

Summer 2006

£3.00

BUILT TWO LAST



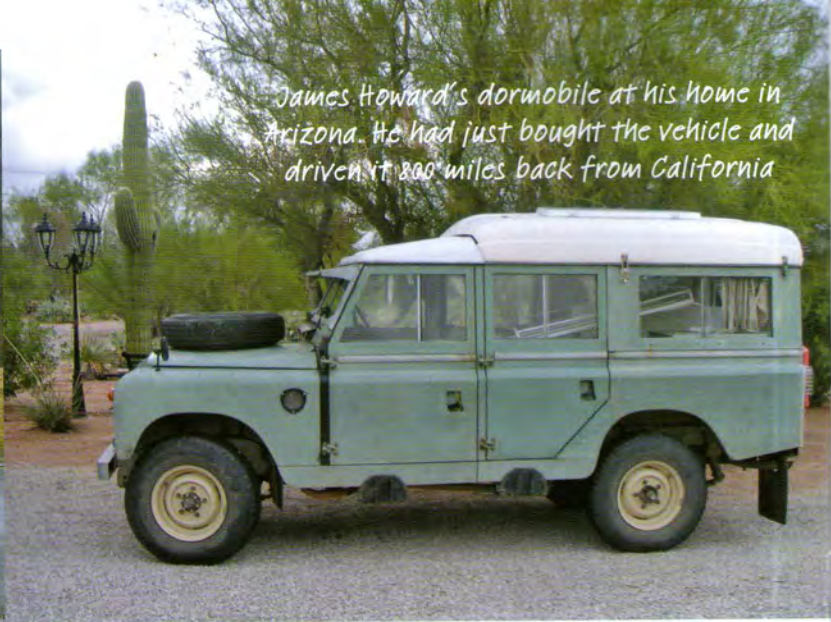
SERIES 2 CLUB



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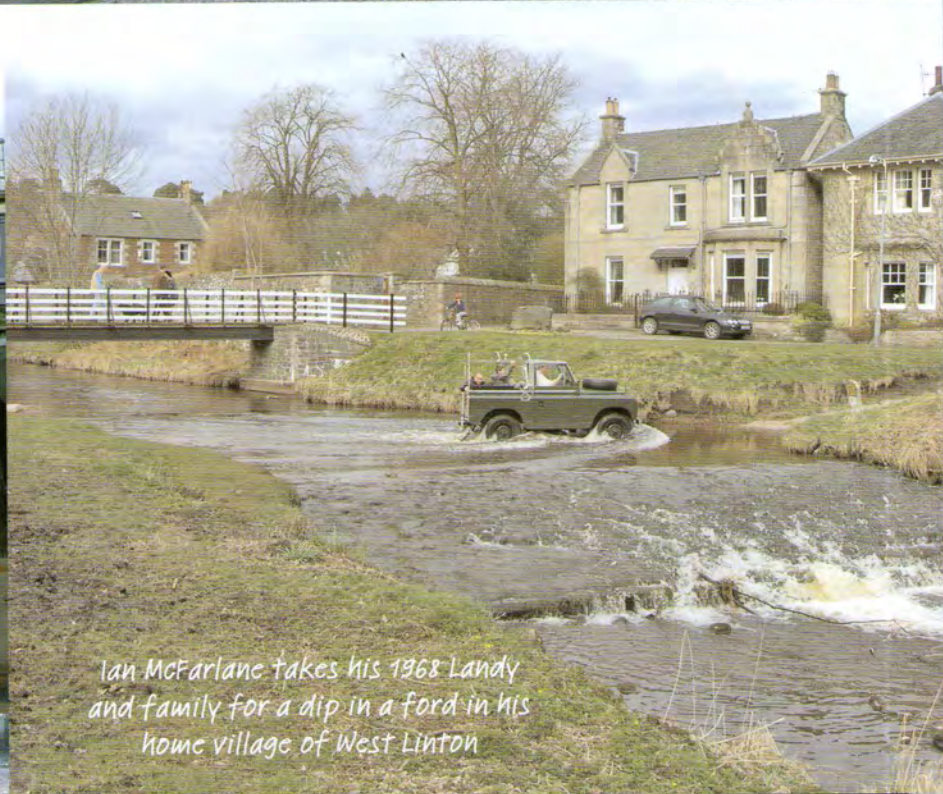


Martin Pegrum goes for a drive in the fabulous countryside around Lyn Briann, Near Llandovercy



James Howard's dormobile at his home in Arizona. He had just bought the vehicle and driven it 800 miles back from California

Land Rover Spring Adventure, Drifffield.
Photo taken by Karin Quarrie



Ian McFarlane takes his 1968 Landy and family for a dip in a ford in his home village of West Linton



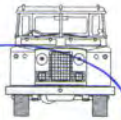
Simon Maltby's pooch Barney guards the logs



Will and Sally Davis' best friends Chester and Zac. The 2A SWB is a handy shelter until the rain stops and they can go for their walk

Club stand at Weston Park Show,
photo taken by Nick Kilvert





Series 2 Club

PO BOX 436, Silsden, Keighley BD20 0WS

Rec'd
June 23rd
2006

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Membership Secretary Avril Anderton
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Shows Co-ordinator Mick Outhwaite
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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 summer issue of 'Built TWO Last'

THIS ISSUE IS A VERY IMPORTANT ONE for members as it includes all the information on our AGM meeting to be held in August. Make sure that you have your say by completing the proxy form if you are unable to attend.

By now the 2006 show season will be in full swing and I hope this issue not only motivates you to join in, but to take some photos for the Club magazine! I know that many of you post photos on the Club forum, but please remember that these pictures are usually too low a resolution for me to use in B2L. If you attend a show, or any other Club get together, help us to share the memories with other members by sending your stories and photos to the magazine. In particular, I'll be looking for any magic moments at the Club National to be captured on camera! Please try to take digital photos at as high a resolution as possible.

The front cover shot shows John Eastwood in his trusty workhorse "NOG" this shot was taken earlier this year in Snowdonia and we'll get the full story of this trip off road in the next issue. You'll notice that I've gone a bit animal mad on the inside covers. This is largely thanks to the Club website's Pets and Rovers section that I just can't resist. I've also included members'

photos of their vehicles, shows and days out. The back cover was taken by James Howard and shows his Dormobile earning its keep on a camping trip in the Organ Pipe Cactus National Monument in Arizona.

The hamper prize this issue goes to one of our younger Club members, Ben Cresswell. He has sent me two articles for inclusion in this issue and it just goes to show you're never too young to write something for Built Two Last! As always, thanks go to Glen at Paddocks for her help with this great prize.

I'm always looking for new ideas for the magazine so if you have any suggestions please get in touch. As I've said before, it would be nice to have a greater technical content in Built Two Last and, with the help of Dave Dutton, I'm hoping to provide you all with some useful pages in the next issue or so. Remember, this magazine is dependent on members sending material in.

Finally, we have some very special photos in this issue thanks to Ian McFarlane. In the year the Queen celebrates her 80th birthday, isn't it great that a member has found these images from a royal visit so many years ago.

Enjoy the mag!

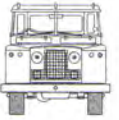
Cat.

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 **15th August 2006.**



From the Secretary...

I MENTIONED IN THE LAST ISSUE that due to changes in the Committee and changes in personal circumstances, there might be a few delays with membership, responses from the Secretary and with the Club shop. I'd hoped that these problems would have been solved faster, but as we are all volunteers, family and work must come first. The Committee have worked hard to find new volunteers and we've invested in new office equipment to reduce the time volunteers spend running the Club. Normal service should be resumed by the time you read this article. Please accept our apologies.

You will notice that this copy of B2L contains information for the AGM. The AGM is your opportunity to meet up with the Committee and to have your say on how the Club is run. The Club has doubled in size since I joined 5 years ago and the Committee is constantly reviewing how we manage the Club. At the International Rally last year, the committee agreed that we needed to formalise the rules of the Club. A sub committee was set up and a draft set of rules drawn up and e-mailed to the Committee. Committee members responded with amendments and another draft was circulated. I lost count of how many drafts were sent round, but eventually we ended up with the rules now presented to members in this issue of Built Two Last. These rules are not intended to be set in stone and will probably have to be amended at future AGMs, as the Club continues to grow. The Committee would especially like to thank Eric Leuzinger for all the hard work and time he has put into preparing these rules.

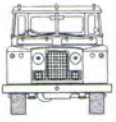
The AGM is also where we welcome new volunteers onto the Committee and thank those who are retiring. Andrew has decided to stand down as Chairman and the Committee would like to thank him for the work he has

done. Eric, as Vice-Chairman, has stepped in and is now acting Chairman until the AGM. We therefore need to find a new Chairman who can lead the Club forward. Tracy Carpenter has been co-opted onto the Committee to run the Club Shop until the AGM and will be standing for the post of Shop Manager at that meeting. Steve Howard has informed us that he would like to be proposed to be a Director of the Series 2 Club and to do so, has retired from the post of North West Area Organiser. Karin Quarrie has agreed to take over from Steve and we would like to welcome her onto the Committee. We have also been looking for a North America Area Organiser and I'm pleased to inform you that we have now found two and they live at opposite sides of the USA. Rich Williams will represent the Western side of the USA & Canada, with Peter Monk representing the eastern half of the USA & Canada. They have chosen that little river, the Mississippi, as the boundary. They introduce themselves in their own article in this issue.

By the time you read this I will have attended 3 shows and will be getting ready for Billing. I do enjoy the shows as it is an opportunity to meet up with old friends in the Club and to make many new ones. If you attend a show this year, look out for the Club stand and please do introduce yourselves. I am always available to hear what you think of the Club and welcome constructive criticism.

Lastly, the Club International Rally is a not to be missed event. The Rally is open to all members and their families. Your Series 2 does not have to be present. There will be plenty of members willing to give you a ride around the off-road course and plenty of other activities to keep the whole family entertained. See you there.

