

Summer 2005

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## SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE  
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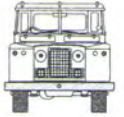
*Matt Busby's new vehicle - 'Hercules'*



*Off the beaten track  
with Rev. Roger Pitman*



*Dave Turner returns fully laden from a logging trip*



**Series 2 Club**  
 PO Box 41 Manchester M43 7WZ

- Chairman . . . . . Andrew Turford
- Vice Chairman . . . . . Eric Leuzinger
- Secretary . . . . . Mick Outhwaite
- Membership Secretary . . . . . Avril Anderton
- Treasurer . . . . . Vaughan Hartridge
- Magazine Editor . . . . . Catriona Crelling
- Events Calendar . . . . . Mick Outhwaite
- Registration Officer . . . . . Dave Dutton
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- Show Co-ordinator . . . . . Mick Outhwaite
- Forum Administrator . . . . . Alan Jones

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**Material for the magazine to:**

Editor: 'Built TWO Last'  
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Email: [magazine@series2club.co.uk](mailto:magazine@series2club.co.uk)

Articles and photos are welcome in any format, including handwritten.  
*Deadline for material for the next issue is 25th August 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](mailto: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](mailto:borders@series2club.co.uk)

**AREA 3 - IRELAND** All members residing in Ireland. Area organiser - Roger Davis - tel: 00353 128 11848 - email: [ireland@series2club.co.uk](mailto:ireland@series2club.co.uk)

**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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:westmidlands@series2club.co.uk)

**AREA 10 - EAST MIDLANDS** comprises members whose postcode begins with the letters LN, NG, LE, PE. Area organiser - vacant - e-mail: [eastmidlands@series2club.co.uk](mailto:eastmidlands@series2club.co.uk)

**AREA 11 - SOUTH WEST** comprises members whose postcode begins with the letters TR, PL, EX, TQ, TA. Area organiser - vacant - e-mail: [southwest@series2club.co.uk](mailto: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](mailto:essex@series2club.co.uk)

**AREA 13 - SEVERN VALLEY** comprises members whose postcode begins with the letters BS, BA, HR, SN, GL. Area organiser - Neil Burke - tel: 01594 860054 email: [severnvalley@series2club.co.uk](mailto: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](mailto: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](mailto:centralshires@series2club.co.uk)

**AREA 16 - THAMES VALLEY** comprises members whose postcode begins with the letters SL, OX, RG, HP, AL, WD, HA, UB, TW, W, NW. Area Organiser - Eric Leuzinger - tel: 01628 528279 - e-mail: [thamesvalley@series2club.co.uk](mailto: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](mailto: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](mailto: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](mailto:usa@series2club.co.uk)

**AREA 21 - ALL OTHER AREAS.**

**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](mailto:newforest@series2club.co.uk)

**AREA 23 - AUSTRALIA AND NEW ZEALAND** members in these countries can contact Len Smyth - tel: (61) (3) 5341 3745 - e-mail: [australia-nz@series2club.co.uk](mailto:australia-nz@series2club.co.uk)



## Editorial – by Catriona Crelling

### Welcome to the summer issue of 'Built TWO Last'

**A**NOTHER ISSUE of the Club magazine packed with information I hope you'll agree. Please note the shameless plug of the Club International Rally – it really is THE event for the Series 2 enthusiast. Just get your booking form to Mick Outhwaite ASAP as I hear he's taking a few weeks off for a well-deserved honeymoon. It may shock you to hear this but I don't think he'll be taking his Club work with him!

You'll notice a few changes to the Committee line up, can I just remind you that there is always a list of Club officers on page one of the magazine. Along side it, the deadline for the next issue. Of course I don't know why I'm writing this since those of you who don't ever check page one probably never read this page either!! Hmm I wonder how I could check that theory out.

The front cover of this issue shows a Series 2A I've been drooling over ever since I saw the photo. Brian only allows me to look at it for short periods of time. It belongs to Len and Sue Smyth from Australia. Len is our new organiser for Australia and New Zealand, in this issue of B2L he makes an appeal for information about any other identical vehicle, as he thinks he may have the only remaining Land Rover of its specification. Let's see what the members come up with.

The back cover shows "Devon Bloke" Richard Mellor and Roger Pitman taking Richard's Series 2 foraging in the woods. The photo was taken by Linda Robertson, Richard's wife to be. Linda and Richard will be the lucky recipients of a Series 2 Club Hamper for the brilliant selection of photos Linda has sent me. Thanks as ever to Glen from **Paddocks** for the goodies.

Read about the rebuild of Paul Lund's Herbert Lomas Ambulance – some of you may have seen it featured in LRO, but for those of you who didn't, the story will be continued in the next issue. You'll also hear about Nathaniel Taylor's recovery truck. I think it's great that all these interesting vehicles are being restored to their former glory.

The Club's AGM took place on 7th May and in my editor's report I stressed the importance of material being sent in by Club members. It is only with the material that you have all sent to me that I've been able to make the magazine a success. Please continue to send in the stories, e-mails, photos etc. They are all hugely appreciated, not just by me but also by every one who enjoys Built Two Last.

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

**Cat.**



## Chairman's Chat...



**W**ELCOME TO ANOTHER YEAR in the Series 2 Club and as you may have noticed by the new face in the corner of this page, another Chairman.

I would like to start this column by thanking Brian for all his hard work over the years. These sentiments also apply to the other club officers who relinquished posts: Steve Howard who has handed the monumental task of Club Secretary over to Michael Outhwaite (Don't worry Mick this is that last time I will use you Sunday name) and Eric Leuzinger who has passed the purse strings to Vaughan Hartridge and will now serve ably as Vice Chairman.

I would also like to welcome Alan Jones who joins us to fill the newly created post of Forum Administrator. Those of you who use the forum will know of the work Alan

has done in the guise of Wittsend. For those of you who are not familiar with the Club's forum - it has done a lot to bring the Club's profile to a wider audience.

I hope the change of faces will not change how you enjoy the Club, other than to build on what we offer you the members.

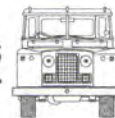
As an introduction to myself, my involvement with the Club dates back the 1986, when there were little more than 20 members, a large percentage of whom I note are still members. I've watched the Club grow and go from strength to strength. Over the years two things have remained the same. Firstly, people's passion for the vehicles, we have a number of vehicles that have remained in the same ownership for a long period of the vehicle's existence, some from new. And secondly, the biggest asset to the Club is you, the members.

I hope to see some of you around the shows this year, may your god (Viking or otherwise) go with you and your Land Rovers.

**Andrew**

*The Chairman can be contacted on:  
tel: 01952 529324  
email: [chairman@series2club.co.uk](mailto:chairman@series2club.co.uk)*





## From the Secretary...

**I**T WAS ALL CHANGE AT THIS YEAR'S AGM, with a new Chairman, Vice-Chairman, Secretary and Treasurer being elected. The strength of enthusiasm for the Club was emphasised by the lively debate throughout the meeting. In most clubs, mention the words volunteer, work and committee too close together and members scatter for the hills - but not this year in the Series 2 Club. The strength of the Club was indicated by two members wanting the post of Secretary, Kay Turford and myself. The Chairman asked both of us to make a speech, there was then a vote and I was fortunate to win. Kay very graciously offered to support the Secretary and Club in anyway she can.

So why did I want to take on this task?

The simple answer is, because several members asked me to take it on. The Secretary's role used to include all the administration, organising shows/event and the membership. As the Club grew ever larger, this became an impossible task. To help Steve cope, I took the shows and later Avril took the membership, leaving the Administration to Steve. The membership is by far the largest workload involved with running the Club. The shows and admin are both relatively small areas of work. They also overlap, as both roles involve a lot of dealings with other Clubs, organisations and the Land Rover Magazines.

My main aim is to, through my work as Secretary, build better relationships with the Land Rover Magazines, suppliers and other Land Rover clubs. I also want to improve the services we offer members, but as a voluntary organisation run by its members for its members, I will need lots of your help to achieve this.

We all have our own reasons for owning/being interested in Series 2 Land Rovers. I bought my first Series 2 as purely a working vehicle and it is still in use everyday. As a true Yorkshireman I joined the Club to save money on insurance, parts and to get as much advice as I could for £16 as it was when I joined. Without a doubt, this was one of the best investments I have ever made. Most of WWD was rebuilt with parts swapped or bought at very cheap prices from other members of the Club. I'm still swapping parts, but I also very much enjoy the social side of the Club and have made many good friends.

For those of you who don't know, I now own three Series 2s.

**WWD 1970 2a 88" ragtop**, with Perkins Prima, LT 77 5 speed box, parabolics, gas shocks, capstan winch and lots of dents.

**ADD 1963 2a 109" Forward Control**, Perkins 4236, T95, overdrive, Stage 1 axles, PAS and soon to have Station Wagon body with Dormobile roof.

**OTJ 1968 2a 109" Hardtop, 2 1/4 Diesel** with overdrive. Very original vehicle.

If we are to continue to improve the services the Club offers, the Committee and I need to know what you want. Don't be shy, let us know. As I work from home, I'm happy to take calls from members during the day and early evening.

**My number is 01535 654907.**

**Cheers,**

**Mick**



# PUB MEETS

Area	Date	Venue
<b>Central Shires</b>	Monthly Contact area organisers for info 01296 670227	will vary from month to month
<b>Thames Valley</b>	Second Wednesday each month 8pm	The Stag, Heath End Road, Flackwell Heath, nr. High Wycombe, Bucks.
<b>North Wales &amp; Shropshire</b>	Second Saturday each month Contact Pete Hopkins for details 01743 872634	Various locations: contact area rep for details
<b>Peak District</b>	First Saturday each month 8pm Phone to confirm Chris 01298 25151	The New Norfolk, A57 just West of Sheffield
<b>Essex</b>	E-mail <a href="mailto:essex@series2club.co.uk">essex@series2club.co.uk</a> for details	
<b>South West</b>	First Wednesday of every month at 8:00 pm	The Catherine Wheel Pub Hemyock, Devon
<b>Anglia</b>	Contact <a href="mailto:anglia@series2club.co.uk">anglia@series2club.co.uk</a> for info	The Red Lion, Stetham, nr. Ely on the A10. Three Horseshoes of North Cove
<b>North West</b>	Sunday 14th August Contact Area Organiser	The Greyhound, Manchester Road, Barnoldswick
<b>Surrey &amp; Sussex</b>	Third Wednesday at 9pm. <a href="mailto:surreyandsussex@series2club.co.uk">surreyandsussex@series2club.co.uk</a>	The Dog & Duck, Outwood, Surrey off the A23 at Salfords.
<b>Borders</b>	Last Sunday each month (lunchtime) phone Barrie Garton 01434 381494 before travelling	Carts Bog Inn, Langley upon Tyne, Northumberland
<b>Garden of England</b>	First Sunday each month 1pm. <a href="mailto:kent@series2club.co.uk">kent@series2club.co.uk</a>	Copperfields, nr Higham, on the Gravesend Rd (A226)
<b>Severn Valley</b>	Second Friday of the month 7.30pm onwards. Contact Neil Burke, tel: 01594 860054 or e-mail <a href="mailto:severnvalley@series2club.co.uk">severnvalley@series2club.co.uk</a>	Weston Cross Inn, Weston under Penyard, Nr. Ross-on-Wye
<b>West Midlands</b>	Second Tuesday of the month at 7:30 pm	The Old Wagon and Horses at Ismere
<b>Cymru</b>	Monthly Contact area organisers for info 01685 812213	will vary from month to month

