

Spring 2006

£3.00

BUILT TWO LAST



SERIES 2 CLUB



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



Central Shires Road Run



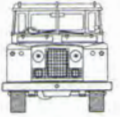
Jason Gottlieb brings us another classic shot from the USA



Paul McIntosh's military ambulance, Severn Valley Railway



There's always one...



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 spring issue of 'Built TWO Last'

I HOPE THIS ISSUE finds you all well and busy working on your Land Rovers in preparation for another year full of fun with your Series 2. In this issue you'll find information on all the major national shows, a full events calendar and booking forms. If you haven't already started, it's time to get planning!

The front cover shows Scottish area rep Gordon Duncan having some fun off road near Dingwall – if only we all had that much snow to play in, yet again the weather pundits got it wrong when they predicted one of the coldest winters in decades! In complete contrast, the back cover shows Richard Bilbe's Land Rover in a glorious field of poppies. You can just feel the sun when you look at that photo. This was a "photo of the month" on the Club website last year. Please continue to send me your photos either via e-mail or post. Remember that digital shots should be high resolution.

The hamper prize for this issue goes to Dan Warden. Dan has sent me a lot of material over the last few months and it's great to see we have members who are prepared to put so much research into an article for B2L. As always we are very grateful to Glen at Paddocks for her continued support of the Club by providing us with a great hamper prize. Don't forget folks, you have to be in it to win it, so get writing for the next issue of B2L.

Other women may dream of jewellery, perfume or flowers for their birthdays – not me, I really wanted to have a Series 2 of my own. When Brian Graham, New Forest rep, announced that he was going to have to sell his 2A LWB, we quickly negotiated with him for the vehicle, it was exactly what I had wanted. He very generously organised transportation from Portsmouth on a lorry as the vehicle is without MOT. On the Saturday of our February pub meet, we waited excitedly for its arrival. Curtains twitched as our neighbours gazed through windows in dismay at the sight of yet another Land Rover taking pride of place on our driveway! Only a few weeks before they had seen the numbers reduced when we sold our elderly Range Rover. We had lulled them into a false sense of security! Oh well, once "Will" has gone through his body transplant and repaint, our new "baby" can be tucked away safely in the cowshed. In the meantime, our cat Frodo is pleased to see the return of a Land Rover canvas tilt to our driveway as it apparently makes a perfect hammock for him to sun himself in during his autumn years!

At least Brian (Graham) can rest assured that we'll look after his Land Rover – the plan is to put it on a new chassis, hopefully over next winter.

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 10th May 2006.



From the Secretary...

THE SECRETARY'S JOB certainly keeps me busy. A combination of our Committee meeting, Avril having a few weeks off to move house and getting the show information ready for this issue of B2L has kept me at the computer most evenings for the last three weeks. If you have contacted the Club and had a slow reply, I apologise and ask for your patience. As you know, we are all volunteers, with jobs, families and Land Rovers that must take precedence over Club work.

The role of the Committee has recently been questioned on the forum by some members new to the Club. Answers were given on the Forum, but as only about 10% of the membership look at the forum, I will try and give a short overview here.

The Committee consists of normal members of the Club who have volunteered to take on roles within the Club. They are elected by the membership at an AGM. Committee members receive no benefits or remuneration for their time and effort, but can claim reasonable expenses for fuel, telephone, etc. All members of the committee are requested to attend Committee Meetings where they report to the other members of the Committee. Committee members can request other items to be added to the agenda for discussion by the Committee. These can range from setting the membership fee to storing the Club Trailer. Not very exciting stuff, but necessary to keep the Club running.

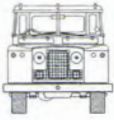
Agenda items at the last meeting included moving the date of the AGM, the International Rally, the preparation of a new set of rules for the Club and perhaps most importantly, the need to find a new Shop Manager. The shop is a very important part of the Club and Wendy Kempster did a great job managing it for us. The shop helps to raise our profile and raises much needed

revenue for the Club. Avril and I have volunteered to keep the shop running until a new Manager can be found. If you would like an informal chat about this position, please give me a call.

The International Rally preparations are well advanced and full details are in this issue. Eric Leuzinger has been leading on the preparation of a new set of rules for the Club. The Committee has had several opportunities to make amendments and there is now a final draft. A copy of the draft rules will be printed in the summer issue B2L and a vote on adopting or rejecting them will be held at the AGM.

Traditionally, the Series 2 Club AGM has been held in May. By company law, the membership must be notified, receive a copy of the Agenda and summary of accounts no later than 28 days before the meeting. These are normally printed in B2L, along with a proxy voting form. This means the Accounts must be completed two months before the AGM. Due to the size of the Club, this is now an impossible task and the Treasurer requested moving the AGM to later in the year. The Committee discussed this and took the decision to hold the AGM on Sunday the 13th August 2006, straight after the International Rally has finished and before they take the marquee down! It is hoped that by holding the AGM at the International Rally, more members will attend.

The Committee also discussed communications within the Club. All members of the Committee unanimously agreed that communication with the membership should primarily be through the Area Organisers and through Built Two Last. The Forum is a superb resource for information and a fantastic shop window for the Club, but it is only used by 10% of the membership and should not be used as an



official communication media. Members wanting to know what events are going on or what has happened at committee, should speak with their Area Organiser or if not available, with a Club Officer. Company financial information will continue to be printed in B2L and the approved AGM minutes are available from the Company Secretary, at the Club address.

If any member would like to know more about how the Club is managed, please

come and join us. We are always looking for volunteers to take on roles as Committee Officers, as Area Organisers or simply assist your Area Organiser. At present we are looking for Area Organisers in the East Midlands, New Forest, Northern Ireland, Mainland Europe and Eire. If you would like to help, please get in touch. All of our contact details are printed in the front of this magazine.

Mick

Chairman's Chat...



A QUICK GLANCE AT THE CALENDAR this morning revealed it is already March and another season is upon the Club. By the time you read this, the West Midlands will have organised an impressive line up at Highley Station on the Severn Valley Railway for the 60's Road and Rail day. I'm happy to report the Club is going from strength to strength.

December saw me travelling up and down the country, delivering the professionally repainted Club trailer to Mick Outhwaite. The following weekend I travelled into the badlands south of Birmingham to join

what seemed like all of the West Midlands area for their Christmas dinner. Following Christmas, whilst most of Shropshire recovered, I went with 14 other vehicles and Club members on a very pleasant day exploring the unsurfaced rights of way between Much Wenlock, Craven Arms and Church Stretton. The highlight of the day was the last lane where we found a Chieftain tank strategically positioned in a farmyard at the end with the barrel pointing up the track!

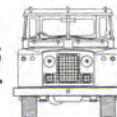
My long-suffering Series 2a continues to serve me well. The week before Christmas, I was using it for commuting duties and owing to small and inconvenient gearbox problem on my 110, it was also my only form of transport for that last minute Christmas shopping. I don't think that's bad for a 38 year old vehicle, I wonder how many other vehicles made at the same time are still around and capable of doing that? Not many.

Please feel free to contact me on:

*Tel: 01952 529324 or email me at
chairman@series2club.co.uk*

I look forward to seeing many of you out and about this year.

Andrew



To Bounce or not to Bounce.....

THAT IS THE QUESTION. Or to be more precise, what kind of bounce do I want? The Financial Controller (FC) is moaning about her bad back, and what my (it's always mine when there is a perceived problem) 1959 Series 2 does to it – even at the somewhat moderate speeds at which we usually trundle around.

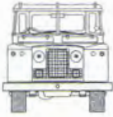
Seeing as the 46-year-old Landy still has the original springs and suspension bushes, I'm not surprised the ride is crashy. So the FC does have a point. A quick inspection shows that the rubber bushes have just about had it, and the rear leaf springs are just beginning to separate through rust. Quite by chance, I've got a little cash windfall coming, so while the FC was groaning about her bad back, the words 'strike' 'hot' and 'iron' occurred to me. I floated the idea of renewing all the suspension. She grumpily agreed, so I started getting the costings together – and that's when I slid into a serious dither. Should I stick with the original kind of set up, or should I take the opportunity to upgrade the suspension? The original set up obviously preserves originality, and that is important to me. I like the fact that the Series 2 drives like a car nearly half a century old. So parabolics? There's no doubt they will look ok. They still are leaf springs after all, albeit a more advanced type than the originals. The dampers won't be seen, nor will the polybushes. I'm not going to increase the articulation, I like the leather straps round the rear axle, and the vehicle is more than adequate for the kind of off roading I do.

But, how much difference will it make to the ride and handling? Will I lose that indefinable something that makes the Series 2 such fun? Will I ruin its character? Such confusion. So I thought I'd ask for members' opinions, I'm sure many have faced the same dilemma. With a bit of luck it might provoke some discussion on the B2L pages. I don't mind sensible modifications to old vehicles; I don't want to preserve the Landy in aspic. It's used every day and pretty much as it was originally designed to be used. But I do appreciate the patina and lived-in battered beauty of my old Landy, even including the rusty springs.

David Mills, Member 912

The Club's New Members...

1952	Mr S Cooper, Worcs	1976	Mr I Jones, Staffordshire
1953	Mr & Mrs Shuttleworth, Queensland	1977	Mr F Walton, Shropshire
1954	Mr J Leslie, West Lothian	1978	Mr J Mooney, Somerset
1955	Mr Batrik & Miss Haynes, Norfolk	1979	Mr O Brown, Hampshire
1956	Mr S Rogers, Oxfordshire	1980	Mr J Royall, Cumbria
1957	Mr & Mrs A Downton, Shropshire	1981	Mr C Stevens, Suffolk
1958	Mr C Parkinson, W. Yorks	1982	Mr K Bradley, Kent
1959	Mr & Mrs T McHugh, Cumbria	1983	Mr S Brown, Hampshire
1960	Mr J Roberts, Scotland	1984	Mr & Mrs T Farlow, Cambs
1961	Mr T Clarke, Cheshire	1985	Mr M West, Southampton
1962	Mr Lawrenson, Merseyside	1986	Mr T Mothersele, Derbyshire
1963	Mr R Garrett, Derbyshire	1987	Mrs J Morten, Suffolk
1964	Mr R Kenway, Staffordshire	1988	Mr A Betteridge, Worcs
1965	Mr M Bewes, N. Yorks	1989	Mr P Garstin, Hampshire
1966	Mr M Ellis, Gloucs	1990	Mr D Evans, N. Yorks
1967	G. Lohmann & S. Schmidt, Germany	1991	Mr A Hale, Gloucs
1968	Mr D Gordon, London	1992	Mr L Dowding, Gloucs
1969	J & J Brooks, Cornwall	1993	Mr S Randall, Essex
1970	Mr & Mrs Palmer, W. Mids	1994	Mr K Abdey, Kent
1971	R Chester & F Robertson, W. Yorks	1995	Mr J Jeffries, Norfolk
1972	Mr V Smith, Essex	1996	Mr P Gould, Perthshire
1973	Mr M Bollard, Oxfordshire	1997	Mr M Hübl, Austria
1974	Mr & Mrs Evans, Monmouthshire	1998	Mr A Roper, Oxfordshire
1975	Mr J Brown, Shropshire		



Anglian News

Euston Rural Pastime Show

Following on from the success of last years gathering at the Euston show, Thetford, Norfolk, I am organising the same for this year - to take place on the 11th June. For those that came before, we'll follow a similar booking arrangement as last year where you send the completed entry forms to me (I'm afraid there is a £5 entrance fee which you must forward with your form - this covers vehicle, driver and one passenger). I can then send them all to the organiser in one large envelope. That way it helps the organisers know who wants to park together on the stand and makes my life easier as I have a good idea who is coming. I've already sent out an invitation letter and entry form to members of the Anglia and Essex areas at the beginning of the year. I said I'd like the forms to be back by mid March but if you're reading this after then and you'd like to come along, please get in touch with me ASAP and I'll send out/email a form to you. If I can have all the forms in by the end of April at the very latest, it then gives the organisers time to process them and send out the entrance tickets. The show is a great day out for all the family and a nice venue to have a club presence.



I look forward to seeing you there.

Chris Mortimer

Essex News...

Summer Camp 2006

Once again the Essex Group have arranged their annual camp and get together for 2006. The event takes place over the weekend of 17th -18th June to take advantage of the long mid-summer evenings. If you are unable to spend the whole weekend with us you are welcome to pop over for an afternoon.

The event takes place at the usual location, that is; Kings Farm, Gt Easton, Nr Dunmow, Essex. The site has toilet and washing facilities but no showers. We usually manage a big BBQ for a Saturday night feast, on a bring your own food and drink basis. The fee last year was £6 per night and will not be a lot different this year.

For further information please contact Pete Farley on 01268 453796.

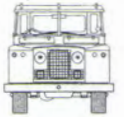
and finally...