Mick



Chairman's Chat...



SUMMER IS FAST APPROACHING and another season is upon us. As I sit and write this I have already attended four shows, a green lane run and nine area meetings this year and the enthusiasm from the members I see and meet never ceases to amaze me. Whilst on the subject of shows, congratulations to all the members who helped the Club win the Chris Savage Award at Gaydon for the Best Club Stand.

Looking at the calendar, there is at least one event EVERY weekend from now until the middle of October, that's excluding pub meets, workshop meets, barbeques and green lane trips. This is a testament to the hard work of the committee and area reps - please show your support by attending. Also, if you think of anything that your area or the Club should be doing, please bring it to the attention of the rep and help to make it happen.

As you read this, Paul and Jill Stevens, Norman Smith and the West Midlands area crew are making last minute preparations for this year's International Rally. Having

seen the blood, sweat and tears that have gone into this, the Club's premier event, it is now up to you to attend and help make it another success for the Club.

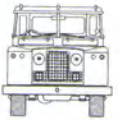
On a personal note, this will be the last time I write the Chairman's piece for the magazine. Owing to personal circumstances I find I am no longer able to give the time to the role that I believe it takes and will be standing down. Our Vice Chairman Eric Leuzinger will take on the role until a new Chairman is elected at the AGM. At the time of writing these words I do not know who will succeed me, but I hope they get the support and commitment from the Club that I have had during the last 12 months.

I look forward to seeing many of you out and about during the season

Andrew



"Andrew's 2A SWB up the Long Mynd"



Out Greenlaning...



Thanks go to Dan "The One Ton Wonder" Warden for providing us with some photos from another greenlaning trip in Yorkshire and Derbyshire...

The Club's New Members...

2000	Mr B Cresswell	Suffolk	2024	P Eddings & J Bell	Angus
2001	Mr & Mrs M Sneade	Cheshire	2025	Mr T Lucey	Berkshire
2002	Mr J Spooner	Cleveland	2026	Mr P Mercer	Berkshire
2003	G & H Thorne	Shropshire	2027	Mr D Sanders	North Yorkshire
2004	Mr L Randall	Warwickshire	2028	Mr D Wilson-Patterson	Warwickshire
2005	Mr K House	Middlesex	2029	Mr & Mrs A Butler	Warwickshire
2006	Mr A Willetts	Worcestershire	2030	Mr E Waters	Cambridgeshire
2007	Mr I Hardy	Leicestershire	2031	Philip & Michael Hyde	Worcestershire
2008	Mr D E Mayberry	Fife	2032	Mr & Mrs C May	Torfaen
2009	Mr P Coates	East Yorkshire	2033	Charlie White & Jeannie	Suffolk
2010	Mr C Rackham	Suffolk	2034	Mr & Mrs S Bennett	West Yorkshire
2012	Mr J Woodroffe	Berkshire	2035	Mr & Mrs C Aincham	Flintshire
2013	Mr M Dempsey	Cheshire	2036	Mr D Gibson	Buckinghamshire
2014	Mr G Cross	Lancashire	2037	Mr A Holmes	Essex
2015	Mr & Mrs M Harrison	Lancashire	2038	Mr A Thomson	Gloucestershire
2016	Mr R Wicks	Powys	2039	Mr & Mrs M Buss	Cheshire
2017	Charlie & Ben Painter	Hertfordshire	2040	Mr J Williams	Middlesex
2018	Mr D Hollins	West Midlands	2041	Mr D Mullin	Herefordshire
2019	Matthew & Sam Crabtree	Leicestershire	2042	Mr A Hunt	East Sussex
2020	Mr P Wilks	Middlesex	2043	Mr D Dilly	West Midlands
2021	Mr K Watts	Pembrokeshire	2044	Mr & Mrs D Nolan	Northamptonshire
2022	Mr C Kern	Somerset	2045	Alan Hay & Jo Lewis	Gloucestershire
2023	Mr & Mrs P Nottingham &	Family	2046	Mr T Paolo	
		Norfolk			

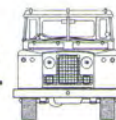


A member writes...

WHAT I'M ABOUT TO TELL YOU SOUNDS QUITE UNBELIEVABLE, but the turn of events are quite true and astonishing! It just goes to show what a gutsy little engine the 2 $\frac{1}{4}$ petrol engine is. Let's set the scene: I'd not driven a Land Rover since I was 19 years old and I'm 57 now. The first one that I drove was worn out anyways, in fact it was so heavy on oil that I had to carry a big commercial drum of oil in the back, so I could never use the loading space! I'm pretty sure that it was a Series 1. In fact I used to keep a selection of "V" shaped wedges, large pieces of wood to keep it in second gear! The blocks were always kept in the passenger side by my girlfriend's feet. Yet I love Land Rovers, even though my experience of them was with the ones that could hardly drag themselves along the road!

I picked my Series 2a up some three and a half years ago, from Cambridgeshire. I love it and since I've never drawn a comparison I used to drive it and regularly kept the front vents open to allow the fumes to escape from the cab. As time passed, I kept my eye open for a replacement engine, I wanted a similar three bearing low compression one because although my current one was smelly, it was very good on petrol. I managed to find one eventually on a farm in Wales where I live, it was only £75 and I thought that if it was not good at least it would be a hobby to rebuild, it was complete with carburettor and clutch. My mate allowed me to put a block and tackle over a substantial oak tree limb in his yard and he gave me a hand to swap them over, the "New" engine was a rusty heap, but it turned, so with not much to loose I swapped the whole thing, just putting in new plugs and points. Good Lord it started and ran, and no fumes. I continued to run it for 6,000 miles and as it ran and produced no fumes I was able to bolt on my Safari Top and take off the Canvas tilt, for at least the winter anyways. I have towed a heavy caravan to shows etc and generally have been pleased except it has always been a bit sluggish and always "lumpy" when I wanted to just drift along. Recently, I discovered that the Lucas 25D Distributor was absolutely seized in its holder. In addition, the vac advance and retard was not working, that was seized as well! The engine was running very retarded. It took four hours in a vice to free it from the sleeve, but eventually I re-assembled it, timed it up and low and behold it seemed to run better. Some 200 miles later and pinking badly, I ordered a new one. In the meantime I ran over the mountains to my mate, Rob Hancock, also a member of the S2C. The car ran worse and worse, so outside his house I set about getting to the bottom of the problem. Gosh what a surprise... I studied the engine and realised that the inlet manifold was literally hanging off, one end had no bolts in it at all, I could not believe it! I soon sorted some temporary bolts out and tightened it up; I went home like a rocket. I'm amazed that the fortnight before I had taken my caravan all the way up to Malvern for a show and the good old "Two and a Quarter" had been running in such a state!! I've now fitted the new distributor and my goodness what a difference. I timed it up static at six degrees, points just about to open, it flies along, I have gone from a snail to a rocket! In fact I was so pleased, like a school boy with a new toy, I ran it up to London and back from Llandovery in Wales, pushing it to the 55 - 62 miles per hour and completing 345 miles. I could generally keep up with the ordinary traffic, what a difference. So, my moral is don't go for the most complex things in looking for faults, maybe routinely check the nuts and bolts first, I'm indeed a very happy S2A driver again...thanks to all the people that I asked for tips and help.

Martin Pegrum, Wales



PUB MEETS

Area	Date	Venue
Anglia	First Tuesday of the month Tel: Ben Stock 01954 202221 First Saturday of the month Tel: Scott Snowling on 01502 513393 First Tuesday of the month Tel: Alan Jones 01603 747956 First Wednesday of the month Tel: Chris Mortimer 01284 810455	Red Lion, Stretham White Hart, Blythburgh (on A12) 8pm Fur and Feather, 8pm Woodbastwick, Nr Norwich Rushbrook Arms, Sicklesmere, Bury St. Edmunds
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 Thursday of the month Contact Martin Smith on 01952 254520	Horse and Jockey, Grindley Brook, A41 Nr Whitchurch
North West	Contact area organiser for info 01925 722286 (Monthly)	will vary from month to month
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 Continuing to alternate.

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



Introducing...

Peter Monk: North America (East) Area Representative

I have been around Land Rovers since birth (and that's quite a while ago). Growing up in the Falkland Islands meant that our family car (and almost everyone else's at the time) was



a Land Rover. Before the Falkland war, there were no roads in the Islands so every journey was off-road. Fast-forward to 1996 and a Land Rover dealer opened up near me in Delaware, which is close to Philadelphia on the East coast of the USA. In a moment of weakness my wife agreed for us to buy a Discovery, a decision she has questioned ever since. The Discovery has been an excellent vehicle and is still with us.

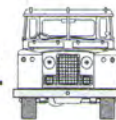
Membership in the area Land Rover club "ROVERS" (see

<http://www.roversclub.org>) and

friendship with Tom Bache one of its founders, compelled me to purchase an almost derelict SWB 1967 IIA with quite an interesting history. A now senior US diplomat had used it for a safari in the Sahara before having it shipped back here; I was its second owner. It was equipped with dual fuel tanks, bumper mounted jerry cans and leather swivel ball gaiters. Amazingly, the original chassis was almost perfect and the bulkhead solid. After restoring and then selling the SWB I decided I wanted to try a LWB. I bought our current 109 IIA station wagon in 2002, while working temporarily in the UK. Again it was a 1967 model – but much less original than my 88. After driving the 109 for 6 months in the UK including off-roading in Wales, I have now imported it to the USA, converted it to left hand drive and sorted several brake and fuel issues. For more details see <http://www.math.udel.edu/~monk/Personal/project.html>. The photograph above shows me and my 109 station wagon.