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





## The Club's New Members...

1753	Mr S Tipper, Shropshire	1782	Mr R Parker, Staffordshire
1754	Mr R Wood & Family, North Yorkshire	1783	Mr R Staig, Oxfordshire
1755	Mr & Mrs F Chinn, Argyllshire	1784	Mr & Mrs I McFarlane, Hampshire
1756	Mr & Mrs S Blakemore, West Midlands	1785	Robert & Edward Warner, Warwickshire
1757	Mr S D B Jones, Cheshire	1786	M. Hearne & P. Joyce, Worcestershire
1758	Mr C N Steel, Surrey	1787	Mr M Tawn, Nottinghamshire
1759	Mr & Mrs C Mills, Essex	1788	Mr T Cowlam, Nottinghamshire
1760	Mr & Mrs S Phipps, Hampshire	1789	Mr G P Stopps, Oxfordshire
1761	Mr J A Storrar, Cheshire	1790	Mr N Green, Cambridgeshire
1762	Mr J Kent, Devon	1791	T Stambach & J Stevenson, Hertfordshire
1763	Mr & Mrs R Riddington, West Sussex	1792	Mr J Munro, Powys
1764	Messrs B & M Storer, Herefordshire	1793	Mr & Mrs C White, Worcestershire
1765	Mr B Williams, Oxon	1794	Ms N White, Devon
1766	Mr G Singleton, Wiltshire	1795	C Green & S Mitchell, Kent
1767	Mr J Johnstone, Carmarthanshire	1796	Mr M Fowles, Gloucestershire
1768	Mr D Bescoby, Norfolk	1797	Mr A Field & Family, Cheshire
1769	Mr & Mrs M Brook, West Yorkshire	1798	Mr & Mrs M Hedison, West Yorkshire
1770	Mr P Kuhlmann, Durham	1799	Mr & Mrs C Errington, West Yorkshire
1771	Nils Svensen & Janne Vassås, Norway	1800	Mr T Vooght, Bristol
1772	Mr M W Sparkes, Somerset	1801	Mr D Budd, Lancashire
1773	Mr D Higginson, Greater Manchester	1802	Mr R Pooley, Lancashire
1774	Mr S Tether, Lancashire	1803	Mr C Felgate, Shropshire
1775	Mr T Lee, Hertfordshire	1804	Mr G Brookes, Cumbria
1776	Mr M Branford, Worcestershire	1805	Mr & Mrs A Galloway, Suffolk
1777	Mr R Sunderland, Hertfordshire	1806	Mr A Phillips, Surrey
1778	Mr M Collins, West Yorkshire	1807	Mr K Durrant, Gwynedd
1779	Mr A Ferrington, Devon	1808	Mr G Turner, Isle of Wight
1780	Mr & Mrs M Robson, Warwickshire	1809	Mr & Mrs C Holland, Lancashire
1781	Mr C Norton, Gwynedd	1810	Mr C Leek, West Midlands

### WANTED

*Area Organisers for:*  
**East Midlands**  
**South West**

If you are interested in taking on this role please contact the Club Secretary.

If you want to get more involved with the Club or have any suggestions, why not contact your area organiser.

### Coast to Coast Run

The Yorkshire and North West areas are planning a drive between Blackpool and Whitby (or thereabouts!).

*This will take place on*  
**September the 3rd and 4th.**

If you are interested please contact either:

**Avril Anderton** on 01772 600413  
 or **Chris Scott** on 07967 158445



## Trying out the new clutch...

Club members Richard Mellor and Roger Pitman test out the new clutch in Roger's 1958 Series 2. Photos are courtesy of Richard's partner Linda Robertson.



*this vehicle comes with K9 approval*



# Tales from the Riverbank v

## Thames Valley Branch



The clocks have switched to British Summer Time signalling the start to another season. During the winter our regular pub meet venue changed to the Stag PH, Heath End Road, Flackwell Heath, near High Wycombe, Bucks. This was done in an attempt to centralise the venue a little more for the regular attendees and in the hope that a move North of the M4 would bring a few more along. So far attendance at the meets has been fairly solid with an average of six coming each month. If you haven't been along before, why not give it a go. Get in touch if you need directions.

I don't like January much. The dark nights and foul weather tend to keep one indoors. It would be better if we had snow round here, I'd like that for playing in the Land-Rover, but we haven't had any significant snow for some years. The other reason for not liking January is that it's MOT time for AJH, my green truck cab Series 2. I knew there were going to be some problems. The fuel tank resembled a colander, unable to hold more than 4 gallons. Any more would end up on the road or worse come into the cab itself. Good job I don't smoke. I had also found a nasty crack just in front of the driver's side spring hanger and the rear cross member was also beginning to resemble Swiss cheese. A trip to the Rumsey workshop was called for. I enjoy my trips to Mark and Ian's workshop as I always learn so much each visit. While I played around replacing the fuel tank Mark and Ian had a go at AJH's rusty bits. Ian is the preparation man. There is nothing quite as terrifying as Ian with a disc cutter or wire brush equipped grinder. Small rust holes suddenly become gaping chasms in showers of dust and sparks. Not good. Mark is the welder. I'm always fascinated by the art of welding. There's something about it that suggests the Gates of Hell to me, dangerous, yet strangely alluring. Anyway, a day's worth of welding and some brake fiddling and off to the MOT man. FAIL. "Oh dear" and other much naughtier words came to mind. More welding was required along with a new windscreen washer system. Once these jobs were done a ticket was duly signed for another twelve months. Hopefully AJH will be good for a couple more years, though I am thinking about putting on a galvanised chassis at some time. Many thanks go to Mark and Ian, once again, for their help.

A recent new feature of the area has been garage meets. As informal as a pub meet, but one is expected to work a little for one's tea and sandwiches. These meets are a small gathering of local enthusiasts getting together to help push along a fellow member's project, particularly when he's got a bit bogged down. We had one at Tony Bessim's house, well in his front garden actually. Tony has worked through the winter on his 88 and needed some help to get it finished. Some swapping of parts, a day or so of fettling with all sorts of niggly problems and Mark's trusty welding skills again and Tony now has his Series 2 on the road, complete with MOT. Well done mate. It's even got a serious sound system going in. Not totally original, Tony has added some personal features to suit his needs, but I know he is chuffed to bits. At least this one won't get its electrics drowned at Sibbertoft!



You may have already seen Norman Smith's article about early Land-Rover build dates. Well, I am that man. Yes, I bought the very early 1958 2 litre 88. A former club member popped up on the web forum saying he had the '58 for sale. A quick message to him from me found that he was just up the road from me so I went for a look. I must admit my original intention was to just look, take a few pictures, and report back to the forum for someone else to decide if it was worth a punt. When I got there it was better than it had sounded, the chassis, bulkhead and general structure were in surprisingly good fettle considering it had been parked in the owner's front garden since 1987. Apparently the engine wouldn't run; it had been parked up when it blew its head gasket, so the owner said. The gearbox seemed stuck in reverse. Nonetheless a deal was struck and with Richard Bilbe's help VYT was trailered home. Thanks Richard.



I contacted Norman to see if the vehicle was known to the club. Norman did some digging and found out that "Jaffa" (because it's orange) was very early indeed. In fact, though being chassis no. 413 its "Into Despatch" date was some four weeks earlier than the Dunsfold Collection's chassis no. 3, namely 18th May 1958. To say I'm really pleased is an understatement.

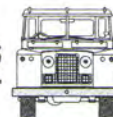
I have obtained some history on "Jaffa". First registered 1st January 1959 it was bought new by Balmuir Garage, a Chrysler dealer, in Putney West London and was used as a tow truck until purchased by the last owner in 1976. There is no evidence of a Harvey Frost type crane in the rear tub but a huge tow bar suggests that rigid bar or dolly towing was used. Due to "Jaffa's" very good overall condition, preservation is planned rather than restoration. Over the Easter weekend another impromptu garage meet occurred. The combined talents of Mark, Ian, Richard, John Keane, Tony Bessim and Mick Trotman got the engine going, while I stood around getting in the way. The starter motor was, after a lay up of eighteen years, totally inoperative. Tony said that he would kiss Ian's posterior if he got "Jaffa" started on the handle. Well, Tony, we are all waiting. Pictures naturally will be taken in evidence.

The first weekend of April heralded the TV Area's usual spring outing to the Old Sodbury Sortout at the Newbury Showground. The usual band of dodgy looking characters assembled at Chieveley Services and proceeded to the Sortout. Another great day was had by all, loads of banter and a few items of accumulated junk sold. Brilliant!

The Rumsey Brothers held another of their now famous "Workshop Meets" during the middle of April. These events used to be local meetings with mainly Thames Valley members and one or two from the neighbouring Central Shires Area. This time there were visitors from all over the place, Thames Valley, Central Shires, Anglia, Essex, Kent and even Scotland and South Wales. This was a thoroughly successful day. We spent our time heads peering into engine compartments fiddling with this or that, talking through transmission problems, drinking tea and nibbling on the extensive spread laid on by Mum Rumsey with contributions from the visitors. Many thanks again for a really great day.

The summer beckons.... I'm looking forward to it.

**Contact: 01628 528279 07779 124722  
thamesvalley@series2club.co.uk**



## West Midlands news ...

**F**OR US THE FIRST SHOW OF THE YEAR CAME EARLY. Despite it being bitterly cold, we set up our stand at **Highley Station**, one of the seven along the Severn Valley Line.

Many hands made for light work and in no time at all the marquee was up, the mulled wine and refreshments flowing as we exchanged stories from Christmas and New Year. A total of 25 vehicles came to the show, including a Series 1, military ambulance and fire tender, not to mention many fine examples of working Series twos. Other members travelled to the show minus their Landies just to spend the day with fellow enthusiasts.

The Severn Valley Railway kindly gave all exhibitors half price travel passes enabling them to travel up and down the line, from Bridgenorth to Kidderminster, to view the various 1960's vehicles displayed at the different stations. A big thank you to all those who stayed to help dismantle the stand, we all left in the afternoon as the snow was setting a picture postcard ending to a superb day.

Easter weekend saw us dragging the caravan out of its winter hibernation for the **Weston Park Festival of Transport**, I'm so glad dad remembered to take his dirty socks out before we put it in storage! This event was to be the first outing for our newly acquired fire tender "Bolly". It was also the weekend of a "life-starting" birthday for my mother (mentioning no figures).

We arrived on the Saturday to set up the stand in readiness for the Sunday/ Monday show. We had 10 vehicles on display which dad lined up with his usual precision. We negotiated more space from the Discovery Owner's Club and got used to the "thump-thump-thump" of the standing engine display – but that wasn't the only thing thumping, ay mum?

The weather was sunny all weekend and we caught up on all the gossip, issued application forms and even got the chance to go into the ring with the Fire and Rescue display. There were plenty of stalls with everything from crafts to autojumble and all was going well until Easter Monday, when a light aircraft crashed on take off into a camper van, injuring some people. We were amazed at the speed in which all the emergency services arrived, only to find the fire and rescue vehicles had beaten them to it. Needless to say this will be a weekend we'll remember for a long time.

