

Winter 2005

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SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE
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Wayne Potter shows us how to get away from it all in the Pyrenees – all you need is a Dormobile and some great scenery."

Ned takes in the view at Port Hills, New Zealand – photo by Ashley Ross



Alan Jones takes 'Foxy' to Bannegon Chateau



Series 2 Club

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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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Editorial – by Catriona Crelling

Welcome to the winter issue of 'Built TWO Last'

I WRITE THIS sitting in front of our log stove – I love this time of year as I haven't yet got sick of having to clean the fire out each morning, OK sick of nagging Brian to clean the fire out...he has to have one household chore you know! Anyway, we've already had some rather nippy weather so I thought Mick Outhwaite's cover shot was appropriate. In contrast, the back cover shows the rather nice 2A Forward Controls that member Ben Williams came across when on holiday in Thailand – read his story in this issue.

The inside covers are filled with pictures I've received over the last few months. The inside of the front cover shows Series 2s venturing off the beaten track in some wonderful looking places. Inside the back cover we see Land Rovers at work and play a little closer to home. I really appreciate the photos you send me, please keep them coming in. Please don't be offended if you haven't seen your material in B2L yet, I do try to keep material back for the next issue.

We have a great story from Wayne Potter. I'm sure his adventure in Iceland will capture many members' imagination – the second installment will appear in the next issue. Before you go planning your trip, just remember that this article was written by Wayne about 10 years ago for one of the major magazines, so

fuel prices will have changed a little since then!

The winner of this issue's hamper prize is Gordon Kettell who provides us with a second installment of Project Whiskey in this issue. I'm sure he'll be glad to receive all those handy bits and pieces from **Paddocks**. As always a big thank you to Glen for providing the prizes. Don't forget that you need to send material to me for B2L to have a chance of winning the hamper.

At recent pub meets etc with the Central Shires area, I've discovered that we have a few Dormobiles in our area. What intrigues me is that we never hear from members who have the Carawagon Land Rover. I would love to receive some articles/ photos from members who own one – I also believe some were used as military vehicles. I look forward to finding out more.

I would like to say a huge THANK YOU to all of you who take the time to send material to me. B2L is recognised as one of the best club magazines and it's because you the members provide the articles and photos. It would be nothing without you. I hope you all have a wonderful Christmas and best wishes from both Brian and myself for 2006

Cat.

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

Material for the magazine to:

Editor: 'Built TWO Last' 2A Hogshaw Road, Granborough, Bucks, MK18 3NL
Email: magazine@series2club.co.uk

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

Deadline for material for the next issue is 18th February 2006.



Chairman's Chat...



AS I SIT AND WRITE THIS we are approaching the end of another successful year for the Club. From my point of view I've attended more shows, both local and national than in previous years and had contact with more members than before. This began with the Club stand at the Severn Valley Railway in February and will end with a Club greenlaning trip the day after Boxing Day. The Club has also attended events on mainland Europe whilst our members from Europe have joined us at shows in England. We are starting to prepare the list of events for next year, details of which you will find elsewhere in the magazine.

During the last year the Club has discovered several very early Series 2s: Eric with Jaffa, as detailed in the summer issue of B2L, John Eastwood's early Series 2 Diesel as featured in the December issue of LRW and now, if my information is correct, a member has just purchased a Series 2 that was registered only one day after the official launch of the Series 2. Now I wonder who owns the oldest Series 2a?

On a personal note, many thanks to those of you who enquired after my health following my recent convalescence. For those of you who are not aware, I suffered a dislocated hip joint after the International at Sibbertoft and was flat on my back for 10 days and unable to drive or travel far for nearly six weeks. According to the chiropractor that treated me, the cause was standard Land Rover seating and suspension that is unforgiving and certain to break the driver before the vehicle! A special thanks to my sister Kay who collected a set of Rocky Mountain parabolic springs for me from the LRO show and to Club members Mark Willis and Martin Smith who helped in the fitting of them, even when the two hour job turned into two days. Martin will also be taking over from Pete Hopkins as area organiser for the North Wales and Shropshire area.

I'm also pleased to say that we have found an area organiser for the South West area. Rowan Gay has kindly volunteered and he will introduce himself later in this issue.

As the festive season is nearly upon us again, I would like to take the opportunity to wish all Club members and their families a Merry Christmas and a Happy New Year. See you all in 2006.

Andrew

The Chairman can be contacted on:

tel: 01952 529324

email: chairman@series2club.co.uk





From the Secretary...



I'M GLAD TO REPORT that the new P.O. box is working very well and all the Club post is dropping through my letter box, but I think I'd better get our Postman something nice for Christmas. There are days when you can see the relief on the Postman's face when he has got rid of all the weight of the mail through my door.

The majority of the surface mail is membership renewals and applications to join the Club. These are forwarded to Avril, but I do have a quick look, especially at the photos that come with the database forms. What I've noticed is that all the new members seem to have restored Series 2's, which begs the question, where are all the owners with Landies in bits? Are they already in the Club or do they see no value in joining the Club until their Landy is finished? Answers on a post card, please!

In the last B2L, I informed you that Wendy was hoping to retire from the post of Shop Manager; she has generously agreed to continue until we can find a replacement,

but so far, no one has applied for the post. Please get in touch with me if you can help the Club by taking on this post or if you just want a bit more info on what is involved.

This Club is 100% run by the membership for the membership. Everyone involved with running the Club is a volunteer and we receive no reward for the time and effort. Without all the volunteers there would be no Club and in several areas of the country, and overseas, you could easily think this is the case. I'm very glad to say that this will not be the case in the Southwest Area and the Shropshire/North Wales Area. I would like to welcome and thank on your behalf, Rowan Gay (SW) and Martin Smith (SNW) for volunteering to take on the role of Area Organiser. I hope all members in these areas will help Rowan and Martin to settle into their new roles. Their details are published in the front of B2L.

Unfortunately we do still have some areas without organisers:

- Area 3* **Ireland**
- Area 10* **East Midlands**
- Area 19* **Europe**
- Area 20* **USA & Canada**
- Area 21* **All Other Areas
(Overseas)**

Please think about getting more involved with the Club if you live in these areas and feel free to give me a call if you need any more information.

2005 has been a successful and enjoyable year for the Series 2 Club and I hope 2006 is even better. I would like to wish you all a very Merry Christmas and wish you and your families all the best for the coming year.

Mick



Membership Report...

OUR CURRENT MEMBERSHIP stands at a very respectable **1,173**. After the success of the show season and all the new members, we have again increased our numbers. I would like to welcome all our new members and send a big thank you to all our existing members for sticking with us for another year, your support is appreciated and I hope we can count on your renewals year after year.

I can reveal that in the next 6 months or so we should be getting some brand new membership cards. The final decision has not currently been made on the design, so there is scope for input from everybody who feels their artistic nature needs showing to the rest of the membership. I would also like to ask a favour – if anybody would be willing to print the new cards ‘at cost’ then I can guarantee that I shall NOT give this person earache or badger you into buying shop stock for at least 12 months!! For those of you who attended the club national – you know what I mean!

Another bit of good news is that I have altered the database slightly so if anybody would like their details on the area list of a neighbouring area then please let me know. At the moment your details are ONLY supplied to the area where you are based, if you would like to be added to another list then please let me know in writing, this can either be by email or snail mail but it must be in writing.

If you have any problems whatsoever with your membership or if you think you may not have received a renewal that has been due then let me know – If I don’t know there is a problem I cannot deal with it.

Best wishes for Christmas from the Anderton household and I hope to see you next year at one of the many shows.



Avril Anderton
Membership Secretary



Dave Hall, Dan Warden and Dave Bowker out on Ughill Moor



The Club's New Members...

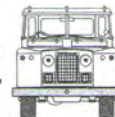
| | | | |
|------|---------------------------------------|------|--|
| 1880 | Mr A R Onions, West Midlands | 1916 | Nigel & Alexander Tivey, Notts |
| 1881 | Mr P C Nash, South Glamorgan | 1917 | Mr & Mrs R Sandoval, Cambs |
| 1882 | Mr A M Cheshire, West Midlands | 1918 | Mr S Marskell, Hampshire |
| 1883 | Mr R Brownridge, Staffordshire | 1919 | Mr G Sparshott, West Sussex |
| 1884 | Mr M A Engstrom, Glamorgan | 1920 | Mr K Fletcher, Derbyshire |
| 1885 | Mr & Mrs G Milne, East Sussex | 1921 | Mr S Olding, Wiltshire |
| 1886 | Mr & Mrs R Shorthouse, Worcestershire | 1922 | Mr P Dutton, Cambs |
| 1887 | Mr & Mrs G Phillips, Worcestershire | 1923 | Mr J J Wheeler, Lincolnshire |
| 1888 | Paul & Matthew Charlton, W.Midlands | 1924 | Mr J Rawson, North Lincolnshire |
| 1889 | Mr & Mrs W Williams, Wiltshire | 1925 | Mr S Main, Norfolk |
| 1890 | Mr S Goodfield, Gloucestershire | 1926 | Mr H Henderson, Cornwall |
| 1891 | Mr & Mrs A Metcalfe, County Down | 1927 | James & William Atkinson, Lincolnshire |
| 1892 | Carl Taft & Helen Kirton, Northants | 1928 | Mr & Mrs M Palmer, Kent |
| 1893 | Mr & Mrs G Kenworthy, Somerset | 1929 | Mr J Harpham, Cambridgeshire |
| 1894 | Mr & Mrs R Moses, Herefordshire | 1930 | Mr & Mrs W Davies, Cambridgeshire |
| 1895 | Mr R Wiles, Essex | 1931 | Mr M Bennett, Worcestershire |
| 1896 | Mr S Abbotts, Shropshire | 1932 | Mr P Harris, Warwickshire |
| 1897 | Mr C Bayley, Worcestershire | 1933 | Mr & Mrs M Hodgson, Flintshire |
| 1898 | Ms C Rawlings, Banes | 1934 | Mr A Innes, Guernsey |
| 1899 | Mr & Mrs R Bridgman, Powys | 1935 | Mr & Mrs B Mulcock, West Yorkshire |
| 1900 | Mr J Nicol, Glasgow | 1936 | Mr S Snell, Berkshire |
| 1901 | Mr C Straw, Derbyshire | 1937 | Mr M Hannam, West Yorkshire |
| 1902 | Mr J Marsden, Dorset | 1938 | Mr P Mills, Suffolk |
| 1903 | Mr D Ellery, Somerset | 1939 | Mr A Buck, Buckinghamshire |
| 1904 | Mr D W Hutchinson, Surrey | 1940 | Mr J Toler, Ceredigion |
| 1905 | Mr P Harris, Wiltshire | 1941 | Mr K Steer, Lancashire |
| 1906 | Mr & Mrs A Bridgman, Powys | 1942 | Mr L W Mayo, Dorset |
| 1907 | Mr & Mrs S Phillips, Berkshire | 1943 | Mr S Garlick, Devon |
| 1908 | Mr & Mrs R McCausland, Gloucs | 1944 | Mr D Cooper, Norfolk |
| 1909 | Andy & John Twyford, Shropshire | 1945 | Mr & Mrs J Mundy-Gill, Shropshire |
| 1910 | Mr K G Johnson, Cheshire | 1946 | Mr & Mrs B Allen, Essex |
| 1911 | Mr & Mrs G Van Den Heever, London | 1947 | Mr M Snowdon, Worcestershire |
| 1912 | Mr S Lawrence, Essex | 1948 | Mr S Nicholls, Greater Manchester |
| 1913 | Luke & Robin Wood, South Yorkshire | 1949 | Mr L White, Kent |
| 1914 | Mr A D Boards, East Yorkshire | 1950 | Mr A Inwood, Derbyshire |
| 1915 | Mr R Lunt, Shropshire | 1951 | Mr D Salisbury, West Midlands |

This is what it's all about...

OUR NEW TREASURER VAUGHAN HARTRIDGE is shown here refitting his reconditioned 2 1/4 litre diesel engine into the chassis of his beloved Series 2A 109" station wagon. This vehicle is currently being given a DIY chassis up restoration. Vaughan says "When I bought it four years ago, I thought it only needed new front and rear chassis ends - this was until I found numerous



holes in the middle of the chassis big enough to put your fist through". We'll have to wait and see if Vaughan manages to get it ready for Billing!