I've decided to stand down after five years as 'temporary organiser'. As you know, I also act for the Club as the Vehicle Registrations Officer - combine that with me recovering from serious illness and Jackie also very poorly, I couldn't give the time and effort required for the Essex members. Luckily Bob (Mr Bump) Sutton has volunteered to take over as Essex Organiser. As Bob is based in Colchester this will be great news for members living in North Essex.

The Pub Meet at The Barge, Battlesbridge will continue to be held on the first Saturday in every month.

So it is goodbye from me and hello from Bob so over to you Bob and best wishes for success.

David Dutton.



PUB MEETS

Area	Date	Venue
Anglia	First Tuesday of the month Tel: Ben Stock 01954 202221	Red Lion, Stretham
	First Saturday of the month Tel: Scott Snowling on 01502 513393	White Hart, Blythburgh (on A12) 8pm
	Second Tuesday of the month Tel: Alan Jones 01603 747956	Fur and Feather, 8pm Woodbastwick, Nr Norwich
Borders	Last Sunday each month (lunchtime) phone Barrie Garton 01434 381494 before travelling	Carts Bog Inn, Langley upon Tyne, Northumberland
Central Shires	Contact area organisers for info 01296 670227 (Monthly)	will vary from month to month
Cymru	Contact area organisers for info 01685 812213 (Monthly)	will vary from month to month
Essex	First Saturday of the month	The Barge, Battlesbridge
Garden of England	First Sunday each month 1pm. kent@series2club.co.uk	The Chequers, 1 Church St, Lower Higham, Nr Strood
North Wales & Shropshire	2nd Saturday of the month Contact Martin Smith on 01952 254520	Horse and Jockey, Grindley Brook, A41 Nr Whitchurch
North West	Contact Area Organiser	The Greyhound, Manchester Road, Barnoldswick
Peak District	First Saturday each month 8pm Phone to confirm Chris 01298 25151	Grouse Inn on the B6054, above Froggatt
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
South West	Third Tuesday of the month, 8pm Contact area organiser to confirm 07762 041022	The Warren House Inn on the B3212 Princetown to Moretonhampstead Road
Surrey & Sussex	Third Wednesday at 9pm. surreyandsussex@series2club.co.uk	The Dog & Duck, Outwood, Surrey off the A23 at Salfords
Thames Valley	Second Wednesday each month 8pm	The Stag, Heath End Road, Flackwell Heath, nr. High Wycombe, Bucks.
West Midlands	Second Tuesday of the month at 7:30 pm	The Old Wagon and Horses at Ismere
Yorkshire	Second Saturday of the month, 7pm. Contact area organiser.	April: The Old Star Inn, Collingham, on A58 nr Wetherby May: The Flappit, between Halifax & Keighley on A629 <i>Continuing to alternate.</i>

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



Severn Valley Railway 1960's Transport Day



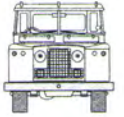
THIS IS THE THIRD YEAR the Series 2 Club has attended the 1960's Transport Day at the Severn Valley Railway. It was a very cold and foggy day and the first display of the year – it proved to be a very successful one. Our Land Rovers were parked at Highley Station and as usual there was an excellent turnout of Series vehicles including 22 SWB's, 4 LWB's and 2 Series 1s.

Even though it was freezing cold, everyone was their normal cheerful self, swapping conversation about their Christmas and New Year activities as well as the usual general chitchat. There was a constant flow of hot tea, coffee as well as the tempting aroma of the warming mulled wine – for the non-drivers of course! I could see it was putting a bit of colour into a few people's faces!



Throughout the day, people arrived and departed by the trains to have a good look at the display of Series Land Rovers.

Severn Valley Railway had very kindly given us all passes to be able to buy half price tickets to board their trains to go to any of their destinations. We chose to take the kids to



Bridgenorth and had an enjoyable saunter around the market. At the end of the day, we all received a souvenir from Severn Valley Railway to say that we had attended the event.

This was the first time as members we have attended this display and I must say it is well worth a return visit – we'd recommend it to anyone for a good day out.

"Two rather cute Series 2 enthusiasts ...although they don't seem that impressed with the weather!"



"Just one of the many great vehicles on display"

I would like to congratulate Paul and Jill Stevens for the organisation of yet another brilliant day and look forward to the next show.

Pictures taken by Andy Read

Tracy and Dave Carpenter
Members: 1869



A member writes...

ABOUT 4 YEARS AGO I BOUGHT LENNY, my 1959 series 2 diesel; it was in a very poor state of repair with the gearbox in the boot, seized brakes, knackered shock absorbers and solid springs – as well as having some frightening electrics. The previous owner had added a car radio and front spot lamps, creating the circuits using house wire... well what else do you use if you are an electrician? Unfortunately there must have been a certain amount of trial and error as the fuses had been replaced by two 13amp house fuses. The result was several minor bonfires under the bonnet! I carried out numerous temporary fixes, but some faults kept reappearing – the most common was that the horn only worked when it was not needed. Eventually, I decided to fix the problem once and for all and buy a new wiring loom from a Land Rover specialist.

When the loom arrived I found that it was substantially different from my vehicle. I rang up the manufacturers and they explained that it was for a late Series 2a; they no longer manufactured the loom for the early S2. They then faxed me a copy of the diagram that they used. The main problem was around the starting circuit that is substantially different.

In order to get it straight in my head I took the colour diagram that you recommend on the web site and spent some time working out the differences, changing the diagram so that it allowed me to keep the current two switch system. The main problem was that I had to cut open my nice new loom to separate out the white and brown wires – a distressing business as everything looked so neat. Whilst replacing the loom I saw that there was wiring in place on the new loom for a water temperature gauge. I decided to add this at the same time and ordered the bits from <http://www.holden.co.uk>, including self amalgamating tape that did a good job of binding in the new wires into the cut loom.

Simon Gorton, Norfolk

Things I learned:

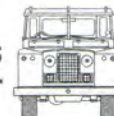
1. Photograph everything beforehand.
The photos reminded me of the layout.
2. When you order the loom it is worth speaking direct to the supplier as they asked me several questions not asked by the Land Rover specialist.
3. It took MUCH longer than I imagined. Planning exactly where the wires had to go saved wasted time, in my case the 'original' was not always correct.
4. It is an obvious point, but if you are adding anything (I also added a clock) it is worth ordering extra wire in the correct colour before starting the work. It is much easier to route everything after adding the extra wires rather than trying to stuff them through a very tight new rubber grommet!

A Note from our technical officer...

The moral of this story is always to check that what you're ordering is what you want before you buy it. Looms for these early vehicles are still available from several sources including The Wiring Harness Company and Autospars. Unfortunately some Land Rover specialists do not make efforts to track down the correct parts for older vehicles like ours as their sales of Series 2/2A parts is small compared to more modern vehicles like the Defender or Discovery – this is especially true of the more unusual early vehicles like the 2 litre diesel Series 2. If you are looking for a part for an early vehicle please contact me either via the magazine or directly on tech@series2club.co.uk and I will be pleased to suggest places that might be able to help.

Mark Rumsey
Technical Officer

Simon's diagram is shown on the inside back cover of this issue.



Accounts

SERIES 2 CLUB LIMITED – COMPANY LIMITED BY GUARANTEE BALANCE SHEET – 31 ST JANUARY 2005

	Note	2005		2004	
		£	£	£	£
FIXED ASSETS					
Tangible assets	3		–		170
CURRENT ASSETS					
Stocks		2,918		3,975	
Cash at bank		8,581		8,321	
		<u>11,499</u>		<u>12,296</u>	
CREDITORS: Amounts falling due within one year	4	<u>250</u>		<u>200</u>	
NET CURRENT ASSETS			<u>11,249</u>		<u>12,096</u>
TOTAL ASSETS LESS CURRENT LIABILITIES			<u>11,249</u>		<u>12,266</u>
RESERVES					
Profit and loss account	6		<u>11,249</u>		<u>12,266</u>
MEMBERS FUNDS			<u>11,249</u>		<u>12,266</u>

The directors are satisfied that the company is entitled to exemption from provisions of the Companies Act 1985 (the Act) relating to the audit of the financial statements for the year by virtue of section 249A(1), and that no member or members have requested an audit pursuant to section 249B(2) of the Act.

The directors acknowledge their responsibilities for:

- (i) ensuring that the company keep proper accounting records which comply with section 221 of the Act, and
- (ii) preparing financial statements which give a true and fair view of the state of affairs of the company as at the end of the financial year and of its profit or loss for the financial year in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Act relating to financial statements so far as applicable to the company.

These financial statements have been prepared in accordance with the special provisions for small companies under Part VII of the Companies Act 1985.

Registrations Office (DVLA Authorised Officer)

The Club Registrations Office is one of those you only use when you have or are becoming friendly with DVLA or one of its Local Offices. Some members have thought that I deal with membership enquiries, others do not contact me until it is too late to assist. So here is what I can help you with and how to contact me.

I provide three main services:

- 1. V765 Applications.** This is a DVLA process whereby an original registration that has never been entered on DVLA's computer files (since 1983) can be re-instated.
- 2. Provision of Certificate of Proof of Age** for certain vehicles that may have a registration of a later year than the date of manufacture e.g. ex-military. These are accepted by DVLA for issuing new registrations.
- 3. Provision of replacement Chassis/VIN plates.** (At present I can cater for all bonneted control Series 11 and 11a's prior to 1967. I am hopeful that additional plates will be available in the future. Club members will be notified in this magazine and on the forum when these become available.

I can also advise on anything to do with your Series Two and DVLA – all I ask is that you ask me first as often I cannot undo what has already been done! I can be contacted by post via the Club address or by e-mail: registrations@series2club.co.uk

You can also try the personal message system on the forum but I have to admit I haven't got used to regularly checking my PM's yet (I will try harder).

Dave Dutton



Dormobile Saga - Part Two

As you will remember from the previous issue, Wayne Potter was recounting his exciting trip to Iceland many years ago in his 1970 2A Dormobile. Wayne and Helen had travelled as far as Godafoss where they were made very welcome by the Icelandic owner of a 2A Station Wagon whose curiosity had got the better of him.



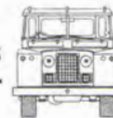
..... It's Land Rover heaven

A day later or was it two, we nervously made our way to the start of the Sprengisandur (meaning sand's blown from a volcano) - Iceland's longest 4WD route running approx North/South through countless river crossings; for this you must be totally self sufficient, as there is no fuel, food or anything else for that matter. The river crossings are the problem, they can obviously swell with rain, but also from melt water running off the Vatnajokull glacier (Europe's largest glacier and the size of Yorkshire) which the route passes close to; getting swept away in a freezing torrent of silty black water somehow didn't appeal. Filled up to the brim with diesel and all things edible we cautiously continued. I had said to Helen back home that if it got a little too dangerous we would stop and retrace our steps, or wait till the rivers subsided, something I hoped we wouldn't have to do... something we may not be able to do? It hadn't rained since arriving, therefore no rain to swell the rivers. The temperature was also decidedly colder so we shouldn't get much melt water.

Fingers crossed, we drove on.

The Sprengisandur at first followed the stunning river valley from Godafoss, eventually emerging into what can only truthfully be described in appearance as a vast lava strewn building site, a few shallow stream crossings to start with, the start of the Sprengisandur proper yet to appear. As far as the eye could see before us lay mile after mile of black, barren, sterile, wilderness. It started to rain.

Deeper and deeper sandy black shingle bottomed rivers where tackled, our homemade snorkel proving its worth on more than one occasion. As the day progressed our confidence



in our 109 grew as each one was systematically ticked off. For hour after hour we travelled across, lava desert, waded rivers and streams, eventually bringing us to a vast washed out plain, with braided river crossings. In second gear low we battled on, the power sapping qualities of the sodden volcanic ash almost bringing us to a halt on several occasions and causing us to get lost in the quagmire. Foot firmly down on the throttle, not able to let up for a second, the little 10 inch wiper blades clearing but a fragment of the water being thrown up and making visibility a big problem, we aimed for where we thought the route continued, eventually making it to solid ground... how? A total mystery!!

The temperature noticeably dropped as we neared several glaciers - the enormous Vatnjokull on our left, the much smaller Hofsjokul to the right. A couple of large cabins appeared which we judged from the maps to be the ranger's. A lady ranger greeted us with a smile. "Couldn't find a bleaker place could you", I said to her on entering the cabin, "Should see it in winter!" she replied. She went on to tell tales of people and vehicles getting stranded, breaking down or running out of fuel... we listened carefully. These cabins were only open for about 12 weeks providing emergency accommodation if the weather got really bad; a small fee would also get you in if you didn't fancy erecting your tent. Apparently a lot do take up this option and a few good groggy nights have taken place there. Out side on the roofs of the cabins were poles with flags on top - apparently so skidoos or the Icelanders huge 4WDs don't drive into the roofs of the cabins during the winter when three to four meters of snow can fall. Now that's what you call snow!