Having been a member of the Series 2 Club for sometime, and having derived a lot of useful advice from the Club Forum, I thought I should try to pay the Club back by volunteering to be a representative. The first event I will be involved with is the "All Metal Dash Rover Weekend" (for Series I and II vehicles) to be held in Petersham, MA on Sept 15-17. I hope to see a good showing of Series IIs. If you are interested, e-mail me for details (and how to register) or go to <http://groups.msn.com/TheSeriesOneGarage>. This meeting is being organised by Don Flye and Tom Bache with help from me. Later in the fall, I hope to meet more members at the ROAV's Mid-Atlantic Rally (a date has not been posted yet for this) and discuss plans for the future.

Peter Monk
Mem. No. 0341



And now... Introducing

Rich Williams: North America (West) Area Representative

I suppose this whole mess began with my dad. His first car was an early MGTD. Austin Healys and a pre-war Riley followed until he fell in love with the Jaguar XK-150 S Roadster. It didn't make an adequate family car so he sold it shortly after I was born in 1966. I grew up with countless stories and his dreams of another "150"...someday.

Fast-forward a few decades to where dad is semi-retired and he's hip deep in several XK150s. A side of him that we never knew existed soon emerged as a fanatical restorer of these lovely Jaguars. Being the good son, I helped out quite a lot on various restoration tasks and accompanied dad on many concours and field meets. It was at those various field meets that something in the back of my mind kept nagging at me. Along with all of the various British cars was an odd assortment of those classic British trucks...the Land Rover. Come to think of it, I'm not sure which was odder, the vehicles or their owners!

I'd never had any personal interest in cars before, but I couldn't get these blasted things out of my mind and by the fall of 2000 I finally gave up and quit trying to avoid the situation any further. I purchased my first Land Rover, a 1960 Series II 109 Station Wagon. I too caught the restoration bug and three years later finished a complete frame-off restoration. Since that project ended I've started two more. One got parted out and the other, a 1963 SWB soft top, became my daily driver.

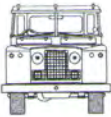
One of the things I learned while restoring my 109 is that there is an incredible resource out there to tap into for help and support. If it weren't for the innumerable contacts made and valuable friendships gained throughout the restoration process, I probably would have ended up selling the restoration half way to completion. So when I discovered that there was an

opportunity to give back to the community by way of volunteering as an Area Rep to the Series 2 Club I couldn't resist. In my experience many of the local events are dominated by coil sprung Land Rovers, many only a few years old. One issue I am working towards is organising more West Coast Series events. There are a few ideas in the works at the moment but I also welcome anyone to contact me with their ideas as well.



"Rich's 109 Station Wagon"

Rich
Mem. No. 0474



1969 LAND-ROVER

SUGGESTED RETAIL PRICE AT EAST COAST PORTS OF ENTRY — \$3,295.00
 SUGGESTED RETAIL PRICE AT WEST COAST PORTS OF ENTRY — \$3,360.00

Full length metal top with sliding side windows, security catches and door locks. Side-hinged rear door with external locking handle. Deluxe seating for seven. Front: Two outer seats forward adjusting. Fixed center seat. Rear: Two folding, side facing bench-seats. Deluxe interior trim including map pockets and dome light. Rubber carpets (front and rear). Ash-tray. Interior and exterior spare wheel carriers. Windshield ventilators. Shoulder and lap safety harnesses for two front seats.

◇ STANDARD EQUIPMENT ◇

Hazard warning flashers and dual braking system. Door mounted boomerang mirrors and interior safety mirror. Four-speed transmission with transfer box giving eight forward and two reverse speeds. Fully floating front and rear axles. Oil pressure gauge. Windshield washers. Back-up lights. Side and rear reflectors. Tool kit, wheelbrace, jack and starting crank. Towing pintle. Fresh-air heater and defroster. Engine emission controls. Heavy duty 9 1/2" clutch. Goodyear 710 x 15 "Ultra-Grip" tires.



◇ LAND ROVER SPECIFICATIONS ◇

PETROL ENGINE. Four cylinders. Overhead inlet and exhaust valves. Bore 3.562 in., stroke 3.5 in., capacity 139.5 cu. in. Maximum h.p. 77 at 4,250 r.p.m. Maximum torque 124 lb. ft. at 2,500 r.p.m. Compression ratio 7 to 1. Cylinders, Monobloc, cast integral with crankcase. Crankshaft, cast iron and carrying all valve gear. Detachable, cast iron and carrying all with counterweights. Main Bearings: Three, thin shell, steel-backed copper-lead. Thrust taken at center bearing. Camshaft, forged steel, four bearings, white metal lead. Piston rings, cast iron. Piston pins, chrome. Lubrication maintained by self-adjusting jockey sprocket controlled by coil compression spring and oil pressure. Pistons Low expansion aluminum alloy, tin plated. Two compression rings, and one scraper ring. Fully floating main bearings. Forged steel with thin shell steel-backed copper-lead crankshaft bearings. Cooling System, Pump and fan, thermostatically controlled. Capacity 21 pints pressurized. Lubrication, by pressure from gear-type pump forcing oil to all filter Capacity 11 pints. Oil to all filter Capacity 11 pints. Clutch, Single dry plate, 9 1/2" dia. Diaphragm Spring. Transmission, Transmission to rear and front axles by open propeller shaft via two-speed transfer box. Gears, Four forward speeds and reverse. Two-speed transfer box in conjunction with main gearbox gives eight forward speeds and two reverse. Ratio: Main Gearbox

High Ratio Low Ratio
 First gear 18.2/64 43.9/41
 Second gear 12.4/83 31.3/98
 Third gear 8.4/14 21.1/64
 Top gear 6.1/1 15.3/6
 Reverse gear 15.3/6 39.1/47

Transfer box
 First gear 18.2/64 43.9/41
 Second gear 12.4/83 31.3/98
 Third gear 8.4/14 21.1/64
 Top gear 6.1/1 15.3/6
 Reverse gear 15.3/6 39.1/47

Ratio: Main Gearbox

OVERALL DIMENSIONS	REGULAR	
	English	Metric
Wheelbase	88 in.	2,23 m.
Track	51 1/2 in.	1,31 m.
Ground Clearance	8 in.	203 mm.
Turning Circle	38 ft.	11,58 m.
Overall Length	142 1/2 in.	3,62 m.
Overall Width	64 in.	1,63 m.
Overall Height (max.)	77 1/2 in.	1,97 m.
INTERNAL DIMENSIONS		
Height of body sides	19 1/2 in.	493 mm.
Body interior width between capings	56 1/2 in.	1,44 m.
Floor width between wheel boxes	36 1/4 in.	921 mm.
Door width	36 1/4 in.	921 mm.
Width of wheel boxes	13 3/8 in.	349 mm.
Body interior length between capings	43 in.	1,09 m.
Height of wheel boxes	8 1/2 in.	216 mm.
Height, floor to roof (max.)	48 1/2 in.	1,23 m.
PAYLOADS (with standard tires)		
On the road	3 persons + 1,000 lb. (450 kg.)	
In the rough	+ 800 lb. (363 kg.)	
WEIGHT		
In running trim with 6 gals. (22.5 litres) of petrol	2,900	1,315

BRAKES Hydraulically operated foot brakes requiring light pedal pressure and independent adjustment. Mechanically actuated handbrake operates on transmission shaft to rear axle.

STEERING Worm and nut with recirculating ball variable ratio 15:6:1 straight ahead, 23:8:1 full lock. Right- or left-hand steering as required.

CHASSIS Side and cross members of box section forming exceptionally rigid assembly.

SPRINGS Semi-elliptic front and rear. Telescopic type shock absorbers front and rear.

TIRES Goodyear 710 x 15—Ultra-Grip (suburbanite) MAXIMUM DRAW BAR PULL 4,000 lb. (1,800 kg.).

BODY Body panels of non-corrosible light alloy, all external steel fittings heavily galvanized.

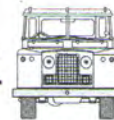
Prices and specifications are subject to change without notice. Does not include dealer preparation charges, transport, license or local taxes.

BRITISH LEYLAND MOTORS INC.
 600 Willow Tree Road, Leonia, N.J. 07605

LEYLAND MOTOR SALES, INC.
 Zone Offices

620 Industrial Avenue, Paramus, N.J.
 1957 West 144th St., Gardena, Calif. 90249
 4610 Tchoupoulaus Street, New Orleans, Louisiana 70115







“Leafers at t’ Pit”

8th & 9th July 2006

NCM Wakefield



The Yorkshire Area of the Land Rover Series 2 Club is proud to announce a new Land Rover show in the North of England.

The “Leafers at t’ Pit” Show is aimed squarely at owners and enthusiasts of classic Land Rovers. This show is for leaf sprung Land Rovers only, Series 1, 2, 2a, 2b, 3, 101’s all welcomed, workhorse to concourse! The National Coal Mining Museum in Wakefield provides the backdrop to this unique event in the North.

For further details for this event, please contact:

Mark Strangways

12 Breck Lea
Sowerby Bridge
Halifax
West Yorkshire
HX6 1BS
01422 839872

Chris Lovely Scott

20 Prosper Street
Hunslet
Leeds
LS10 2AE
07971 205544
Yorkshire@series2club.co.uk

- £3 entry for all display vehicles, camping available, pay on arrival.
- Camping at £5 is available for those wishing to stay over and travel home on the Sunday.
- Parking is available for day visitors.

Directions:

The National Coal Mining Museum is located on the A642 halfway between Wakefield and Huddersfield with easy sign-posted access from the M1

From the North:

Leave the M1 at junction 40 (A638) towards Wakefield, take the first right after the traffic lights (Broadway). The Malt Shovel pub will be on your right. At the end of Broadway turn right onto the A642 to Horbury and Huddersfield. Stay on this road for approx. 5 miles through Horbury Bridge and Middlestown. The Museum is on the right.

From the South:

Leave the M1 at junction 38 (A637) and stay on this road through West Bretton and Flockton. At the roundabout at the Blacksmith’s Arms, take the third exit towards Horbury (A642). The Museum is about 2 miles from here on the left.



A member writes...