PUB MEETS

| Area | Date | Venue |
|---|---|--|
| Central Shires | Monthly Contact area organisers for info 01296 670227 | will vary from month to month |
| Thames Valley | Second Wednesday each month 8pm | The Stag, Heath End Road, Flackwell Heath, nr. High Wycombe, Bucks. |
| North Wales & Shropshire | 2nd Saturday of the month Contact Martin Smith on 01952 254520 | Horse and Jockey, Grindley Brook, A41 Nr Whitchurch |
| Peak District | First Saturday each month 8pm Phone to confirm Chris 01298 25151 | Grouse Inn on the B6054, above Froggatt |
| Essex | E-mail essex@series2club.co.uk for details | |
| Anglia | 1st Tuesday of the month Tel: Ben Stock 01954 202221 1st Saturday of the month Tel: Scott Snowling on 01502 513393 2nd Tuesday of the month Tel: Alan Jones 01603 747956 | Red Lion, Stretham White Hart, Blythburgh (on A12) 8pm Fur and Feather, 8pm Woodbastwick, Nr Norwich |
| North West | Contact Area Organiser | The Greyhound, Manchester Road, Barnoldswick |
| Surrey & Sussex | Third Wednesday at 9pm. surreyandsussex@series2club.co.uk | The Dog & Duck, Outwood, Surrey off the A23 at Salfords |
| Borders | Last Sunday each month (lunchtime) phone Barrie Garton 01434 381494 before travelling | Carts Bog Inn, Langley upon Tyne, Northumberland |
| Garden of England | First Sunday each month 1pm. kent@series2club.co.uk | The Chequers, 1 Church St, Lower Higham, Nr Strood |
| Severn Valley | Second Friday of the month 7.30pm onwards. Contact Neil Burke, tel: 01594 860054 or e-mail severnvalley@series2club.co.uk | Weston Cross Inn, Weston under Penyard, Nr. Ross-on-Wye |
| West Midlands | Second Tuesday of the month at 7:30 pm | The Old Wagon and Horses at Ismere |
| Cymru | 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.



Malvern Classics Show

WE LIKE THIS EVENT, it's an opportunity to 'meet & greet' old friends, admire the classics and scour the auto jumble for those elusive parts. It's also the one show where our caravan cooker hardly gets used as we all have fish & chips on the Friday and use the on-site 'Stockman's Restaurant' on the Saturday. The show's atmosphere is friendly and laid back.

This year was special; it was the last one that Jeremy Haynes was organising. His Landy took a nosedive when a rear-end-shunt wrote it off and he felt very guilty in having to site his Vauxhall Chevette on the stand (don't panic, we hid it round the back, out of sight!). Friday saw the troops roll in and in no time at all the Club marquee was up and securely strapped down against the forecasted high winds. Jeremy's homemade bunting and flagpole complete with its genuine full sized Land Rover flag completed the stand and we all agreed it was looking good. We had a brilliant evening of chat and banter and our now famous 'Tilley Army Lantern Display', which really does turn night into day. Oh, we had a wee dram or three as well. (Don't worry, all empty containers were recycled)



Our Club stand was busy, even though we were sited somewhat out of the centre of things. Buffet lunch both days, complete with proper locally grown apples (thanks Graham & Helen).

After a great weekend we presented Jeremy with a Land Rover clock and a framed picture of our International 2005 Line-Up as thanks for his past organisational skills. He still suffers from Landroveritus and perhaps one day the bug will rear its head again, either that or a Morris Marina Van? Next year it's over to Paul & Jill Stevens to organise, though I feel sure that Jeremy's spirit will still remain at this event.

Norman Smith



Siam Safari...



WHILE ON A RECENT HOLIDAY IN THAILAND, my wife Claire and I decided to tear ourselves away from the beach and cold Singa beer to take a tour elephant trekking in the Chalong Hills of Phuket. We booked with a company called Siam Safari that has been operating nature tours and jungle safaris since 1989. Our agenda was simple, ride an elephant and a traditional ox cart, see monkeys picking coconuts and a Thai curry cooking demonstration. Culture and animals all rolled into one - what could be better?

I discovered when reading the blurb that Siam Safari all started with a Land Rover and small café in the hills above Phuket Island and so it was fitting that a Series 3 collected us from our hotel. As soon as it turned up Claire knew that I was more interested about the Landy than the tour itself. Don't get me wrong, I love elephants and all that but I'm a self confessed Land Rover nut.

Nothing could have prepared me for the sight when we arrived at the base camp. In the car park were no less than 4 forward controls. 2 2a's and 2 2b's, along with a whole herd of LWB Series 3's, I'd stumbled across a Landy oasis in Thailand.

I think our guide Aom thought I was a bit of an oddity, I mean here is someone that has paid to come and ride an elephant and all he is interested in taking pictures of is the transport to get him there. It was somewhere around this point that my wife decided I'd become a bit of an embarrassment. As I spoke enthusiastically to the owner about his collection in a mix of my very poor Thai and his broken English (although excellent in comparison to my efforts), I discovered that he had owned the 2a FC's for a little over 10 years (I can only count to ten in Thai).

To my surprise the owner kept insisting that the one of the 2b FC's he had bought the year before was brand new, I thought there must be something lost in the translation. But no, when I looked a little closer I found it was just too immaculate. It turns out that a copy of the 2b is going strong and being manufactured in Bangkok today with a different engine and gearbox but pretty much everything else looked like pattern parts.



A simpler mode of transport



2B Forward Control, can you tell which is the new one?

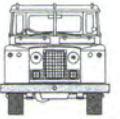
The 2a FC's were definitely the real deal with a little bit OEM rust to prove it. A few bits had been changed over the years to keep them going, but one still had the 2.25 engine and the other I unfortunately didn't have chance to check. They had been resprayed to a high standard and the external bodywork was excellent. The chassis looked clean and solid and the engines also ran well. So it appears that Siam Safari's eco tourism extends to the protection of Solihull's finest.

To her credit, Claire didn't abandon me, but she did have to physically drag me away to meet the baby elephants when the owner asked with a smile if I would like to buy one of his FC's.

So how was the tour? Excellent, even without the Land Rovers I would recommend it. The only problem is that I've come home with an aching for a FC and I may need help to avoid another case of CLRPD (Compulsive Land Rover Purchase Disorder).

**Cheers
Ben (aka Benny Boy) William**

Check out the back cover for a look at Siam Safari's finest.



Derbyshire Greenlaning...

Part
Two

Due an error on my part, not all of Dave Hall's article was included in the last issue of B2L. So we continue the story here, our friends having successfully crossed the River Wye.

Cat

WE WERE LED BY PHIL TO A FEW LANES NEAR EDENSOR on the Chatsworth estate, one of which was blocked at the end by the Ford Mundane by a couple who were camping in an adjacent field. There was no problem and the guy moved his motor - perhaps he just hadn't realised that such a narrow and overgrown track was actually a vehicular right of way? We then stopped for our snap at the start of the next lane that led to Hassop, a lane complete with the Laners' favourite road sign 'Unsuitable For Motors'. Here we were joined by Andy (who has since joined the club forum as 'Spire198') from Chesterfield, with his family in their 109" Series 3. The lane to Hassop is quite narrow in places and is hemmed in by limestone walls and trees and it was here that we encountered a new menace - no, not ramblers but mountain bikers! For some reason it seemed that half the mountain bikers in Derbyshire had decided to ride along this particular lane and some of them seemed to be rather aggressive and appeared to have the attitude that they had more of a right to be there than we did; one went as far as banging on Emma's hard top as we passed. The lane exits onto a blind bend on a main road, which necessitated Tom getting down and stopping the traffic in both directions so we could safely get out.

Then it was on to Dale Farm Lane, a very overgrown little track with a limestone wall on one side, trees and brambles on the other, a side slope and a very tight corner. This is definitely NOT one for shiny motors. It was here that the Series Three broke down with fuelling problems for the first time - it didn't have much in the tank and once stopped on the side slope, wouldn't start again. It was soon running again and we were on our way. Next stop Monsal Dale.





After a long descent from the head of the valley along tarmac, avoiding the wasp and tourist infested car-parking area of Monsal Head; we stopped in the valley bottom, both for ourselves and the motors to cool off and to check the oil levels before the climb up the unsurfaced Putwell Hill. After a short break and the obligatory peering under bonnets we set off (why do Land-Rover owners have to look at each other's engines?). We stopped at the top of the hill for photos and to admire the view but the Series 3 still hadn't arrived. After some deliberation, Phil set off back down to find him, returning about ten minutes later after sorting out another fuel problem. The lane gets a lot easier from the top and offers some great views of the Valley with the A6 and the river below. The planned route was then cut short after Brushfield so we could get to some lanes that I'd never driven before. We made our way to Sough Lane, near Taddington.



About 200 yards into the lane we had to stop to clear the worst of a pile of rocks that had been tipped across it as part of ongoing wall repairs - the rest of the pile we had to drive over! The last time I drove this lane I had to turn back half way along since the ruts made by farm tractors on the top section were so deep and water-filled that they were undriveable. This had not deterred three drivers in a Defender, a Discovery and some Japanese 4x4 and all had become deeply bogged down about 150 yards from solid ground - the only winch-equipped motor among them was in the middle. This time things were different and the top section had been completely overhauled by the local authority, with the ruts properly filled and a gravel surface applied along the whole section - a bit boring really but if it stops people destroying the lane and giving us all a bad name then I suppose it's worth it.



From here we made our way to Buxton for a fuel, food and drink stop. Next we headed out onto the A53 for what was to be my last lane of the day and the most challenging drive. The tarmac roads got narrower with some great views of the countryside and limestone quarries, it then gave way to an unsealed surface but the sight of an ordinary saloon car parked further on did not seem encouraging for the prospect of further 4WD action. Soon after though, we made the stop to engage low range and then the fun started. The track became narrower and rockier, with the surface being sunken some two feet below the surrounding ground level and once round a tight right hand bend I stopped to take some photos. "Oh there's a better opportunity for photos a bit further on", said Phil - and he wasn't kidding! The track descended steeply and the rocky surface became almost like a set of stone steps. A huge rock clouted something underneath and I half expected Emma's fuel tank to be torn off but was assured by Dan, who was outside taking photos, that nothing was damaged. We then had to negotiate another tight corner, which almost needed a three-point turn on my part to get around (although the 109 made it in one) and it was down to a shallow ford where a group of trail bikers were waiting for us to pass.

The climb up the other side of the valley was just as steep and stepped but was at least straight and I followed Phil up in low 1st - just keep going steady away and don't stop seems to be the way to go here. At the return to tarmac Dan, who had been travelling in Dave's motor, rejoined me and we said our goodbyes to head for home via Glossop and Holmfirth a.k.a. 'Last of the Summer Wine Country'.

All in all a good day out with some good people and not a bad performance from an old shed that only days before was doing the weekly shop and taking garden rubbish to the tip - as the old adverts say - 'The World's Most Versatile Vehicle'.

Dave Hall





Alister Yule's Helpful Hints...

I OWN TWO SERIES 2A'S which are used daily in connection with my small landscape business and I thought that some of the solutions I've found to various problems might be of interest to other members. The following applies to the later Series 2 A, for the rear brakes – with individual adjusters, i.e. 2 per drum and with regard to the clutch – the hydro static type i.e. without a return spring on the slave cylinder.

My LWB 109 brakes have been upgraded with a set of discs on the front from Chris Perfect and very good they are too, however, from time to time the brake pedal would travel about 2 inches nearer the floor before the brakes operated. There was no loss of efficiency but it was more than a little disconcerting! The usual checks and replacement of the master cylinder and brake servo offered no improvement, but it became apparent (by clamping off the rear brake hose), that the fault was with the rear brakes. Checks were made to the drums (within specification), hub bearings adjusted, new shoes fitted, and the brake back plates were checked against another set when some interesting assembly points became apparent.

Land Rover 109" rear brake shoes are handed and there are distinct leading and trailing shoes with the adjuster pin and lining material in different positions on each shoe. It is critical that they are fitted in the correct location. The "pull off springs" must also be fitted between the brake shoe and back plate and not to the side of the brake shoe nearest the hub. This turned out to be the cause of my problem, as the pull off springs were on the wrong face of the shoe, effectively pulling the shoe away from the adjuster when braking. The next application of the brakes (long pedal travel) would reset the shoe temporarily onto the adjuster.

The location of the springs etc is not that clear in any of my workshop manuals and it is certainly more difficult to fit the springs in the correct location, as there is very little clearance between them and the slave cylinders. I would strongly advise that if you are not totally confident that you know what you're doing, find someone else who is!

Another fault that I find slowly creeps up on me, is loss of clutch pedal travel. The pedal locks up before it reaches the floor! This can lead to a poor gear change and crunching when engaging a gear when stationary. It seems that the slave cylinder piston reaching the end of its travel causes the problem. There is a circlip inside the cylinder to stop the piston coming out and with wear in the mechanism, there just isn't enough piston travel.

The first thing to check is that neither of the pins which are through the tube connecting the clutch cross shaft to the gearbox shaft have snapped, it's surprisingly common especially with an old spring type clutch which has become heavy in use. The bushes which support the cross shaft should also be checked for wear, but they have to be really badly worn to affect the clutch operation.