We woke freezing cold, the Ebberspacher heater deciding to pack up just when we needed it most, half way across the Sprengisandur, right at Iceland's centre! The second day brought much of the same: river crossings, lava plains... but after the previous day it was a breeze, we felt like old hands at this crossing Iceland business. The Land Rover was still going well - no brakes to speak of due to them being continually wet, but hey what are gears for! The 2a's Smiths heater kept the chill from our bones, just! Hoping to make it possibly to the South coast we continued, the old 2a taking everything thrown at it in its stride, the washing being done as we drove in a large plastic container with a combination of Icelandic tracks and Solihull's leaf springs doing the rest - the container becoming known hence forth as "The Sprengisandur".

Half way through the day something totally unexpected appeared. In the middle of this vast nothingness was... a café? Not wanting to look the proverbial gift horse in the mouth we went in... well ran actually, the weather having taken a turn for the worse. "Tea and Kit Kats please!" Not on any of our maps, this mirage of a café turned out to exist by being supported by the 4x4 coaches bringing tourists in for heat and sustenance. On the wall were photos of light aircraft, which believe it or not just landed outside! What a place.

Heading nearer to the rugged mountainous region of Landmannalaugar, we survived more rivers, a storm and even mistakenly parking on an active fisher, only noticed after realising that the steam wasn't actually coming from the 109 but from below it! We tackled two real deep river crossings, one that we only just made without stalling, the water lapping at the windscreen. A hire Suzuki jeep ridiculously followed us through stalling mid stream, only to be unceremoniously dragged out by an Icelandic 4x4 monster truck, never to run again whilst we were there.

The campsite was a Land Rover owner's paradise, a warm oasis in the middle of so much bareness, only accessible by light air craft or 4WD, even then only just by the looks of things. Set in a flat green valley surrounded by partially snow clad mountains it had a warm water stream running through it, together with hot natural pools fed from near boiling,



clear sulphurous springs, naked female Scandinavian type's everywhere... I talked Helen into staying on for two days. Dragging ourselves away from the Landmannalauger area was difficult, with stunning scenery, great off roading, it's an area that had lots more to offer than we had time to see; definitely top of the list of areas to visit when photos and memories would force our return.

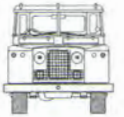
For no apparent reason whatsoever, the passenger side of the 2a windscreen shattered, parked up and minding our own business we just sat there bewildered. To this day no reason has come to light as to the cause. With mosquitoes coming in by the dozen and a gaping hole, we temporarily patched up the windscreen with the lid off one of the storage boxes from the roof and carried on. With Helen's visibility now impaired, navigation was harder as she couldn't see what was coming up, but we managed to find our way to Geysir, passing on the way Mt Hekla, which last erupted in 1991.

Geysir (the gusher) - its name now taken by all geysers throughout the world - was now reduced to a hot blue pool about 65 feet across. It can only now be made to erupt artificially by throwing soap into it. Close by and now upstaging it, is its smaller but still very impressive little brother Stroker (the churn), which erupts every 10 minutes or so. A large bubble of boiling hot water teases those watching as to when exactly it will explode, and to what extent. Numerous other pools of gurgling, spitting water surround the two geysers, some so clear you can see into the tube from which the water comes, reminding you just what country you are in and to be very careful indeed as to where you tread. Dragging ourselves from a wonderful outdoor geothermal swimming pool surrounded by snow-capped hills, we drove the short drive to Iceland's finest and most dramatic waterfall, circled in its own spray and rainbow. Gullfoss (the golden falls) drops into a massive canyon in the river Hvita. The whole area is worth several days stay - but take some wet weather gear, you'll need it!

By now, the Land Rover had a smashed windscreen, dodgy gearbox and no Ebberspacher. On top of this, the smell of burning surely signalled the demise of the Land Rovers own Smiths heater. It looked like it was going to be a tad chilly from here on. We decided to head towards civilisation, sure that the old rover was rebelling at the hard time we were giving it - its response was to leave us to freeze us to death!

Back on the bitumen again, we headed for Reykjavik, Iceland's capital. We travelled fast, on the way passing the totally mind blowing Blue Lagoon. This place was like something out of Dr Who, the sulphurous turquoise waters from the geothermal station creating an excellent place to soak away all those worries, the sulphurous stink of the water concealing many a small sin.

A piece of plastic temporary windscreen bought from a fuel station en route to the capital replaced the box lid over Helen's side of the windscreen - smashed windscreens are obviously a common occurrence in Iceland! This bit of plastic gave some vision for Helen but really needed replacing with a genuine Land Rover screen ASAP, hopefully once we reached Reykjavik.



We had done it. We had crossed Iceland, only touching tarmac on our way into Reykjavik. I'm not really sure whether our success was down to luck or judgement! The river crossings on average had been lower than expected; only once or twice coming over the bonnet. Very little snow had barred the way and mechanically apart from the two heaters and the windscreen making life for us feel a touch fresh, the Land Rover had run as they say "like a goodunn". Even the gearbox although still jumping out of gear on over run, didn't seem to be getting any worse. Luck or judgement? We settled for a bit of both.

Our trusty 2A Dormobile's roof went up once again right in the centre of Reykjavik amongst dozens of other 4WDs, some off the ship we had come in on were also in a state of disrepair and licking their wounds. Searching for a windscreen, holiday souvenirs and with plenty of film for all those giant 4WD photos, we entered the bright cosmopolitan city that is Reykjavik. Surprised at how big Reykjavik was, we wandered around this friendly city eventually getting lost and having to be pointed in the direction of the one and only Land Rover garage that anyone knew of. It actually turned out to be a Land Rover hire business. The extremely helpful staff fortunately had a suitable windscreen for only £20, a bargain in the land where beer was a fiver a go. After numerous 4WD photos and souvenir buying we bumped into Peter Brown the Londoner that we met at Myvatn – the coincidence was amazing. Back at the campsite all helped each other fix their various vehicles, an air of camaraderie amongst travellers coming to the fore.

Next we travelled to Akureyri, Iceland's petite but beautifully formed capital of the North, the 2a was running ok so the decision was made to go back into the interior and try Iceland's second longest 4WD route "the Kjölur". This route also ran North/South taking us between two massive glaciers the Langjökull and our old friend Hofsjökull which we had passed earlier, bringing us back out on the South coast once more. Foolhardy? Maybe, but that's what we came for, it's not often you get a chance to do something like this and the gearbox didn't seem to be getting any worse, the windscreen was back in one piece, the Ebberspacher and Smiths heaters still refused to work but the old 2a felt up to it and we were getting far too used to tarmac roads anyway! The yellow knob resumed its proper position and our Dormobile headed back into Iceland's surreal interior.

The route was more rocky and corrugated than before as we made our shaky way for hour after hour towards a scenic camping spot full of boiling mud pools and steaming "fumaroles" (little mini volcanoes with steam coming out of the top to you and I). The main attraction though was another natural hot water bathing pool we had heard of back in England. Situated about mid way along the track in between the two glaciers, an easy if long and shaky full days drive. Hveravellir was full of expedition prepared 4WDs including several Series 3's and a couple of 110's, most of their owners as expected relaxing, beers in hands in the hot rocky pool, the two glaciers creating the perfect backdrop.

Next day and heading South still on the Kjölur route, the long rattley drive would see us back at Geysir, the track still very corrugated with the occasional water crossing. Whilst parked up we seemed to arouse the interest of a large passenger plane, presumably taking people on a sight seeing tour. On spotting us in all the bareness of the interior, the plane suddenly swooped down to just a couple of hundred feet, its passengers waving, then turned round came back and did it again, finally tipping its wings as a goodbye gesture. Imagine that happening whilst parked up in the Lake District. The 109 drove on nicely, doing the washing in the back unlike us shaken but not stirred; we made it safely to the end of the dusty Kjölur.



We spent the next few days travelling east on the main ring road route one, passing many more incredible waterfalls along the way, including the huge vertical drop of Skogafoss. We crossed numerous long single lane wooden bridges linking up both sides of the island – quite an achievement in a country with very few trees. Before they were built a drive from east to west involved a long detour around the island.

Camping the first night in the small town of Vik, where I was attacked by arctic terns, we saw two ex Russian landing craft used for pleasure trips. Onward we drove past the tongue of the enormous and imposing Vatnajokull glacier, the 2a running like clockwork, the end of our adventure coming ever closer as the miles passed by. The previous night had been our 13th (unlucky for some) wedding anniversary. We spent it in the back of our Dormobile in a howling gale, towels attempting to keep the worst of the sideways driven rain out, only a drop of sherry and the heat from a single gas ring to warm us. And so we decided to treat ourselves to a boat trip through the icebergs at Jokulsarlon. Heading north up the east coast the 2a clung to the very edge of shear sided shale cliffs, still higher cliffs above us with views across the eastern fjords. Longing for one last taste of Icelandic interior we took a short cut on a track called the Oxy. What a superb rocky track it turned out to be, reminding us very much of General Wades military road up in the beautiful highlands of Scotland, with steep low second gear climbs, the odd stream, the inevitable waterfall and stunning views back across Iceland... what a grand finale. The Oxy brought us back to Egilsstadir, which is where we had fuelled up at the start of our trip. Here we totally 'wimped' out and stayed the final days in a grassed roofed wood cabin... "Heat, warm and it's dry" (Helen's first words on entering the cabin after many weeks living in the Land Rover). We amused ourselves by looking around the town motor museum which inadvertently showed a history of off road vehicles in Iceland... at the back sat the inevitable, a bronze green... Land Rover Series One!

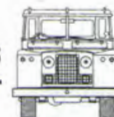
In Seydisfjordur whilst awaiting our ship, amongst all the returning grubby vehicles was a clean and tidy white 110, the British registration prompting us to introduce ourselves to the elderly lady owner. She told us that this was her first visit to Iceland, but far from her first time overseas by Land Rover! She had kitted the vehicle out like a small house, kitchen, bedroom, even ornaments blue tacked to the top of the dashboard, turned out she was originally from Australia and had been travelling the World for over 30 years. The reason for the British plates? She returned to England every ten years or so for a new Land Rover. And we thought we'd had an adventure!



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, including "Discover the Pyrenees" mini breaks. If you fancy a trip to France with or without 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.



Update from F.B.H.V.C.



Dave Dutton, our Registrations Officer has kindly summarized the Federation of British Historic Vehicle Clubs newsletter 01/06, regarding the DVLA and the 2004 consultation that included proposals for modified vehicles.

THE SERIES 2 CLUB IS AFFILIATED to a number of like minded organisations be they to do with the use of unsurfaced highways, the Historic Classic vehicle movement or the Land Rover movement in general. The FBHVC is one of the organisations that the Series 2 Club subscribes to. The FBHVC represents us by making representations to the government and other agencies such as the DVLA. In fact the FBHVC has its own DVLA representative, Sandy Hamilton, whose latest report regarding the 2004 DVLA consultation and subsequent rumour, and anxiety amongst some clubs and their members, I have transcribed below. Anyway, you now have a very brief idea of the FBHVC and what it does for us. I hope the following news will be of interest following recent posts on our Club forum regarding the DVLA's intentions with regard to modified vehicles and SVA testing etc.

Sandy Hamilton, the FBHVC's DVLA representative reports:

I had hoped that the April 2004 consultation on inspection procedure was in the past but the September 2005 publication of responses to it seem to have caused confusion amongst some enthusiasts and certain specialist press. The following comments are intended to lay to rest the fear and anxieties that some of the scare-mongering stories have generated amongst those inclined to believe in conspiracy theories.

The original consultation was a ten-year review of procedures first introduced in 1994 following earlier or consolidating legislation. This included Single Vehicle Approval (SVA) testing for imported and amateur/kit-built vehicles. In essence, the consultation wanted to establish whether the procedures had been effective, were they working properly or did they need improvement and/or amendment. If they were considered satisfactory that was OK, since there was no hidden agenda to sneak in yet more restrictions upon us.

Replies were to be submitted by July 2004 and, following digestion of the 431 individual responses, DVLA published their analysis in September 2005. It was at this point that some parties began to 'huff and puff' and to circulate stories that any modification (even changing seats or brakes) would render a vehicle liable to an SVA test, removal of historic status (if applicable) and re-registration with a 'Q' mark – or worse – removal from the road.

Cutting through the hysteria it seems that those most concerned had missed the introduction of the new procedures in 1994 or, if they had been aware, had not fully understood the nature of the consultation. Their fears sprang from selectively reading the 'recommendations' that were attached to each review category. These were in fact a summary of respondents views expressed in their replies and were not those necessarily supported by DVLA. Indeed these recommendations were to be subject to further analysis and review and only those that had merit, or could be cost effectively introduced, would be subject to formal proposals and further consultation.