HI MY NAME IS BEN CRESSWELL, MEMBER NUMBER 2000. I am 14 years old and have just joined the Club. My dad is already a member and we jointly own a 1965 Series 2a swb, which we call 'Boom'.

We have owned 'Boom' for about 18 months, my dad found it on a farm where he was doing some welding and bought it off the farmer. It had been part restored by the farmer's two sons but the project had been abandoned as they both went off to university. It has had a new chassis fitted and all the brakes, seats, hoops and tilt - all it really needed was its electrics sorting out and a new driver's side footwell putting in as the master cylinder had leaked and rotted the other one away. We did the work and it went through its first MOT for about 20 years.

At first we used it for just riding around the village, but as we began to trust it more we ventured further a field. Our first real trip was to take her to the Club stand at the rural pastimes event at Euston park in Norfolk, where we met members from the club and were made very welcome. We have also done one of Alan Jones' Thetford greenlane trips and we go to the Essex area meets which are about a 120 mile round trip from us. I came to last year's National, but we didn't bring 'Boom' with us. We had a great time and met many more members, we're hoping to make the trip in our Land Rover this year, fingers crossed.

We have now changed our Land Rover to a hard top so that we have a bit more room for the family and it's a bit more secure. We have also given it a coat of paint and a bit of a tidy up. Our whole family enjoys our Land Rover and I can't ever see us getting rid of it - in fact I can see when I get older that we might well end up with a few more!

Hope to see some of you out and about at the shows this year and other Land Rover events.

Ben (Ben2A) Cresswell



"Me"



"BOOM"



Treasurer's Report

AGM August 2006

I HAVE PLEASURE IN SUBMITTING COMPLETED FINANCIAL STATEMENTS, as prepared by Messrs. James Stewart and Co., Chartered Accountants together with this report covering the year ending 31st January 2006 - the Directors and Secretary being listed at that time and before this meeting. Details of these accounts are held by me and are open to inspection at this meeting or by writing to the Secretary. Whilst turnover has increased by 26% (owing to a combination of increased membership and shop sales), much of this increased income has been offset by a 24% increase in our overheads (owing to a combination of increased general expenses and costs of running our larger but very successful International Rally). Whilst the Club still retained a fairly healthy balance, it continued to make a small loss as it has done for the past four years. However, with the ever increasing costs of general expenses, particularly that of postage, it might be prudent for the Club to consider a small increase in the membership fee for next year, this will represent the first increase I understand since 2003. The Club continued to operate current and reserve accounts with the NatWest Bank. Please note that having taken over from the previous treasurer (Eric Leuzinger) half way through this accounting year I can only comment in detail on more recent accounts. However, to my knowledge, all aspects of the Club's financial accounts are operating satisfactorily and my thanks go to all committee members, particularly to Eric, in their support given to me since taking over the role of Club Treasurer.

Vaughan Hartridge

SERIES 2 CLUB LIMITED - COMPANY LIMITED BY GUARANTEE BALANCE SHEET - 31st JANUARY 2006

	Note	2006		2005	
		£	£	£	£
FIXED ASSETS					
Tangible assets	4		-		-
CURRENT ASSETS					
Stocks		1,657		2,918	
Debtors	5	223			-
Cash at bank		8,913		8,581	
		<u>10,793</u>		<u>11,499</u>	
CREDITORS: Amounts falling due within one year	6	<u>250</u>		<u>250</u>	
NET CURRENT ASSETS			<u>10,543</u>		<u>11,249</u>
TOTAL ASSETS LESS CURRENT LIABILITIES			<u>10,543</u>		<u>11,249</u>
RESERVES	8				
Profit and loss account			<u>10,543</u>		<u>11,249</u>
MEMBERS' FUNDS			<u>10,543</u>		<u>11,249</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.



THE SERIES 2 CLUB - CLUB RULES

February 25th 2006

These are the rules which will be proposed at the Club AGM on 13th August 2006.

See pages 16 -18 for further details of this meeting.

1. **THE NAME:** The name of the Club shall hereafter be "THE LAND ROVER SERIES 2 CLUB" hereafter referred to as "the Club". For business purposes the Club is registered at Companies House as "SERIES 2 CLUB LIMITED."
2. **CLUB NAME ADDRESS AND LAND ROVER LOGO:** The name and address of the Club shall not be given by any member as their name or address for any business, trade or advertising purposes or in connection with any legal proceedings. The use of the Land Rover Logo has been approved only for use by the Club and must not be used, under any circumstances, by individual members.
3. **OBJECTIVES OF THE CLUB:** The objectives of the Club are: (a) to encourage and promote interest in Land Rover Series 2, 2a and 2b and related vehicles. (b) to promote and foster fellowship between owners of these vehicles. (c) to further the motoring interests of members generally and where necessary or desirable to join with other persons, clubs or associations to this end. (d) to encourage social contacts between members and generally afford to them all the usual privileges and accommodations of a club. These objectives are to be achieved by the publication of a magazine and/or other means of communication, the organisation of events for the mutual advantage of members of the Club and the provision of other services and facilities which may be of benefit to members and in accordance with the Memorandum and Articles of Association of the Club.
4. **AFFILIATION:** The Club shall be affiliated to the Association of Land Rover Clubs (ALRC). In addition the Club will be affiliated to The Federation of British Historical Vehicle Clubs (FBHVC). The Club may also affiliate to other associations as agreed by the Committee, in order to further the Objectives of the Club.
5. **MANAGEMENT:** The authority and responsibility for the transaction of the business of the Club for its management shall be vested in a Committee, who, in addition to the powers and authorities expressly conferred on them by these rules, may exercise all powers and do all acts in furtherance of the objects for which the Club is established, other than those expressly directed or required to be exercised by the Club in General Meeting. Overseeing the Committee the Club will elect a panel of Directors, whose powers will be detailed in the Articles and Associations of the Company, to which these Club Rules will be subservient.
6. **ELECTION OF OFFICERS:** The Chairman, Vice Chairman, Treasurer, Secretary, Auditor and Committee shall be elected at the Annual General Meeting, and, subject to termination of office by resignation or otherwise, shall remain in office for a period of two years until their successors are appointed at the next Annual General Meeting following their resignation. The Committee shall have power to co-opt other members as they deem necessary. The retiring Officers and other members of the Committee shall be eligible for re-election.
7. **COMMITTEE:** The Committee shall consist of the following club officer posts:

Chairman	Vice Chairman	Secretary	Membership Secretary	Treasurer
Shop Manager	Magazine Editor	Database Officer	Vehicle Registrations Officer	Show Officer
Technical Officer	Webmaster	Forum Administrator		

In addition the Committee will also include Local Area Organisers who will represent the views of their local membership base. Areas will be defined by the Committee and Area Organisers must be approved by the Committee. Multi-post officers must be agreed by a committee quorum.

8. **QUORUM OF COMMITTEE:** The quorum of the committee shall be six (6) club officers and at least two (2) area organisers i.e. not less than eight (8). Where a committee member holds more than one post then he shall count for the quorum only once but may elect whether to count as an officer or area organiser.
9. **NOMINATION:** Nomination of new candidates for election to the Committee must be received by the Secretary not less than fourteen days before the Annual General Meeting in writing signed by each member nominated that he is willing to serve. Nominations of candidates shall be counter-signed by the member proposing them. Retiring officers and area organisers seeking re-election may be proposed at the AGM.
10. **SUB COMMITTEES:** The Committee shall have power to appoint a subcommittee of not less than three persons to meet on its behalf in respect of any matter which is specifically referred to such sub-committee.
11. **CO-OPTION:** The Committee has the power to co-opt members onto the Committee to assist with whatever projects the Committee sees fit. Co-opted members will not have a vote at Committee.
12. **MEETINGS OF COMMITTEE:** The Committee shall meet whenever summoned by the Secretary who may convene a meeting of his own accord, or shall do so by the direction of the Chairman, or on a requisition signed by a quorum of the Committee. The Committee shall meet no less than four times per annum including the Annual General Meeting.
13. **AGENDA OF COMMITTEE:** If a Club Member wishes a matter to be discussed at a Committee Meeting they should either contact the Secretary or ask a Committee Member to raise it as an agenda item on their behalf. The Secretary, in consultation with the Chair has the right not to accept the agenda item if they feel it is inappropriate for any reason. A copy of the meeting agenda will be sent to each Current Committee Member at least five (5) days prior to the meeting but non-receipt of the agenda by any party will not invalidate the proceedings. Business not included on the agenda will not be discussed unless a majority of Committee Members present are in favour of doing so.
14. **VOTING AT COMMITTEE MEETINGS:** Each member present at a Committee meeting shall be entitled to exercise one vote. In the case of a Committee member holding more than one post he may only exercise one vote. The Chairman shall not vote except in the exercise of a casting vote. Voting shall normally be by show of hands. The Committee shall vote by ballot if any members present so demand.