The clutch slave cylinder push rod is the next (and most common) suspect; it is adjustable by backing off the lock nut unscrewing it from the pivot connector. Be careful not to unwind it too far, it needs to have at least a quarter of an inch of thread holding it. The rod also seems prone to wear and hence shortened. I don't think that new ones are available,



but by cutting the head off a suitable bolt and filing it to the shape a very satisfactory replacement can be made. Naturally, it needs to be longer than the worn original!

I hope that these tips will be of help to others and if you would like more just let me know!

Alistair Yule

Owner of UBT 760H a 109" 12 seater 1970
And of MMO 107P an 88" ex military radio truck (FFR) 1964.

West Midlands Annual Show Round Up...

JILL AND I would like to say a big THANK YOU to all Club members who have supported us over this year in our work as area organisers. By the time you read this we will have had our area Christmas lunch – at the moment we have nearly 70 members booked in!

I wanted to look back over the year and just mention a few of the shows we've attended. We are grateful to all the enthusiasts who brought their loyal Landies to so many shows over 2005. Our season started with a display at the Severn Valley Railway back in February, 25 vehicles were on show. It was quite a chilly morning but when the hot mulled wine kicked in it turned out a lovely day. Next came Weston Park, where we had our fine display vehicles in the arena with the fire preservation group: it was like beauty and the beasts – you can decide on that issue!

Following this came the Malvern 4x4 display, a visit to Sandwell Country Park and of course the LRW show at Eastnor – all of these shows were well supported by members from the West Midlands and elsewhere. As an area we also attended some smaller country shows namely Far Forest and the Six Ashes Show, both of these had a good variation of exhibits. Then came our visit to Coney Green steam gala, we had a good turnout from the W. Midlands lot who were able to take out their frustrations on the off road course. This will be the location for next year's Club International Rally.

After the Club National, it was back to Malvern for the LRO show, which, despite a few misgivings about the change in venue, proved to be a good weekend for the Club. Another beautiful setting for a show was Himley Hill where we attended another transport display. At Hanbury steam gala, our club marquee was lit up like a shining star on a night, thanks to the Tilley lamp army, a great weekend was had by all. Back again to Malvern for the Classic show, which Jeremy Haynes has been organising for years, sadly this was his last year as organiser.

And so the last show of our season was the second 4x4 display and auto jumble where we managed 18 vehicles on display. We also booked an auto jumble pitch to get rid of those unwanted bits of Land Rover only to replace them with bits off other stalls – what a wicked roundabout!

We would like to wish you all a very Merry Christmas and our best wishes for 2006.



A member writes...

Dormobile Saga - Part One

ICELAND Land of the sagas. A small stepping-stone to the USA and Canada about the size of England, famously home to volcanoes, geysers and boiling mud pools, a land still being shaped by nature. What does this geologist's paradise so near yet so different to the rest of Europe have to offer us?



..... *It's Land Rover Heaven*

A life long fan of all things expeditions, adventures, but above all Land Rovers, here was a place for an adventure of my own. The decision was taken early on not to hire a vehicle in Iceland hek! It may not be a Land Rover, but to take our own. OK it's not as easy as jumping on the plane, getting in your hired 4x4 and driving off. Sometimes that's fair enough, for a short stay it's just not feasible, but taking your own vehicle is more convenient by far once you are there. For a start all your gear goes with you and if you're like us that's a lot of gear. No worries either about damaging the hired 4x4, you just damage your own. For us there was no contest, give me my own vehicle any day. With your own vehicle you are also used to it and it should inspire confidence assuming you feel it's set up right. Personally, give me a Land Rover camper as opposed to a tent any day - you just stop, roof up... kettle on... Job Done!

Preparation can be the make or break of any adventure, so the best part of a year was spent sorting out our low tech, easy fixed 1970 series 2A Dormobile - veteran of many a foreign adventure before I bought it.

Because of the numerous river crossings we were to encounter, replacing the original 2.6 petrol for a Perkins 4203 (3.3 litre) diesel, liberated from a Lightweight purchased at Langley Farm, seemed a sensible idea. On the back of the original 2A gearbox went an overdrive, the axles received free wheel hubs, new springs, shocks, brakes and 900/16 tyres which I hoped would get us through the soft mud, sand and rivers we where to encounter. The chassis was strengthened in the usual places and a homemade snorkel fitted, transforming the old 2A into what we hoped would be an Iceland beater.



Inside, we fitted an Eberspacher heater, extra cupboards and removed the rear seats to give more room, planning to sleep up top in the two roof bunks anyway. Originally a Land Rover 109 Carawagon was to join us, but in the end we were to go it alone. We read everything we could find on Iceland, sorted out a route, maps, insurance, passports and all the 1001 other things necessary for a trip like this. The final successful test was a greenlining trip in the snow covered Brecon Beacons whilst river levels were high, trying to simulate as much as possible conditions expected in Iceland. We were ready.

We left our Wirral home with an air of trepidation. As we were travelling alone, getting stranded or worse wasn't an option we were willing to contemplate. Our route was to take us all over Iceland including the Sprengisandur, Iceland's longest 4WD route, a desolate crossing running approx North/South with countless river crossings. In all we estimated we would drive about 2000 miles. Getting to Iceland was an adventure in itself, we chose the scenic route: Denmark, Faroe Islands then Seydisfjordur on Iceland's north east coast - longer may be, but quicker in time and anyway doesn't travel broaden the mind or something like that.

Denmark was very hot and I ended up with a touch of sunstroke. At the ferry terminal we were just one of many expedition equipped 4WD vehicles, Toyotas, a Dodge Power Wagon and trail bikes, along with a huge Unimog camper costing around £380,000 I jest not! No other Land Rovers though. We, or should I say I, got chatting to its Swiss computer company owners; he and his wife were off around the world for about 8 years, testing the vehicle out first in Iceland - hard life isn't it. On board the Norona bound for the Faeroes, we found ourselves in a cabin overlooking the bow, great views I thought, but a combination of sunstroke and rough seas meant I spent most of the voyage in the eerm little room... boats! give me a 4WD anyway.

A couple of groggy and sick bag days later, huge sea bird filled cliffs signalled the arrival at Thorshaven on the Faeroe islands. Our old 2A started instantly and in 4WD convoy all made their way to the nearby campground. We had two days before the ferry left, so we explored the islands; they were very similar to those equally beautiful islands up there on the west coast of our own bonny Scotland - Harris and Lewis or Skye, except of course they speak Danish. Leaving Thorshaven, the mist lifted to reveal once again those breathtaking cliffs; we sailed on past Streoy, Nolsoy then Vagar into the Atlantic. Two so, so rough days and many more sick bags later, I got the strength to join Helen, who'd typically been enjoying the voyage perfectly happily on her own. On deck as we came within sight of Iceland, snow covered mountains and the small port of Seydisfjordur greeted us... as did on docking a customs and £112 diesel tax, a one off payment based on the length of time of your stay and applied to diesels only. Having paid the tax, we found the diesel very cheap and we filled the Land Rover for about £15 including our jerry cans...the tax had been a bargain after all. *(Please note that this article was written a few years ago - Ed).*

We drove out of Seydisfjordur and the tarmac finished! Past the first of many waterfalls just trying to take it all in, it looked even more daunting than we thought it would. We made our way up the steepest of hills heading for Egilsstadir, which we couldn't pronounce either, so we christened it Fred Astir! Vying for a position at the fuel pumps, we were joined now by all the other 4WDs off the ship; we filled up with fuel, food and water etc.

The yellow knob went down, the freewheel hubs were locked and we were off into the most bizarre landscape on earth!

Unbelievably it was hot, in the 80's, not what we had expected at all, but as the Icelanders say "don't like the weather wait a bit", it wasn't to last. We were here at last and heading for the famous Askja crater, where we hoped to camp that night. The Dormobile picked its way through rock strewn lava choked rivers and lava fields with ease, the big 900 tyres spreading the



weight of the loaded Dormobile well on the softer ground. Some river crossings proved to be deep; I tested for depth in the murky water as much as possible before committing ourselves, but with anything like this you can never be sure. We did have our winch ground anchors and recovery gear, but how much use it would be in the soft ground is anyone's guess, we may end up burying that spare wheel yet.



At one point we were weighing up the pros and cons of a certain crossing when a huge Scania 4x4 tourist coach arrived. All on board seemed shocked to see a lone Land Rover out there "are you OK" asked the driver, "here follow me it's shallower here", he said in almost perfect English. This was our first meeting with Herti and was to set a precedent to the friendliness off the Icelanders. With Herti's help we got through ok and followed in his tracks until he camped about 20 miles short of our destination Askja. We drove on late into the night - with 24hrs daylight this wasn't a problem, the old 2a making good steady progress, excitement overriding tiredness on our part.

Next morning we left the Land Rover where it was; we had camped short of Askja the night before as deep snow barred the way, so on foot we walked the 5 miles or so past a recent lava flow and a stuck Toyota 4WD to the crater proper, glad to have remembered our wellies. Gasping we crested the lip of the crater and took our first look out across the eye opening 26 mile wide snow covered frozen lake which sits at the crater's base. If Askja looks big on TV it's utterly staggering in the flesh. I couldn't help thinking if it was at home it would be as wide as from Liverpool to Chester. Within Askja, sits its much smaller sibling Vitti (Hell in English) - a blue, hot, sulphurous and very smelly smaller crater that some swim in.

Back in the security of our little home on wheels we did what all Brit's do best, contemplated it all over a mug of tea. Next thing, two 4x4 coaches arrived, one of them driven by Herti. We chatted to both drivers about all things 4WD and Land Rovers in particular, Herti went on to say how Iceland not long ago had quite a lot of Series Land Rovers and Russian 4WDs, then the Jap vehicles came over. But Herti was pleased to say how Land Rover had made a comeback in recent years and looking round our old Dormobile he reckoned old rovers were proper 4x4's, "the best" vehicles you could actually use, not cars - preaching to the converted I thought. Both coach drivers suggested taking another route to save us retracing our steps, we all swapped addresses, said our goodbyes, and with all tourists on board they drove off into the distance (That Christmas we sent and received cards from both drivers and others met on our trip around Iceland).

Leaving Askja behind us and heading back to route 1, this track was totally different to the other, there where some river crossings, one particularly nasty one turning out to be bridged fortunately. The main obstacle was the soft power sapping sand. At some speed the 109 got



through it, almost turning over several times in the process, that tourquey diesel/900 tyre combination without doubt saving the day. Along the way we stopped and topped up the main fuel tank with our jerry cans, drank more tea and carried on - Herdubreid a huge flat-topped volcano in the distance, a constant companion.

“WOW, extremely dramatic, powerful waterfall with large canyon at its base, Well worth the visit”. This is a note taken from Helen’s diary about Dettifoss a huge waterfall and our campsite the night before we drove towards Lake Myvatn. The road was almost impassable in places, even though marked as suitable for cars. At Myvatn (midge lake in English), the Dormobile roof went up as we camped amongst giant rock crevasses miles long. Nervously, we climbed down into them to come across pools of boiling hot water and mud, once used for bathing by the Icelanders but now far too hot. Not far away were hot gurgling spitting mud pools stinking of sulphur and a small blue hot water lake, which was also within walking range. Name somewhere else with such a bizarre landscape, no cheating now, on this planet only please. Midge Lake didn’t live up to its reputation in one way though - very few midges, perhaps the thousands of water birds there had taken care of that for us? We met several people here as it was quite a touristy area, one of them was Peter Brown, a Londoner and maybe Iceland’s biggest fan, he had lost count of the number of times he had visited Iceland.

“We got drunk with 3 Germans, they gave us tea laced with schnapps, late start next morning” Yet another little gem from Helen’s diary and a reminder for us of the Midge Lake area. Whilst at Midge Lake, the Land Rover had a good shakedown: checking oil levels, nuts, springs etc it was standing up very well although the gearbox was leaking into the transfer box a bit more than usual (no change there, I hear you all say) and it had started jumping out of second gear on over run (again I hear the words, no change there), other than that though it was running really well. We hoped it would remain that way.

To me the main attraction of Iceland is being able to use a Land Rover as it was intended, in fact it must be one of the few places in Europe at least, that a vehicle like this isn’t a toy but a necessity, especially in winter. The Icelanders I’m sure take advantage of this and take every opportunity to use and modify their huge 4x4s to cope with Iceland’s exceptional terrain and environment. Here you can park up a vehicle like our 2a Dormobile on 900’s and feel as though you are normal, even under tired and conservative, everyone else seems to have huge suspension lifts, tyres to match and the perfect playground to use them in - sounds like I’m jealous doesn’t it ...I am.