**Charlotte Stevens**



(daughter of Paul Stevens, area organiser)

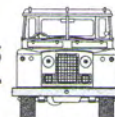


*Congestion, Dartmoor style*



## Events Calendar 2005

July 14th - 17th	LRe Show. Billing Aquadrome, Northampton.	Mick Outhwaite shows@series2club.co.uk	£60 for weekend pass (subscribers) £75 otherwise.
July 16th - 17th	Much Marcle Steam Rally.	severnvalley@series2club.co.uk	
July 30th - 31st	Flookburgh Steam Fair, Flookburgh, Cumbria.	northwest@series2club.co.uk	
July 30th - 31st	Ringmer Steam & Country Show, Upper Lodge Farm, The Broyle, nr. Lewes, East Sussex.	01342 844096	
Aug 6th - 7th	Woodvale Rally, RAF Woodvale, Southport.	northwest@series2club.co.uk	
Aug 6th - 7th	Lingfield Steam and Country Show, Blue Anchor Show Site, Blindley Heath, Surrey.	01342 844096	
Aug 14th	Walsall Bus and Commercial Show.	Paul Stevens 07931 323135 westmidlands@series2club.co.uk	
Aug 19th - 21st	<b>Series 2 Club International.</b> <b>Avalanche Off-Road,</b>  <b>Sibbertoft,</b>  <b>Leicestershire.</b>	Mick Outhwaite shows@series2club.co.uk	Costs & Details TBC
Aug 20th - 21st	National 4x4 Show, Shuttleworth, Beds.	Tom McGuigan 07958 216266	Costs & Details TBC
Aug 27th - 28th	LRO Show, Three Counties Showground, Malvern.	TBC	Costs & Details TBC
Aug 27th - 28th	Rudgwick Steam and Country Show Rudgwick, East Sussex.	01342 844096	
Sept 4th	Himley Hall, Dudley.	Paul Stevens 07931 323135 westmidlands@series2club.co.uk	£20 per vehicle (all proceeds to charity)



## Events Calendar 2005

Sept 10th - 11th	Land Rover Fest Off-road Show, East of England Showground, Peterborough, Cambs.	Mick Outhwaite shows@series2club.co.uk	
Sept 10th - 11th	Laughton Country Show, Laughton nr. Lewes, East Sussex.	01342 844096	
Sept 11th	Frampton on Severn Country Show.	severnvalley@series2club.co.uk	
Sept 17th - 18th	Hanbury Steam Rally.	Paul Stevens 07931 323135 westmidlands@series2club.co.uk	
Sept 24th - 25th	Abingdon 4x4 Festival, Dalton Barracks, Abingdon.	tbc	£20 per vehicle (all proceeds to charity)
Sept 24th - 25th	Kingsfold Vintage Rally, Wattlehurst, A24 between Dorking and Horsham.	01342 844096	
Sept 24th - 25th	French Series National.	Mick Outhwaite shows@series2club.co.uk	
Oct 1st - 2nd	Malvern Classic Car Display.	Paul Stevens 07931 323135 westmidlands@series2club.co.uk	
Oct 2nd	The London to Brighton Land Rover Run. (starting Crystal Palace, London)	Eric Leuzinger 07779 124722 thamesvalley@series2club.co.uk	£20 Some passes may be available. Details to follow.
Oct 9th	Severn Valley Railway	Paul Stevens 07931 323135 westmidlands@series2club.co.uk	
Oct 22nd	Old Sodbury's Land Rover Sortout. Newbury Showground, Newbury.	01454 323109	£15 selling £5 buying
Oct 30th	<b>National Green Lane Day</b> Nationwide locations.	Contact your area representative for information on what's going on in your area.	
Nov 11th	Malvern 4x4 Display and Autojumble.	Paul Stevens 07931 323135 westmidlands@series2club.co.uk	



## The Rebuild Story of the Herbert Lomas Ambulance



*Paul Lund and his Ambulance (photo taken by John Colley for LRO)*

### The Find

I've always wanted a different model of Land Rover. I've rebuilt and showed GISMO my 1963 SWB for about six years and wanted something different to take to shows. I have looked at fire engines and would have loved a Dixon-bate artic Land Rover, but these are out of my range.

Then along comes Kev Lewis a fellow member from Doncaster. He had an ambulance for sale. I had driven ambulances in the Forces for years including the Falklands, so a military ambulance was not my idea of something different. But I went along to have a look. To my delight it was not a military one at all, but a civilian design built by Herbert Lomas. I'd only seen these in books and didn't think there were any left.

We came to a nice price and I adopted her (yes adopted as you don't buy ambulances). Kev was very happy to see it going to a good home and looked forward to seeing it when I finished.

The trip home was fun as I borrowed my brother-in-law's Range Rover and a heavy trailer. With two tonnes of high-sided Ambulance we did look a sight going through Doncaster and we could only manage 40mph on the A1 as she started to fish tail. Fortunately, we got her home in one piece.

Now where to build her? I'm very lucky as the school I work at has a disused garage with a pit, which is used as a store area. With the kind permission of the Headmaster and after six hours removing the rubbish, I was able to use it for the rebuild. So with the tyres removed and rims only, she just went in and the strip down started.





## ***Strip Her***

When I got her she had no rear glass and some timber missing. The engine was a runner but there were no brakes, Kev had done work on her like new springs and a rear door repair plus some side wood renewal before he lost storage, so I just thought that it would be an easy rebuild. HOW WRONG I WAS. We all do this, we start then it gets bigger and bigger, then we wish we hadn't started.

The chassis looked like it only needed an outrigger or two. The body is supported by steel welded across the ends of the outriggers. This was bodge city and had been repaired at some time with dexten shelving steel. That had to go. The problems started when I cut off the old outriggers, there was nothing to weld too. It was just getting worse as I went along. The welder man let me down and my brother came in to do it instead. But the metal was too far-gone in places; the body would have to come off to weld. Now on a Land Rover you would think "no problem some bolts and off". This body is a one-piece wooden frame with the bulkhead covered in wood and aluminium. So I took the best route and ordered a new Chassis from Richard Chassis of Doncaster (back there again). Richard was most helpful and rebuilt me a complete chassis with the extra support pieces galvald for the same price as a standard LWB chassis, he even gave me the bottom foot of the bulkhead as these fell off when I removed the body.

Removing the body was a bit of a challenge as well. The bolts holding the body on were under the wooden floor so all this had to be removed to allow access to cut off the bolts. I put a beam through the door opening at the front and lifted it by means of a block and tackle from the garage roof. Then lifted the back with an engine hoist. This allowed me to push the chassis with engine out from underneath. The bulkhead went with the body and one-piece windscreen. I then lowered the whole body down onto old tyres and got on with the rebuild until the chassis was ready.

The rebuild of engine and brakes etc, is as most of you have done so I'll not bore you with the facts, other than it was normal with only some problems with the gearbox, which I will mention later.

## ***Rebuild Her***

The chassis came back so now my spirits were high and it was all go for the rebuild.

We put all the parts back onto the chassis including new brakes and wire loom, then rolled the chassis back under the body. The mating was perfect, the entire hole matched and the extra pieces for supporting the body lined up. A credit to Richard, spot on. The only thing I had to do was cut the axle strap plates down as the wood on the body come down past the chassis rail and was resting on the plates.

Now the bulkhead needed a new passenger foot well. This did cause some problems as the area has timber around it that extends the bulkhead about six inches each side. So you can guess the fun of welding next to wood. I cut back as much as I could (lucky I did three years as a joiner). Then my brother Mick welded in the new foot well (thanks Mick). I then rebuilt the timber frame out of ash. Hopefully you can't tell.

The wire loom went in next. I got this from Auto sparks for a 1967 LWB with extra wire for blue lights and horn etc. It didn't fit, as there were too many wires. I rang Auto sparks



*the new chassis*



*lining it all up*

the right loom for a 1967 but when I told him the layout of mine he replied, "that's for a pre 1967 (bell ringing). Anyway he described the difference and we got it working fine.

The body was all woodwork, so it wasn't too bad for me to do. The doors were fun as with most rebuilds the doors are the hardest to line up, well mine are wood - so out with the planer until it fitted! I replaced any wood frame and sealed it all with wood preserver. The walls I covered with white-faced hardboard. Then laid the new floor with green lino tiles. The glass I needed was called "shadow glass" and is nearly as dark as welding lens. I went to Leeds Glass to price up two large and two small panels. This would have been over £200, just too much. The man said, "Wait a minute" and disappeared. He came back with a long box blowing the dust off it. "This was a job we did for a customer who wanted dark windows on his car" it was stick on shading but you bake it in the oven. I asked the price and was told £50. I told him I couldn't afford £50 for each window. Oh no, that was for the lot and they'd fit the film to the glass. I must say the end result is very good - just a different colour from inside.

Down to the M.O.T station and yes she passed, so off to the spray shop. This was where I was let down badly. I gave her to the spray shop and he had her for three months. When I did get her back the paint job was rubbish. So I've learnt my lesson: I'll do it myself next time.

After this, I had the signage made up for the sides and back. I'm very happy with it and it takes your eye away from the paintwork. It's also raised slightly so the next spray job will make it flush.

**Paul Lund**

*The story will continue in the next issue...*



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## **An Alternative Guide to Tools**

### **Part one**

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*This tongue in cheek guide was found by a member on the Difflock web site forum. Just like him, I'm sure many of you find these descriptions a little more apt than the ones that come on the packaging!*

#### **HAMMER:**

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

#### **STANLEY KNIFE:**

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing leather and fabric products.

#### **ELECTRIC HAND DRILL:**

Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works well for drilling mounting holes in car bumpers just above the brake line that goes to the rear wheel.

#### **PLIERS:**

Used to round off bolt heads.

#### **HACKSAW:**

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

#### **MOLE-GRIPS:**

Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

#### **OXY-ACETYLENE TORCH:**

Used almost entirely for lighting various flammable objects in your workshop on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

#### **WHITWORTH SOCKETS:**

Once used for working on older British cars, motorcycles and farm machinery, they are now used mainly for impersonating that 9/16" or 1/2" socket you've been searching for for the last 15 minutes. Therefore, used to round off bolt heads.

#### **DRILL PRESS:**

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your drink across the room, splattering it against that freshly painted part you were drying.

#### **TIN SNIPS:**

See hacksaw.



## 2005 Series 2 Club International Rally 19th - 21st August, Nr Leicester



**T**HE INTERNATIONAL RALLY IS FAST APPROACHING and I'm glad to say that the preparations are going very well. I received a flood of applications after the last copy of Built 2 Last and at this rate we'll be spilling over into the next field.

Difflock have generously agreed to again provide their marquee (in addition to the marquee we have hired) and to bring along discounted goodies for you to buy. Also this year, we have 2 new sponsors - Land Rover Orphanage, who are bringing along lots of rare original Series 2 parts and Anglo-Canadian Equipment (Rocky Mountain) who are bringing along their range of new reproduction Series 2 parts. All three companies are providing prizes for winners of the competitions we are holding throughout the weekend. In addition, ACE have agreed to offer a pair of Aluminium Glazed door tops as the grand prize in our Charity raffle.

As well as three days use of the off-road course, we have worked in partnership with GLASS to prepare road books of the local green lanes. We'll be judging all Series 2 vehicles in various classes from 'Best Restoration' to 'How did that manage to make it'. Members have also been very active organising events and the provisional itinerary is:

### **Thursday**

8.00pm Welcome and Music Quiz Eric the Viking

### **Friday**

10.00am Treasure Hunt North West Area  
1.00pm Land Rover Darts Thames Valley Area  
3.00pm Land Rover Football Thames Valley Area  
8.00pm At your Wittsend Quiz Alan Jones

### **Saturday**

10.00am Line up and Auto-jumble West Midlands & Cymru  
11.00am Kids Bike Trial North West Area  
1.30pm Technical Driving Challenge Yorkshire & Essex  
7.00pm BBQ and Bonfire Central Shires Area  
9.00pm Norman's Land Rover Quiz Norman Smith

**Sunday**

10.00am Line up, group hug and photographs	West Midlands & Peak?
12.00pm Awards, presentation and parting	All

Your fellow members have put a great deal of time and effort into making this a great event for everyone that attends. This is a family event run by members for members, please help to share the workload by getting involved.

Last year members of the Club excelled themselves making wonderful trophies for the competitions held over the weekend. As we go to press I don't yet have a complete list of the competitions, but by the time you read this the list will have been finalised. If you can help in anyway with making a trophy for this year's competition, please check out the Club Forum or contact me directly.

As mentioned above, we are again holding a charity raffle on the Saturday evening. The Grand prize is a pair of Rocky Mountain Aluminium Glazed Door tops, worth £150. All money raised is going to Macmillan Cancer Relief. Due to the regulations on raffles and lotteries, we are unable to sell tickets before the event. If you cannot attend the International and would like to make a donation to Macmillan Cancer Relief, please send me a cheque payable to Macmillan Cancer Relief.

Those of you who have not yet sent me your booking form, please do so a.s.a.p. This is especially urgent as I get married on the 16th July and Louise is demanding that we have a honeymoon away from Club work!