15. **ABSENCE FROM COMMITTEE:** Any member of the Committee who absents himself from three consecutive meetings, without sufficient reason in the Committee's opinion shall be understood to have resigned his position. He may seek re-election at the AGM. Area organisers are not required to attend committee meetings, though may choose to do so. However they are required to submit a short written statement on club activities in their area at least twice per annum.
16. **EXPENSES:** Only Officers and Area Organisers may submit to the Treasurer an expenses claim for stationery, etc. purchased solely for use on Club business. Claims for other items will be considered only at the discretion of the Treasurer, Chairman or Committee. An approved claim form, available from the Treasurer must be submitted together with receipts attached. The Committee must agree any Club/Area equipment, major or 'one-off' purchases prior to the purchase of such items. The reimbursement of retrospective expense claims will only be considered in exceptional circumstances. They are subject to the decision of the Committee who must receive full details and a valid explanation as to why they are being submitted retrospectively. In exceptional circumstances the Treasurer may authorise additional expenditure subject to verbal or written agreement being obtained from at least six (6) club officers.
17. **DUTIES OF SECRETARY:** It shall be the duty of Secretary to prepare agendas and notices of meetings, to attend in person or by deputy all meetings of the Club and all meetings of the Committee and to take minutes of the proceedings. Such minutes shall be presented for confirmation at the following meeting. Such minutes may be taken by another member of the Committee by agreement.
18. **BANKING:** All Monies of the Club shall be banked by the Treasurer or at his discretion in the name of the Club, and no disbursements shall be made there from except in accordance with the form or forms authorised by the Committee.
19. **ACCEPTANCE OF MEMBERS:** Acceptance of application for membership to the Club shall in the final instance always rest with the Committee acting on the behalf of the Directors, who shall not be obliged to accept any application. Membership of the Club shall continue for the period covered by the current subscription.
20. **SUBSCRIPTION:** The Annual Subscription Rates shall be decided by the Committee and may be reviewed from year to year at the Annual General Meeting.
21. **PAYMENT OF SUBSCRIPTION:** Subscriptions shall be payable after a period of twelve months from the date of payment.
22. **NON PAYMENT:** Any member of the Club who has not paid his subscription within one month of the date on which it became due shall be notified of the fact by the Membership Secretary or Treasurer, and one month thereafter any member who has still failed to pay subscription will be considered to have resigned his membership. No member whose subscription is in arrears shall be able to take part in any activity promoted by the Club.
23. **RESIGNATION:** Any member wishing to resign his membership shall give notice in writing to the Secretary on or before the date on which it is due, otherwise he/she may be liable to pay his subscription for the following year. Also any member ceasing, voluntarily or otherwise, to be a member of the Club shall thereafter cease to have any claim on the property of the Club or to enjoy any of the privileges of membership, but he shall remain liable for the payment of any debts due to the Club from him.
24. **ANNUAL GENERAL MEETING:** An Annual General Meeting shall be held at such time and place as determined by the Directors. Every Annual General Meeting shall be held not less than nine months nor more than fifteen months after the previous Annual General Meeting. The Secretary shall invite nominations for Directors and Resolutions to be put to the meeting through the medium of the issue of the Club magazine, or any alternative method agreed by the Board, that will give members at least 28 days notice of the holding of the Annual General Meeting. The quorum for the holding of an Annual General Meeting shall be twenty voting members, including proxy voting members. The business of an Annual General Meeting shall be the election of Directors in place of those retiring, the consideration of the ~~income and expenditure account~~ and the balance sheet, the appointment of Auditors and the consideration of special resolutions. An alteration to the Articles of Association of the Club may be made at an Annual General Meeting providing the said alteration is on the Agenda and is passed by at least 3/4 of those entitled to vote, who are present at the meeting or who have cast a proxy vote. All business at an Annual General Meeting shall be conducted in accordance with the requirements and provisions of the Articles of Association. An alteration to the Club Rules may be made at the Annual General Meeting providing the said alteration is on the Agenda and is passed by at least 2/3 of those entitled to vote, who are present at the meeting or who have cast a proxy vote.
25. **EXTRA-ORDINARY GENERAL MEETING:** A special General Meeting may be convened by direction of the Committee, or on a requisition to the Secretary stating the business for which the Extraordinary General Meeting is required and signed by not less than 20 members. At least 28 days notice of all general meetings shall be given, but the non-receipt of such notice by any member shall not invalidate the proceedings.
26. **AGENDA FOR AGM/EGM:** When members wish a matter to be discussed at a general meeting the text of such matter signed by at least two members shall be sent to the Secretary at least 28 days before the date of such meeting so that it may be included on the agenda. A copy of the agenda shall be sent to each member at least 5 days prior to the meeting, but the fact that any member has not received a copy of the agenda shall not invalidate the proceedings. No business which is not included on the Agenda shall be discussed at the meeting unless every member present is in favour thereof. Should the proposer of any motion fail to move a resolution in respect of the relevant item on the Agenda then any other member shall be entitled to so.
27. **VOTING AT AGM/EGM:** Only those whose application has been accepted shall be eligible to vote at any General Meeting. Every person with a right to be present may exercise one vote. Husbands and wives or any other jointly paying one subscription shall each have one vote, up to two votes per membership number. The Chairman shall not vote except in the exercise of a casting vote. At all general meetings, except as provided in Rule 24, a majority of votes decides a resolution.
28. **RIGHT TO BE PRESENT:** No one can take part in general meetings unless he has had his application accepted and has paid his subscription according to these rules.
29. **OBSERVANCE AND INTERPRETATION OF RULES:** Every member binds himself to abide by the rules of the Club, and also by any modifications thereof made in conformity with such rules, and also to accept as final and binding the decision of the Committee in all cases of dispute or disagreement as to the interpretation of these rules.



30. **COMPLAINTS PROCEDURE:** Any complaint of misconduct against a Member should be made in writing to the Chairman or a Director. Such complaint must indicate who has made the complaint and the nature of it. Misconduct means:- a) failure to observe the Rules, Bylaws and or the terms of Club Policy Documents. b) conduct likely to bring the Club into disrepute. The recipient of the complaint should acknowledge receipt of the complaint within 5 working days and will appoint a member of the Committee, not associated with the complaint, to conduct a preliminary investigation with a view to determining whether it is a complaint which warrants a full investigation and consideration by the Committee. The purpose of this preliminary investigation is to exclude complaints which are frivolous or unsupported by any reliable information or which fall outside the remit of the Club. The investigating Committee Member will aim to complete his preliminary investigation within 15 days of receipt. He will then decide either that the complaint warrants consideration by the Committee or that it does not. The investigating Committee Member will communicate his decision to the complainant and the Chairman or Director and in cases where they decides not to refer the complaint to the Committee they will provide the complainant with a brief statement of the reasons for their decision. Should they decide that the complaint should be considered by the Committee, they will inform the Chairman who will inform the Member concerned in writing of the complaint. They will convene a meeting of the Committee giving at least 10 working days notice and will invite the Member being the subject of the complaint and the investigating Committee Member to make such oral or written representations as they see fit to the meeting. The investigating Committee Member will not participate or vote on the Committee's deliberations or decision. The Committee may decide to:- a) not uphold the complaint, b) uphold the complaint and expel the Member concerned or suspend membership for a specified period, c) or take other appropriate action.
31. **LIABILITY:** The liability of members shall be limited by Guarantee. Every member of the Club undertakes to contribute to the assets of the Club in the event of the same being wound up while he is a member (or within one year after he ceases to be a member) for the payment of debts and liabilities of the Club contracted or incurred before he ceases to become a member, and of the costs, charges and expenses of winding up, the sum of five pounds or such higher amount as an individual member agrees to contribute so that the total of all members' contributions aggregated together will not be less than five pounds per member. All matters relating to the winding up of the Club shall be conducted in accordance with the Articles of Association.
32. **COPIES OF RULES:** Every member shall be furnished with a copy of the Club Rules and Regulations on acceptance.
33. **DISSOLUTION:** The Club may be dissolved by a special General Meeting convened by direction of the Directors, or on the requisition of the majority of the members. If the resolution of dissolution be duly passed, the Committee shall forthwith liquidate the affairs of the Club, and if there be any surplus assets on realisation, these shall be disposed of at the discretion of the Directors. This is subject to the Articles of Association.
34. **HE AND SHE:** Reference to members as 'he' and 'his' shall in all cases be taken to refer to members of either sex in the interpretation of these rules.

Eric Leuzinger – Vice Chairman

Approved by the Committee 25th February 2006.

SERIES 2 CLUB LTD

NOTICE OF ANNUAL GENERAL MEETING

Regd. No. 2451020
The Companies Act 1985

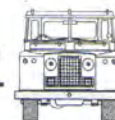
NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Company to be held at **Coney Green Farm, Stourport on Severn, Worcestershire on Sunday 13th August 2006, commencing at 2.00pm**

For the purposes of considering, and, if thought fit, passing ordinary resolutions as to the Directors of the Company and as to its ordinary business, its auditors and accounts.

By order of the Board of Directors
M. Outhwaite – Secretary
27th May 2006

Notes:

1. Any member of the Company entitled to attend, speak and vote at the above mentioned meeting may appoint a proxy or proxies to attend, speak and vote instead of that member. A proxy may demand, or join in demanding, a poll. A proxy need not be a member of the Company. A proxy form is attached and should be completed appropriately to reflect the member's wishes.
2. The full audited accounts and every document required by law to be annexed to it will be laid before the above mentioned meeting. The statutory registers are available for inspection with prior notice during normal business hours without charge at: Series 2 Club Ltd, Blinder House, Flagg, Buxton, Derbyshire. SK17 9QG.