We carried on to Godaffoss [fall of the gods in English] yet another spectacular horseshoe shaped waterfall set in a contrastingly green valley in the middle of nowhere. If this was in Britain the council would charge a fortune to see it, hot dog vans would cram next to ice-cream vans, but here it’s free, just part of Iceland’s surreal natural landscape. Whilst camped here a limestone late 2a station wagon like ours turned up, its Icelandic owner making us very welcome at his home. Curiosity had got the better of him, he wanted to know all about the Dormobile. He and his wife ran a pony trekking venture into the interior... more for the Christmas card list. *(To be continued)*

Wayne Potter

Wayne Potter runs a company called Landtreks Adventure Tours, based in the French Pyrenees. He offers year round day tours, tag along tours and escorted holidays. If you fancy a trip to France in your Land Rover why not check out www.landtreks.com or contact Wayne at info@landtreks.com

For those of you without computers who would like information, please contact the editor.



Built in Random Order *a follow up*

Reading Norman Smith's article "Built in Random Order", reminded me of my own investigations into the origins of Pilgrim, my 1959 LWB Station Wagon.



I initially went through the usual procedure of contacting Gaydon to purchase a Heritage Certificate. However, it all went pear shaped at the switchboard and I was connected with Eric Pagan, Chief Traceability Engineer at Land Rover – not that I minded as the result was two pages of details on Pilgrim on Land Rover headed paper.



Many months later, Phil Bashall of Dunsfold Land Rover put the Collection's Series 2 LWB Station Wagon on the market. This vehicle is chassis number one and was I suppose assumed to be the first built? I phoned Phil and asked for details, the vehicle was complete and in original, unrestored condition. This Landy also retained her original registration number.

Phil indicated that the vehicle drove and ran but required work.

The asking price was fairly high – no doubt influenced by the registration number. Phil had details of the build date and early history and I was surprised to learn that this vehicle was built two days after mine!

A month later an article appeared in LRO about the confusing build dates at Land Rover and invited readers with enquiries to contact Richard Brotherton at Gaydon Archive, which I did and the results were very surprising. Pilgrim is chassis number 161900004 and logically should have been the fourth vehicle produced, but after talking to Richard I have found that Pilgrim was actually the second vehicle to be completed on the 16th February, several days after chassis number 2, the true prototype and first production



vehicle. Land Rover were obviously sure that their new Station Wagon would live up to expectations as no non production prototypes appear to have been constructed. Chassis number 2, completed on 12th February 1959 took four days to complete, so presumably there was a steep learning curve in its erection, surprisingly once built, chassis number 2 was despatched to Rosslys of Newcastle on the 20th of February, with little fanfare.

Pilgrim followed number 2 into the despatch dept on the 16th February, complete with "Canadian Doors" which were single piece front doors. How they ended up on Pilgrim is a mystery. Phil Bashall confirmed that chassis number 1 has two-piece doors and there is nothing to suggest that this vehicle has had them swapped during its lifetime. This is even more odd when you consider that only two days separate their build dates. Chassis number 1 arrived in the despatch dept on the 18th February and according to Land Rover records was despatched to AG Wilson of Leeds on the 23rd of February. However, this vehicle was registered by land Rover with the Coventry letter code AC. Richard Brotherton suggested that it might have been driven to Leeds, presumably to see if any hidden vices emerged. I believe it went to its first owner that July, so Wilsons may have used it as a demonstrator.

So, if chassis number 2 was first, chassis number 4 was second and chassis number 1 was third, what happened to number 3? This was a prototype Military variant and emerged after a long gestation period on the 23rd April. It was eventually despatched to FVRDE Chertsey on the 14th May. Chassis numbers 5 through 12 were also Military vehicles, constructed between the 24th and 30th April, hanging around the factory until the 14th July when numbers 5 and 6 went to Central Vehicle Depot Feltham and 7 through to 12 to Irvine.

I hope this will inspire other members to check their Land Rover's build date. You never know you may be pleasantly surprised! Give Richard Brotherton a call on 01926 645076, after all, as he says, "that's what I'm here for". At the time of writing, the whereabouts of 161900002 is unknown - more than likely still rumbling around the northern hills.

Naturally, if any of you can enlighten me, I would love to hear from you. After all, Pilgrim remained anonymous until November 2003. Please don't hesitate to contact me on this or anything Station Wagons in general on 01508 530585.

Simon Thioux
Mem. 1495

Yorkshire Natter...

WE HAVE SOME QUITE EXPERIENCED GREEN LANE DRIVERS in the area now, anyone wanting to have a go, please get in touch & I'll organise some trips. There are lanes to suit even the shiniest restored Land Rovers and some more advanced ones as well.

With the possibility of snow being forecast this year, I'm hoping to organise a road-run into the dales in search of wintry conditions! Obviously, this may be a short-notice event, so please get in touch if you are interested & then I can phone around on the first sign of snowflakes!

Chris Scott



Fixture for working on Land Rover Front Swivel Hubs

I THOUGHT SOME MEMBERS might be interested in a "fixture" I made up when faced with the job of renewing the front swivels (chrome balls) on my 1961 Series 2. On reading the various workshop manuals etc it shows removal and replacement of the swivel assemblies and the seals by doing this on the axle in situ. On thinking about this, I thought it would be a lot easier (and cleaner) if this could be done in the workshop, on the bench.

With this in mind, I looked around my workshop and found a piece of scrap 2"x 2"x 1/4" angle iron, 12" long. I drilled two holes 13/32" diameter, pitched at 3 3/4" apart, to accept a 3/8" setscrews, 1 1/2" long. You need a good strong large vice (if you do much work on Land Rovers this goes without saying!) to hold the angle iron firmly. If needed, get someone to lift /hold the items, as these swivel hubs are HEAVY.

You can see from the photos how I bolted the chrome ball onto the angle iron by picking up on two of the holes drilled beside each other. You can fit the hub to the ball and fit/adjust the top trunion with shims to give the correct pre-load (I have drilled the top trunion for a grease nipple).

After you have shimmed/adjusted the trunion, you can remove the assembly from the fixture, place it face down on the bench and fit the seal ring to the chrome ball. This way you can ensure that all is clean and seated correctly. I then remounted the assembly onto the fixture and tried it from "lock to lock".

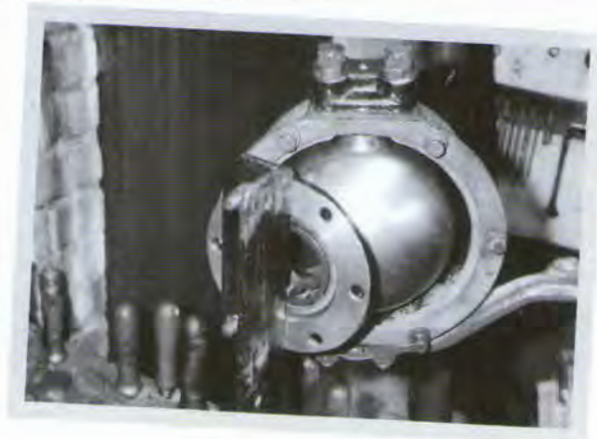
I've fitted leather "boots" on mine and I found that I could do this by removing two of the seal securing backing ring screws, side by side at a time, fit the boot and its alloy backing split ring, replacing the screws and so on, until you have worked around the whole ring. The alloy ring is flexible enough for it to be sprung slightly to remove/replace the six screws. I also found it easier to fit the six bolts that hold the chrome ball onto the axle BEFORE you offer the assembly up to the axle. It goes without saying that all screw threads were cleaned/copper greased before assembly.

In my opinion the main benefits of this method are:

- 1) Ease of working for very little outlay*
- 2) Clean assembly of all components*
- 3) Trial/inspection of the assembly before it is put back on the axle*
- 4) Savings on your back or temper!*

The following photos show the work carried out as it progressed:

1. A view of the swivel head chrome ball, mounted onto the angle iron fixture, which is held firmly in the vice.





2. Another view showing how the chrome ball is mounted in holes "off centre"



3. A view of the fixture



4. A different view of the fixture



5. This shows the hub under the process of adjusting the top trunion shims. Notice the "torque wrench" I am using. It is a spring balance, which is used to check the trigger pull offs on rifles. Note also that the top trunion has been drilled and fitted with a grease/ oil nipple (I have a dedicated grease gun filled with Land Rover "one Shot" grease for these swivel trunions)



6. This is another view of the hub, I always clean out/ tap out (if necessary), any screwed holes so that all the screws fit without any problems.



8. When fitting the leather boots to my swivels, I found that you could fit the swivel seat first, tensioning up the six screws that hold the metal backing ring. It is then possible to remove two of the screws at a time, starting at the top of the housing, as I have done and fit the leather boot and its alloy backing ring. With care, you can slightly "spring" this ring up to remove the next screw along, refitting this screw through the

alloy backing ring, leather boot, steel seal backing ring and then into the tapped hole in the swivel hub, and so on until all six screws have been removed/ refitted and tensioned.

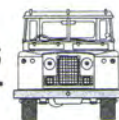
7. Fitting the swivel seal. This is easy to do, with the hub laid face down on the bench. No fear of knocking any mud off from under the wing and getting into the hub assembly (even if you have jetted it before hand, some always seems to remain). Notice how the securing screws that hold the metal backing ring for the seal have been smeared with copper grease.



9. The finished assembly, all laced up ready to refit onto the axle. In this position you can try it from "lock to lock" to ensure all is correct. I found it was easier to fit the Jubilee clip to secure the leather boot onto the chrome ball, at this stage. Although not shown on the photo, you can now fit the six set bolts that secure the swivel assembly to the axle. Under one of these sets bolts should be fitted the small "L" shaped lock stop, which lines up with the centre seal securing screw (look on the photo, you can see this screw, with its locknut above and to the right of the white lacing of the leather boot). Don't forget to copper grease all set screws and set bolts before fitting.



Charles Quinn,
Grimsby N.E. Lincs



News from Cymru...

THE FIRST EVENT OF THE YEAR for the Cymru area was the steam show held at Abergavenny Park. Three Cymru members were joined by members from Bristol, West Midlands, Derbyshire, Reading and Severn Valley – many thanks to all who attended.



"The beautiful Brecon Beacons"



"The Line Up"

Next came Cyfarthfa Castle at Merthyr, a very pleasant local-ish classic car show. Only 2 area members and my friend in his Model T Ford joined the road run to the showground. The weather was very warm; it was the sort of day to just wander about the auto jumble and the grounds taking in the show with an ice cream (try using a wheelchair and eating an ice cream at the same time!). After the show we decided to return via the top of the Brecon Beacons – not necessarily our wisest move considering the age of Pete's Model T and the cooling problems with Franky! Knowing all the watercourses would be dry and having used all our water brewing cuppas at the show it made for an interesting journey. There was no mobile phone signal and no phone boxes (removed by park management), I'll let you fill in the rest of the story... we got home very late, but we'd had a great day.

The August bank holiday saw a few area members attending the Blaenovan and Pontypool Transport Rally; they were joined by Neil Burke and family from the Severn Valley area. Unfortunately the Club stand at the Steam Fair at Rhondda Heritage Park had to be cancelled as only one member wished to attend. I'm hoping that more of you will show an interest in these shows next year. If you have any ideas let me know.

In the meantime, I hope you all have a great Christmas and please keep in touch.

Rob Hancock.



Introducing our New Organiser for the South West...

Hello,

Let me bring you some news of goings on from the area of ohhh's, arr's and combine harvesters. As you may know, this area has been organiser-less for some time... BUT this is going to change, as the south west region now has a new area organiser... ME!

Now a little introduction:

My name is Rowan Gay and I'm only 20 years old (so really a wee baby still) and probably one of the younger area organisers! I'm currently in my second year of a BA Hons in Education Studies. My interest in the Series 2 really comes from my dad. I have always had fond memories of going about in the back of his 1969 late 2A 2.25 diesel, full soft top with bronze green paint, with a fairly capstan and overdrive. The registration was PDV 467G and he sold it in 1990, is it still out there? So, thanks to dad I spent my whole childhood wanting a Landy and when a chance to have a clapped out terminally rusty 2A arose, I jumped at it.

This was to become a 3-year rebuild and as you read the project should be finished or very close to being so. "Jemima", my 2A, has had a new chassis, new wiring, and a rebuilt bulkhead. She is a 1971 2A SWB station wagon with a 2.25 petrol engine. If that wasn't enough, I'm also the co-owner of 'Baker' the Devon tow truck. You might have read in previous issues of B2L how my mate Nat and I have put her back on the road. She is a 1970 LWB IIA with a 2.6 6 Cyl petrol engine.