The cost is £45 per camping unit (per family, if you all fit in one tent, Caravan, Camper) for three nights, including unlimited use of the off-road course for Friday, Saturday and Sunday.

**BOOKING INSTRUCTIONS*****Series 2 Club UK resident members:***

Please complete the booking form and include payment in full.

***Club Members and members of Series Land Rover Clubs based outside of the UK:***

You're very welcome to join us at Sibbertoft. To avoid exchange rate changes, please complete the form and send it without payment, simply pay in Sterling on arrival at Sibbertoft.

***Members arriving by air:***

Please contact me and we'll do our best to arrange transport and if so desired, camping arrangements.

*Please do contact if you require further information.*

**Mick Outhwaite**



## SERIES 2 CLUB 2005 INTERNATIONAL RALLY

Friday 19th – Sunday 21st August  
Sibbertoft nr Leicester

### Booking form

If you need further info check the Club website  
or call Mick Outhwaite on 01535 654907.

Name	
Address	
Postcode	
Telephone	
Membership No.	
Vehicle/s	
No. of Caravans/Tents	x £45.00 =
No of Adults	
No of Children	

Please indicate if you are willing to assist with:

Event	Name of Volunteer
Off-road Marshal	
Obstacle Course	
Treasure Hunt	
Kids Bike Trail	
Evening BBQ & Social	
Other	

Please send completed forms with payment by cheque to:

**Mick Outhwaite**, 1 Jennings Close, Silsden, Keighley, West Yorkshire, BD20 0QN. Made payable to the **'Series 2 Club Ltd'**

**Please write your name and address on the reverse of the cheque.**

PO Box 41 Manchester M43 7WZ  
www.series2club.org.uk

Company Registration in England No. 2451020 -  
THE SERIES TWO CLUB Ltd- A Company Limited by Guarantee  
Registered Office: Blinder House, Flagg, Buxton, Derbyshire. SK17 9QG



## Shows and Events Update

### Summer 2005

On arriving at the LRO Driffield Show, you would have been forgiven for thinking we were in the middle of winter, not summer. The cold was kept at bay by the very warm welcome from all the members present at the show. We had an excellent display of vehicles at the show and a prominent pitch, which resulted in a busy weekend. We had lots of interest in the vehicles and the Club. We had an impromptu program of displays on the stand as Dan's One Tonne was constantly rebuilt over the weekend.

Three of the major shows will have passed by the time you read this, but there are still 4 major events and numerous local events to attend. Check out the list and get in touch with the correct contact. If your not sure, give me a call and I will do my best to help.

#### LRE Show

14th -17th July 2005

Billing Aquadrome, Northampton.

This is now a 4-day show, but not much else is changing. Our stand will be in the same place and we are camping in the same area.

We are planning to have a rebuild on the stand and I would like volunteers to help do a 4-day engine swap. We traditionally do the children's bike trial and LRE have asked us again. I do have passes for this show and they will only be allocated to members willing to do a significant amount of work over the show. If you would like to volunteer, please get in touch.

*If you would like to camp in the Club Camping area please let me know, so that I can book adequate space. Last year we booked space for 20 and 32 members turned up.*

#### Series 2 Club International Rally

19th - 21st August 2005  
Sibbertoft, Leicester

*The one event not to miss in 2005.  
See separate article.*

#### LRO Show, Malvern

~~23rd - 24th August 2005~~

Three Counties Show Ground,  
Worcestershire

I said in the last Issue of B2L that I was unsure that this was a good move, but after speaking with Michelle from LRO, I have changed my mind. Michelle has taken the opportunity to look at the other Land Rover Shows and noted what draws a crowd and what does not. The Show will be a Land Rover Show, with Land Rover events and a Land Rover Club village.

*Free passes will be available for show vehicles.*

#### Land Rover Fest, 10th - 11th September 2005 Peterborough Show Ground

Live Promotions have decided to continue with this show at Peterborough and have promised to make it even better than last year. They are promising us a good display area and have offered a generous amount of free passes for display vehicles. They would like the Club to provide a Land Rover display for the Show Ring, so if anyone has an idea and would like to develop it, get in touch.

26<sup>th</sup> - 28<sup>th</sup> Aug  
2005



**Les Temp des Series**  
**17th - 18th September 2005**  
**Bannegon, Bourges, France**

This is the French Series Club's National gathering and is in the centre of France. All Series 2 Club members have been invited.

Louise and I are going in WWD and a few other members have expressed an interest. The plan is to meet up as we travel south.

*Contact me if you would like further details.*

As mentioned above, we have obtained a number of free/discounted entrance tickets for Series 2 Club members. Free passes will be available to members who want to display their Series 2, are willing to help man the Club's Stand for part of the show and raise the profile of the Club. Please complete one copy of the shows form for each of the events you wish to attend and post it to:

**Series 2 Club, PO Box 41, Manchester, M43 7WZ**  
**Telephone 01535 654907 or E-mail [shows@series2club.co.uk](mailto:shows@series2club.co.uk)**

**As tickets are allocated on a first come, first served, basis, only photocopies of the original form (or the original form), received by post, will be accepted. This is in the interest of fairness to members without computer access**

*Please contact me or check the website/forum for the latest information.*

If you require information on any of the other events the Club is organising, please contact the area organiser named in the events list.

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

All the best for 2005 and I hope to meet you at one of our events during the year.

**Mick Outhwaite**  
Shows and Events Officer





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## New Vehicle Registration Certificate (V5C)

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**L**AST YEAR the new **V5C Registration Certificate** was issued by DVLA as a replacement for the V5 Registration Document, the issue taking place when a vehicle was taxed or SORNed, however this did not take into consideration vehicles stored off road before 1998 that have V5's but are not SORNed.

DVLA has now made a provision for these vehicles as you can see from the news release below:

*“From 6 January 2004 anyone applying for a Registration Document (V5) now receives a new style Registration Certificate (V5C). During the period 6 January to 27 June 2004 anyone expecting a registration document when they...*

- Purchased a new/used vehicle*
- Applied for a duplicate document*
- Notified DVLA of a change of details*

*...was issued with a new style Registration Certificate.*

*From 28 June 2004 the new certificate was sent automatically to vehicle keepers shortly after they tax their vehicle, using their renewal reminder form (V11), or make a Statutory Off Road Notification (SORN). By the end of June 2005 the majority of registered keepers should have received a new style registration certificate. An extensive TV campaign will be launched in June 2005 to encourage all vehicle keepers who have not received the new Registration Certificate to inform DVLA.*

*Vehicle keepers who have not received the new certificate and do not need to tax their vehicle, or make a SORN, by June 2005 and want one can do so by returning their V5 registration document to DVLA Swansea SA99 1BA with an accompanying letter.*

*From 1 July 2005 all existing V5 registration documents will no longer be valid. This will not affect entitlement to registration marks. Motorists who have a valid claim on a vehicle and its registration mark will not be disadvantaged. The V765 scheme which enables old vehicles to be re-united with their original registration marks, will be unaffected by these changes.”*

### Why Change?

The new registration certificate has been developed to comply with European Directive 1999/37/EC, agreed by all Member States, which provides for the introduction of a common format for registration certificates. This will help with the identification of vehicles in international traffic and be used for re-registration throughout the European Union.



## Receipt of the New Registration Certificate

The Registration Certificate (V5C) is an important document and should be kept in a safe place together with the Guidance Notes (INS 160). Vehicle keepers still in possession of the old V5 registration document should destroy it on receipt of the new registration certificate.

Motorists should ensure that their personal details are correct and that the easily identifiable characteristics such as Make, Model, Colour, VIN/Chassis and Engine numbers on their new registration certificate are correct. If there are any inaccuracies the registration certificate, V5C, must be returned to DVLA for amendment. The Guidance Notes (INS 160) that accompany the V5C provides information on how to do this.

### *Northern Ireland*

To ensure a consistent approach and common format, the design of the registration certificate will also be adapted for use in Northern Ireland

## Date of Events

- JAN 04 New style Registration Certificate issued for all first registrations, applications for a duplicate and whenever DVLA are notified of change of details.
- 28 JUNE 04 Registration Certificates automatically issued shortly after a vehicle is taxed or DVLA is informed that a vehicle is being kept off the road (SORN).
- JUNE 05 If a Registration Certificate has not been received inform the DVLA

### *Because from*

- JULY 05 All existing old style Registration Documents will no longer be valid.

*I hope this answers some of your long held fears.*

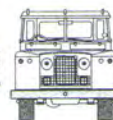
*May I suggest that if you take advantage of this offer you do the following:*

1. Copy your V5 and the accompanying letter.
2. Send your V5 by Recorded Delivery.
3. Do not delay in this process.

**David Dutton**  
(DVLA Authorised Officer)



*Central Shires member Gordon Kettell brings home his summer project, a 1971 109 station wagon. We'll hopefully hear about it over the next few issues*



## Central Shires News ...

**T**HIS IS BECOMING A FAMILIAR STORY, but yet again there was a mad rush to prepare Will our 1960 SWB for the summer season. Thankfully, help came in the trusty form of fellow area members Gordon Kettell and Pete Day. Whilst other areas have workshop meets, the Central Shires area seems to be spending a lot of time



meeting at the cowshed. Following our pub meet in April it was agreed that Gordon would help me to take the engine out, replacing the non existent clutch and attempting to locate the mysterious oil leak Will had developed last year.

All went well and Will is now a pleasure to drive again. The oil leak persists, but we now know for definite that it's the main bearing oil seal,

so the engine will be out again this winter! Thanks Gordon for all your help with the engine and thanks Pete for helping me put Will back together again.



We've attended two steam rallies so far this year. On V.E. Day we joined other members from the area at **Stoke Goldington**, nr Newport Pagnell for our May gathering. The highlight of the day had to be the fly over by a Lancaster Bomber, Spitfire and Hurricane. We all had a most enjoyable day.



*Lampport Hall*

The May Bank holiday weekend saw us making our way to **Lampport Hall Steam & Country Festival**, in Northamptonshire. This was a beautiful setting for a really relaxing weekend as we set up the Club stand next to the vintage tractors and a local preservation society. The blustery Saturday morning gave way to a glorious weekend of sunshine with only a few spots of rain on the Monday morning. The usual evenings of BBQs and banter were just what the doctor ordered. Can't wait for next year.

**Brian.**



## Built in Random Order

**A** VERY EXCITED CLUB MEMBER contacted me to find out if I had details on an early Series Two he had just purchased. The Club's Vehicle Database held no information on this particular vehicle number and as I wished to help further, I contacted the Archives Department at Gaydon to obtain details. The discussions I had with them over the next few days destroyed all my previously held assumptions on vehicle build dates.

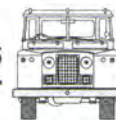
I had assumed that each vehicle had a build card which was retained by Land Rover for future reference after the vehicle was completed ... *WRONG* ... I assumed that vehicles were built in a simple chassis number ascending order, i.e. number 01 was built first, followed by 02, followed by 03 etc. ... *WRONG* ... I had also assumed the oldest/earliest surviving Series Two Land Rover was already well known to most of us ... *WRONG - AGAIN* ... Never too old to learn, it was time to re-educate myself with a Gaydon Land Rover 'Master-Class'. What follows is the result of this very enlightening re-education.

*These findings only refer to Series Two vehicles with a chassis number prefix '1418' which is the '1958 - 88" - RHD - Home Market - 2 litre Petrol model'*

We can show that Series Twos went down the production line with a simple 'Build Card'. This was used to confirm what was to be built and the assemblers signed it off. These cards have been found behind vehicle dashboards and under door trim/head-linings etc. - this would appear to confirm that the card, most likely, stayed with the vehicle. We doubt it was ever retained by Land Rover for future reference, as there is no known store of 'Build Cards' for Series Two vehicles. The 'Build Date' used by Land Rover and by Gaydon is actually the date the vehicle was received '*Into the Despatch Department*'. This date is well recorded in the archives and accepted as an accurate one, as all vehicles had to be fully completed before the production department finally handed them over to the despatch department. It follows that a vehicle could well have been 'Built' a day or two before this recorded date but we must remember that a vehicle was officially still in production until it was passed into despatch. Pre-production/test vehicles took a different route but also had special chassis/vehicle numbers. With the supply of parts being as erratic as it was in 1958, it should be no surprise that some vehicles took longer than others to finally be fully completed by production and then passed into the despatch department.