Having spoken to the relevant departments at DVLA I am assured that no recommendations are being acted upon that would give rise to some of the wilder theories about extension of SVA testing, withdrawal of registration marks or restrictions on use, or the ability to undertake vehicle modifications. DVLA has no desire to be informed when you have changed to alloy wheels, added spot lamps, new seats, disc brakes etc. The only changes that you are obliged to inform are those annotated on Section 7 of the V5C Registration Certificate that affect identification (personal and vehicle) and have potential VED revenue implications.

A caution is that unregistered vehicles built from a variety of spare parts ('rebuilt classics') may need to obtain certification as to the age of the components and obtain confirmation from a recognised club prior to being allocated an appropriate age related mark. In those cases a radical departure from the original specification may require a DVLA inspection to establish how much of the original design is retained. The principal category potentially affected would appear to be extreme customisation where for example, 'chopping and channelling', changes to design of suspension and steering so radically affecting the appearance that the vehicle no longer resembles the original in outline or style. For avoidance of doubt the above is a summary of the existing requirements since 1994 and is not new. Very few of 'our' vehicles are likely to be affected by this process and any vehicle in possession of a valid V5 / V5C is not required to follow it.

Rest assured that FBHVC will continue to monitor consultations to ensure that any action that may follow does not adversely affect our movement. In the meantime continue to attach your furry dice to your vehicles without fear that the cameras will record your crime and impose a penalty for non-reporting!

I hope this clears up any concerns.

Dave Dutton
(V6 Dave)

Greetings from Cymru...

ALY AND I HOPE that you all had a great Christmas and New Year, did Father Christmas bring you all your bits for the landy? If so, I assume you're happily fitting them ready to play. Living in the Brecon Beacons, we were looking forward to the promised great drifts of snow – not much has come to us yet though. There is always the chance that we'll get a late snowstorm in March or April in which case I'll probably need snow chains for my wheelchair just to get to Franky!

An appeal for help...

I'm looking to purchase a full roof rack for Franky my modified SWB. I'm hoping to put a swing-away bar with a hoist motor to lift my wheelchair so that I can be a little more independent. If anyone can help or has any advice regarding this matter, please get in touch.

Have a look at the events calendar in Built Two Last and on the Club Forum for dates of shows we plan to attend in the Cymru area. We look forward to meeting more of you over the coming year.

Take care

Rob Hancock
Cymru area organiser
Tel: 01685 812213 (before 8pm please)



A member writes...

Hi All! This is a picture of Ethel - our 1970 SWB petrol Series 2A that we've owned for the last 12 years. Last year we invested in a new soft top for her but she has also be known to go "topless"!



In fact, it was so mild one weekend in January up here in Derbyshire that I took her for a 6 mile run with the roof off - real "wind in the hair" motoring. In the summer, we had a sofa to dispose of, so we dropped the tailgate and sure enough, the three seat sofa fitted perfectly. All went well until 100 yards from home, the heavens opened - I mean monsoon!

To add insult to injury, the

traffic lights remained on red much longer than necessary much to the delight of the people at the bus stop opposite. To say that I looked like a "drowned rat" is an understatement. It was raining so hard that I couldn't even see the instrument panel. I could have done with windscreen wipers on the inside of my glasses. Eventually the lights changed and the sofa was duly off-loaded successfully.

I reckon that I could have sold it four times on the way to the charity shop!

I'm sure that this Land Rover thinks for itself - (we all know they have their own character). The garage where I keep her leaks slightly and as Ethel will only go in "topless", I cover the passenger compartment with a tarpaulin. Following some further heavy downpours, I went to check on her and the tarpaulin had formed itself into a shape the same as the "dish" of the spare wheel on the bonnet. I had to laugh as Ethel had captured the water perfectly all by herself!

This Land Rover sometimes stands for weeks without starting due to other commitments but she is always "raring" to go. The only non-standard items are the two Volvo 343 seats that I bought for £14 the pair at a scrap yard 12 years ago. She is regularly maintained and last summer I spent two days preparing and waxoyling the chassis. This year I hope to add two rear bench seats and oh yes - a Bikini hood - just in case of a sudden downpour!!

Regards to all in the Series 2 Club,

Mike Franklin
(Mem no. 0362.)





Land Rover Series II Club International Rally

11th to 13th August 2006

THE SERIES 2 CLUB INTERNATIONAL is moving venue, from its home for the last two years at Sibbertoft to Coney Green Farm between Stourport and Bewdley in the picturesque county of Worcestershire.

Coney Green Farm is in the Far Forest part of the Wyre Forest in northern Worcestershire. It is a beautiful part of the country and would make an ideal place for a holiday incorporating our International. Local attractions include the canals of Stourport, the Georgian town of Bewdley (including a safari park), the historic city of Worcester, the Malvern Hills and also the Severn Valley Steam Railway running from nearby Kidderminster to the pretty market town on Bridgnorth in Shropshire. Also within an hour of this location are Stratford Upon Avon and the World Heritage site of Ironbridge. If all this isn't enough, Stourport on Severn has its annual regatta the same weekend as our International.

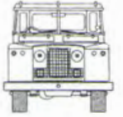
Plans are well underway for the International and the organisers already have a fun packed itinerary put together for you. Over the course of the weekend the off road course will open Friday, Saturday and Sunday. We have also planned road runs, a treasure hunt, trade stands, technical demonstrations, a dog show as well as the normal Land Rover games. We have also organised kids games, a painting competition and much more besides. Evening events will include quizzes, BBQ, Discos and a cabaret. If anyone has a burning ambition to do a specific event then they are welcome to approach the organisers to see if it would be possible to fit it in, we are always looking for ideas and help to run events.

The site opens at 4.00pm on Thursday 10th August and remains open until the morning of Monday 14th August. The site consists of 2 huge fields and a wood. We will have separate camping and an events area, it also includes 2 off road courses, a gentle one and the other for more experienced off roaders with suitable vehicles.

We have managed to keep the cost the same as last year, £45 per camping unit. Last year there was a little confusion regarding what exactly a camping unit consisted of. The Committee has agreed the following rule for this year's International Rally:

A camping unit is one tent, caravan or camper van. Pup tents will only be allowed by prior agreement with the Secretary. All Camping units must display the issued camping pass. All camping units not displaying the correct pass will be charged the full weekend rate of £45.00.

Please complete the International Rally booking form as soon as you can to help us provide the correct amount of facilities. If you have a disability or any special needs, please let us know when you send in your application.



SERIES 2 CLUB 2006 INTERNATIONAL RALLY

Friday 11th – Sunday 13th August
Coney Green Farm, Stourport, Worcestershire

Booking form

For further info check the Club website
or call Mick on 01535 654907.

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

Please indicate if you are willing to assist with:

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

Please send completed forms with payment by cheque to the Club address.

Cheque should be made payable to the '**Series 2 Club Ltd**'

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

PO Box 436, Silsden, Keighley West Yorkshire, BD20 0WS
www.series2club.co.uk

Company Registration in England No. 2451020 -
THE SERIES 2 CLUB Ltd- A Company Limited by Guarantee
Registered Office: Blinder House, Flagg, Buxton, Derbyshire. SK17 9QG



Rapid Rebuild

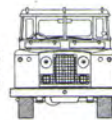
LAST SUMMER WAS A HIGHLY EVENTFUL TIME FOR ME, particularly where Land Rovers are concerned. Between work commitments I managed to attend three of the major summer shows. The first being my favourite commercial show, LRW's Eastnor Castle Show. The second was our Club's stunning second International. The third show I attended with the Club was the LRO Malvern Show, which at 360 miles round trip, is my nearest show! I had a great weekend, with friends from the Club and members who I hadn't met before. As the weekend drew to an end I packed the Devon Blue 2a that had given me a full summer of trouble free motoring, and headed back down to Devon. It was bank holiday Monday, the sun was shining, the sky was blue, the M5 was empty and all was good!

As some of you already know, this is where things took an unexpected turn for the worse. Now, my 2a is installed with that fine piece of engineering know as the 2.25 Diesel lump. Solid, reliable and slow. On the M5 I was in my usual place, the inside lane, thundering along in true diesel style (55ish). There was no traffic around me, I glanced in my mirror... and for a split second I saw it. A black Rover 820 moving at excessive speed into the back of my Landy. He hit me straight on from behind, didn't break and didn't swerve to avoid me. As he wedged his car under my rear cross member, the back of the 2a rose in the air and came back down again before being shunted forward down the motorway. I managed to keep control and brought the old girl to a controlled stop on the hard shoulder (despite the rear wheel cylinders releasing some of their fluid on impact, for some odd reason).

My exchange with the other driver wasn't the most pleasant of things but within seconds I had collapsed in a quivering state of shock at the side of the motorway, with neck and back pains. I called the police who arrived in 12 minutes followed by an ambulance 3 minutes later. Unfortunately, I was in no state to take photos of the damaged car, which had been remodelled up to its doors with the shape of my tow bar firmly embedded in the crinkled front end! The car was obviously an instant write off. The Landy had obviously taken a strong hit too with the rear cross member bent inwards and the rear and side body panels rippled too. What was more worrying was that my doors wouldn't close. I was removed from the scene in the ambulance, firmly strapped to a spine board. After X-rays and tests it was fortunately confirmed nothing was broken and I had only sustained bruising and whiplash. With my parents on call to recover the Landy from the motorway and me discharged from the hospital, I finally got home rather later than expected.

After consultation with both the paramedics and police it had become apparent that the high back seats that I had fitted could have saved me from serious injury and the fact I was in a heavy Land Rover could have saved me further. The driver who hit me was travelling at "in excess of 80mph" on impact and a lighter, smaller car could easily have spun and rolled. The old girl did me proud! I would urge anyone thinking about (or not) replacing their seats to at least think about getting a high back set. Just in case that 'it'll never happen to me' scenario actually does.

When I did finally manage to get out to the garage for a closer inspection over the 2a, it was apparent the damage was more extensive than a rear cross member and body panels.



On impact the chassis rail had buckled, effectively putting a twist along the whole vehicle. As all the body panels were pushed together, the bulkhead to chassis bolts had stretched almost half an inch and neither doors nor tailgate now fitted as they should.

To make matters worse I was then informed that the driver of the car, did not own it, he was NOT insured, he didn't produce his details and documents in the allotted time and to top things off, his name and address were false too. I certainly do know how to pick them eh? It wasn't long before the police could track him no further and legally we had to admit defeat and come to terms with the idea that my buckled Series 2 really was my problem.

Not one to give up lightly I launched plan, 'Rapid Rebuild' and decided that I couldn't lose my pride and joy despite the repair quotes coming in at around £3000 parts and

labour. However mad you may think I am, it made sense to me! This was my first vehicle ever, my most prized possession, my everyday and only mode of transport and a test bed for all my mechanical knowledge (well understanding of the green bible!). Being a student in my graduation year, both time and money were a precious and rare commodity, so I had to sort some sort of magic to ever be able to get my 2a back on the road.



"The Team" Left to right: Taz, Me, Rowan, Garry and 'Fudge'

After phone calls and favours pulled I had a new chassis being built to order and delivered (while I was at uni) to my local parts dealer who was going to look after it until I returned to pick it up. This was a good thing as I was in pain everyday for up to 8 weeks after the accident and unable to realistically or sensibly do any work on the Land Rover. I returned to Devon for the Christmas holidays to find all my pre ordered parts had arrived and all I needed to do was collect the chassis and then it was simply a matter fitting it! Being vehicleless, my friend Rowan (South West Organiser) came to the rescue and provided a 90 and flatbed to go get the chassis. I provided a lifting crew, paid with copious cups of tea and sausage sarnies. We returned to my garage with the shinning new galvanised chassis around lunchtime and my four lifting team members offered to stay the rest of the day to help with the dismantling process. We managed to strip it to rolling chassis in an afternoon.



"Rowan takes a nap"



"It didn't take long to strip the old girl right down to the chassis"

rebuild I did took over two years! I really must thank my friends and family for helping during that two weeks – lifters, un-bolters, cleaners, painters, tea makers and Rowan... who slept mainly. I wasn't going to let some irresponsible criminal spoil the enjoyment and previous hard work I put into my Series 2. Despite the student loan company now keeping a very close eye on me, I am very pleased I went ahead and did it.



"We soon had her on the new chassis and ready for testing"

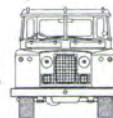
I hope this will prove to others that anything can be done if you put your mind to it. Roll on the summer of shows!

Job done!

Nathaniel Taylor
'DevonBlue2a'



"As her first test drive, I took the Devon blue out to be reunited with her old friends 'Jemima' and of course, Baker"



A member writes...

In memory of Felix



"My son Felix"



"Felix and his sister Beatrice on my Series 2"

Dear fellow Club members,

I wanted to let you know about an event I'm doing which, although not Land Rover related, I thought may be of interest to fellow members.