With two Landies (well one and a half) I must be certifiable as a complete Landy nut! Oh, I forgot to mention the fact that I'm also a member of Cornwall and Devon Land Rover Club. So I spend many a weekend driving at RTV trials and marshalling at CCV and Comp safaris. Do you think I'm mad enough to be here? I've a large enthusiasm for the Land Rover, especially the Series 2 – IMHO the best of all worlds. For those who inhabit, sorry, visit the Club forum, I can be found under the user name **Devon2a**.

More recently, the south west has been rather quiet, some have asked, "What's going on?" Well, I hope to change things by organising a few shows in our area and also by trying to have more regular pub meets in a more central location. And you the members in the SW area can also help. If you feel that you can give any helpful suggestions into how YOU would like YOUR area to be run do please give me a call and we can have a chat. I'd welcome any input by any of you.

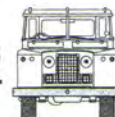
Rowan Gay

(South West Organiser)

Telephone number: 07762 041022



*Jason Gottlieb's 1967 2A in
the Adirondacks Nr Lake
Placid, I see the croc was wise
and didn't take the trainers!!*



Foxy goes to France (but nearly doesn't make it!)

Bon jour mon amis...

A French virtual Land Rover club decided to hold a real event, a meeting for their on-line members. The club is "le Temps des Series" and the event has now become an annual affair. The second was meeting held in the grounds of the chateau at Bannegon, central France over the weekend 24 & 25th September 2005. Several intrepid Series 2 Club members expressed an interest in going this year, but come the day, for various reasons, I was the only one aboard as the boat set sail to France.

The plan was to catch the early ferry from Dover to Boulogne and drive down to Bannegon in the day (555 km), using the autoroutes, but avoiding Paris. This was not such an ambitious plan – my vehicle has a WET (Wrong Engine Transplant) engine and is more than capable of sustaining motorway speeds (110 km) for long periods at around 30 mpg! I was driving solo, as no one else at Wittsend Towers fancied a weekend trip to France.

The ferry crossing was uneventful, lots of room on the boat and this seems a good time to travel as all the kids are back at school. Landing in France and driving off the ferry ramp I lost drive, the engine was running but we were going nowhere. A quick check of all the gear levers showed that I had a problem. One of the rear half shafts had failed (or worse). I had to dismount and engage the FWHs. Much to the relief of the French army guarding the port, they weren't called into pushing action. And so we drove on with the yellow knob pushed down, on just the front axle. Normally not a problem, but lazy me hadn't got round to replacing one very worn UJ joint in the front prop. Accelerating up to a speed of 50 mph there was a horrible
graunching noise
coming from the front
of Foxy. At 55mph and
above this disappeared,
so I carried on down to
Bannegon. At this point
I should say I had very
good breakdown
insurance cover from
the CSMA. But I was
hoping to make the
camp site before a
terminal breakdown. I
duly arrived at 6.15pm
and there was still
some daylight left to
set up camp



My plan for the weekend was to somehow get the good bits from the rear prop and fit them to the front so I could get home. Amazingly our French host found 2 sets of rear half shafts within minutes of me arriving! The next few hours were spent taking the diff out and removing the broken end of the half shaft. This involved the only



known use of a bent tent peg. Fortunately, I had a whole bag of them. Diff replaced, having satisfied myself that all the bits of metal were accounted for, it was time to join the party. The organisers had decided that folks should bring with them a sample of food and drink from their region. Quite sensibly they neglected to tell me this, presumably they knew that English regional delicacies like fish & chips and gravy don't travel well! Anyway, some time was spent sampling the goodies and then it was off to bed after a long day.

Saturday, I was up early courtesy of the local rooster and I set to doing a full English breakfast. Suitably fortified, I completed my repairs much to the amusement of the others who were taking a more leisurely breakfast of coffee & croissants. An inspired use of 2 picnic plates saw 2 drive flange gaskets made, these fitted, half shafts home and the job was finished. A short test drive showed that I had rear wheel drive again. Foxy was filled up with fresh EP90 (something I had remembered to bring) and we were ready for action. By lunch time everyone had arrived and booked in. There was a buffet lunch with fine wines and a speech from the mayor of Bannegon. After lunch was the 'ballard'. I thought this was going to be a sing-song round the camp fire, but apparently it means a green lane trip in French! The sight of nearly 80 Land Rovers driving in convoy was something to see. There is a law restricting vehicle convoys to 20, but nobody takes any notice. The people on the route had been pre-warned that some old Land Rovers would be passing through their villages. But in the villages all the locals were out waving us on (flags and things, not rude signs) with the Police etc. holding the traffic back where we crossed the main roads. In contrast to the scene here in the UK, where the police & army would be called out to get rid of such a parade!



"The ballard"



Eventually they found some real green lanes and they drive them differently over there. It was quite a job keeping up as we were going almost at comp safari pace. The ground was limestone and it had not rained for days. The dust was thick and went everywhere. At some point my oil cooler sprang a leak. But we did cross one decent ford which helped to wash most of the dust off. Back at camp the oil cooler was quickly bypassed and the sump topped up. One result of skimming over the bumps and ruts at speed was that it seems that my troublesome rear shocks (cause of an MOT problem just before I left home) didn't seem to be doing much. Much comparing and rocking of similar Landies to Foxy seemed to bear this out. The best set up there seemed to be 1 ton front shocks on parabolic springs (which I have). So that is something to investigate further. Certainly the two Landies so fitted seem to have a better ride than mine.

The highlight of the meeting was dinner on Saturday night. In fact, I suspect the whole point of the rally was to have a decent meal – the French take these things very seriously. The chateau, dating back to the 14th century, still had one of the few remaining original roasting pits in the kitchens. Here they were cooking steaks on a wood fire for our meal. It took quite a few hours to complete dinner and from what I can remember it was right tasty.



Something a 'little bit different'

Sunday saw another early start (that rooster has to go) and after breakfast we all went down to a local farm to go off-roading. The organisers had been up early setting out some trial type sections for us to have a go at. Some had never done this before and needed help with the red lever and crash (sic) courses in hill decent techniques. All good fun, with everyone cheering every attempt (successful or not). On one 'freelance' section up a steep incline through the trees, I 'lost' my silencer on a tree stump. My spotter and I were too busy looking at the tree on the other side getting closer! Anyway some conveniently placed fence wire had it all fixed and now I suppose I'll have to think of a better exhaust solution for the Prima engine.

Some final speeches and prize giving took place after lunch with Foxy and I winning the award for the furthest travelled (885 km) which considering there were vehicles from Spain



and Switzerland was quite pleasing. People then started to break camp and make their way home. Then the rain came and set in for the rest of the afternoon which was spent fixing a LWB rear prop and eating cheese. The ferry was booked for Monday evening so we were staying for one more night. Up for an early start – that rooster was actually quite handy, the trip back to Boulogne was a little more relaxed. I was able to stop for a proper French lunch and do some shopping, picking up one of those “2 second tents”. No more frustrating hours of messing with elasticated poles that won’t go down the right hole for me next season. The only slight problem was the clutch was starting to slip at high speed. I think I over did it a bit on the off-roading course and I have a long standing problem with the rear crank oil seal on the Prima.

Still, we made it back on time and so on to Norfolk...

As with all adventures there are lessons to be learnt.

Good vehicle preparation.

Take a decent supply of spare parts. You can’t take everything but the more likely things to break should be covered. A good assortment of tools, including a jack. Some of you will know I was looking for a spare wheel. Found one, but forgot to take a jack! You will need plenty of EP90. Oil in France is about half the cost of it here in the UK, but EP90 GL4 spec is hard to find.

Driving in France (on the right hand side of the road) is not hard. Their motorways tend not to be anything like as busy as ours. Traffic around the towns is busy and just as congested as ours, at times. What they don’t seem to do is tailgate. Signposting is excellent, but you need to know the next town and road number on your route. Discipline on the motorways was good and driving quite relaxing (if you count driving with ear defenders on all the time). There is no reason why any roadworthy and properly prepared Series 2 should not make a similar trip to Europe.

Overall the distance covered was 1,117 miles using 36.5 gallons of diesel at 30.5 mpg, which is not bad considering the overall speed on the motorways.

I booked online with Speedferries (www.speedferries.com), it was £25 one way with a standard car plus 5 passengers. A standard car is anything under 1.85 m and because Foxy is on parabolic springs and 235 Rs that’s about 1” over the limit. Rather than let some air out of the tyres I paid the extra for the bigger vehicle. I think I should have ‘negotiated’ with them at Dover and saved some cash...but the actual ferry service is very good and to be recommended.

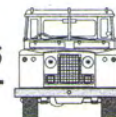
So who’s going next year?

If we do have an English contingent, to get the most from the trip an extra day to travel out and back again would be best. Then we could see some more of the French countryside, the journey wouldn’t be so rushed or so punishing on the vehicles. The members of Le temps du Series will be pleased to see you and you can be sure of a warm welcome.

Thanks to Antoine, Jérôme & Bruno of the Le temps du Series club for organising the rally and looking after us...

Jusqu' à la prochaine fois, au revoir.

Alan Jones



Events Calendar 2006

| | | | |
|-------------------|---|--|---------------------------------|
| February 26th | National Green Land Day ALL AREAS. | Contact your area organiser | nil |
| April 1st | The Old Sodbury Sortout Landrover Autojumble, Newbury Showground, Berkshire. | | £5/person buyers £15 sellers |
| April 8th - 9th | The Guinness World Record Longest Land Rover Procession. Towcester Racecourse, Northants | Tom McGuigan 01406 493144 07958 216266 | £15/vehicle |
| April 29th - 30th | LRM Heritage Motor Centre, Gaydon, Warwickshire. | | Costs & Details TBC |
| May 13th - 14th | Land Rover Spring Adventure, Driffield, Yorkshire | Mick Outhwaite shows@series2club.co.uk | Costs & Details TBC |
| May 26th - 29th | ALRC National Rally, Manby, Lincolnshire. | | Costs & Details TBC |
| June 10th - 11th | LRW Show. Eastnor Castle, Ledbury, Herefordshire. | Mick Outhwaite shows@series2club.co.uk | Costs & Details TBC |
| June 10th - 11th | 10th East Anglian Off Road & Outdoor Show, National Construction College, Bircham Newton, North Norfolk. | | Costs & Details TBC |
| July 21th - 23rd | LRe Show 2006, Billing Aquadrome, Northampton | | Costs & Details TBC |
| Aug 11th - 13th | The Series 2 Club International Rally 2006, Coney Green Stourport-on-Severn, Worcs. | Mick Outhwaite shows@series2club.co.uk | Costs & Details TBC |
| Aug 26th - 27th | LRO Show 2006, Three Counties Showground, Malvern, Worcestershire. | Mick Outhwaite shows@series2club.co.uk | Costs & Details TBC |
| Sept 9th - 10th | The Dunsfold Collection, Open Weekend, Dunsfold, Surrey. | | Costs & Details TBC |
| Sept 9th - 10th | Land Rover Fest, Peterborough | Mick Outhwaite shows@series2club.co.uk | Costs & Details TBC |
| Oct 1st | London to Brighton Land Rover Run, Crystal Palace, London | | Costs & Details TBC |



Footman James & Company Ltd Vehicle Insurance Discount!



WE HAVE NOW ARRANGED a 'Discounted Insurance Scheme' with Footman James & Co Ltd, which applies to all new policies and existing policy renewals that Series 2 Club members take out with them. (Check out their Advert)

They offer S2C members up to a total of 25% off all insurance placed with them via this scheme. The individual discounts per policy are as follows ...

- | | |
|--------------------------------------|--------------|
| • Classic Vehicle Insurance | 10% discount |
| • Motor Car Insurance (non Classic) | 5% discount |
| • Classic Motorcycle Insurance | 10% discount |
| • Motorcycle Insurance (non Classic) | 5% discount |
| • Kit Car Insurance | 10% discount |
| • Buildings Insurance | 5% discount |
| • Home Contents Insurance | 5% discount |

- Club Scheme Code – LRS2 (please quote this to ensure the relevant discount is applied)

Series 2 Club Membership is a requirement for all the above schemes and you will be asked for your Club Membership Number when you enquire.

All 'Classic' policies are issued on Comprehensive cover only and 'Multi Vehicle' policies are available (subject to an underwriting criteria). Unlimited/Limited Mileage policies, UK and European/Accident Recovery (with no vehicle age restriction) and European Travel Cover up to 35 days per insurance year are available. They offer the option to insure other vehicles of a 'Classic Nature' under one policy and you will still get the same policy benefits, this scheme will not be restricted to Land Rover's only, i.e. they will insure whatever other 'Classic' vehicles our members have under the same policy. They also offer enhanced Personal Accident benefits, which include personal injury arising from 'Road Rage' incidents.