The vehicle chassis and identification plates must have been stamped in a simple ascending order otherwise the people who stamped them would not know what number to stamp next. The archives clearly show that the vehicles, however, were most certainly not completed in ascending chassis number order. The despatch department records confirm that the first fully completed 'Production - 1418' Series Twos were passed into despatch on April 2nd 1958. Only a very small batch of five vehicles went in on this date: vehicle numbers 141800004 - 06 - 09 - 12 and 13. Not a lot for a day's production but you must remember it was a new model and they were still learning where each new part went. On the following day, April 3rd, now getting better at it, they completed a further twelve: vehicle numbers 141800011 - 15 - 23 - 26 - 31 - 33 - 34 - 39 - 41 - 42 - 43 and 46.

This prompts the question 'What happened to 141800001 - 02 - 03 - 05 - 07 - 08 etc?'



Well, the truth is we will never know, but we can have hours of fun thinking up wacky reasons for the delays. However, they were all, eventually, fully completed and passed into the despatch department, vehicle 141800001 on April 14th, vehicle 02 on June 18th, vehicle 03 on June 16th, vehicle 05 on April 10th, and 21 held out until July 15th (must have lost the key for the door).

*Yes, that's correct. Good Init?* Number 05 was completed eight days after the first five vehicles, 01 four days later, 03 sixty-three days later with 02 following on two days after this. How about vehicle number 21 that was completed 104 days after the first vehicles!

Remember the official launch date of the new Series Two model was April 30th 1958. Land Rover had to start production well before their launch date to build up stocks ready for despatch to their customers. In fact, by the official launch date, more than two hundred and fifty '1418' prefix Series Twos had been fully completed and passed, by production, into the despatch department. That was not a bad month's work when you consider all the problems of changing onto the 'New' model as well.

*What does this all mean you might ask?* Well it means we need to totally re-think how we identify the oldest/earliest Series Two Land Rovers. Forget, the lowest chassis number is the oldest; the only accurate way is by reference to the Land Rover Records in the Gaydon Archives to confirm the date 'Into the Despatch Department'.

In the case of the '1418' prefix's, vehicle number 141800001 was not fully completed or built first, vehicle number 141800002 was not built second, vehicle number 141800003 was not built third, etc. In fact, the archives confirm that more than 88 other '1418' prefix vehicles were fully completed before vehicle number 141800001 and that more than 400 vehicles were also fully completed before chassis numbers 141800002 and 141800003 finally went into despatch. This random number game was the same on all 1958 Series Two Land Rovers. Only further research will confirm what happened in later years but I bet it was similar to the small section of the archives checked for this exercise.

That excited Club Member, who contacted me and started all this research, had indeed purchased a '1418' prefix Series Two that is older/earlier than vehicles 141800002 & 03. More than 400 others are as well (if they survived). It all proves, yet again, that we should never assume things are set in stone as far as Land Rovers are concerned, but isn't that part of the character and attraction of them. All we can be sure of is that the search will now be on, yet again, to find the 'Oldest/Earliest' surviving Series Two.

*Didn't I see that some '1438' prefix, RHD, CKD vehicles were built in February?  
Could it be one of those that went to London painted 'Highway Yellow'?  
How about that odd one that came out painted 'Dark Grey'?*

*I wonder what date they went 'Into the Despatch Department'?*

*Better call the man in the know, Gaydon Archivist, Richard Brotherton on 01926 - 645076*

**LAND-  
ROVER**

**Norman Smith**  
Database Officer



## Introducing our Ireland organiser...

**S**TEFAN IS MOVING ON and *Roger Davis* will be taking over as the interim Ireland area representative. Roger is an Australian, married to a 'Wicklow woman' and lives just outside Dublin on the outskirts of Wicklow town.

*Thank you Stefan* for all the work you did on behalf of the club, we will all miss you, your eclectic collection of Series and your magnificent Mercedes fire engine, along with all of your expertise as The Winch-meister.

I have been asked by the Club to stand in as interim Ireland area representative until we can get together and select someone to take on the job on an ongoing basis. I am probably not the right person to do this, I am just another blow in, but I would love to see the Series Club in Ireland become active as a place where we can meet with other people with a love of the marque. I am willing to drive anywhere in Ireland for an informal meeting with any two or three other members who want to get a local area up and running. If you are interested in meeting please let me know by e-mail, phone or fax. *My e-mail address is rd@rogerdavis.net* To start the ball rolling, I would be willing to organise a family green lane and picnic day in the Wicklow Mountains. I have also had a chat with the folks at Munster 4X4 and they are willing to provide some non destructive off roading in the Cork and Kerry mountains suitable for 'grown up' Land Rovers if we get a few takers. I am planning to drop in on another event in North Wales if one is on offer and would be delighted to see some members from other parts of these islands on the ferry too.

I may be a 'blow in' but my 1965 SWB Series IIA is not. It was sold new in Meath and moved to the Wicklow Mountains in 1968. My wife and I inherited the old girl from my late father in law (a farmer, need I say more about its condition?) nine years ago.

We were living in America at the time and were only in Ireland for our annual holidays. The series lived in a shed in the yard and had not been driven for a long time. After the traditional shooing out of the various roosting birds and insects, topping up her bodily fluids, charging the battery and recital of the magic incantation she burst into life from the key.

It was love at first drive, I had driven Australian military Land Rovers in my youth, at the expense of Australian taxpayers who kindly fed and clothed me and paid my fuel bills and suddenly I felt young all over again. She would sit in the shed for months at a time between visits and never once failed to burst into life on our return.

I would not like to account for how many hours and how much money has gone into my addiction since we moved here permanently in 1999 but every cent / penny has been repaid for in full in fun.

My late father in law was a real farmer and had kept the Series on the road with baling wire and string and as I removed each piece of wire and string I tried to replace it with something that was at least made for a Land Rover. While I have kept the Series fairly superficially original I have made many concessions to both comfort and safety. When the gearbox went we put in a Series III box, not as strong as the Series II box but synchromesh is nice for the other drivers. When the diesel engine finally gave up the ghost last year (after a mere 300,000 miles) I was not sorry to have the opportunity to drop in an ex-military petrol lump. I sometimes use the Series to transport members of my Youth rugby



team so we also added a full set of seat belts, (young scrum halves just about fit in that middle front seat) got hold of the bits to convert to Series III servo assisted braking and a Zeus disk brake upgrade for the front axle. Then there was the replacement door of a 1992 Defender with heated rear window, a set of Discovery steel wheels, some proper AT tyres, a radio (for when I am stuck in traffic – the only time it is audible) and the LaSalle mouldings for roof and doors.

I went through a bit of a mad off roading period two years ago and was using the Series provoking the replacement of the aluminium sills with rock sliders. The Series was brilliant off road and we got to tow Jeep Cherokees and small Japanese 4x4s through the mud (we also got towed by bigger Land Rovers more than I usually admit). In the end I realised I was destroying my favourite vehicle and called a halt. The Series only failed to get home once through all this maltreatment when I stupidly broke a U bolt and did not have a spare. We could have strapped the axle to the spring but got a U bolt overnight and drove off the mountain the next morning. The Series has now been repainted and is living a far more dignified life.

While not our daily drive per se it is driven off road every day as we take our two mad English pointers, that is I drive and the dogs chase, over the desperate track that leads down to our favourite beach. During the past winter we added parabolic springs with shocks to suit, upgraded seats (with springs in) and a dog guard to keep dogs covered in unspeakable filth off my lap when driving home. An unleaded head was on the plan but when the engine developed a slight knock and I priced up the cost of a new head plus parts for reconditioning the ex military engine, I decided that an exchange engine would be a better solution. In fact, by the time I added up the cost of freighting a new engine to Ireland and freighting the old one back it was not much more expensive to drive to LEGS in Oswestry and get them to fit it for me. They had the Series for two days and loaned me their shiny new Ford Sports KA while they did the job. They were brilliant, the engine has now done 400 miles and I cannot wait for it to be run in.

*Members in Ireland – please get in touch, I look forward to hearing from you.*

**Roger Davis**



*Out with the old, in with the new*



## Introducing our new area organiser for Australia and New Zealand...

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Hi there,

Further to a conversation with our esteemed membership secretary Avril, I have volunteered to become the point of contact for Club members living in Australia and New Zealand. This will create area 23 for the Club, please see page 2 of this issue to check out how to contact me. I can forward any queries from people in New Zealand onto Club member Ashley Ross.

My vehicle can be seen on the front cover of this issue. "Josie" as we call her was created as a CKD unit in 1967 (chassis, door skins, outer front guards, dash components, engine, gearbox, axles and fire wall) with the remainder of the body panels built in Sydney under license to Rover, once she arrived here in Australia. The complete details of the rebuild were in the summer 2003 issue of Built Two Last. If any of you are interested but don't have a copy, contact the editor and she can send you a copy of the article.

I'm trying to find out if anybody else has an "identical" vehicle and I stress "IDENTICAL". This vehicle is exactly the way it was delivered to the buyer, no holes no switches no anything, so I think it really is unique! All my research in Australia and even an article in LRE have failed to dig up another one the same. I'd love to know if there is another one out there.

I'm also having difficulty obtaining some 7-50-16 tyres (I need 5) with the original army bar tread pattern to complete the restoration of Josie. I've been told they are no longer made. I can get 6-00-16 but they are too small. I'm hoping someone in the Club may be able to point me in the right direction!

The picture below shows the wife of Josie's original owner, Mrs McKay, the body builder Graham Wilson, the original owner Rob McKay and ME – a great piece of provenance what?!



**Len Smyth**  
Area Organiser





## A member writes...

I THOUGHT I MIGHT SIT DOWN AND TAP OUT A FEW LINES by way of introduction for myself and more importantly 'Obie' (OBE 199M), my faithful old Series II Land Rover. I bought the old girl in September 1973 so I guess I might be one of the more long-standing Landie owning club members. Any data on that point anyone? We have been together so long now I can't imagine ever getting rid even though we do not do much over one thousand miles most years. I bought a Land Rover having come across them in connection with my hobby, which was and still is canal restoration. With a Land Rover you can get to lots more places than with an ordinary car with the added bonus of carrying shovels, bow saws, bags of cement, and packs of building bricks without having to worry about mud getting on the upholstery.

'Obie' came from a dealer in ex-Ministry surplus, based on a former rocket site in Lincolnshire. I'd set out to find a LWB diesel hardtop but came home with a petrol raggy as that was all the army were chucking out at the time. Never mind I thought, I'll soon find a diesel engine and hardtop...but thirty years on, I've learned to love both the petrol engine and the flexibility of the rag top (somewhere I have the photographs of 'Obie' carrying two 30ft swing bridge beams, which make that point nicely).

Together we have now covered almost 100,000 miles, the largest chunk of which was in the first three years. I changed the engine in the mid 1980's and a variety of bits and pieces have worn out or been knocked off over the years, including the front bumper which suffered in a confrontation with a mini van doing spectacular things on ice. Another head to head bump with a fast moving larger BL car shortened 'Obie' by half an inch, gave me a painful set of ribs and taught me the meaning of 'it only hurts when I laugh' - I was on my way to a Spike Milligan show. The car bodywork was bent from the driver's door forwards and its front was perfectly moulded round my bumper and bumperettes. Nearly a foot shorter than as built.

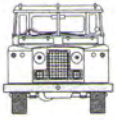
For six years my hobby became my work and 'Obie' was pressed into daily use. Whilst the annual mileage dropped, the percentage off-road increased dramatically as did wear and tear. It did not help turning her upside down in the canal bed on one occasion, but luckily I chose a section of dry canal for that little escapade.

