). Taking some of the better ideas from the other Land Rover forums, our Club forum has evolved into a vibrant and lively community based around Series 2 Landys and our Club. By allowing anyone to view and post on the forum, it acts as a great advertisement for the Club and we have 'recruited' many new members, with more joining all the time, having 'found us' on the internet.



It's hard to say exactly, but perhaps about half the forum members are Club members. This means that there are an awful lot of you reading this who have not investigated and tried the forum experience. I know, perhaps not everyone has or likes computers. But hey! Being able to use the forum is a great excuse to get started. If I can do it, so can you! You don't even have to buy your own PC, you can go to the local library now and use theirs - they'll even show you how.

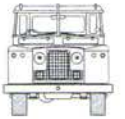
So what do I do as forum administrator?

I'm really just a sort of referee, keeping people in order, helping new members get started and sorting/archiving posts. I'm also able to alter the look and design of the general layout. To help me I have a team of moderators (Club members) who keep a watchful eye on the content etc. We pride ourselves on being a Family Friendly Forum where anyone can browse and look without fear of being offended.

Why not give the forum a try, everyone is welcome...



*A Pink Panther spotted on a Trade Stand at LRO 2004
photo by Scott Snowling*




Shuttleworth

THE BEDFORDSHIRE STEAM AND COUNTRY FAYRE at Old Warden Park was a great success with members enjoying a relaxing weekend of steam engines, historic planes, cars and crafts.



Club Stand

We numbered 11 in all, plus a few day visitors and we even managed to make it down to the Shuttleworth Collection to admire the planes this year. Of course the night time entertainment at this show is wonderful – beer tent, live music, steam powered fairground rides and even the last travelling “wall of death”. Needless to say, many members reverted to childhood and spent their time on the bumper cars and screaming like girls on the Ferris Wheel.



The Shuttleworth Collection



Sunday morning role call

Our Chairman, like a bee to honey, located a scrumpy stand and supped several glasses before winning a coconut from a rather miffed stall holder (he must have hit the one that wasn't filled with sand) – it's a miracle he could see anything after that scrumpy!

We'll be back next year for more fun!

Catriona Crelling
(Central Shires Area Organiser)



Summer Snap Shots

Many members have kindly sent me photos from this summer – a big thank you to you all...enjoy!



Quagmire, Gaydon 2004



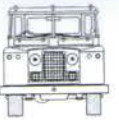
It's a 2! St Martins, Isles of Scilly



Arena line up, Billing 2004



Pin the exhaust



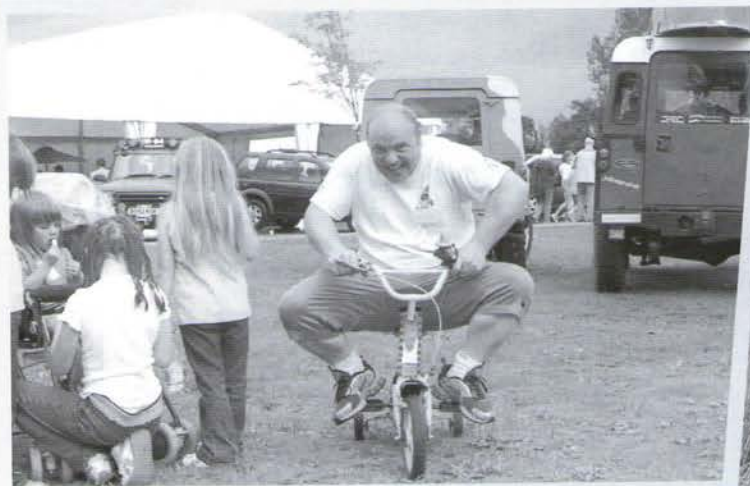
Summer Snap Shots



Siesta time, Billing 2004



Flame bites back



Entrant found cheating in the 'under 6' category, Billing 2004



Family event, Club National 2004



Summer Snap Shots

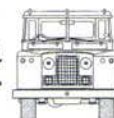


Proud Family, Billing 2004

Just another Land Rover weekend



Practicing for Big Cat Diaries, Club National 2004



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 for 88, Forward Control or Station Wagon (A4 size in white or cream, please specify what you want)	.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
One Pint Club Mugs	£3.50
Series 2 Club Fleece	£20.00
Series 2 Club Overalls	£30.00
(both these items are pre-order only, please allow 5 weeks for delivery)	
Series 21 Club internal window stickers	.50

Look out for other new club merchandise coming out soon.

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 allow 28 days for delivery.

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

Make Brian's Xmas and take his HARD TOP and SIDES AWAY!

FREE TO A GOOD HOME!

! PLEASE!

**TEL:01296 670227
(N. Bucks)**

New vehicle and space needed to overhaul our 1959 Series 2 so the following have to go:

1952 SERIES 1 86" FULL TILT 2L PETROL WITH V5 (AGE RELATED PLATE) Includes spare chassis, rear tub with tail gate, bonnet, pair of front wings, seat box, driver's door, 5 wheels & tyres – the lot
£350 ono buyer collects.

1981 SERIES 3 12 SEATER SAFARI, 2.6 PETROL. Taxed and tested, very good condition. Overdrive, FWH, Radio/Cass Player, new re-con gearbox (April, Craddocks), lots of new parts fitted ie. Exhaust, swivel pins, brake master cylinder, springs etc., with some spares.

£1750 ono

OTHER MISCELLANEOUS LR SPARES:

SERIES truck cab w/ headlining – genuine LR vgc £80 Bull Bar will fit 90/110 – brand new £50, Tailgate 90/110 £40, Bonnet 110 and Grill £25, Pair 90/110 front seats vinyl – tatty with head rest £25, Pair military door tops £150

Lots more including gearboxes, engines, axles!

call **Terry (mem.1134)** and talk Land Rovers! **07780 861180 (Essex)**

Vehicles FOR SALE

1958 Series 2 SWB (CHASSIS No 318), 2L Petrol engine. For restoration. Good bulkhead (top rail needs repair) chassis repairable, hardtop, straight body.

£650 ono

1968 LWB 2.25 petrol, unfinished project, most work done including chassis bulkheads and body.

£500 ono

**For more information call
02476 711019
Or 07904 858831**

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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