In August of last year my six year old son, Felix, died of a childhood cancer called Neuroblastoma. Like many people who have gone through a similar loss, I want to do something positive to help other children and their families who are, or will be, in the same position. With two friends, I am riding from London to Monte Carlo, on 50cc Vespas, to raise money and awareness for the Neuroblastoma Society, a charity who's work is aimed at funding research into this cruel childhood disease. We are already well under way with the organisation of the trip, as well as a fantastic response from sponsors and the media.

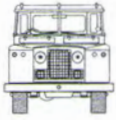
I sold my first Series 2 in 1993 to buy my first home and swore I would have another one day. When Felix was diagnosed with the cancer I immediately started looking for another and soon found a restored 1959 swb full canvas example. During the 3 years before Felix died we all loved going for drives in it and he, as most boys of that age do, loved the adventure of Series 2 ownership.

If any member is interested in making a donation or finding out more about our trip, visit our website: www.mopeds2montecarlo.co.uk

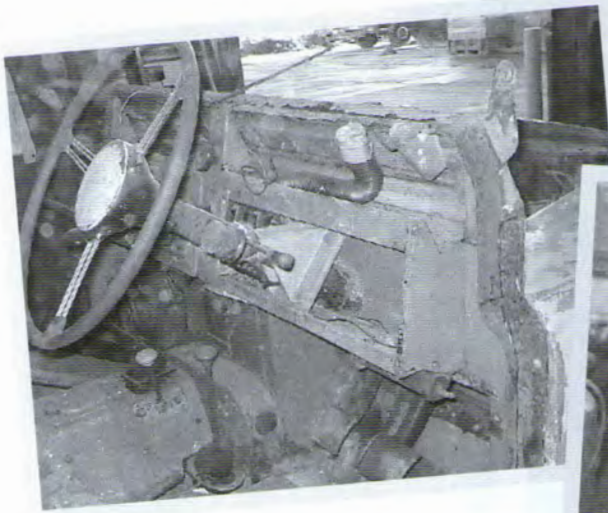
Donations can also be posted to Moped2Montecarlo HQ, 126 Ladbroke Grove, London, W10 5NE. Cheques payable to "Mopeds2"

I am very grateful for any support you can offer.

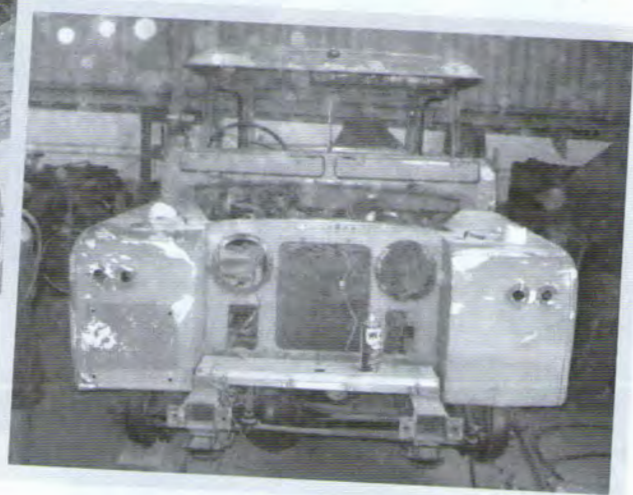
Stuart Mason, Hampshire
(Mem. No. 1089)



And now for something a little bit different...



"The before shots"

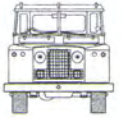


I FIRST CAME ACROSS MY LAND ROVER when a local farmer I work for had it hidden in a barn. It is a 1959 SWB Petrol Series 2, Reg UFF 485. He asked me if I was interested in painting it for him but as you can see it required a bit more than that! I decided to take it on as a restoration and offered him £200 for it, which he accepted. When I got it back to my workshop the inspection started and I began to wonder what I had let myself in for! It became clear that it was in need of a lot of welding on the chassis and the door pillars, which would give me a

lot of practice. Also the window rail had rotted away (basically everything steel was rotten. The door tops were renewed, along with all the lights, a full exhaust system, two outriggers, and a new gearbox crossmember. The hub seals were replaced, as was the manifold gasket, I obviously had to do a full engine service and much more.



"Preparation is the key to a good paint job"



The whole body had to be repaired as there was not a straight panel in sight! When it came to painting it, I wanted to keep it in its original grey livery but I also wanted to add a touch of 21st century, so I decided on the grey and silver with the added checker plate. I have totally refurbished the interior by fitting a new full carpet set, soundproofing and checker plating to doors, a new head lining, a reconditioned Smiths heater... but most importantly, a very loud sound system and air horns!

Even though I can't drive it on the road yet I very much enjoy trekking through the many fields in which the farmers let me drive. As far as I can see I'm the 11th owner on record as I have all its original history dating back to 1979 when it lived in Norwich.

Nathan Peto,
Aged 16, Kent



"Fully restored...just need the driving licence now!"



"just a light covering of the white stuff"





Puzzle Page

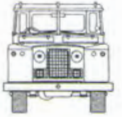


"Central Shires member Gordon Kettell sent us this photo of an incident in Chicheley, N. Bucks – can you tell what these vehicles have in common other than the fact they're Land Rovers?"

JULIE STOCK'S WORDSEARCH

H	A	C	C	E	L	E	R	A	T	O	R	M	F
A	X	H	L	N	N	N	F	O	W	I	N	G	U
N	H	A	D	G	I	G	R	U	C	L	U	B	S
D	C	S	R	W	D	I	E	S	E	L	A	F	E
B	T	S	T	C	M	N	E	S	E	L	X	U	C
R	U	I	E	P	H	E	A	T	E	R	L	E	R
A	L	S	P	A	N	N	E	R	S	J	E	S	A
K	C	Z	Y	S	P	I	L	T	P	I	N	C	N
E	L	S	E	A	T	S	E	X	I	A	O	I	K
S	I	D	E	T	A	N	K	I	D	A	R	R	C
B	O	L	T	S	S	E	R	I	E	S	A	C	A
C	H	W	W	S	Y	D	O	O	R	J	D	L	S
L	O	R	T	S	L	I	G	H	S	S	I	I	E
V	R	U	E	X	H	A	U	S	T	S	O	P	H
W	N	U	M	B	E	R	P	L	A	T	E	S	T

- Accelerator
- Bolts
- Axle
- Club
- Keys
- Clutch
- Number Plates
- Oil
- Chassis
- Petrol
- Crank Case
- Nuts
- Door
- Radio
- Diesel
- Side Tank
- Engine
- Spanners
- Exhaust
- Spiders
- Fuel
- Series
- Fuse
- Split Pin
- Horn
- Seats
- Heater
- Two
- Handbrake
- Wing
- Circlips



North of the Border...

WITH WINTER ALMOST AT AN END, my highlight of the season was during the Christmas holidays. I was invited to join in on a day of mild offroading at the Bran Estate near Dingwall, Ross-shire. Snow was forecast and we were not disappointed on the day (see the front cover of this issue).



"Bran Estate – a winter wonderland for the Land Rover enthusiast"

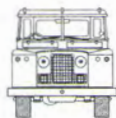
For a small fee of £10 you can play on a variety of wonderful forest tracks, most can be driven without fear of damaging your pride and joy. Please get in touch if you would like to join us, future trips are planned for weekends at the start or end of each month.



With the show season just round the corner, my first show trip this season will be the Land Rover Spring Adventure, Driffield, Yorkshire on 13 - 14 May 2006, if you'd like to join a convoy, again please get in touch.

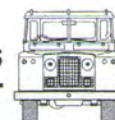
We still don't have a pub meet organized in this area (Highlands) as most of the members live many miles apart. I had one local member suggest a workshop meet in favour of a pub meet, I think it's a great idea, anyone fancy a meet? If you would like to host pub / workshop meet in your part of Scotland please give me a call.

Gordie
Area organizer for Scotland

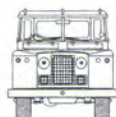


Events Calendar 2006

April 8th - 9th	The Guinness World Record Longest Land Rover Procession, Northants	Tom McGuigan 01406 493144 07958 216266	£15/vehicle
April 29th - 30th	Heritage Land Rover Show, Heritage Motor Centre, Gaydon, Warwickshire	shows@series2club.co.uk Mick Outhwaite	Camping £15
April 30th	Monmouth Vintage Show, Wales	Rob Hancock 01685 812213	Costs & Details TBC
April 30th - May 1st	Magnificent Motors, East Sussex	surreyandsussex@series2club.co.uk 01342 844096	Costs & Details TBC
May 9th	Pencoed College Show, Bridgend, Wales	Rob Hancock 01685 812213	Costs & Details TBC
May 14th	Sandwell Country Park	westmidlands@series2club.co.uk Paul Stevens 07931 323135	Costs & Details TBC
May 13th - 14th	Land Rover Spring Adventure, Driffield, Yorkshire	shows@series2club.co.uk Mick Outhwaite	Member's Display Passes Available
May 26th - 29th	ALRC National Rally, Manby, Lincolnshire	shows@series2club.co.uk Mick Outhwaite	Costs & Details TBC
May 27th - 28th	Abergavenny Rally, Wales	Rob Hancock 01685 812213	Costs & Details TBC
May 28th	West Midland Safari Park Drive and Visit	westmidlands@series2club.co.uk Paul Stevens 07931 323135	Costs & Details TBC
May 28th - 29th	Lampport Steam & Country Festival, Bedfordshire	centralshires@series2club.co.uk Brian Crelling 01296 670227	Free for exhibitors
May 28th - 29th	Cuckoo Spring Fayre, Laughton, East Sussex	surreyandsussex@series2club.co.uk 01342 844096	Costs & Details TBC
June 4th	Tavistock Steam Fair	Rowan Gay 07762 041022	Costs nil
June 10th - 11th	LRW Show, Eastnor Castle, Herefordshire	shows@series2club.co.uk Mick Outhwaite	Member's Display Passes Available
June 10th - 11th	Series 2 Club Northern Gathering Ripon, North Yorkshire	shows@series2club.co.uk Mick Outhwaite 01535 654907	£25 per unit
June 11th	Rhondda Heritage Park Show, Rhondda, Wales	Rob Hancock 01685 812213	Costs & Details TBC
June 11th	Euston Park Country Fayre, Thetford, Norfolk	anglia@series2club.co.uk Chris Mortimer 01284 810455	Costs & Details TBC
June 16th - 18th	Lister Tyndale Steam Rally, Stroud, Gloucestershire	Neil Burke 01594 860054 severnvalley@series2club.co.uk	Costs & Details TBC
June 24th - 25th	The Northern All Rover Rally, Harperley POW Camp, Co. Durham	shows@series2club.co.uk Mick Outhwaite	Costs & Details TBC



June 24th - 25th	Southern Counties Vintage Show, Edenbridge, Kent	surreyandsussex@series2club.co.uk 01342 844096	Member's Display Passes Available
June 25th	Far Forest, Bewdley	westmidlands@series2club.co.uk Paul Stevens 07931 323135	Costs & Details TBC
July 1st - 2nd	Hollowell Steam Show	centralshires@series2club.co.uk Brian Crelling 01296 670227	Free to exhibitors
July 2nd	Six Ashes, Bridgenorth	westmidlands@series2club.co.uk Paul Stevens 07931 323135	Costs & Details TBC
July 8th - 9th	Vintage Vehicle Show, Ardingly, Haywards Heath, Sussex	surreyandsussex@series2club.co.uk 01342 844096	Member's Display Passes Available
July 8th - 9th	Stourport-on-Severn Steam Display Stourport-on-Severn	westmidlands@series2club.co.uk Paul Stevens 07931 323135	Costs & Details TBC
July 9th	Cyfarthfa Castle Park Transport Festival Merthyr Tydfil, Wales	Rob Hancock 01685 812213	Costs & Details TBC
July 15th - 16th	Much Marcle Steam and Vintage Show, Much Marcle, Herefordshire	severnvalley@series2club.co.uk Neil Burke 01594 860054	Costs & Details TBC
July 21st - 23rd	LRe Show 2006. Billing Aquadrome, Northampton	shows@series2club.co.uk Mick Outhwaite	Member's Display Passes Available
July 29th - 30th	Ringmer Steam & Country Show, East Sussex	surreyandsussex@series2club.co.uk 01342 844096	Member's Display Passes Available
July 30th	Severn Valley 4x4 Autojumble, Stourport-on-Severn	severnvalleypromotions@hotmail.co.uk Neil Burke 01594 860054 westmidlands@series2club.co.uk Paul Stevens 07931 323135	Costs & Details TBC
Aug 5th - 6th	Kemble Airfield Steam and Vintage Show, Gloucestershire	severnvalley@series2club.co.uk Neil Burke 01594 860054	Costs & Details TBC
Aug 5th - 6th	Woodvale Rally, RAF Woodvale Southport, Lancashire	northwest@series2club.co.uk Steve Howard 0161 371 1974	Costs & Details TBC
Aug 6th	Mount Edgecombe Vintage Rally	Rowan Gay 07762 041022	Costs & Details TBC
Aug 11th - 13th	The Series 2 Club International Rally 2006 - Coney Green Stourport-on-Severn, Worcestershire	shows@series2club.co.uk Mick Outhwaite	See this issue for more details
Aug 26th - 27th	LRO Show 2006. Three Counties Showground, Malvern, Worcestershire	shows@series2club.co.uk Mick Outhwaite	Member's Display Passes Available
Aug 26th - 28th	Rudgwick Steam & Country Show, West Sussex	surreyandsussex@series2club.co.uk 01342 844096	Member's Display Passes Available
Aug 27th - 28th	Pontypool & Blaenavon Transport Rally	Rob Hancock 01685 812213	Costs & Details TBC
Aug 28th	Berkeley Show, Berkeley, Gloucestershire	severnvalley@series2club.co.uk Neil Burke 01594 860054	Costs & Details TBC
Aug 29th - 30th	Northchapel Steam Rally, West Sussex	surreyandsussex@series2club.co.uk 01342 844096	Member's Display Passes Available