For the last 15 years 'Obie' has had a nice shed to live in which is just as well considering how little TLC I find the time to dole out. Maintenance has been a bit hit and miss (he typed a bit sheepishly!) so I hope I'm not going to be ostracised for cruelty to Land Rovers. It is nearing twenty years since I scraped the old army camouflage paint off with the intention of giving her a re-spray, but... Breakdowns have averaged one a decade so I think the word reliable is justified. Once was homeward bound from a (successful, as usual) visit to the MOT station when the newly installed electronic ignition burned out. The old engine never did like the things and I have not tried since fitting the new engine.

As you probably guess from the above I am not much of a rally type. Neither am I into greenlaning, but I feel the Club is about more than just one or two limited activities. Just knowing there are people out there sharing an interest is a great plus, but I get most satisfaction from an excellent magazine. Even after 30 years there is still lots I don't know about keeping the old girl on the road so I particularly enjoy the Technical and Q & A pages so please keep those questions coming.

**Dave Turner**

*Dave's Series 2 can be seen earning its crust on the inside of this issue's front cover.*



## Never Too Old

I'VE BEEN A MEMBER OF THE MIDLAND OFF ROAD CLUB for about three years now; they are a friendly bunch who enjoy putting their vehicles through their paces. I take part in the R.T.V trials (Road Taxed Vehicle), which attract a wide variety of 4x4 vehicles.

My vehicle is a 1962 Series 2A truck cab, still in standard trim except for the full roll cage and harness which help my confidence on certain sections. On this particular spring morning in March, I arrived in plenty of time for the scrutineering and my vehicle passed the test without fault. It was the Easter weekend and we had a good turnout, in excess of 20 vehicles of various shapes and sizes. The competition would be tough but the conditions were perfect for my Landy with its low down power from the 2 $\frac{1}{4}$  petrol engine.



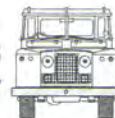
*Russ Chaloner shows us how it's done*

Things started off well as I only dropped one point in the first four sections. By lunch, I felt in a very strong position having by now only dropped four points in seven stages. In the afternoon I continued to make steady progress, I even had the pleasure of successfully climbing a steep, slippery bank, then watching 90's, Rangies and others slithering about attempting the same climb and in most cases failing. It was at this point that I knew I was in with a chance. I went through the last section dropping six points, taking my total to 12 points against on the day.

The prize giving was tense and I waited nervously, had I done enough?

I had. My name was read out as winner of my class. Remarkable really, a vehicle that is 43 years old and still capable of holding it's own against the more modern equivalents.

**Russ Chaloner**  
West Midlands.  
Member 1476



## The Series 2 Club How it all began

**O**UR CLUB FOUNDER, 'ROSS FLOYD', has kindly donated to the club archives, a complete set of the early newsletters the Series 2 Club issued. The first few Ross typed on his Sinclair Spectrum Computer, complete with its mini sized keyboard. No mean task for a man with oily Land Rover fingers, especially as the computer used to 'crash' if his bathroom or patio lights were switched on. The following is an amalgam of extracts from articles that Ross wrote for the newsletters and a footnote he kindly added. I hope you enjoy them as much as I did.

**Norman Smith**  
Historical Records Officer

*"The seed was sown in the early 1970's by a young vet who I never actually met. He rented a flat along the road from my parent's house and had a lovely ragtop, 88", Series Two, with a full wooden dashboard and enough dials for an aircraft. The summer I took my 'O' levels it used to be parked along the road, sides rolled up and door tops off, as I walked past it, I fell in love. My own Land Rover 'XHR' came in 1979 as I managed to save enough during my industrial 'placement' at BL Cars to buy it. It came from a vehicle graveyard behind a small car dealer in Bath. It had a coat hanger of an MOT, the dealer refused to honour the 'warranty' and like a fool I paid cash. My girlfriend said she didn't want to be seen in it and finished with me on the spot, my friends all told me I was stupid."*

*"That Land Rover really changed my life. I was always broke and had permanently oily hands. I became the mechanical joke of my college course. I spent my life fixing it or trying to find ways of keeping it on the road while my contemporaries were living it up in the student clubs and pubs in Bristol. Their money went on beer, mine went on petrol, second-hand parts and 20-50w oil that constantly dripped from the crankshaft seals. Land Rovers are insidious, you don't realise you are hooked until it's too late. It lost me several more girlfriends, got bogged down to the door bottoms in the Brecon Beacons, into scrapes with Game Keepers and in trouble with the Council for using a lamp-post as a ground-anchor whilst trying to move a Tesco Artic with my capstan winch one snowy night."*

*"During the early 1980's the 4x4 scene began to gain momentum, headed by David Bowyer and 'Overlander'. The Series One Club provided facilities for the older vehicles but there was no enthusiasts club or indeed anything for the Series Two owner who did not want to get involved in competition. However, the last Series 2A models had only been on the road for ten years and many regarded the Series 3 as 'new' so the previous models were not rare or even interesting. In 1981 I went for a gentle off-road trip in the Brecon Beacons with the 'All Wheel Drive Club'. Supposedly for novices, the expedition leader took off and we had to follow him or risk being stranded. Being completely 'green' to serious off-roading I didn't know when to back out and had to drive up a waterfall, over a private paddock and down a horrendous shale track with clouds on one side and stones actually falling over the edge into the mist below as we descended. I became stuck in a bog which required a double snatch tow to get out and the 'local guide' advised me not to stand on the surface lest I sank. Having a smashed exhaust, dented cross-member, cracked spring and a splitting migraine, the trip home was memorable to say the least. began to think that there*



must be another form of sensible activity for Land Rover owners who didn't have a Series One. Unfortunately, in the Bristol area, at that time, there wasn't."

"Late in 1984 I wrote to 'Off Road Magazine', which had just taken over the old 'Overlander' asking if anyone would be interested in forming a 'Series Two Club'. We had about six replies. David Bowyer got in touch and offered his help, without him we would never have got the club off the ground as he put us in touch with the ARC and the other clubs. Our facilities were very basic. I did the publications and membership list on my tiny Spectrum computer, Jerry Bright was a tower of strength, Ann Kohrs was the editor, Dave Rhead was the membership secretary and Mat Ford organised the events. It quickly became clear that there was a demand for a Series 2 and 2A+ club and we decided to make the Club open to all Land Rovers built between 1958 and 1971. Our first newsletter had 25 copies and many of these were 'spares'. We joined the ARC circumventing the requirement for 25 members by missing out membership numbers – when asked how many members we had, I quite truthfully said that the latest membership number was 27 omitting to mention that numbers fifteen to twenty five were un-issued!"

"In 1986, Gill found herself in the passenger seat as we used 'XHR' to take us from our church wedding to the reception. True to form, a protruding bolt tore her wedding dress as she got out, falling headlong into the arms of the reception-catering manager! Such is life. Gill was my own tower of strength in those early days, she never got a real mention, despite running the Club when I was in hospital for a time, picking up all the jobs like finishing off newsletter bagging and stamping the next day. It wouldn't have run without her, but then it wouldn't have run without Jerry Bright, Pete and Rose Lamb, Gordon Lord, David Dutton, Roger Horne, Dave Lockyer, Helen and Chris and of course that true 'of the old-school' gentleman, Frank Myatt.

"In the late 1980's the club changed again. It became clear that we were now too big to continue running on a personal 'muddle-through' basis, we needed a like-minded committee to run it efficiently. I recall many happy? hours printing, duplicating and collating the newsletter and then driving round the area after dark stuffing every rural post box to the brim with the newsletters in plastic bags, all with a 2nd class stamp. Surprisingly they all made it each time, although the mess in the house after they had gone was horrendous. I used to summon the troops for a newsletter evening, one person stencilling, one printing and one sorting the collator, then everything would go pear shaped and we regularly worked till midnight trying to count and adjust the pages. We had a great time, laughter filled the air as we printed, stapled, bagged and addressed the newsletters, sometimes we became 'weak-at-the-knees' from the laughter". The duplicator used to over-ink and we would end up black to the elbows for days. Mis-feeds, smudges, a collating machine that randomised the newsletter regularly and poor Gill, the unsung hero who bagged up the issue, stuck on the labels and stamped them while I was at work. Happy memories, hard work but well worth every minute. In 1989 we decided it was too much of a personal and financial risk for the organisers to remain un-corporated and after 12 months of delays the Club was reformed as a company 'limited by guarantee', 'The Series 2 Club Limited' with a real management team to organise and run it.

"I resigned as Secretary in 1991 and did a couple of years as Chairman, Frank Myatt taking over much of the leg work as I had business matters that required a lot of my time, needed to earn a living and not play Land Rovers so much. Unfortunately the club did not pay my mortgage and although both Gill and I found it hugely enjoyable it was in danger of taking over our lives. There was also a looming issue of public liability at events that concerned me greatly in these litigious times, and after a lengthy and sometimes heated debate I realised it was time to go,



*leaving to follow my other major part time activity and train as a Spiritual Healer, a far cry from fixing Land Rovers although you might think that Series 2 brakes would be more responsive to this than to the use of tools!"*

*Footnote ...*

*"We loved every minute of it and the memories will always bring a smile to our faces. Land Rovers, as I am sure you have already found, are like a warm coat or a shaggy dog, they are a symbol of stability, reliability and loyalty. Each one is different, reflecting the owner's personality; they have a truly amazing character. Buying your first Land Rover really is a life changing moment and I have always loved the Series 2 and 2A, the last of the real vehicles, sustainable, well built and all that was good about the British Motor Industry. They used nuts, bolts and spring washers rather than PK screws. I still own XHR, only three owners from new, and two of those in the last 44 years. Although it now lives in a garage and only does a few miles each year, it retains many happy memories of the Club. Although we rarely get to events these days, hopefully there will be many more good times to come."*

**Ross Floyd – May 2005**



## A member writes...

### Baker - The Devon story: Part one

**T**HE 'COMMUNITY' THAT IS THE SERIES 2 CLUB is, in my opinion both a truly great and truly terrifying thing. It is through this Club and its people how I, a student of just 20, have obtained a third Land Rover (well, two and a half). I don't need three, I can't drive three at the same time and certainly can't really afford three.

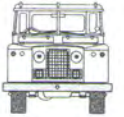
There I was sat at my university desk one night, pretending to work, the Series 2 Club forum pages open over my work when an advert caught my eye. I don't usually look through the vehicle sales pages because as I've explained, I don't need another. But on this occasion I felt the need to view the details. The Land Rover in question looked like a wreck and didn't sound much better but something somewhere said wantie wantie!! I wasn't really worried at this point as my garage is full of Land Rovers and I knew I had nowhere to store any more. Added to this was the fact that a stereotypical poor student shouldn't be able to afford one, let alone more than one.

I thought it would make such a nice vehicle, but was never going to be mine, so I thought little more of it... that was until an 'instant message' appeared on my PC screen from my good friend Rowan Gay (also a Series 2 Club member and LR owner). The message read pretty much exactly as I had been thinking, nice vehicle, can't afford, no storage etc. A plan was hatched. In about ten minutes we'd made a swift financial review of our student loans, called a favour in the form of a barn and arranged a 90 armed with a flatbed trailer and hand winch, for six days time. Oh, and we'd put in a joint offer!

Home for me is Devon, university is Portsmouth and Land Rover number three was in Bristol. So there I found myself in Bristol station waiting for another Club member whose vehicle it was we were buying. Once I had found the green, blue, yellow and red Series 2 (let's be honest, it wasn't too hard to find), we waited for Rowan to turn up with the 90. After an hour of phone calls and map work, we'd managed to direct him to the station. We set off to where our new acquisition sat.