**AGENDA FOR ANNUAL GENERAL MEETING
of the SERIES 2 CLUB LTD
to be held at 2.00pm on 13th August 2006**

1. 1. To receive apologies for absence
2. To approve the minutes of the last Annual General Meeting of the Company
3. To deal with matters arising from those minutes
4. To appoint Messrs. James Stewart and Company Chartered Accountants, as auditors of the Company and to authorise the Directors to fix their remuneration.
5. To appoint Directors, Officers and Committee members
(Note under Article 35, one third of the Directors shall retire, but may be reappointed. No new person shall be appointed as Director at any general meeting unless not less than fourteen nor more than thirty five clear days before the date appointed for the meeting notice executed by a member qualified to vote at the meeting has been given to the Company of the intention to propose that person for appointment, together with notice executed by that person of his willingness to be appointed).
 - 5a) Mr Roger Horne, Mrs Helen Lippitt will retire as Directors of the Company. Mr Roger Horne and Mrs Helen Lippitt will seek re-election as Directors of the Company proposed by Eric Leuzinger, Seconded by Michael Outhwaite. Steve Howard seeks election as a Director of the Company.
 - 5b) The election of the Chairman.
 - 5c) Mrs Tracy Carpenter seeks election as Shop Manager, proposed by Paul Stevens, Seconded by Michael Outhwaite.
6. To approve the new Club Rules
7. To receive the Chairman's Report
8. To receive the Treasurer's Report
9. To receive the Director's Report
10. To receive the Secretary's Report
11. To receive the Membership Secretary's Report
12. To receive the Vehicle Registration Officer's Report
13. To receive the Technical Officer's Report
14. To receive the Shows Co-ordinator's Report
15. To receive the Magazine Editor's Report
16. To receive the Webmaster's Report
17. To receive the Forum Administrator's Report
18. To receive the Shop Manager's Report
19. To receive the Historical Database Archivist's Report
20. To receive Area Organiser's Reports
21. To set a date and venue for the 2007 AGM
22. To conduct A.O.B



PROXY FORM SERIES 2 CLUB LTD

I/WE _____
of _____
Membership No. _____

being a member/members of the above named Company hereby appoint
_____ of

or failing him/her, Michael Outhwaite of 1 Jennings Close, Silsden, Keighley, West Yorkshire, or failing him, the Chairman of the meeting as my/our proxy to vote for me/us on my/our behalf at the Annual General Meeting of the Company to be held on Sunday 13th August 2006 and at any adjournment thereof. This form is to be issued in respect of the resolutions mentioned below as follows (the numbering follows the numbering of Agenda items):

- | | |
|---------------|---------------|
| Resolution 2 | FOR / AGAINST |
| Resolution 4 | FOR / AGAINST |
| Resolution 5a | FOR / AGAINST |
| Resolution 5b | FOR / AGAINST |
| Resolution 5c | FOR / AGAINST |
| Resolution 6 | FOR / AGAINST |

Unless otherwise instructed the proxy may vote as he/she thinks fit or abstain from voting.

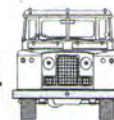
Signed..... Dated.....

NOTES RE: PROXY VOTING

Any member of the Company entitled to attend, speak and vote at the above mentioned meeting may appoint a proxy or proxies to attend, speak and vote instead of that member. A proxy may demand, or join in demanding a poll.

A proxy need not be a member of the Company. If this form is returned without any indication as to how the proxy shall vote, the proxy will be free to vote on any particular matter as he or she thinks fit, or to abstain from voting. Please initial all alterations made to the form. This form must be deposited not less than 7 days before the meeting by posting to the Company at:

SERIES 2 CLUB PO BOX 436, SILSDEN, WEST YORKSHIRE. BD20 0WS



A member writes...

A lucky find on Ebay

One sunny day, I was idly chatting to another Club member while looking on the internet at random Land Rover stuff when he mentioned that there was a tatty Series 3 Land Rover on Ebay in York where I was living at the time. He suggested we went to look at it. Having located the vehicle on Ebay, I saw that with only 18 minutes remaining for bids, it's price had only reached £60. With no time to go and view, we foolishly bought the vehicle for a final bid of £102! We went to see what heap of junk we had just bought and I have to say it looked better than it did on Ebay. We payed the guy (£51 each) and left it on his driveway until we could tow it back to my house the other side of York.



First impressions were quite good. The body work was dented all over apart from the hard top, which didn't have a scratch. The engine looked ok, the gearbox was mucky and it also had a PTO. The brakes didn't work, clutch didn't work, and the fuel tank wasn't good. The chassis was in a terrible state, but the bulkhead wasn't too bad. Our plans were to find another chassis and use it as a rough and basic Land Rover. Reading the Series 2 Club

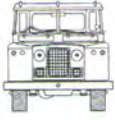
forum again, Mark Rumsey had seen that the front grille had 2 holes in it and there were traces of stripes down the side of the body work. He thought this must have been a police car at some point. I trawled through the internet for a while, but could only find one other Series Police Land Rover. I began to have second thoughts about bodging the 109 back to a working condition – if it was a Series Police Land Rover then it didn't seem that there were many left. My fate was sealed when the co-owner found a picture of a



police 109 in a Land Rover book. My 109's registration is YUU 199T.

The picture in the book was of YUU 197T. So not only did I now jointly own a rarity, I also had a picture of what it used to look like. Looking at the picture, I was able to go round my 109 and figure out what all the holes were for. Luckily no one had altered things after the Police had sold it on. It still had traces of the stripes down the side, all the holes from the bell, flashing beacon, "Police" sign and the rubber blocks were still there, and of course, the holes in the radiator grille.

There was nothing for it but to buy the other half from my fellow Club member and take on the task of restoring it. As soon as I finished University, I towed the vehicle back home to Cumbria where it sat in the front garden for six months. During this time I bought a 2.5 litre petrol engine which I duly rebuilt. I made it look as much like the original engine as possible, though I have used a twin choke Webber carburettor, as the Zenith isn't correct for that engine.



Doing more research in the mean time, the only useful web site I could find was one about Recovery vehicles around London. In the archive of pictures from the site www.vehiclerecovery.org there were several pictures of the Police Land Rover YUU 197T in action. After contacting the webmaster, he told me that the Land Rovers were used to help clear the vehicles to the side of the road after an accident to keep the traffic flowing; he would go along with his break down vehicles and tow the cars away. Another member of the club forum pointed me in the direction of an article about Hampton Traffic Garage's classic police car collection. I discovered that my Land Rover was known as a SETAC. I contacted Hampton Garage and I managed to



speak to the police officer who looks after the classic cars they have.

He informed me that a SETAC is a Specially Equipped Traffic Accident Car. Their purpose was to help clear the roads after an accident, tow things, push things and generally do jobs that required non-standard equipment. I believe they carried tools such as hammers, saws, rope as well as traffic cones, "Police" signs and the Accident signs. The Police officer didn't know what a PTO was, let alone what the Land Rover would have used one for.

However, looking through the archives of the Vehicle Recovery web site, many of the other SETAC's would use a generator to light up the road at night time at an accident scene. Looking through the Vehicle Recovery web site, one picture shows the Police Land Rover swimming in water - could this be the reason why mine is in such a bad state?

Look out for the rebuild story in a future issue of B2L.

Simon Maltby
(Mem. No.1726)

News from North of the Border...

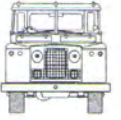


Our first pub meet

CENTRAL SCOTLAND had its first meet at South Queensferry. We plan on having day trips out, BBQs, garage meets, pub meets etc.

I will be acting as contact in this area. Feel free to get in touch.

Jim Leslie
Tel. 07850 771206



An Update on Alf...

...and a new addition to the family

WE THOUGHT MEMBERS MIGHT BE INTERESTED in an update on ALF our forward control. He was featured in B2L quite some time ago. Since then he's been repainted to what we believe was the colour set up for when he was in service (the yellow just kept pushing its way through the green!). This picture was taken at Amberley last September after the road run with South Coast Land Rovers in which ALF and Brian won the 'spirit of the event'.



"Alf" and "Betsy"

We have now purchased another Series 2a but in lightweight format. We've had to purchase silver and black plates, which will look better on "Betsy" as we'll be calling her. The vehicle was bought from a person in the Maidstone area, who gave it a loving overhaul after purchasing it from the MOD, but didn't get round to registering it. Alas, the MOD plate has been removed and we are now busy researching Betsy's history. We have now received some paper work from the Royal Logistics Corp to confirm the military number plate that was issued and the regiment which Betsy was dispatched with. This was the 6LT Regt Ra, which did go out to Northern Ireland. We are still trying to find out if the winch was on her from the word go or whether it was an addition, perhaps a fellow Series 2 reader might be able to enlighten us.

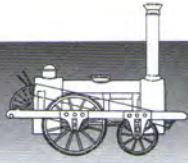


"Betsy with new plates at Hollycombe, Surrey"

Regards

**Jill &
Brian Marshall**

*(see inside back cover
for another view of
these great vehicles)*



Lampport Steam Show



CENTRAL SHIRES MEMBERS were joined by friends from Surrey & Sussex and East Midlands areas for our second visit to this show, which is organised by the Lampport Hall Preservation Trust and Hannington Vintage Tractor Club. The Hall is home to a farm museum, so it was no surprise to find the emphasis on celebrating a bygone way of life, with mobile blacksmith, heavy horses and drays, rope worker, net maker, bee keepers, a working area with sawing display and threshers...all this plus steam engines, classic cars, commercial and military displays. A great weekend event in a beautiful location – we even managed to have a couple of barbeques – what more could you ask for?! There was a lot of interest in our Club stand and we'd like to thank all who brought their vehicles to exhibit. I'm looking forward to next year's show already!

Catriona Crelling



Gordon takes our 1954 Brockhouse trailer for a lap round the arena, complete with milk churns



Central Shires camp and Club stand



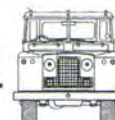
Paul Goodman's SWB and Matt and Jo Traxton's Dormobile



Gordon Kettell and Brian Crelling's vehicles on display



Pete and Chris Day's Flame



Area News in brief...

Anglia...

Another pub meet for the region

By now, those who live around the Bury St. Edmunds area should know about the new (fourth in the Anglia region, bear swilling lot!) pub meet just south of Bury in a village called Sicklesmere. The pub is called the Rushbrook Arms, a nice large old fashioned pub, large car park and plenty of room both inside and out. It's also the first pub to receive the 'National Clean Air Award' so you don't have to go home smelling of smoke if you don't like that kind of thing. This venue is new to the Club, so we're seeing how we all get on there. We'll run the pub meet during the summer months and see what people's opinion (and attendance) is like come the autumn and then decide whether we want to carry on through the winter.



We meet up on the first Wednesday of each month, 8 o'clock (ish). It might be worth checking the area web site: <http://www.series2club.co.uk/Area/Anglia/> to check on any changes.

North West...

New area organiser Karin Quarrie is asking for suggestions for future pub meet locations. The criteria are that the pub serves food, is easy to find and has ample parking. She writes...

"We meet about every 6 weeks, always on a Sunday at 1.30. Some people eat first before meeting. We move around the area too, so it suits all."