Sept 3rd	Himley Hall, Dudley, West Midlands.	westmidlands@series2club.co.uk Paul Stevens 07931 323135	Costs & Details TBC
Sept 9th - 10th	The Dunsfold Collection Open Weekend, Dunsfold, Surrey		Costs & Details TBC
Sept 9th - 10th	Land Rover Fest, Peterborough, Cambridgeshire	shows@series2club.co.uk Mick Outhwaite	Member's Display Passes Available
Sept 9th - 10th	Laughton Country Show, East Sussex	surreyandSussex@series2club.co.uk 01342 844096	Member's Display Passes Available
Sept 10th	Merthyr Tydfil Vintage Bus Show, Wales	Rob Hancock 01685 812213	Costs & Details TBC
Sept 15th - 17th	Bedfordshire Steam & Country Fayre, Shuttleworth, Bedfordshire	centralshires@series2club.co.uk Brian Crelling 01296 670227	Free to exhibitors Book ASAP
Sept 17th	Tredegar House Country Park Show, Newport, Gwent, Wales	Rob Hancock 01685 812213	Costs & Details TBC
Sept 16 - 17th	Hanbury Rally	westmidlands@series2club.co.uk Paul Stevens 07931 323135	Costs & Details TBC
Sept 23rd - 24th	Kingsfold Vintage Rally, Wattleurst Farm	surreyandSussex@series2club.co.uk 01342 844096	Member's Display Passes Available
Oct 1st	London to Brighton Land Rover Run, Crystal Palace, London	thamesvalley@series2club.co.uk Eric Leuzinger 01628 528279	Costs & Details TBC
Oct 21st - 22nd	Malvern Classic Car Display	westmidlands@series2club.co.uk Paul Stevens 07931 323135	Costs & Details TBC

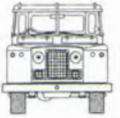
Series 2 Club Northern Gathering 10th - 11th June 2006 Ripon, North Yorkshire

We have tried for two years to organise a members only rally in the northern half of the country. Phil Newman has generously agreed to organise the Rally and I'm organising the bookings. The Rally is a family camping weekend and will aim to include:

- *Fri evening:* Yorkshire Welcome.
- *Saturday daytime:* Greenlaning, bonnet lifting, brewery visit, gymkhana activities, treasure hunt, kids activity, possibly off-roading at a local site (under negotiation).
- *Saturday evening:* Family Barbeque and social.
- *Sunday:* Photo line-up, scenic drive/procession, disperse.

The cost is £25 per family camping unit. This includes 2 nights camping and all on-site activities. The camping site has facilities. Please complete the shows booking form, with payment and send to the Club address. If you need further info, please contact me.

Mick Outhwaite,
Club Secretary



Late IIA to Series III and Beyond

Many people within Land Rover circles find it difficult to tell the difference between the late Series IIA model, and its successor, the Series III. People often believe that all models with the headlamps in the grille are IIs, with later headlamps in the wings models being IIAs. There is the additional confusion over how to identify a Series III, as some assume that headlamps in the wings mean it's a Series III.

The IIA model was in fact much older, starting out in 1962 when the 2.25 diesel engine was launched. Other than the change of engine there was little to visually distinguish the early IIA from the II. The first set of major changes in the life of the IIA took place in 1967, as there were a number of milestones at this time. The electrical systems changed to negative earth and the six-cylinder petrol engine was introduced. Gone were the separate twin wiper motors and in came a single wiper motor hidden beneath a panel in the dashboard. The inside of the windscreen was also changed. Externally, the vehicles were pretty much the same, although from 1963 the headlamps had changed to a more subtle type without the chrome surround and the valance panel was now a different, more rounded design.



By 1968 Land Rover was exporting to most of the world but was finding it increasingly difficult to get the by now rather antiquated machines past various foreign governments. This was mainly due to lighting arrangements as well as there being

increasing foreign competition. The Land Rover had its headlamps in the recessed radiator grille right from the start, a carry-over from the Willys Jeep that had inspired the Land Rover. At the time, the United States and especially Australia were big markets for Land Rover utility vehicles, but the recessed lamps were not acceptable, in spite of their inherent practicality. Being hidden between the wings meant they were less likely to be damaged by branches or errant fence posts for example. However, Land Rover hastily redesigned the vehicle's front end. Initially, the radiator panel simply had the two smaller air holes extended upwards to where the headlamps used to be and the grille was redesigned to be almost rectangular, with only an upwards-protruding central section where the grille badge sat. The headlamps returned to the old





chrome rimmed style and were simply mounted flush in the wings, without any restyling of the wing fronts. This look, which was rather awkward, became known as the “bug eye” model. Most other markets were to retain the recessed headlamps for some months however, and the “bug eye” is quite a rare vehicle. There is no one specific version of bug eye, for the indicator and side lamp are seen in various positions around the main lamps.

In time, Land Rover was able to refine the design, and produced a new type of wing front, which looked more as though the lamps were designed to be there. It featured the indicator and side lamp split at the top and bottom corners of the wing and a recessed square pressing was seen enclosing the lamps. This was being fitted to all Land Rovers by spring 1969. The grille was also changed and became the “Maltese cross” shape, basically a kind of fat cross.

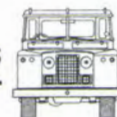
About the same time, Land Rover adopted the “narrow” radiator (often mistakenly called the Series 3 radiator), similar to that used on the six cylinder, across all the four cylinder vehicles. The heater, usually a round design and often ineffective, was replaced with a square heater, of better design, again taken from the six cylinder 109 models.



The sill panels were also trimmed from five inches depth, to three inches, although this occurred a few months later than the change in headlamps. It is unknown exactly when the change occurred, but certainly vehicles built in April 1969 still had deep sills. The shallow sills were a more practical move, as it meant they were less likely to be caught on mounds or undergrowth and thus less likely to be damaged when off-road. Other subtle changes included the bonnet hinges, which changed from a four bolt design, to three bolts – there was also a change to the air vent hinges too.

The Land Rovers continued on in this guise until September 1971, by which time the IIa was considered to be starting to show its age. The steel dashboard was by now considered rather archaic, if not outright dangerous, and so Land Rover set about a small redesign of the vehicle. Prior to this time, Salisbury rear axles were fitted on long-wheelbase models (from IIa chassis suffix H) and fully synchromesh gearboxes were fitted on some vehicles, again in the suffix H era. It has been suggested these were only fitted to station wagons, or only to long-wheelbase models, but evidence is lacking. The likelihood is they were randomly fitted to all models.

The Series III had only a handful of specific differences to the preceding IIa. The bulkhead was redesigned with a full width dashboard made of padded material. The gearbox on all models (with the possible exception of the one ton and forward control models) became a fully synchromesh item. The gear lever itself was changed to take into consideration the layout of the dashboard. Windscreen and door hinges were changed for less protruding items, although in many ways they detracted from the meccano-like appeal of the Land Rover, being much harder to access or remove. The radiator grille was for the first time a plastic ABS item, rather than a galvanised steel item. This prompted complaints from



Australia that the grille could no longer be used on the barbeque! Electrical systems became alternator powered, rather than dynamo, although an alternator had been an option on the Iia for its entire run. The heater was moved into the engine compartment, mounted on the passenger side footwell and had a small grille let into the side of the wing, to draw in fresh air.

In almost every other way though, the Series III was little more than a warmed over Series Iia. The reasoning behind calling it a III was for marketing purposes – it could be claimed to be a new vehicle even though in reality it was simply a package of modifications and standardisations made to increase the appeal of the vehicle and to bring about continued sales. The Series III would not see the kind of evolution the Iia had had, at least not until the 1980s, by which time the Series III was starting to show its age.

Land Rover set about axing low volume models such as the Iib forward control in 1972, and the one ton in about 1977, and thusly the range was rationalised. Bigger brakes, servos, and stronger stub axles were eventually fitted as standard on all models, and in 1982 Land Rover launched the supposedly updated “County” station wagons. These featured better seats and “go-faster” stripes, as well as being available in arrow red, or a rather interesting shade of russet brown.



In most other respects the County station wagons were standard vehicles, albeit usually fitted with many off the shelf accessory items such as an overdrive and free wheeling front hubs. At around the same time, Land Rover finally got round to fitting the venerable V8 3.5 litre ex-Buick engine into a utility. The engine was a restricted version of the one in the Range Rover, de-tuned so as not to overload the brakes, which were the same as the items fitted to six cylinder models. On the introduction of the V8 109, the six cylinder engine was dropped from the range. A lower ratio steering box taken from the one ton was also optionally fitted to the V8 for driver comfort. This was also the first utility Land Rover to feature permanent four-wheel drive and a diff-lock, having the same gearbox as the Range Rover. This also required the fitting of the 3.5:1 differentials – also taken from the Range Rover.



Unfortunately, many do not consider the Series III as desirable as its predecessors, disliking the plastic grille and black vinyl dashboard. People are often disappointed with the poor build quality that Land Rover suffered from during the 1970s and into the early 1980s. Chassis and bulkhead rot was commonplace on vehicles only a few years old. This, along with weaker gearboxes, means the Series III has not yet taken on the classic status of the II and IIa. This can in part be attributed to the fact that very few Series IIIs are entitled to historic tax status in the UK.

There is a great deal of interchange ability between the various Series Land Rovers and this only adds to the confusion. Parts like wings, doors, roof panels and rear tubs are interchangeable, as are axles and prop shafts, brakes and gearboxes. Even the engines changed in only very minor ways from 1961 until 1980, when the revised five bearing engines appeared and these will still bolt straight onto an earlier gearbox and chassis.

The Series III soldiered on until 1985 when it was finally replaced by the coil-sprung 90 and 110 models. Overall, Land Rovers had changed little from 1958 when the Series II was introduced and the new coil sprung models were the first major departure from the original concept pioneered in 1948.

For many Land Rover enthusiasts, "leafers" represent the golden age of Land Rovers as dependable working vehicles. They were simple to work on, easy to maintain and were rugged, hard working machines. They were a vehicle that had evolved. Land Rover had managed to keep what was basically the same concept on the road (and off it) for an amazing 28 years, with only rather minor changes and re-designs. In 1985, the Series III still shared most of its basic components with the Series II of 1958. Aesthetically, even the 90 and 110 Defenders owe a great deal to the Series II. The Defender is now considered to be approaching the end of its production life and many wonder if its replacement will live up to the standards of its predecessors. For safety reasons the vehicle is unlikely to have a ladder frame chassis and it will be a surprise if it bears much more than a passing visual resemblance to its leaf-spring forbearers. It will almost certainly have new, modern technology carried over from the new Range Rover, Discovery 3, and Freelander models. It will be interesting to see if production figures ever reach the heights set by the late Series IIa.

Daniel Warden
Member 1752

Yorkshire Natter...

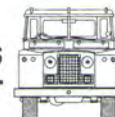
Hi everyone,

With the show season heading towards us at full pace, it's time to dust off those calendars and book ourselves in for the show season. I'm busy preparing the list of shows in our area – we have an exciting season ahead of us. I'm working with Mark Strangways (of Piece Hall fame) to organise a new show for the Yorkshire area, more details to follow.

We're also hoping to have a camping weekend over the summer. So in order to kick-start matters, we're going to have a regular monthly pub meet check out the Pub Meets page for details.

As ever, please feel free to contact me about any club matter in the area, comments, questions & offers of help always appreciated. **Landy on!**

Chris



South West Area News...

Well hello folks

I hope you have had a very good Christmas and a very happy new year so far. I for one have been a very busy bunny in the intervening time since the last issue of B2L. As you may remember, Jemima my SWB IIA is now on the road and very much off-road too!



Baker the Tow Truck is nicely wrapped up in her tarp awaiting the warmer spring (I hope) so some TLC can be lavished upon her.

I was hoping to have produced an area newsletter but I've simply been too busy elsewhere (see page 22) to have even had a chance to sit down at my PC to knock something up. So here I am to update you on what progress I have made so far.