And there she was, a 1970 LWB 6 cylinder wrecker truck. What had we done!? She sat complete with 'Baker Motors' company board for over the windscreen and dismantled crane in the rear tub. Under the mud and green algae that had made her their home over the last few years, she looked to be a nice vehicle, with her original (un-torn) grey hide seats and an average mileage of little more than a thousand miles a year, her whole life. She looked worth saving to me! It was 10pm by this stage and with newly purchased "Baker" safely strapped to the trailer, we headed for West Devon. By 2.45am she was parked up outside Rowan's house and I bid good night until the next day!

The next day was Sunday and as I drove out to "Baker", I was only too aware of the fact that after lunch, I had to catch a train back to Portsmouth. After doing an initial inspection



*'Before' – as she looked when we took her home.*

inside and out we had established what was needed to get this vehicle on the road. With such little time that day we both knew the best we could do would be to clean her up and sort some of the superficial things. The before and after appearance was staggering. After a good jet washing, new head light, company sign back on and the original crane reassembled, Baker looked suspiciously like the 1970's wrecker she was supposed to be!

I headed back to university, leaving Rowan to move Baker into the barn. We both have educational commitments and so it was that Baker was put in the barn until our academic year ends in June. However, before we start work on her, to bring her up to road worthy condition, there is a final twist to this expensive looking story. We had been given a pile of paper work with Baker, this included photocopies of old V5's, receipts and a letter from Land Rover. Armed with these, I started to try and plot the history of this truck. I wrote a letter explaining the circumstances to the last known address of Mr Baker of Baker Motors and to my surprise, the very next day I received a phone call from the very Mr Baker who had owned our new truck from 1988 up until 1997. Mr Baker was thrilled I'd got in touch with him and was eager to tell me all he knew about 'his' old truck. He said he knew of some old photos of it from its working days and would send them to me as soon as he could get hold of them (something we're all looking forward to seeing). Not only



*'After' – How 'Baker' looked after a morning of cleaning and light work.*

was Mr Baker a great help in providing a living account of this vehicle's history, but his enthusiasm was so great that he asked if he could come and be re-acquainted with his old tow truck when we were in Devon in June. I jumped at the chance of meeting a previous owner who had actually worked this vehicle!

I can't wait to get back down to Devon and start work on Baker and I wonder what my further research may drag up. I'm currently trying to locate and contact the 'Cavendish' garage in or around Colchester who took delivery of Baker in Jan 1970, as one of a fleet of six identical trucks. So this is only the start of the story, I hope to write an update over the summer.

On my and Rowan's behalf, I would like to thank all those members of the Series 2 Club who have posted encouraging and helpful comments on the Club forum. To all those who haven't used it, try it, you could just end up with something special!!

**Nathaniel Taylor, (joint owner)**

DevonBlueIIa – forum name

Yelverton, Devon.





*The Crane: Unknown make, does anyone know the maker? I've located several identical cranes, the winch has TFL on it but as yet we don't know who made these, they certainly don't look like the 'usual' Harvey Frost cranes as it uses a square steel stock frame, rather than round.*



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## News from Cymru...

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### *Greetings from Wales to all our members.*

Franky our modified 1967 SWB, is back on the road. As many of you know, Aly and I were taken for a ride (in money terms) with the rebuild of our Land Rover. But thanks to members of the Club we've been able to get her up and running again.

We managed to attend the first Series 2 Club National at Sibbertoft last August and we also made it to the Malvern show. I have to say that there has been a great deal of interest in Franky (converted for hand controls) and at these shows we received some useful advice. At the Club National we even picked up the award for the best modified vehicle – this gave us the boost to try and get Franky sorted.

Over the next couple of months we got the bits and pieces sorted that we were able to do ourselves. We then took Franky to a garage in the area to have a full health check and this confirmed our worst fears: that the engine was shot.

Norman Smith has become a good friend to us since we've been members and he's always on the other end of the phone if we need advice! On talking to Norman, it was suggested that I speak to Mark Rumsey, the Club's technical officer. Mark and his brother Ian very kindly managed to find a good engine in North Wales that would work well with the automatic gearbox. So off to North Wales I go, to meet a young member of our Club, who kindly offered his help in getting the engine in the back of our car – thanks for the help John.

On March 26th (Good Friday), Richard Bilbe from Reading, the Rumsey brothers from Hertfordshire and good old Uncle Norman from Stafford came to our home to get Franky sorted. Over two very tiring days, the engine was exchanged and various other work was carried out. By the end of it Franky was running well for the first time. We have since taken her back to the garage for a tune up and MOT. Sadly she failed due to a rotten outrigger and some other minor problems. These have now been sorted and the MOT was passed.

Needless to say, after all this work Aly and I are really looking forward to meeting up with friends at the various shows and getting out in our caravan this summer.

A huge thank you must go to Norman Smith, Andrew Turford and Martin Pegrum for their help on the electrics, and to Richard Bilbe, Mark and Ian Rumsey for the engine transplant. You are all true friends.

**Rob Hancock.**



## 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](mailto: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.

**W**ith summer coming and the International Rally rapidly approaching it's time to make sure our Land Rovers are in tip top shape for probably the most important journey they will make this year. After all, you don't want to miss the show because of a breakdown, do you? But first, something all of us should know about.

**Q** Can you tell me what is the correct procedure for jump starting a positive earth vehicle from a negative earth vehicle?

Thanks

**A** It's almost exactly the same as negative earth to negative earth in fact. There is one thing to bear in mind. Under no circumstances should the vehicles be touching each other. I know it's pretty unlikely anyway, but if you're jumping vehicles with the same polarity it won't cause a problem. When doing a negative to positive jump however, you will get a short circuit with some big sparks if the vehicles are touching. The usual procedure would be to connect the negative terminal of the vehicle being jumped (the positive earth) to the negative of the jumper, and then the positive of the jumper to the positive of the vehicle being jumped, or better still a good earth on the engine itself so as to keep any sparks away from the battery. Obviously, this should not be near the carburettor either! Then start the vehicle as normal. The same principle applies going the other way (i.e. jumping a negative earth car from a positive earth vehicle), except that the positive would be connected first so that the last connection you make is the earth connection on the car being jumped.

**Q** I am the proud owner of a 1967 2a, SWB. It has an unusual mixture of seating, some black vinyl (aged), some black vinyl (deluxe) and some grey elephant hide effect. Can you advise me on the original seating it would have left the factory with. I would like to keep to the original spec as closely as possible.

Simon Lawton (via Email)

**A** Up to about 1969 all Series 2 and 2A Land Rovers had grey elephant hide seating. This was

replaced in 1969 by black vinyl. I'm not sure when the deluxe seating was introduced, but suspect it may not have been until the Series 3 was in production. Then again, it might have been available on some of the later 2A station wagons. Unfortunately elephant hide seating is now unavailable new, so you are going to have to hunt around for good second hand seats if you want to stay original.

**Q** Hello there, I recently made the most annoying discovery in my recently restored Series 2. It was the fact that the heater matrix has completely corroded through and spills water everywhere. It is well beyond repair, do you know of anywhere where one can obtain replacements?

Fred Durrant (via Email)

**A** Unfortunately, I don't know of anyone making these new or anyone able to re-core them to the original standard. I'm afraid you are either going to have to track down a good second hand matrix (or complete heater), or else build your own matrix. This can be done with standard plumbing fittings and copper sheet to make a working, if not original looking heater. Details can be found on the Club web site under the technical section or copies of Built Two Last from last year. (*contact editor for a copy of the article if necessary*)

**Q** Hello! I have a 1968 Series IIA (military) hard top 4 cyl / petrol engine and I wonder, what is the radiator capacity? 10 litres? Or is that the total cooling system (including radiator plus engine). Thank you.

Wilma Mourano (via Email)

**A** The cooling system capacity is 10.25 litres (18 imp pints, 21.6 US pints) for a 2.25 petrol including the radiator and engine but not



including the heater. For the diesel it would be 10 litres (17.5 imp pints, 21 US pints), and for the 2.6 petrol it is 11.2 litres (20 imp pints, 24 US pints).

**Q** Hi, I'm not sure if you can help me, but I have a Land Rover Series 2 SWB, it currently has a 2.25 petrol in it, I want to change it to a diesel, I am capable of doing so, but could you tell me if the gearbox will marry up, will I need to get a new radiator, and what else do I need to no? Thanks

Jon (via Email)

**A** The diesel conversion is fairly easy as engine changes go. The 2.25 petrol and diesel engines share a large number of parts, including the cylinder block, clutch and gearbox. So, a diesel will literally drop straight in, connect to the gearbox and sit on the engine mountings with no modifications. The engines also use the same radiator, so no change there. What you will need to do however is reconfigure the throttle linkage (best if you can get the linkage with the donor engine), use the choke cable to operate the engine stop and isolate the old feed to the coil. You will also need to rig up some means of operating the glow plugs. Unless you want to go to the lengths of rewiring the Land Rover as a diesel, this is going to be easiest using an old starter button or a push button and heavy duty relay. When you wire up the glow plugs don't forget the ballast resistor or you could burn the plugs out. You will also need to reconfigure the fuel system to include the fuel filter and return line to the tank and will need a new exhaust system, which will, of course, be a standard SWB diesel system. Note that there are two types. The Series 2A and early 3 used an exhaust which exits through the wing whilst the later Series 3 uses one which drops down. It will be easy to tell which you need by the shape of the exhaust manifold.

**Q** Hi, I wonder if you can help. I have a Series 2 Land Rover which is my restoration project and I have hit a snag with the bulk head in that mine is rotten through and I am trying to find a replacement and can't. Last year when I didn't have the cash there were loads floating around especially at the Newbury sort out...but at the moment I can't find any and was wondering if you knew the best place to go or who to contact for a bulkhead, preferably one in good condition that I wont have to spend to much time welding on as I am sick of treating rust and patching up holes...any advice would be very much appreciated. Thank you for your time

James Garrity (via Email)

**A** The news is not good I'm afraid. Good bulkheads are like hens teeth and cost the earth.

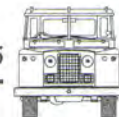
Expect to pay upwards of £250 for one needing a fairly small amount of welding. One requiring no welding would be nearer £500. Bad bulkheads are cheaper and easier to find, but very often have hideous repairs or modifications that mean you will need to spend a lot of time fixing them up. I've seen some going for as much as £100 with the top rail cut back or the centre section cut out for a non-standard engine and so on. I'm afraid your best bet is probably to repair your original bulkhead if its still solid across the top around the vent flaps. If the footwells and door posts are rotten, these are all available as repair panels at reasonable prices. The only areas that make saving a bulkhead very difficult (although not impossible) are around the vent flaps and in the heavily curved sections and around the dash trays. These can be tricky to fix, however the rest of the bulkhead is pretty simple and easy to repair

The alternative it to try and find another and the best place for that is probably the club forum (go to the website [www.series2club.co.uk](http://www.series2club.co.uk) and follow the links) and place a wanted advert. You could also place an advert here in the magazine. You might also want to recoup some of your outlay afterwards by selling on your old bulkhead (depending on condition) to someone who might be better placed than you to repair it. Unless it is literally a pile or rust there will be someone who will be able to make use of it to save their Land Rover.