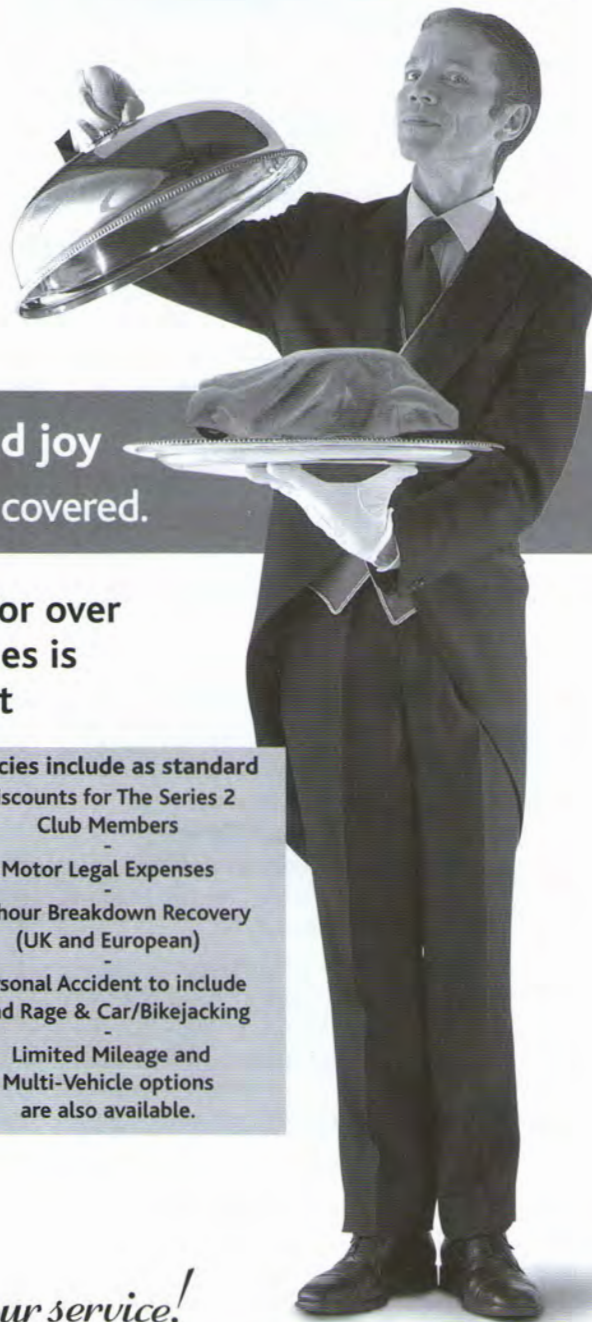
They have arranged a unique telephone number for S2C members to contact them on,

- | | |
|----------------------------------|-----------------------------------|
| <i>which is:</i> | 0845 223 6146 |
| <i>Or you can email them on:</i> | ccsales@footmanjames.co.uk |
| <i>Remember to quote:</i> | Club Scheme Code – 'LRS2' |

Norman Smith
Historical Records & Database Officer



The Series 2 Club



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Questions & Answers

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

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

HERE WE ARE AGAIN. The nights are drawing in and the weather is turning cold, so don't forget the antifreeze! You might notice this month things are a little quieter. I've not had as many questions recently and there's a chance I won't have anything for the next issue. If you have a question, you know where I am, so please don't hesitate to ask. In the mean time, there's a little something at the end I hope you will find useful.

This time there's something a little different to begin with. After all, it's not just Series 2 owners who need a little help.

Q I have a Series One Land Rover which has the original chassis number identifying it as Sep 1955. The engine would appear to be a later version of the 2 litre as its engine number is 170900***. The Calvin search function on your web site returns a diesel engine from 1959 which cannot be the case as the diesel is physically different.

I understand that the 1997 cc petrol engine was fitted to the series 2 SWB vehicle for the first few months of production. Is the Club in possession of the engine numbers used during that run?

Alyn Fendley (via Email)

A The numbering on the Series 2 (1958-1961) is very simple. The 2 litre petrols (1958 model SWB only) all started 141 and the 2.25 petrols start 151. The diesels start 146 or 156 depending on what wheelbase they were fitted to. So that confirms your engine is not a Series 2 engine of any description. From my records I cannot find a reference to 1709 series of numbers anywhere, even amongst saloon car engines, so I suspect that the number you've got here is not quite right. The closest I can find is the series starting 1706, which first appeared part way through the 1955 model year. This would tie up pretty well with your September '55 Land Rover as this would be either a very late '55 model 86" or 107" or a very early 1956 model 88" or 109" or 107" station wagon. I have no idea where Calvin got that information to it being a 1959. Well, actually I can guess it tried to decode it and took the fourth digit (9) to be the model.

Q As the completion date for my 1961 Series 2 109" truck cab draws nearer, the question of what best tyres to fit is being pondered. The vehicle will be returning to it's previous recovery fitting out and this naturally includes the Harvey Frost crane. Your advice would be much appreciated. The former 750x16 crossply all need to be replaced so there is the option to fit Radial tyres if these will improve the drive. All the wheels have been shot blasted and painted with a two pack for durability.

Andrew Orchard (via Email)

A I would suggest sticking with the 7.50x16 size for simplicity. Fortunately you have several options. If you want something that looks and sounds authentic there are a few crossply tyres out there, such as the Deestone UltraGrip. This is one of several clones of a 60s Goodyear pattern and performs reasonably well on the road, and is truly excellent off road. However, as you would expect, it's noisy and has the usual crossply characteristic tendency of wandering at speed. Tyres like these will be around the £50 mark each.

If you want something more modern there are several 7.50R16 radial tyres out there, including the Avon Rangemaster that is still available as an option on the current Defender. This is a general purpose tyre that performs well both on and off road and has excellent manners on road. There are also a couple of Michelin and Goodyear radials used by the military that would do the job as well, but they are getting harder to find. These tyres are usually around £60-£100 each depending on which you go for.

For the ultimate in long life and exceptional road



manners you could choose a light truck tyre like the Michelin XZY (if you can find it). Off road it will struggle with more than fairly gentle terrain as you would expect, but on road it is truly excellent. The grip is phenomenal and they are excellent in the wet, but ruts on the motorway still upset them, however, I don't think I've found a vehicle yet that is not affected by those ruts! Best of all these tyres simply don't wear down. I've got a set that has covered around 6000 miles in my possession and they are showing no visible signs of having worn. Unfortunately, there is a price to pay for this, and it's a big one. Expect these to set you back in the region of £200 per tyre. I was fortunate enough to pick mine up second hand at a good price.

If you would rather look at the more plentiful modern sizes you are looking at the 235/85R16 as the nearest modern equivalent, but these are really too wide for the standard LWB rim. To use these you will need a set of Defender 130 (or forward control) rims or 8 spokes, but something tells me these would not quite suit your restoration.

Q Hello, I am trying to get my Series 2's face right and I have two questions you may be able to help me with.

The first concerns the brackets for the air vents. Mine are the older (?) type that fasten onto the vent and are not simply welded on. Should these have been painted the same colour as the vent or were they left galvanised? It may sound petty but it would make a difference to her looking right.

The second concerns the Land Rover badge on the front. For some reason this was never there but what should be the address on it. The one on the back says Solihull, Birmingham and not Warwickshire. The LR is a 1959 2L diesel. Which badge should I be looking out for?

Thanks in advance
Martin Frost (via Email)

A On a 1959 Series 2 the brackets that hold the vent flaps should be painted body coloured. They are not actually galvanised, just painted steel. At the factory they were painted after being fitted so the screw heads should also be body coloured. The badges would also be the earlier Birmingham type as formerly used on the Series 1 and not the Solihull, Warwickshire ones used from 1960. Unfortunately these are getting scarce and can sometimes fetch a high price, but as yours is one of the last to have the Birmingham badge you could find a cheaper pair of Solihull ones and use those until you can get hold of a pair of Birmingham ones at a reasonable price.

Q Hi, Just bought an old 11A last weekend. Been a series 111 man til now. May I ask you a couple of questions please? Looking at your

club photos I notice some sidelights and indicators are up and down, some are side by side. Does this depend on age? What bonnet should be on a 1967 11A, rounded or razor. I notice your photos have both. Also mine has toggle clips on bonnet, should it have?

Many thanks if you can answer these.

Gwyn Comley (via email)

A The indicator position is dependent on two things. First, whether they were factory, dealer or DIY fitments. If they were factory they are horizontal with the indicator outermost. If they are dealer or DIY fit, they will mostly be as factory fit, but now and again you find a slightly odd arrangement, such as sidelight outboard, or the lights vertical, or even the indicators in a totally different place like the bottom of the wing! The second factor is whether they were civilian or military vehicles. Whilst civilian vehicles are as I've already described, all military variants had the indicators and sidelights mounted in a vertical stack with the indicators on top. This was to allow a narrow 3 row number plate to be used instead of the square one fitted to civvy vehicles. Age actually has little to do with it, except that the newer the vehicle the less likely it is to have an odd DIY or dealer fit arrangement as more and more vehicles had indicators fitted at the factory. In fact, from 1967 indicators became standard fit and all vehicles had them factory fitted.

The bonnet type depends on a couple of things. The wheelbase and what body type is fitted. Short wheelbase utility models (i.e. everything except station wagons) had the razor edge bonnet whilst all long wheelbase and all station wagons had the rounded 'deluxe' bonnet.

I'm guessing your Land Rover has vertical lights at the front as well as the toggle clips on the bonnet by your questions. These are an indication your Land Rover may be ex-military. There are some other clues to look for, such as the military towing sockets on the rear of the tub. Being a 1967 it would be fitted with the common NATO socket (fairly small with a push on rubber cap), but it might still have had the earlier 'Warner' socket, a large socket with a screw on alloy cover usually mounted on the left as viewed from behind. Other clues to a military past include twin tanks with underseat fillers (although having a single tank with a side fill is not proof it was civilian), a 6 position 'convoy' light switch instead of the usual three position switch and most obviously the military plate screwed onto the seat box. If it is a 1967 military 88" 2A then it's actually quite a rare beast as only a handful were built before the Lightweight took over in 1969. If you have any photos I'd be very pleased to see them.



Technical Info In Brief

Here are a few little details that might help next time you service your Land Rover. Please note these settings are for standard production engines. If you have a modified engine please contact the company that supplied the modified parts for advice on setting the engine up.

Ignition timing (static for 90-95 octane fuel).

| | |
|--------------------|---------|
| 2 litre | 10°BTDC |
| 2.25 litre 7:1CR | 6°BTDC |
| 2.25 litre 8:1 CR | TDC |
| 2.6 litre 7:1 CR | 2°BTDC |
| 2.6 litre 7.8:1 CR | 2°ATDC |

To determine the compression ratio.

2.25 petrol – look at the cylinder head next to the carburettor. If there is a raised boss adjacent to the cylinder head bolt, look for a number stamped into it (it might be quite faint). If the number is an 8 the engine is 8:1CR. If the number is a 7, there is no number, or there is no boss the engine is 7:1CR

2.6 petrol – look at the engine number. If it starts 345 the engine is 7.8:1CR. If the number starts 346 the engine is 7:1 CR. Details for forward control 2.6 engines not currently available.

Valve Clearances (hot or cold unless otherwise stated)

| | | |
|-----------------------|---------|------------|
| 2 litre petrol | inlet | 0.010” hot |
| | exhaust | 0.012” |
| 2 litre diesel | inlet | 0.010” |
| | exhaust | 0.010” |
| 2.25 petrol or diesel | inlet | 0.010” |
| | exhaust | 0.010” |
| 2.6 litre petrol | inlet | 0.006” hot |
| | exhaust | 0.010” |

Metric equivalents

| |
|------------------|
| 0.006” = 0.15mm |
| 0.010” = 0.25mm |
| 0.012” = 0.030mm |

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 director's nor Officers will accept liability for any loss or injury you suffer after reading the advice given.

A member writes...

Let Me Know?

Some of you may know that whilst I was in my wheelchair after my accident, I tried to buy some Metrinch tools and was disappointed that I could not buy the tools I wanted from either a shop or on the net. The end result of this has been forming my own Company to sell tools that are becoming hard to find. The Imperial Tool Company Ltd was formed 2 years ago and I am slowly (with lots of help) developing the online shop. My aim is to constantly add rare tools and equipment that are still available and to manufacture tools that are not available.

Our latest additions are capstan ropes. We stock two types of rope, Synthetic and Manila. I have the Fairey Winch specification for Synthetic rope and we stock the closest currently manufactured rope. This is expensive rope and normally retails at £6p/m. What I do not have (and would like to find out) is an official specification for natural rope to be used with Land Rover Capstan Winches. From talking to members of the Club, I think the correct rope is 3/4” (20mm) Manila rope, as this is the strongest natural rope. I've had this rope imported and we are selling it in 90ft lengths. Why 90ft? Simple, I cut the rope in to 8 equal lengths.