I have decided to relocate the pub meet from the Catherine Wheel, Hemyock. This is several hours drive away from me and just not feasible for me to get to.

The new venue will be the Warren House Inn on the B3212 Yelverton, Moretonhampstead to Exeter road. Grid reference SX (67425, 80941) on the third Tuesday of the month around 8pm, I hope to see you there! I know the South West is a big geographical area, so if any of you still want to meet up at The Catherine Wheel, please let me know and I will then be able to support you and advertise any pub meets amongst the area members.

With regard to shows, so far I have had two definite yes's and I hope to have some more as soon as the organizers get back to me. The dates are in the events calendar. First there's the Tavistock Steam Fair where I have managed to negotiate a stand for 10 vehicles maybe more if I do some groveling with the organisers, so first come first served...be quick! Next will be the Mount Edgecombe Vintage Rally. There isn't a limit on places but they have said that there will be a small fee per-vehicle. By the time this goes to print I should know what that is so do contact me to know more.

Other shows I've made initial enquiries about include the Devon County Show, The St Merryn Vintage Rally and the Powderham Castle Vintage Rally.

I do know that this has come a little late in the year for some to plan time off work and around family and friends, but due to starting with a clean slate I've had little to work with regarding shows – by next year things should be more organized.

I do hope that you can come along to a show or two and are able to show your face at a local pub meet, it'll be great to meet up with you all and be able to have some friendly banter.

Happy Land Roving

Rowan
Mobile: 07762041022



A greenlaners winter diary...

by Alan Jones, photos by Scott Snowling

North Norfolk Fords Run – 11th December 2005

A small party of Norfolk based club members assembled at the Morrisons supermarket in Fakenham...to tackle some of Norfolk's 60 fords!



"SYF tackles the crossing of the River Wensum"

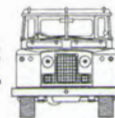
It wasn't long before we were getting wet at one of the more challenging fords, the only crossing of the River Wensum at Shereford Mill. The entrance to the ford is through someone's front garden, you then turn right and navigate up stream to the far shore. Not so easy after heavy rain and the garden slipway is hard to spot going the other way! We then headed north via Great Snoring to Houghton St Giles, which boasts no less than 4 fords (A, B, C & D) in the village across the River Stiffkey (pronounced – Stewkey).



Houghton is one mile south of Little Walsingham – home of the Shrine of our Lady. This has been a pilgrim's destination since the 11th century and the pilgrims stopped at the Slipper Chapel in Houghton (next to Houghton C ford) and walked the last mile barefoot.



This is where Scott learnt why fords are also known as "water splashes"



Please note: no photographers were hurt in the taking of these pictures and we don't normally drive through fords like this...this ford has a firm base, is quite shallow and there was no other traffic about!

Later at South Creake village green...



Our Land Rovers had another bath!

A coffee break was taken on a quieter stretch of old roman road near South Creake. I took the opportunity to do some pruning and lopping, to clear the lane a little. There are many such lanes in the east region, part of the garrisoning of the area after the uprising of Queen Boudica and the Iceni tribe.



By the late afternoon the light was fading and "Lala" (the other yellow diesel Landy) was suffering from overheating - a blowing head



gasket. SYF was spitting oil out and the Disco that had been following us round had, as it turned out, a duff wheel bearing - a victim of the Houghton fords! We decided to call it day before tackling the final section of this run past Holkham Hall.

For those of you interested in the location of all the fords in the UK, then visit this website:- <http://vamp.idlers.org/~jaffa/> for further information.



Thetford Forest Run – 2nd January 2006

For this first run of the year, 9 Series 2s met up at Sainsbury's car park, Thetford. Many had travelled quite a way to get there. Immediately, an impromptu exchange of Land Rover parts took place, as is customary on these occasions. I found myself going home with a 2A bulkhead. The Thames Valley crew were well represented by Mark & Ian Rumsey, Richard Bilbe and Eric Leuzinger, and our furthest visitor Ben Williams from Oxford. Then there were the Essex boys, Bob Sutton and Paul Conway with Suffolk locals Andy Cresswell and Guy Massey also joining us. I was chauffeured round all day by James Meadows from Cambridge in his capable truck cab.

"James, my chauffer for the day"



We split into two convoys with Bob leading the second string (as he'd been before). We set off

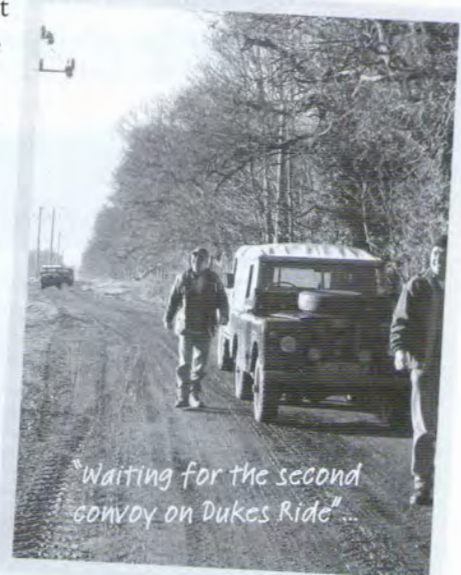
with a 5 min gap between convoys and it soon became apparent that PMR radios are pants in a forest!

We meet up at lunch time at the Elvedon Inn, just off the A11, only to be greeted by a large limousine in the car park that was longer than two SWBs end-to-end!

(see inside front cover of

this issue) It would have been interesting to see that tackle some of the forest trails. There was a board up "No Food Today" so we were not expecting to stay long. However, the landlord provided us all with free food!! Roast spuds and chicken bits, very tasty. So we all made a contribution to the RNLI lifeboat collection. The rest of the afternoon was spent exploring the Suffolk end of the forest in some of the darker sections, before it was time to wend our way back to Thetford and point the visitors on the right roads home.

"It was somewhat misty early on"



"Waiting for the second convoy on Dukes Ride..."

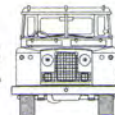
Alan Jones, Norwich.

Evelyn Snowling writes...

"On Behalf of the **RNLI**, I would like to thank the members of the Series 2 Club who donated to the **RNLI**, for the lunch that was provided at the pub whilst on the Thetford Forest Greenlane day on January the 2nd. Every little helps and the money raised will contribute towards the new **South Broads Lifeboat & Lifeboat Station**.

Evelyn Snowling

RNLI Beccles & Bungay Fundraising Branch



Shows and Events

Spring 2006

Apologies to those of you that have been in the Club for years and are getting deja vous reading this. Yes, it is very nearly the same article as last year, but we have a lot of new members who need to know what major shows the Club will be attending and need to know how to get hold of the free vehicle display passes the Club negotiates on members behalf. Free passes are available to members who want to display their Series 2 on the Club Stand. As long as it is a Series 2 and road legal, we will welcome your vehicle. All we ask in return is an hour or two of your time to help run the Club's Stand and to help us to raise the profile of the Club.

Please complete a shows form for each of the events you wish to attend and post it to the Club address. Tickets are allocated on a first come, first served basis and must be posted to the Club address.

Heritage Land Rover Show and Heritage Run

**29th - 30th April 2006
Heritage Motor Museum
Gaydon, Warwickshire**

LRW have replaced LRM as the main supporter, with Land Rover Classic Parts.

The format is the same as last year.

The show starts at noon on the Saturday and is open to 6.00pm that evening. Sunday follows the format of the old one-day show.

The theme of this years show is overland travel, which to you and me means shiny bolt on bits for Defenders, Disco's and Tesco challenge Freelanders. *Some free passes are available for this event.*

Land Rover Spring Adventure

**13th - 14th May 2006
Driffeld Showground
East Yorkshire**

*LRO have dropped out, but
I doubt anyone will notice!*

Free weekend passes are available for Series 2 Club members who are displaying their Series 2 on the Club stand. This was a very friendly event last year with a very relaxed atmosphere.

*Please complete the form below and
return it to me ASAP.*

LRW Show

**10th - 11th June 2006
Eastnor Castle, Herefordshire**

Paul & Jill Stevens and the West Midlands crew had a great time last year. They are planning to repeat this again this year. LRW are generously supporting the Series 2 Club again this year. I do have passes for vehicles displaying at the show, including free weekend camping. Please complete the form below and return it to me ASAP.



**LRE Show
21st - 23rd July 2006
Billing Aquadrome, Northampton**

4 days obviously did not work as the show has returned to the old three-day format. Our stand will be in the same place and we are camping in the same area. We traditionally do the children bike trial and LRE have asked us again. *I do have passes for this show, but they will only be allocated to members willing to do a significant amount of work over the show.* If you would like to volunteer, please get in touch. If you would like to camp in the Club Camping area please let me know, so that I can book adequate space. Please use the form below.

**LRO Show, Malvern
26th - 27th August 2005
Three Counties Show Ground
Worcestershire**

Thanks again to the West Midlands Area this is a very good show for Club members. As far as I know it is the same format as last year, but should be better as this is its second year. *Display passes have been offered by LRO so get the form filled in and sent to the Club address.*

**Series 2 Club International Rally
11th to 13th August 2006
Coney Green, Stourport on Severn
West Midlands**

Turn to pages 20 -22 of this magazine for full details and a booking form.

**Land Rover Fest
Peterborough Showground
9th - 10th September 2006**

Despite the rain this was a great show for the Club last year. The rain nearly spoilt it, but a log fire soon lifted spirits and it is possible to have a club BBQ in the rain.

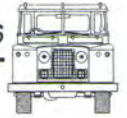
Live Promotions are great supporters of the Series 2 Club and free display passes are available to members. *Please complete the form below.*

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

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

All the best for 2006 and I hope to meet you at one of our events during the year.

Mick Outhwaite
Shows and Events Officer



Questions & Answers

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

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

WELL, IT'S A FRESH NEW YEAR and time to face all the challenges of another twelve months with a Land Rover. Please keep the questions coming, and don't feel embarrassed if they seem very simple or silly. Remember, even the most knowledgeable Land Rover aficionado was once a novice who knew nothing.

Q The older I get the heavier the steering gets!

My 1962 ex Signals truck SWB Series 2A is now on SORN for much needed attention during which I would like to make the steering more manageable. Do you know of anyone who can provide a rack & pinion conversion, or can I fit power steering. If the latter what parts do I need to buy. Part numbers would help. I can make brackets and hoses but need to know about pumps and rams.

Peter Ratcliffe (via post)

A There are three options for power steering. The first is to use Range Rover power steering, the second is to use the system that was factory fitted to a number of armoured Land Rovers for Northern Ireland, and the third is to use a commercially available kit. Rack and pinion steering is not an option due to the design of the suspension. Even today the Defender still uses a steering box.

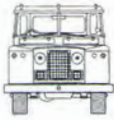
Fitting Range Rover power steering involves using either a Range Rover or Defender steering column or else butchering a standard steering box to extend the column using a jointed shaft to the new steering box location, which is approximately where the steering relay currently is. The front crossmember has to be notched or (preferably) relocated to make room for the steering box. However as it requires substantial chassis modifications to fit the steering box I feel

it can compromise the structural integrity of the front end of the chassis if not done properly and is probably best avoided.

The Northern Ireland power steering set up replaces the standard steering box assembly with a power steering box and utilises a custom steering box and bulkhead support and connects to the standard steering rods and relay in the usual way. I am not too familiar with the system, but I believe it may require the inner wing to be trimmed to clear the box.

The commercially available system takes the form of a modified drag link between the relay and hub that includes a hydraulic ram. This is pretty much a bolt in kit and requires no modifications to the chassis or bodywork. The only downside is the pump sits underneath the engine and is vulnerable to damage off road, however if you can locate the pump and bracketry from a 2.5 engined 90 or 110 you can use that instead and keep the pump out of harms way. Please note that this kit does not come cheap as its all new components and custom made for Series Land Rovers. For details contact Chris Perfect Components.

However, before resorting to power steering, the first thing to check is the original steering is in good condition. Standard steering when set up properly is surprisingly light and easy to use, even with 7.50x16 tyres. It's hard to turn when completely stationary, but even when moving at an extremely low speed (barely



rolling) it should lighten up and be quite easy to use. The steering normally gets heavy when the relay or swivels begin to seize up, which is extremely common. In fact, I've come across steering seized enough to prevent it from self centring so much the driver has to return the steering to the straight ahead position as the vehicle comes out of a bend.

To check the steering you require a set of fishing scales. First, disconnect the steering rods from the relay and then use the spring balance to measure how much pull you need to keep the arm moving smoothly when pulling from the eye in the upper arm. The initial pull could be quite high, but once moving the pull should be between 12lb and 16lb. If it is more than 16lb the relay is seizing up and should be overhauled or replaced. Unless you have the special tool to reassemble the relay you are better off replacing it.