**Q** I would like to put some 900x16 tyres on my Series 2a what mods to I need if any

Roger Tappenden (via Email)

**A** That really depends on your Land Rover. If you have a forward control, 1 ton or ex military with a lifted Combat chassis you can fit 9.00x16 tyres on 6.5" wide FC/1 ton/130 rims (the smallest rims they can be fitted to incidentally) without needing to do more than reset the steering stops and recalibrate the speedo as it will read around 10% too slow. If you have a more normal 88 or 109 it is not quite so easy. 9.00x16 tyres are about 36" tall whereas a 7.50x16 is only 33" tall. That means you will gain 1.5" in vehicle height and ground clearance, but the top of the tyre will also be 1.5" higher in the wheelarch, For normal road driving you can just get away with it, although the tyres will come pretty close to the wheelarch lip of the wing at the front when the steering is turned. However, go off road and you will almost certainly rub the tyres on the wheelarch lip and rear wheel boxes as the axles begin to articulate. To prevent this you need to raise the Land Rover by about 2". The factory did this by extending the spring hangers at the front end of the spring and using special extended shackles at the back end. Whist this can be done



by the DIY welder, extreme care must be taken as the loads imposed on these mountings are very high, and any weakness will result in the mount collapsing with potentially disastrous or even fatal results as the axle breaks free of the chassis. Also you would need to obtain a set of the longer 1-ton shock absorbers or move one of the shock absorber mounting points by 2" so you could use standard shocks. Don't forget the brake hoses will also need to be longer. Another option might be to use parabolic springs to give the lift. Some springs are given more curve to lift the vehicle and thus in theory ought to give the same effect as extended spring hangers with standard springs. However, I suspect the lift is there to enable more articulation before a standard sized tyre hits the wheel box/wheelarch lip, rather than to allow taller tyres to be fitted. Therefore unless you are able to limit the articulation of the axles you might find that you still end up with tyres rubbing as you would have with standard suspension. On all 9.00x16 equipped vehicles from the factory the bump stops are relocated 2" away from the chassis to accomplish this.

As you can see it is not necessarily as straight forward as it first looks and overall you may gain nothing. Your Land Rover will be up to 4" taller than before, making height barriers even more of a problem. Also the higher centre of gravity will affect stability when cornering on road or tackling slopes off road. There is also a problem with the brakes. The larger diameter of the tyres means the brakes have less leverage at the road surface to combat the momentum of the vehicle, i.e. they won't be as effective. It would therefore be necessary to upgrade the brakes in some way to restore braking performance. Finally it would raise the gearing by 10% meaning you would need to use the lower gears more and may have trouble moving off on steep slopes, especially when laden. You would lose acceleration, but you would get a potentially higher cruising speed and top speed and possibly lower fuel consumption on a run. And, as already mentioned, you would be running with a speedo reading 10% slow, which is technically illegal. You would therefore need to either obtain a forward control or 1-ton speedo calibrated for 9.00x16 tyres, or have your original one recalibrated.

**Q** Hi there, I wonder if you are in a position to tell me what the thread is on the wheel studs on a 1960 Series 2 SWB?

Also could you point me in the direction of where I can purchase a set of locking wheel nuts and 10 standard wheel nuts.

I have a Series 3 LWB front axle for the added brake shoe area, the thread for those

studs might be useful too.

Thanks very much for your anticipated help, excellent site by the way,

Vince (via Email)

**A** I'm afraid I can't remember what the original studs are, but I do know locking wheel nuts are available. However, in your case I don't think this would necessarily be the best route to take as you already have Series 3 studs up front. The original studs will take either a 15/16" AF nut (used up to 1969) or a 1 1/16" AF nut (used 1969-1971). The latter happens to have the same spanner size as the Series 3 wheelnut, so that would be one option to avoid having to carry two wheel braces.

However I think your best option would be to find a pair of Series 3 hubs (pre 1981 specification) and fit those to the rear axle. You would then have matching wheel nuts at all 4 corners and would be able to use the readily available locking wheel nuts (available from Paddocks or Craddocks etc). To fit these hubs you will either need to drill out the existing brake drums or fit Series 3 brake drums. This is not a problem as the only difference between a Series 2 and Series 3 drum is the size of the hole for the wheel stud. If the condition of the existing drums is less than perfect it would be worth fitting new drums. They are not expensive (about £12 each) and will improve the braking performance at the same time. If you decide to fit new drums at the rear I would strongly recommend fitting new drums at the front to keep the brakes in balance and reduce the possibility of the rear wheels locking before the fronts.

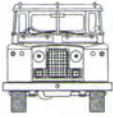
**Q** I have recently purchased a 1971 Series 2a, 2.25 petrol. I use it every day and she is in quite good nick.

Two new front doors and a bulkhead repair will bring her up to scratch.

A problem I have at the moment is when on head lights my flashers stall. I have re-bushed the dynamo and that is working ok, the battery is new and fires the engine over on the coldest of mornings. The indicators work fine when the lighting is not used. Can you help

Dave Davies (via Email)

**A** This sounds like an earth problem or bad connection. All the earth wires for the sidelights, indicators and headlights are brought together and bolted to the radiator panel just in front of the bonnet catch. If this connection is dirty you will get excessive resistance building up which will reduce the power available to the lights. As a first step clean up the radiator panel, bolt and connectors to get a good earth at that point. If



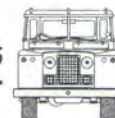
this makes little or no difference add an earth wire from this point directly to the battery earth terminal. If the lights now work properly you have a bad connection in the bodywork between the radiator panel and the chassis. To cure this you have three options. One, leave the new wire in place. Two, run a new wire from the earth point on the radiator panel directly to the chassis. Or three, clean up all the joints between the panels as you follow them to the chassis, which in essence means removing the wings and cleaning the joints between the wings and radiator panel, and wings and bulkhead. Personally I'd go for option 1 or 2. If the temporary wire did not cure the problem then you have a bad joint somewhere between the battery/dynamo and the indicator/light switches. Looking at the wiring diagram the most likely place is the control box A1 terminal, but it could well be several bad joints spread around the electrics a bit instead of just the one.

**WARNING**

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



*Little and Large - photo sent by Eric Leuzinger*



## **An appeal for information...**

### **Dear Series 2 Club members,**

I've recently purchased a 109 One-Ton Series IIA, chassis number 22900013A. This has spurred me on to seek out the remaining one-ton vehicles and to at least find the last known whereabouts of ones that are no longer with us. So far I've only been able to find a handful, so here I am, appealing for help.

If you own, or know of a one-ton Land Rover in any condition, please let me know. I've included here a list of all the chassis number sequences relating to the 109 one-ton, Series IIA and III.

#### **Series IIA**

229 - 109" 1 Ton - Petrol 6cyl - Series IIA - RHD Home  
 222 - 109" 1 Ton - Petrol 6cyl - Series IIA - RHD Export  
 223 - 109" 1 Ton - Petrol 6cyl - Series IIA - LHD Export  
 224 - 109" 1 Ton - Petrol 6cyl - Series IIA - RHD CKD  
 225 - 109" 1 Ton - Petrol 6cyl - Series IIA - LHD CKD

231 - 109" 1 Ton - Petrol 4cyl - Series IIA - RHD Home  
 232 - 109" 1 Ton - Petrol 4cyl - Series IIA - RHD Export  
 233 - 109" 1 Ton - Petrol 4cyl - Series IIA - RHD CKD  
 234 - 109" 1 Ton - Petrol 4cyl - Series IIA - LHD Export  
 225 - 109" 1 Ton - Petrol 4cyl - Series IIA - LHD CKD

#### **Series III**

266 - 109" 1 Ton - Petrol 6cyl - Series III - RHD Home  
 267 - 109" 1 Ton - Petrol 6cyl - Series III - RHD Export  
 268 - 109" 1 Ton - Petrol 6cyl - Series III - LHD Export  
 269 - 109" 1 Ton - Petrol 6cyl - Series III - RHD CKD  
 270 - 109" 1 Ton - Petrol 6cyl - Series III - LHD CKD

246 - 109" 1 Ton - Petrol 4cyl - Series III - RHD Home  
 247 - 109" 1 Ton - Petrol 4cyl - Series III - RHD Export  
 248 - 109" 1 Ton - Petrol 4cyl - Series III - RHD CKD  
 249 - 109" 1 Ton - Petrol 4cyl - Series III - LHD Export  
 250 - 109" 1 Ton - Petrol 4cyl - Series III - LHD CKD

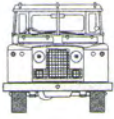
It should be noted that all the ones I've encountered so far have a suffix A number, not the suffix G (for IIAs as would be expected).

#### **I can be contacted at:**

**48 Meadow Road, Garforth, Leeds LS25 2EN**

Many thanks,

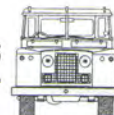
**Daniel Warden**  
 Member number 1752



*Dan Warden's one-ton 2A*







## 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 2 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

## For Sale

**1964 Long wheel base Land Rover**  
 2.25 petrol - Webber carb  
 Mot till March 06, taxed 03/05  
 Blue with white roof  
 Freewheeling hubs 205x16 Marshal tyres  
 Good runner New brakes all round for  
 MOT Halogen headlamps

£1,100 ono.

Genuine reason for sale.

**Tel: Peter Ellis:** 01647 440797 (Devon)

## For Sale

**LWB Roof Rack, Full Length**  
 (one ladder, raised rail) £80.00 ONO

**Vacuum Advance Unit for Lucas**  
**25D Distributer** - Genuine Part  
 NO.608111

2 Units for sale £10 each

**Ignition Switch for 2 or 2A** (bit at  
 back with wires on, not the key bit.)  
 Lucas/LR Part No. 551508 £5.00

**Contact J. Haynes:** 07900 126315

## For Sale

**1968 S2A 2.25 Diesel Truck Cab**  
 in L/R Blue.

New Chassis 10yrs ago - Still good.  
 Engine rebored and rebuild approx  
 10,000 miles ago. New S/Motor. Slight  
 oil leak rear main seal. Transmission all  
 good. FWH + O/Drive. 4VGC 750/16  
 Tyres, Spare OK. Brakes - Good. New  
 Linings. Seats tatty. Used regularly by me  
 (ex Police mechanic) since 1991. Hoops  
 and fittings to revert to full rag top  
 negotiable. Cab fully carpeted, inc roof.  
 MOT 7th June.

£1250

**Neil Halliday (Mem. No. 490)**

Tel: 01205 480617 (Lincs)

## For Sale

**Rocky Mountain Parabolic Springs**  
 Hardly used, covered only approx 700 miles  
 Rear Helper Spring available if needed.

**New Front Passenger Side Inner Wing**  
 (Lights in wing)

**Stage One V8 Engine mounts,**  
**Exhaust Manifolds and Water Pump**

**Open to Offers**

**Contact: Rob Hancock**  
 Tel: 01685 812213 (S. Wales)

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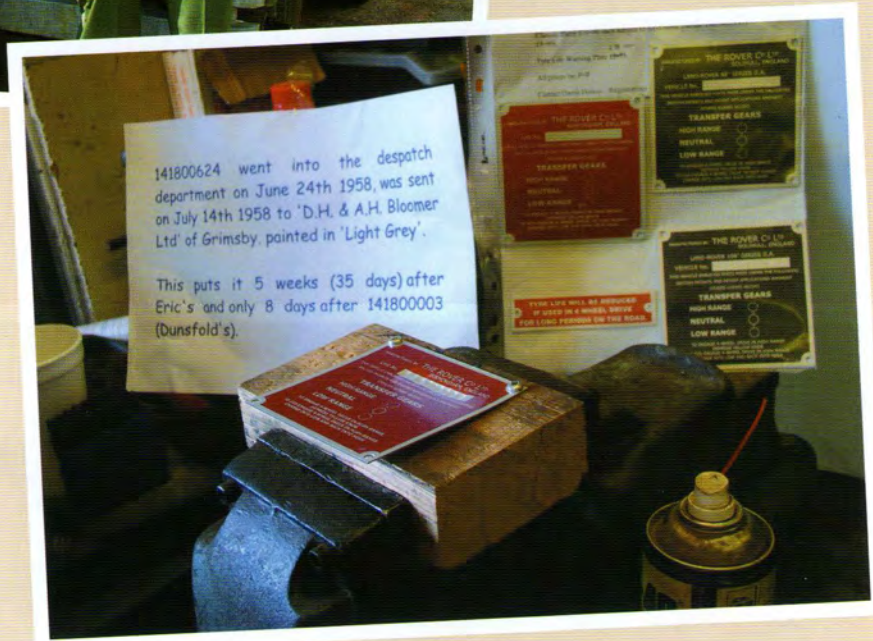
### IMPORTANT

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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Rumsey's workshop meet



Gordon Kettell's LWB 2A



Printed by: LeverPress Ltd, Ipswich, Suffolk IP14 7J3, 461 464