- June 25th is Old Stone Trough at Kelbrook, BB18 6 XY
- Nothing in August as it's busy season.
- October 8th is Blue Pig, Audenshaw, Manchester
- 19th November is Hen and Chicken, Magull
- The Christmas meal will be on the 17th December at the Swallow Hotel, Blackburn.

Check out the Club Forum for more details, or contact Karin directly.

Cymru...

Area organiser Rob Hancock has asked that if any member wishes to set up a pub meet in his area, then please contact him for a chat. He is particularly keen for someone to set something up around the M4 corridor, which is quite a distance from Rob. So, if you have any ideas please get in touch.



A member writes...

THOUGHT I'D SHARE with the other Club members some of the interesting information I found a couple of weeks ago while searching the 'marketing store' at work to try and find pictures of equipment to send to a customer.

Instead of finding what I was looking for, I found a photo album dating from 1961: bear in mind the company was started in 1898 and we still retain all the original leather bound order books from this date until we went 'computerised' in 1992!

Now 1961 was long before my time, my own SWB was built in 1968, and it's seen years older than me! Imagine my surprise when opening the album to find the following words written:

"29th June 1961, HM Queen Elizabeth, accompanied by HRH The Duke Of Edinburgh paid a visit to MacTaggart Scott & Co Ltd at Station Ironworks, Loanhead," this was part of a 7 hour 40 mile tour around Midlothian.

Part of the route within the MacTaggart Scott works was taken by vehicle, a LWB Series 2 Land Rover, borrowed from Patrick Prenter (who retired as Chairman of the company in 2004), to this a framework covered with a transparent material was fitted in case of inclement weather, also steps and rails to give easy access, all this conversion work was carried out in the works of MacTaggart Scott. Apparently the day turned out to be one of the nicest that summer! So much for 'Scottish' weather!

The vehicle was originally purchased second hand from a farmer in Hawick, and fully refurbished in the company's workshops and garage. The Land Rover had been on the 1960 Oxford Expedition to Nepal, and left shortly after the Royal visit to be driven to South Persia by the owner.

Before you ask, no, the company is not willing to undertake further works refurbishing Land Rovers, I've already broached this subject!

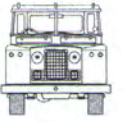
Current status and whereabouts of the LWB unknown, searching the DVLA enquiry site reveals nothing.

The next time the former owner visits the company, which happens every-so-often I'll try to find out what happened to the vehicle, perhaps more later!

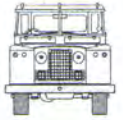
Ian McFarlane
VPF 184G

Series 2 Club Member 1384









A member writes...

MY “OLD WAGON” (Series IIA 109”) is fitted with a Salisbury rear axle and as I believe that some of the last IIA’s and those with certain heavy duty options came with this axle as standard, I thought my experiences with this unit may be relevant to other Club members. Mine was fitted because the 2.8l engine ate standard rover half shafts like they were going out of fashion.

I had a “clunk” when changing gear and when going on and off throttle. The usual checks of the propshaft UJ’s showed them to be OK and the gearbox had recently been rebuilt so that could be ruled out. I removed the rear diff cover and checked that the crown wheel bolts were tight, as they had a reputation for coming loose – but mine were OK. The next step was to check the drive members for wear in the splines, but I made the mistake of assuming that the wear would be between splines as in radial movement and all appeared to be within acceptable tolerances. However, I did notice that the half shaft protruded about ½ inch (13mm for our younger readers!), but didn’t think that this was a problem.

The clunk got worse, a look underneath again and trying to rotate the rear propshaft still didn’t reveal any untoward play so, as I would rather that something failed just outside the workshop and not out on the open road, I gave it a bit of “welly”. I wouldn’t recommend doing this without adult supervision!! And behold – as they say – it went bang and lost drive. I still had front drive so it had to be in the back end, and on removing the drive member end caps whilst trying rear wheel drive, it was obvious that the half shaft was going round but not the wheel!

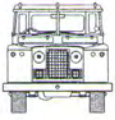
A new drive member only took a few minutes to fit, so I did both sides and guess what? A nice quiet clunk free transmission on road testing.

I now know (it’s a great thing hindsight) that the half shaft, usually the long one, moves “in and out” when driving and slowly wears away the drive member from the inside out. A quick check is to remove the cover and try pulling the half shaft out – any more than ¼ inch (6–7mm) and I would remove the drive member and check it. Interestingly, the later 110’s etc use shims to set the end float, but I can’t find any reference to this applying to Series Land Rovers, perhaps anyone who knows differently could let me know?

Rear seat leg room:

Those of you with standard 109 twelve seaters will know just how spacious they are for leg room in the middle row seats! Anyone with legs long enough for their feet to touch the floor will have found out about backache from sitting sideways to try and find space for their knees.

You may be interested to know that a solution is now available from Exmoor Trim. They do a natty set of brackets that lift the back of the middle row seats and move them back by about 2” (50 mm). O joy, they really do make a difference but, there is always a but isn’t there, I have found a slight problem. I have a full height cargo guard and Defender style

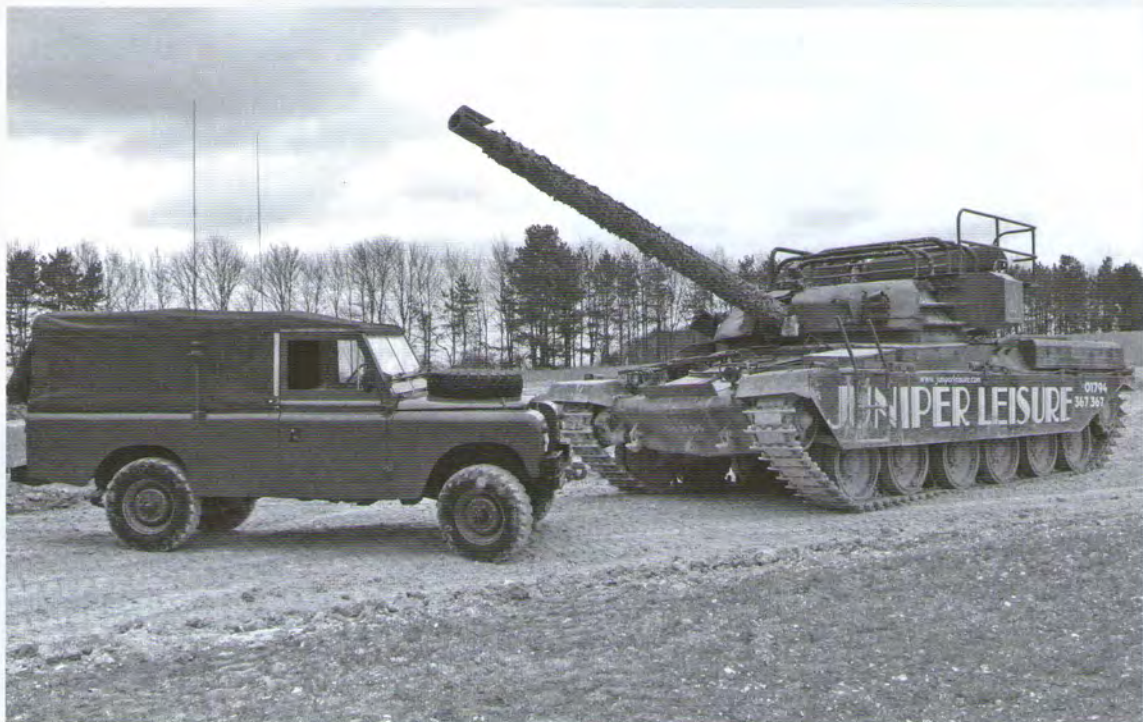


highback seats, which meant that the back rests in my 109 then fouled the rear side bench seats. I fitted the two person bench seats in the back instead of the standard ones which sorted this problem out. So please, check that they will fit your vehicle before you decide to order some.

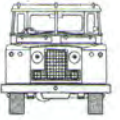


Alistair Yule
Ascot, Berkshire
Mem. No. 1001
*Proud owner of
109 Safari and
88 FFR*

"The fitted seat bracket"



Tony Lucey's recently restored 109 FFR along side 55 tons of Chieftain tank



Minutes of the Club Advisory Committee

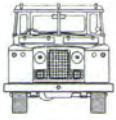
Time: 7.12 pm to 7.59 pm **Date:** June.

Venue: A vehicle camping event where Club members attend, somewhere in middle England.

Weather: An unusually pleasant summer evening.

7.12 pm: A Club member raises the bonnet of his 1969 green 109. The process is repeated a few seconds later when the stay doesn't (stay). Member's head disappears into evening shadow under bonnet.

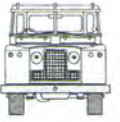
- The open bonnet is too great to resist. The advisory committee starts to arrive. First the young one with the white trousers. He has just changed out of his muddy jeans. He stands at a respectful distance from the vehicle and discusses the problem with the owner.
- A stick passes by at speed, closely followed by a dog and then the second advisory group member. No fear of muck this guy - head under the bonnet straight away. Dog drops stick and looks at him enquiringly.
- Number 3 advisory group member arrives with a four pack of bitter. Puts bitter on off-side wing. Puts baseball cap into reverse mode and head under near side of vehicle. Cap falls off. Dog picks it up. Puts hands in pockets (the member, not the dog).
- Number 3 group member gets out mobile phone and makes call.
- Some BBQ smoke drifts over. The committee (2 under bonnet, 1 under vehicle) confer. Self appointed committee chairman announces in loud voice that he last did this job in 1973 with a hammer.
- Green topped member number 4 arrives with hammer size 1. Chairman shakes head in disbelief.
- Number 3 still on mobile phone.
- Green topped member number 5 arrives with hammer size 6. Chairman expresses satisfaction. Loud thumping noise followed by expression of surprise by vehicle owner.
- Green top 4 pulls mobile phone from pocket. Summons help.
- Number 3 makes two more calls.
- 88 inch arrives with advisory group members 6, 7, 8 & 9. Two are sitting on tailgate with a portapotti. Some dispute about spillage of contents in transit. The dog shows interest. Agreement that possibly a set of parabolics might have prevented spillage. Member no. 8 turns out to be resident expert on current problem. Relief all round. He disappears to fetch something.
- The 4 cans are now empty. Member 2 dispatched for supplies. Others light up fags.
- Member number 8 re-appears holding a piece of brake pipe. Slave cylinder at one end and rusty bend at the other. A resourceful man, he also brings a hacksaw and removes rusty bend.