Please can anyone with information on capstans get in touch? Also, could members let me know of tools and equipment that they find hard to get hold of and I will do my best to source them?

I can be contacted at **The Imperial Tool Company Ltd** on 08707 605163 or through the website www.imperialtools.co.uk.

Mick Outhwaite.



How to use the Starting-Handle

NOW WINTER IS APPROACHING its time to get some practice in with that 'bent bar' we carry, ready for those cold mornings after you left the headlights on all night. The following procedure works well on the 2,286cc 4 cylinder petrol engines, not so sure on others and rumour has it that you need 'Ian Rumsey' on it to start a diesel lump.

1. Put the starting-handle through the slot in the front bumper.
2. Pump the accelerator pedal a couple of times to pump some fuel into the manifold. (Don't overdo it.)
3. Ensure the handbrake is on and the main gear lever is in neutral.
4. Pull the choke out to wherever you normally position it for a cold start.
5. Turn the ignition ON.
6. Engage the starting-handle with the dog on the crankshaft and pull the engine around slowly until you're up against the beginning of a compression stroke with the starting-handle on the way up. You need to get the handle in the '9 o'clock' position or thereabouts. You may have to go through one or two compression strokes to get it in the correct position.
7. Cup your hand and hold the starting-handle from below. DO NOT wrap your fingers around the handle and keep your thumb well out of the way.
8. Take a deep breath, brace yourself, and pull straight up on the handle as hard and as fast as you can. The faster the better. Let go of the handle when you get to the top of the pull. You will pull the engine through one compression stroke. If all the conditions are right, the engine will fire. YOU WILL NOT be able to keep going and pull the crank through another compression stroke, so don't try.
9. Assuming the engine fires, the starting-handle will disengage due to the configuration of the starting dog on the crankshaft pulley. The engine may be running very slowly, and depending on how you've set the choke, could be on the verge of dying.
10. Adjust the choke to get the engine running smoothly.
11. Remove the starting-handle from the slot in the front bumper.
12. If the engine doesn't fire, re-engage the starting-handle and pull the engine around until you're at the beginning of another compression stroke with the handle on the way up and try again. If you try this a few times with no results, make sure the ignition is ON. You could also try pulling the choke out a little more and/or pumping the throttle another time or two (but not so much as to flood the engine).

Remember... You can easily strain something (back, arm, neck, etc.) because of the very sudden hard pull you have to give the handle, so please take it very steady.

Norman Smith



National Green Lane Day 30th October 2005

IT WAS 6.10AM ON THE SUNDAY MORNING when Dave woke me up to see if we were going Green Laning with the West Midlands clan as pre-arranged. Dave and I had been working the night before with our disco and karaoke and didn't fall into bed until around 2.30am, so we were both tired. The weather looked wet and dull and my bed was lovely and cosy. The kids had slept at their Granddads the night before and we'd told them that if we were going we'd ring them to tell them to get up. Having decided not to go and to chill at home instead, the phone rang at 7:10am, it was our eldest daughter Sammy, "we're ready Dad, are we going." What could we do? Within 30 minutes I'd got ready and prepared a picnic, whilst Dave went and fetched the kids so we could meet the clan at 8.30 as arranged.

Off we went in our 1958 Series 2V8, which by the way is bright yellow with black paw prints and is called Poshpaws. We met the clan at Stourton, near to where the old Stewpony pub used to be, from there we went to Bridgnorth to meet the rest that were coming. Our group of six Land Rovers then moved on to Much Wenlock, where we were able to fill up with fuel. Now we were ready to tackle our first lane. We've never been Greenlaning before and had no idea what to expect.

The first lane wasn't too bad but was good fun! The second lane was a bit rougher and I especially enjoyed crossing the river. The drive to the third lane was quite long and this time the





lane was a lot narrower, there were a lot of trees to get through and we had to cross the river again. This lane was a lot rougher, the more we were getting through around the Land Rover the funnier I found it. By now Sammy wanted wee wees and at the age of eleven she was adamant she was not going in the bush! All I could tell her was she was going to have to wait.

On lane four Nick, one of the other drivers, got stuck and Poshpaws had to come to the rescue! We decided as a team that we would keep towing Nick a bit further forward, but then we saw Andy in front giving it some to get through a deep water hole, mud flying every where! Still towing Nick, all we could do was try and go for it! We'd got half way through the water hole when Poshpaws died. Dave felt like Captain of the Titanic, going down with his sinking ship. The electrics had got wet, but John and Paul came to the rescue and managed to dry them off with a towel. By this time a wave of panic was going through my head and all Sammy was going on about was being desperate for a wee, all the bumps that we had been through had just made her worse. Suddenly Poshpaws started but we were well and truly stuck. With plenty of welly and Andy in front towing us we were able to shift. I just squealed with excitement at the fun of all this going on! We then decided to get to Craven Arms where we all had tea, something to eat and of course TOILET!

Fully, revitalized, we headed over the Long Mynd. The views were spectacular! There was one part where Poshpaws was virtually on her side as we were driving - it was brilliant! It beats any Rollercoaster ride!

Unfortunately the day had to come to an end, especially as the nights have drawn in with the clocks going back! We all had one last stop to have a look at the beautiful views that we had travelled over through the day and watched the sun setting. We were absolutely shattered when we returned home, but so glad that Sammy had phoned us to go out. We had a brilliant day out and can't wait to go again!

We have only been members for a couple of months, and we would like to thank Paul and Jill Stevens, our Area representatives for making us so welcome into the Club and giving us a most enjoyable first day out with them. We look forward to many more!

Dave and Tracy Carpenter

Members: 1869

Andy Read provides us with a photo from this enjoyable day out - take a look at the inside cover - Ed.



John Eastwood takes 'Nog' off the beaten track



Development of One Ton 109 Landrovers

IN 1962 THE LAND ROVER COMPANY first unveiled its forward control model. This vehicle was developed to meet demands for increased payload capacity and off-road load carrying performance. Rather than design an entirely new machine, Land Rover modified the existing long wheelbase chassis to have a sub frame mounted above the chassis rails to carry the truck like body. Some body components were shared with the normal control model, but the vehicle had a very different appearance to the conventional Land Rover. Technologically, the vehicle used the same engines as the other models, but had a much lower ratio transfer box. Early Ila models had Rover axles, but later ones went over to ENV axles. The tyres were 900x16 size and the wheels had an increased offset to fit.

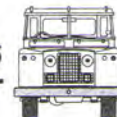


At around the same time, Land Rover was developing a number of vehicles for both military and civilian specialist applications. Some military models had gained extended spring hangers and reinforced chassis frame, using similar components to the forward control. The earliest example of this was the APGP amphibious Land Rover 109. They were also developing modifications such as lift platforms on the back of 109s, fire engines, ambulances and a wide spectrum of other modifications. The problem was that the chassis and suspension of the conventional long wheelbase was stretched to the limit by the time these modifications had been carried out and the conventional four cylinder engines were often underpowered by the time the specialist bodywork had been fitted. Of course, the forward control could fulfill some of these roles, but was often too big for some applications.

In time, the Ila forward control was found wanting in performance, it was underpowered and was found to be unstable in some circumstances, so a much improved version, the I Ib was produced. This had a wider track, a rear axle mounted under the springs and a host of other minor improvements. The biggest was the use of the six cylinder 2.6 litre petrol engine in this model.



The One Ton 109 first appeared in 1968, a short while after the I Ib. It was fitted with a number of modifications from the standard specification 109b – notably, similar running gear to the I Ib Forward Control. The idea with the One Ton was that it could be built using over 75% existing Land Rover parts, only the chassis frame itself and a few other minor parts were unique to the vehicle. The chassis featured heavy duty springs on extended hangers, as well as reinforcement throughout the frame. Axles were a narrower version of the ENVs from the I Ib, which were



also an optional rear axle on the “normal” 109”. The One Ton was fitted only with the 2.6 petrol engine, although a small batch of 2.25 petrols were built in 1970-71. It is thought some of these went on to become the famous TACR1 crash rescue tender.

The uprated suspension and more powerful engine allowed the One Ton to carry greater loads than the normal 109, and its lower gearing and greater floatation allowed for an off road performance much improved from a standard 109. The vehicle could carry all kinds of loads and specialist bodywork with ease. However, although intended to carry specialist bodywork, the most common body style appears to be that of a breakdown truck, and many of the survivors are, or at least were, breakdown trucks at some point, fitted with a Harvey Frost crane or similar.

The vehicle was also popular with the electricity companies, who seemed to have bought One Ton models due to their improved off-road ability. These vehicles were often used for tasks such as setting up pylons and moving equipment off-road.

Although the One Ton chassis appears to be a modification of the forward control frame, it should be noted that there are distinct similarities with the type of chassis used on a number of military Land Rovers such as the “Pink Panther”, the Marshall ambulances and the 3/4 ton “Combat” chassis. As these vehicles have chassis numbers within the normal 109 utility sequences, it is



not possible to identify which type of chassis appeared where, but certainly it is possible that the One Ton chassis was refined in design using the military chassis as a test bed. This is backed up by the photographs of what may be the first One Ton built (or certainly one of the first): a 109 registered YXC230F is seen in period photographs and documents, including the original sales brochure. It is finished in a light greyish green and has one particular unusual feature – the front spring hangers. Rather than being the large sized military ones as fitted to production One Tons, they instead resemble the normal hanger fitted to civilian pattern 109s. This vehicle may have been a mule, designed to test the concept or even just to provide a vehicle for photographs. The first One Ton was built in September 1968 and finished in deep bronze green, so it is unlikely to be the vehicle in the publicity shots. It is also interesting that the chassis was built as a composite to be either right or left hand drive and had both holes for the steering relay, rather than just one as would be seen on other models. Presumably Land Rover rationalised it in this way in anticipation of low order numbers.

The One Ton 109 was also fitted with a distinct steering box, which sat in the normal position, but was of a lower ratio. This was presumably to compensate for the drag caused by the 900x16 tyres. The steering was also fitted with a hydraulic damper, to reduce feedback.

The suspension was unique for the rear axle, although still under slung, but the front was fitted with diesel 109 springs so as to cope with the expected payload. This gave the machine a rather hard ride, but the size of the tyres also makes the vehicle rather bouncy, certainly the ride is improved by having a load in the back!

A number of these vehicles were fitted with winches, and Land Rover made appropriate power take offs to suit the One Ton gearbox.

In total, 170 Ila One Tons were built between September 1968, and September 1971. There was however a gap between the first one and the second which was built in April



1969. As such it is very unlikely that many were built with the headlamps in the grille. Only a handful of these vehicles are known to still exist, almost nothing is known about the export or CKD models.

The series III One Ton likewise had a somewhat limited production run, totalling 308 home market examples. The series III had chassis prefix 266, and number one is still in existence, along with perhaps a dozen or so others. Many of these have been fitted with diesel engines and probably have standard ratio gearboxes fitted, although this in many ways detracts from the point of owning a One Ton.

Recent research indicates at least two One Tons formerly used by East Midlands Electricity are still on the road, although no information is currently known as to the condition of these vehicles.



It would be fallacy to say that a One Ton is an excellent road vehicle, or even a Land Rover that can be realistically used day to day. The low gearing and lack of facility to fit an overdrive means they are something of a chore to drive and fuel consumption is typical for a 1960s commercial vehicle. Today they can only be considered either as restoration projects for show use, or else as a vehicle to do a specific task. Certainly my own experience with my One Ton at shows is that people have shown a great deal of interest, even if only due to the "Macho" appearance of the vehicle. The One Ton certainly does have a great deal of presence, the huge tyres are perhaps better proportioned than 750x16s on a long wheelbase. The visual effect is perhaps similar to putting 750s on an 88.

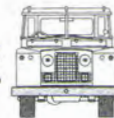
The handful of vehicles left are not all known about in any detail, but certainly more than one has been fitted with a diesel engine and had station wagon body fitted etc. There are tales of some being fitted with venerable Rover 3.5 litre V8, but for such a rare machine, preservation should really take precedence over "modification for usability". A great number of people have stated they would love a vehicle that looks like a One Ton but goes faster etc, thus requiring an exchange of gearbox. The problem with doing this is that the tyres are really too large for the standard transfer box, meaning pulling off in first can be difficult.

The One Ton, although rare, should not be treated as a specialist vehicle from a mechanical point of view, the mechanicals are simply reinforced or slightly modified versions of normal components. The engine is the same as the 2.6 petrol used in countless Rover cars and Land Rovers. The gearbox is basically the same as standard but with different ratios in the transfer box. Indeed, the only obstacle to regular use and maintenance is the lack of axle and differential parts, as well as unique propshafts. The gearboxes are pretty bomb proof, as are the axles, so they should not need much doing anyway. The 2.6 petrol can be a fickle engine and needs a great deal of care to set up and keep it running properly. Thrown conrods are not especially rare, but they will usually write off the engine.