Next turn your attention to the swivels. Disconnect the steering rods from each hub and then check the pull needed to keep the hub moving when pulling from the track rod eye (the one closer to the hub on the nearside). The pull required should be 12-14lb. Any more and the swivel is seizing up and requires overhauling, possibly including new Railko bushes and lower bearings.

With these set correctly the steering should be light enough to operate one handed from less than 5mph. I would suggest you check the steering out even if you decide to fit power steering otherwise you could end up masking serious problems that could lead to MOT failures or even damage to the new power steering kit.

Q I have just bought a 1958 Series 2 Land Rover. I am trying to source a new battery. I do not know where to look and what to buy. Could you please give me some advice?

John Getty (via email)

A Pretty much any standard car battery with the terminals the right way around that will physically fit into the battery tray will do the job for a petrol Land Rover, so you should be able to pick something up from your local motor factors, accessory store, Land Rover specialist or Halfords etc. If yours is a diesel you

need to choose a bit more carefully to make sure you have the power to run the glow plugs and starter motor. You need to find a battery of at least 90-100AH capacity or you could find yourself running short of power in cold weather where a lot of cranking may be needed.

If you want something more original than the modern white plastic maintenance free batteries available today, there is a company called Lincon Batteries in Southend who make authentic black cased batteries with the lead bars on top that look identical to those fitted to most cars and trucks in the 1950's and 1960's. They can even supply the twin 6-volt batteries as used on the diesel. They are not cheap, but look great in a Series 2. However, if you get one you must take care when under the bonnet as each lead bar is live and if you drop a spanner or screwdriver on to of the battery it will short out and sparks will fly!

Q Hi my name is Rachel and I have just bought a 2b forward control. I am going to hire a trailer but could you tell me the overall weight of the 2b. Its a drop side body version, I really appreciate your help, many thanks

Rachel. (via email)

A A dropside 2B FC weighs on average a shade over 2 tonnes in standard trim. If its been modified (such as a large diesel engine) that will increase the weight a bit, as will accumulated dirt and mud so I would make sure the trailer is rated to carry at least 2.5 tonnes. If you have other bits and pieces such as a stack of spares to collect at the same time you will either need a heavier weighted trailer (which you are unlikely to find) or else you need to make alternative arrangements for them.

Q Where can I get an eight-stud water pump for my 61 Series 2? People have told me the following options.

1. Some one has them new.
2. Use a repair kit.
3. Don't use repair kit as you will fracture the impeller.
4. Use a 9-stud pump and grind a bit off it!

Can you help please?

Mike M. (via email)



A It appears someone has been giving you some duff information.

1. There are still a few 8-stud pumps to be had new, but they are few and far between and probably going to be expensive. The places to try for this are the Land Rover Orphanage, Dunsfold DLR, Craddocks and P.A. Blanchard. One of these may be able to help. (for contact details see the end of the Q&A section).
2. Yes, you certainly can use a repair kit, but you have to be careful. You will require a good press and a lot of care.
3. Provided you use the press correctly and support both the impeller and main casing properly everything will be fine. If you don't support them properly then they will break. There are one or two places that offer exchange/reconditioning services that will do the job for you. Try the same places listed above for the kit and for the exchange/reconditioning service.
4. This is completely wrong. No matter what you grind, a 9-stud pump will not fit. Neither for that matter will the 7 stud military pump. Whilst the 7 and 9 stud pumps are very similar and differ only in the number and location of the studs, the 8-stud pump is quite different. The main casting is a different shape, although this is not obvious until you get it along side a later pump. The reason for this difference is the pump impeller was relocated to allow a larger fan to be fitted on the Series 2A for 1962 and that required the timing cover and water pump casting to be redesigned.

Q Please could tell me if a Land Rover Series 3 cylinder head for a 2 1/4 petrol part no etc 5412 will fit on my Series 2 1960 engine the engine no is 15101xxxx

Sarah & Steve (via email)

A Yes, it is possible to fit a Series 3 cylinder head straight onto a Series 2 engine. There are a couple of things you must do, however. The first is to fit a Series 3 type thermostat housing and thermostat as the original one-piece housing and thermostat will not fit into the later head. That is unless you have a very late 1960 with the three piece housing already in

which case it should transfer over. To be completely correct you should also replace the pushrods with Series 3 pushrods, but in practice its not necessary unless you find you can't adjust the valve clearances.

If the old head is still saveable please do not throw it away. The early 'deep pocket' heads are now getting very hard to come by, and with more people wanting to restore to original condition it will not be long before these early engines and their parts become sought after.

Contact Details:

Land Rover Orphanage

www.landroverorphanage.com
01285770411

Dunsfold DLR

www.dunsfold.com
01483 200567

John Craddock Ltd

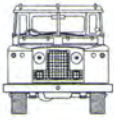
www.johncraddockltd.co.uk
0845 3444 111 (UK)
+ 44 (0)1543 577207 (Overseas)

P. A. Blanchard

http://www.pablanchard.co.uk
01430 872765

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.



Central Shires News ...

TIME CONTINUES TO FLY BY as we try to get ready for the show season. Will is waiting for his body transplant and repaint so we'll have to get on with things! In late November we planned a scenic road run around the country lanes of N. Bucks and Northamptonshire. The route was around 70 miles in length and was largely on single-track lanes – perfect for a Series 2! This proved to be a most

enjoyable day out and a chance to meet some new faces. Starting at Casa Crelling in Granborough, members partook of tea, coffee and mince pies to build our strength for the journey ahead! We ended the journey at one of our regular haunts The Navigation in Stoke Bruerne. We'll definitely do this again.



"Will awaits his rear tub"



"Central Shires convoy"



"tea break at Canons Ashby"



"Was it left or right here?"

We continue to have a roving pub meet, please contact us if you would like us to hold one near to you – we are always keen to meet members from the area. In February we met at

The Swan in Great Horwood – this was an exciting day for us as we were expecting the arrival of our new Series 2A LWB all the way from Portsmouth (see Editorial), needless to say the meet ended with a visit to Granborough for an inspection.

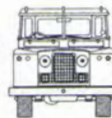


Check out the events calendar for details of the steam shows we plan to attend this year – the first will be Lamport Steam and Country Festival, Bedfordshire 28th and 29th May. Please contact ASAP if you are interested. We also hope to plan a few one-day events, maybe even a beer festival visit. A newsletter will be out with area members soon.



All the best.

Brian



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 2 Club Teddy Bear (fully jointed)	£9.00
Pen (Series 2 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 (both these items are pre-order only, please allow 5 weeks for delivery)	£30.00
Series 2 Club internal window stickers	.50

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 2 Club Ltd**' to:

PO Box 436, Silsden, Keithley, BD20 0WS

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 & Wanted

Wanted

Overdrive,
in good working order

Contact Peter:
01386 792448 (Worcs)

Wanted

Series 2/2a SWB Diesel Station Wagon,
Galv chassis preferred

Please call Giles:
01789 204089 or 07956 488334

For Sale

1963 Series 2A LWB Safari
2 1/4 Petrol

MOT - Original, untouched condition
£1450

Contact: Ray Head (Mem 0153)
01702 217662
(Southend)

For Sale

Series 2 Front Power Take Off
Dog Clutch
Capstain Winch
Mounting Plate

Series 2 & 3 Gearbox Power Take off
Dog Clutch

If members are interested contact: Jake Hamon via e-mail:
jake.wend@cwgsy.net
(Alderney)

For Sale

1960 SWB with V5C
SIII Diesel engine fitted.
Full Hard Top, 8 Spokes

£400

Mint Cond'n Truck Cab LT Green
With SWB adapter

£150

1964 SWB With V5C

BRG ,Petrol. 90 Cab fitted,
750 set LWB Rims - Running

£700

LWB Hardtop with side windows
Incl. original "Eversure" Roofrack
Many other old instruments, parts and engines,

Too many to list, please call for a chat!

L. Stafford Dovey "Mostly Series One"
Tel 01597 810058 (Powys)

For (reluctant) Sale

Unfinished Restoration (so nearly there - room needed)

1963 SWB Hd Tp Pet 2.286

New 1/4 Chassis & Rear Springs, Bushes, etc.
New Brake System.
New Exhaust System inc Manifold.
Engine Good (recent head o'haul).
Transmission Good. FWs.
5 Good Tyres 205x16R.(2Mich X M+S)
on std wheels (4 x 8 spokes available)
37k(?) miles showing
Doors dodgy (2 x S3 doors available)
Bulkhead Corners need repair (panels available)

£400 or Offer.

Contact Ed
01329 845743 (Fareham, Hants)
ejmrichardson@lineone.net

For Sale

LWB tub, straight, vgc **£75**
SWB Hardtop, few little dents **£50**
Rear Door (One piece) good **£20**
Pair of early 2A wings, straight **£60**
Early 2A front panel, very good **£70**

Contact Paul (Mem. 0674)
Tel 07904 858831
(Coventry)

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.autoelectricsupplies.co.uk

LSUK (formerly Lucas Services)
0114 259 1939 www.lsuks.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

Dingcroft (OEM parts) 01494 448367
www.dingcroft.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

Uroglass (heated windscreens) 01527
577 477
www.uroglass.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

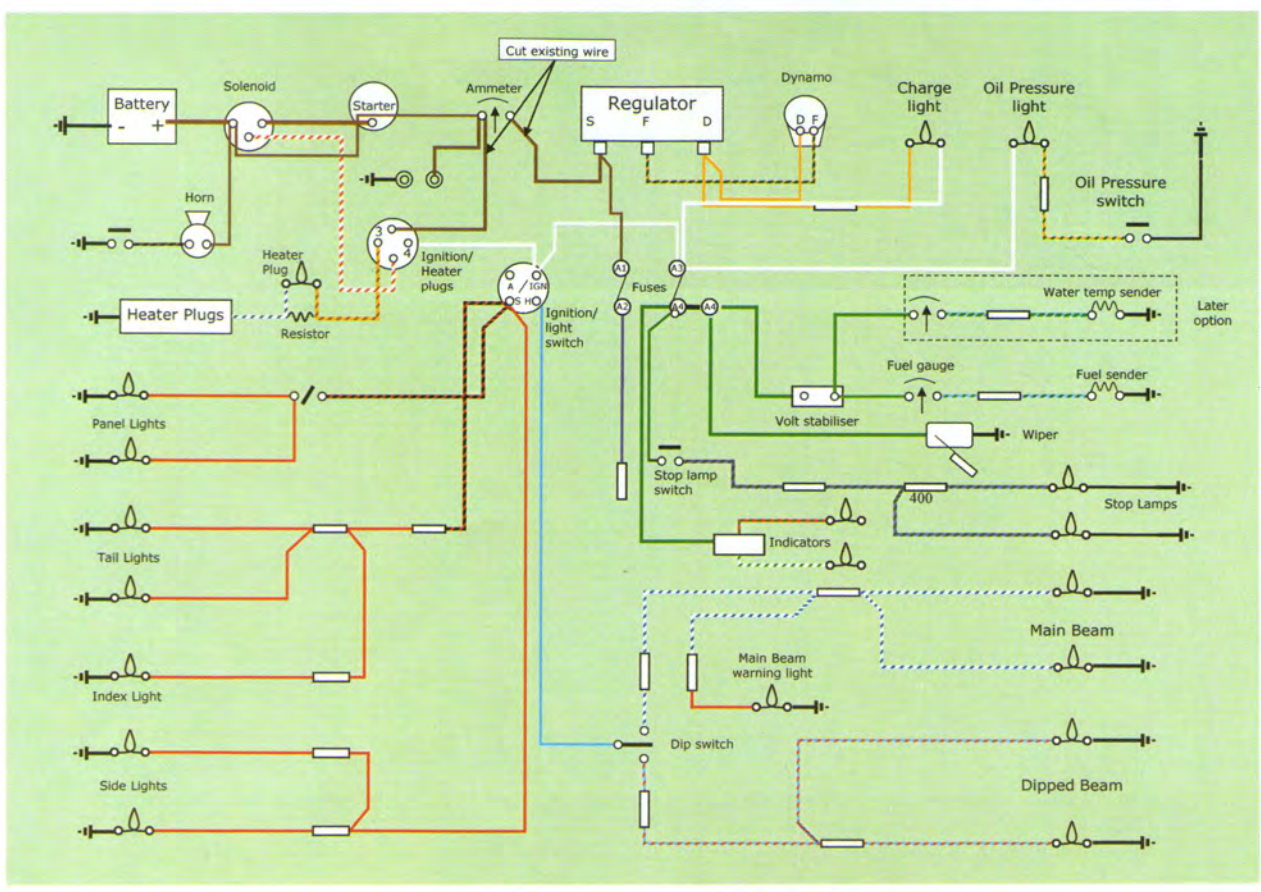
TOOLS:

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

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

Diflock 0845 125 9407
www.diflock.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.*



Simon's adapted wiring diagram (see page 10)