Here is my own One Ton (22900013A) venturing off road

Daniel Warden
Member Number 1752



Shows Report

I DIDN'T ATTEND AS MANY SHOWS THIS YEAR, as I had a lot to plan for my wedding this summer. However, I think I'm right in saying that, without doubt, we had a very successful year at the shows. Thanks must go to all the members that helped the Club at these events, both by helping with the stand and also by bringing their vehicles along.

The **International Rally** was an excellent weekend and the feedback was all very positive. There was some constructive criticism and that will no doubt be addressed at next year's event, as most of it came from the West Midlands team. Again thanks to all that helped make it a great weekend. Andy Read has very generously provided the Club with copies of the line up photo and these are free to members who attended the Rally. If you would like one, send me a SAE C5 envelope. I can't wait for 2006's event, because this is the first one that I'll not be in charge of.

The split between LRO and Live Promotions wasn't promising and LRO's organisation was a little lacking when it came to dealing with the Clubs. However, with Paul and Jill Steven's skills at whipping up the troops, the **LRO show** was a great success for the Club, with lots of new members signing up. **Land Rover Fest** looked like it was going to be a disaster for the Club. Two weeks before, everyone seemed to be "showed out" and there was little interest in attending. I made a passionate appeal on the Club forum and true to form, members changed plans and descended on Peterborough. The strength of the Club was shown at its best at Land Rover Fest. The weather was appalling, but everyone turned up and I think we had 12 Land Rovers on the stand at one point. We even managed a BBQ in the rain and had a lovely log fire. I'd say that 17 memberships and £250 in shop takings were not bad for a show no one wanted to attend.

2006

So what is happening next year? All of the dates for the major shows are listed in the events calendar. We've already been offered free display passes for the major shows. Different organisers offer different amounts of passes and due to the very good displays over the last couple of years, these are slowly increasing. Local shows are organised by your Area Organiser and they should be listed on the **Club's Website Events** page. Unfortunately, there are that many events around the country, we can't publish them all in Built Two Last. Please keep in touch with your Area Organiser about local events.

To make the allocation of display tickets for major shows fair to all members, display passes are allocated on a first come, first served basis. All applications must be on a Shows Application Form, which is printed in the Spring and Summer editions of B2L. This form must be posted to the Club Address. *No applications by e-mail or telephone will be accepted.*

Mick Outhwaite



Project Whisky Wagon

Part
Two



A QUICK RECAP ON THE WHISKY WAGON: she is a 1971 S11A 109" safari station wagon, export model, acquired in exchange for a bottle of whisky – hence the name. Work done so far has been to get the engine running, brakes and clutch operational and overhaul the front axle.

The next step

Once the brakes were sorted, the next step was to move her from her temporary home on a friend's farm, so with a little help from Pete and Chris Day, we towed her the short distance to my house.

After a bit of a tidy up, a start was made on the bulkhead. New footwell panels came with the Landy, the previous owner had fitted the right hand side already, but this was still removed to cut out the remains of the old panel. A new door pillar was fitted along with the footwell panel, a coat of red oxide paint was applied all round and two coats of undersea on the outside. The left hand side was then tackled, the footwell had already been cut out but the new one wasn't fitted. It had been cut to size, but wrongly! I ordered a new one from Rogers of Bedford, my local independent Land Rover dealer, along with new door pillars and bottom supports for the bulkhead and a corner repair section. The area was cleaned up and the footwell and pillar were fitted. Once in, it was treated the same as the other side.



*Front panel –
before and after*

The front panel was the next focus of attention. The bottom section had been repaired before with very thin steel, needless to say this was cut out and replaced with a section of 3mm steel bent through 90 degrees and welded in place. The mounting holes were then





drilled, and the panel painted and refitted. Once all this was done, the wings were temporarily refitted and even the lights worked (although off the battery).

The fuel tank was next in line for attention so it was removed from under the vehicle – surface rust covered the underside of the tank, dust covered the rest. On cleaning the tank, a parts label was found along with a Land Rover genuine Parts label, this had the logo used by LR from about eight years ago, so the tank had been replaced while the vehicle was laid up. The old fuel was drained, sender unit and pick-up pipe removed. Once cleaned, a coat of red oxide followed by two coats of black paint, were put on. The tank was then refitted to the chassis, with a new sender unit and pick-up pipe, rubber breather pipes were replaced as a matter of course.

It was time to look at the rear axle. I set about removing it, all the U-bolts, spring bolts and shock absorber nuts came undone with a little help from a wonderful product made by Wurth called Crafty High Performance Rust Dissolver, a bit like WD40, but better. Half shafts and differential were removed and checked, brake drums and shoes inspected and found OK, the shocks were also checked and found to be fine so a clean up and repaint was all that was needed. The axle housing itself will be cleaned and repainted along with the diff. New U-bolts, gaskets and seals have been ordered ready for the refit.

A visit to the Sodbury Sortout in October was a success in two ways:

- 1) I sold some parts that had been gathering dust in the garage and
- 2) I purchased a very good pair of rear side doors for the sum of £80, very little rust and complete with trim panels – all I need now are new side frames to hang them on!

Once the axle is in place, attention will turn to the electrics and possible removal of the cylinder head and reseal the valve stems, as there is a little bit of smoke when running, plus the chance to inspect the bores and pistons (weather permitting).

Gordon Kettell
Central Shires.





Shuttleworth



THIS WAS THE THIRD YEAR that the Central Shires area has organised a stand at the Bedfordshire Steam and Country Fayre held at Old Warden, home of the Shuttleworth Collection. We were delighted to be joined by members from Anglia, Surrey and Sussex, Garden of England and Thames Valley. With 150 engines this is always a fantastic show - the second biggest steam show after Dorset so I'm told. As always, members pitched in to make it a great weekend: Paul Goodman provided us with a gazebo for the camping area just in case it rained mid BBQ, the Rumseys brought the campfire, Julie Stock brought the cake and we brought the brandy! Acrobatic air displays, lots of steam, a fairground, beer tent, vintage vehicles galore, great company and a mug, what more could you ask for in a weekend that costs you nothing? Many thanks to all who joined us, hope to see you next year. Don't forget if you'd like to come to Shuttleworth please contact us ASAP as we are limited to 12 vehicles and places book up fast.

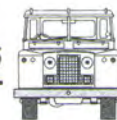
Catriona Crelling

Saturday night BBQ



Dylan, our Cairn, takes a nap on Chris Day!





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 |
| 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 |

Christmas Special - Landrover plate

£5.50



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

LRO Jul 1987 - Dec 2000 (119 issues)

LRW No. 1-16 and June 97 - Dec 2000 (59 issues)

Overlander 4x4/Off road & 4 Wheel Drive 1983-88 (53 issues)

4x4 Magazine 1987- 88 (16 issues)

B2L Dec 1990 -1998

Offers

Contact Peter 01752 895137 (Devon)

For Sale or Exchange

Series 2A 1970 SWB

11mths MOT - 2mths Tax

Petrol Hard top

FWH

Weber carb

205 Marshall tyres - only done 500 miles
Vehicle is in original condition, chassis is solid, door pillars may require attention.

£950

Contact Mr Chave 01395 443481

For Sale

New spares:

- Distance piece for g/box mainshaft, 502482 £3
- Oil seal for this 236305 £1
- Oil seal g/box output shaft 236417 £1
- Oil seal diff pinion, FRC4586 £1
- Screw dust cover & cork seal for prop shaft £2
- Motor for fan heater £10
- Wiper blade GWB 128 £3, Spring 4WD rod £1, 1 litre Tekaloid Limestone, £5

Second hand spares:

- Roof vent for hard top £10
- 4 pairs wiper arms £2/pair
- Rheostat heater switch £10
- Lucas horn £10

Contact Peter 01752 895137 (Devon)

Free to a Good Home

Land Rover World 1994 (April-Dec), 1995-2002 each year complete, 2003 (Jan-Oct)

Land Rover Enthusiast 2002, 2003 (Sept missing) 2004, 2005

Land Rover Owner Int. 1994-1997 complete, 1998 (Jan-Sept)

Land Rover Monthly Issue 1-5 (1998) & issues 6.9-15 (1999).

All bundled by year. All have been read, though not with dirty hands!

Contact: Peter Tobitt, Stevenage on 01438 814246 or 07971 650501.

Can deliver within 20 mile radius or arrange hand over.

For Sale or Exchange

New front passenger side inner and top wing(lights in wing) £25

Stage One V8 engine Mounts, exhaust manifolds. Water pump offers.

Kenlow oil cooler suitable for gearbox or engine - never used £15

Contact Rob Hancock

01685 812213

DIRECTORY

Doing a rebuild? Just trying to get your old shed through the MOT? Planning some modifications? Some particular parts can be difficult to find. Some of the following contacts may be of use to you. We don't warrant the suppliers included here: you will still need to satisfy yourself that their products or services are up to scratch.

CHASSIS:

Richard's Chassis 01302 351060
www.richardschassis.co.uk

Designa Chassis 01302 341153
www.designa-chassis.co.uk

ENGINES:

Turner Engineering (4 cylinder engines)
01342 834713
www.turner-engineering.co.uk

RPI Engineering (V8 Engines)
01603 891209 www.v8engines.com

Steve Parker (engine conversions)
01706 854222 www.steve-parker.co.uk

TRANSMISSIONS:

LEGS 01691 653737 www.legs.co.uk

Ashcroft Transmissions 01582 496040
www.ashcroft-transmissions.co.uk

SUSPENSION:

Rocky Mountain (parabolic springs)
www.parabolic springs.com

BRAKE AND CLUTCH:

Automec 01280 822818
www.automec.co.uk

ELECTRICAL:

Auto Sparks (wiring looms)
0115 949 7211 www.autosparks.co.uk

Vehicle Wiring Products 0115 9305454
www.vehicle-wiring-products.co.uk

Holden Vintage and Classic Ltd
01885 488000 www.holden.co.uk

Auto Electric Supplies 01584 819552
www.autoelectricssupplies.co.uk

LSUK (formerly Lucas Services)
0114 259 1939 www.lsusuk.co.uk

FUEL SYSTEM:

Carburettor Exchange 01525 371369
www.carbex.demon.co.uk

Burlen (Zenith Carbs) 01722 412 500
www.burlen.co.uk

CORROSION MANAGEMENT:

Rustbuster 01733 558161
www.rust.co.uk

NUTS AND BOLTS:

Screwfix 0500 414141
www.screwfix.com

Namrick 01273 736963
www.namrick.co.uk

TRIM AND HOODS:

Exmoor Trim 01984 635060
www.exmoortrim.co.uk

LaSalle (interior trim) 01974 831659
http://freespace.virgin.net/lasalle.trim

Woolies Trim 01778 347347
www.woolies-trim.co.uk

GENERAL PARTS:

Chris Perfect Components 01570 423206
www.chrisperfect.com

Paddock Spares 08454 584499
www.paddockspares.com

John Craddock 0845 3444 111
www.johncraddockltd.co.uk

Dingocroft (OEM parts) 01494 448367
www.dingocroft.co.uk

DLS 01629 822185 www.dls-uk.co.uk

Dunstable 01483 200567
www.dunstable.com

Brookwell 01626 832555
www.brookwell.co.uk

MISCELLANEOUS:

Baines (rubber mouldings) 01892
543311
www.coh-baines.co.uk

Uroglas (heated windscreens) 01527
577 477
www.uroglas.com

Speedy Cables (instrumentation &
control) 01639 732213
www.speedycables.com

Gower Oaks (instruments)
01639 732299 www.gower-oaks.co.uk

Vintage Plates (number plates) 01942
820181
www.mgm-spares.co.uk/vintage-plates

Framptons (number plates) 023 9226 4755
www.pl8s.co.uk

Landrover Orphanage (Ebay Store)
http://stores.ebay.co.uk/The-Land-Rover-Orphanage

TOOLS:

Frost Auto Restoration Techniques
01706 658619 www.frost.co.uk

Imperial Tool Company
08707 605 163 www.imperial-tool.ltd.uk

Difflock 0845 125 9407
www.difflock.com

NB: This information has been taken from the Club website, if you have any other companies you think should be included on the list please contact the Webmaster. If you prefer to write in, send details to the editor at the usual address and they can be forwarded to him.

National Greenlaning Day -
photo by Andy Read,
West Midlands



Christian Toker-Lester
(mem. 0246) in his 1966 2A
working hard this summer
bringing the bales in from
the fields

John Eastwood's 1967
2.6 petrol, known as 'Nog'





30-2975

SIAM SAFARI
NATURE TOURS THAILAND
ดร. ธรินทร์ วัฒนศิริ