- Fag ash drops on dog. Found not to be edible and dog wanders off.
 - A child arrives on a bike. A message is passed to a member of the committee about supper being ready. Quick discussion with child who departs with reply about being along "later".
 - A distant shout distracts the committee from the matter in hand. Sound of breaking plate. The dog returns looking content.
 - Members 12 and 13 have arrived. General discussion. A request for some brake fluid produces five tins all of different colours and mostly empty. Agreement reached on the proportions of the mix.
 - Number 3's mobile is losing power.
 - Child arrives asking father (committee member number 5) where the chip shop is. Unable to comprehend the reply to the effect that there isn't one. Child wanders off confused.
 - SII fire engine goes by. Committee stands in respectful silence. Number 3's mobile dies.
 - Club health & safety officer arrives. Concerned that her checklist does not have a box for "vehicle on jack with several members beneath it". Decides to place risk under "miscellaneous" and that acceptable level of safety achieved by the presence of adequate number of people present to lift vehicle off crushed person by hand if necessary.
 - Member with very white T-shirt arrives and shortly leaves. Correct assessment of risk of brake fluid at pressure in proximity of clean clothing.
 - An empty water barrel rolls by pursued by two boys and a small harnessed horse. On closer inspection horse turns out to be large dog with an Aquaroll handle through its collar.
 - The work is progressing well. Swearing has been reduced to tolerable levels. A shout of triumph greets the news that there is now some brake pressure. Several square feet of grass will recover from fluid contamination in due course.
- 7.59 pm:** General drift of people towards the beer tent. Advisory committee quickly disbands leaving vehicle owner to close the bonnet. Remaining empty tins fall to the ground, together with passenger's wiper blade.

Proceedings minuted by Roger Horne





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.

WE ARE NOW WELL INTO THE SHOW SEASON, but that doesn't stop the problems from coming in. First this month, we've got something from the last cold spell that could easily crop up any time with the way the British weather behaves!

Q In the last week I have noticed the following symptoms in the petrol 4cyl.

- 1) always starts but now takes several rotations before it catches.
- 2) emulsified oil globules are present on the dipstick after the engine has stood, but gone after a short run.

We have ruled out condensation from the rocker cover in this cold weather and the rocker and filler breathers are clear.

The rocker rubber seals show signs of being overheated in the past. The vehicle is now being used daily but for short trips. It doesn't appear to be making or losing noticeable quantities of water or oil.

Could this be condensation forming in the block or dipstick or something worse? What do I need to be looking at? Can you give me any advice based on the above?

Paul Mercer (via email)

A 1) If the engine is getting harder to start this is usually down to the points gap beginning to close up as the points wear. If you reset the points gap and timing you should find the engine starts much more readily. Do bear in mind however, that hot engines do often need to churn over a little before they will fire to clear excess fuel from the manifold that's dripped in whilst the engine has been switched off. This is caused by the carb float chamber warming up, causing the fuel to expand and drip out of the jets straight into the engine and is perfectly normal.

2) This sounds like nothing more serious than condensation forming in the dipstick tube due

to the cold weather and short trips. You will probably also find some in the oil filler tube. A good long run where the engine gets thoroughly warmed up.

Q I'm seeking info on fitting a weslake 3 litre engine into a 6cyl (2.6) dormobile so any info on this conversion would be extremely appreciated.

Jock Perth Western Australia

A Fitting the Weslake headed 3 litre engine into a 2.6 litre Series 2A is quite possible, but there are a few little problems. The first is the position of the breather on the rocker cover at the rear of the cylinder head. This fouls the bulkhead and must either be replaced with something else that does not, or else the bulkhead has to be cut to clear it. It could be blanked off completely, but that might adversely affect the way the engine breathes. The other problem is the carburettor fouls the clutch pedal box so you need to cut a piece out of the box to allow the carb to clear it. This only applies to right hand drive vehicles, which is presumably why the Weslake headed 2.6 was only ever fitted to the NADA station wagon destined for the USA. Apart from that its almost a nut and bolt swap as the engine will sit straight onto the gearbox and the engine mounting brackets from the 2.6 can be fitted onto the 3 litre to mount it to the chassis. You need to use the 2.6 thermostat housing to match the radiator and must either use the smaller 3 litre viscous fan or else an electric fan as the water pump sits about 25mm lower on the 3 litre. The throttle linkages mate up perfectly and the exhaust is fine if you use the 2.6 manifold. You will also



need to fit the flywheel housing from the 2.6 along with a 2.25 petrol flywheel and clutch. You do not need to replace the sump as they are approximately the same shape, but you can if you wish.

A far simpler conversion would be to fit the 'ordinary' 3 litre from the earlier Mk1/Mk1A P5 as this uses the same basic head as the 2.6 and therefore the carb does not foul the clutch housing and the 2.6 rocker cover can be used to put the breather at the front of the engine. Of course, the downside to this is you only get 115bhp instead of 134.

Q What a nice surprise to find on the web a club dedicated to series II and with a great and rich site!

I am from Brazil and own a 1968 88" hard top. Chassis no. 2443xxxxB

I am currently rebuilding it and bringing it to original condition. I'm having some difficulty in finding what are the original lightings for this car. On catalogues, workshop manuals, part lists there is an infinity of lightings and I wanted to know what are the right ones for my rover. By the way, it is not North America specified, that I know. Any help is greatly welcome and I hope that in a near future I can place a picture of my rover in your gallery

Alexander (via email from Brazil)

A You have already found the problem with the Land Rover in 1968. There are at least three different types of lights used on them for the UK alone. The most common types are made by Lucas and Wipac, and I have seen both on 1968 Land Rovers. I have also seen other types fitted including Sparto and Butler. Luckily yours was made in the UK and shipped to Brazil so you don't have to worry about even more different types lights used on the CKD Land Rovers that were assembled outside the UK.

Which ones were fitted really depends on which one the men on the assembly lines picked up and often three Land Rovers would roll off the production lines one after the other with different combinations of lights! It is even possible that a few left the factory with different lights on each side. So I would suggest that you fit whatever looks best to you from the options in the parts books.

Q I have been attempting to change my front leaf springs with no success!! The front rear chassis bush and top shackle bolt

have fused them selves together and I can't get either out. I have cut the head of the bolt freeing the spring with intention of knocking the bolt through and out but no success, so I tried to pry it using a crowbar on the back of the nut but no success, so I tried knocking the bush and bolt out in one - no success, then I tried to heat them up to free them - no success and now I have run out of ideas. PLEASE HELP

James (via email)

A This is a very awkward problem as you're trying now to remove a large lump from the chassis that is extremely tight and probably well rusted into place. You have two problems here. The first is the bolt has rusted into the sleeve which, as you've no doubt guessed, is terminal as far as the bush and bolt go, so there's no point in trying to save either of them. Since it is going to be impossible to remove the remains of the bolt from the inner sleeve of the bush you need to remove the entire bush with the bolt in place. However, before you can remove the bush you need to remove the remaining shackle plate. The bolt is threaded into the plate so it cannot be unscrewed from the bolt due to space limitations. The easiest solution therefore is to use a hacksaw to cut through the bolt between the chassis and plate. This will cut through the inner sleeve of the bush, but since the bush is being replaced this is not going to be a problem. This now gives you clear access to both sides of the bush. To remove the bush you have several options. My preferred method is to use a hole saw blade that fits between the inner and outer sleeves of the bush to cut out the rubber. Good quality saws have a removable drill bit that acts to centre the saw when cutting holes in sheet metal. In this case the bit can be removed. The trick is to run the drill fairly slowly and steadily so it cuts the rubber without burning it. You will need to attack the rubber from both sides and chances are the saw will reach full depth before cutting all the rubber out, however what little remains is small enough to allow the centre sleeve and the remains of the rubber to be knocked out with a suitable drift. Once this is done carefully make two cuts in the outer sleeve fairly close together to weaken the sleeve and use a narrow chisel to peel out the strip between the cuts. Once its mostly free, the outer sleeve should begin to move and can be drifted out. Then you have the job of fitting the new bush.

Thoroughly clean the chassis and bush to make the surfaces smooth and lightly smear the bush



with copper grease (partly for lubrication, partly to prevent it rusting in) and then fit the bush. There are several methods that can be used, but most don't work too well. I have tried simply drifting the bush into the chassis using a big hammer and socket on the outer edge of the bush. This normally results in the bush getting stuck half way in and it won't budge any further. I've also tried (where space permits) using a 4 ton and a 10 ton hydraulic ram to press the bush in by pushing against the opposite chassis rail. This only deforms the chassis. The method that works best by far is to use a large high tensile bolt, preferably with a fine pitch, and some thick packing washers, old spanners or even lumps of heavy plate to 'squeeze' the bush into the chassis. The important thing is the pressure is applied to the outer sleeve only so the spacers need holes large enough to clear the inner sleeve. Using this method enables you to apply extremely high forces to drive the bush home without risking any other part of the chassis. With the bush pressed in and a new shackle pin (bolt) you will be back on the road again.

Q I'm wanting to replace the brake pipework on a 2a lightweight, I assume it will run in the same location as a civilian model. I cant use the existing as a pattern and would like to try and replace it to its original location.

Julie (via email)

A From the master cylinder the pipe runs down to the junction on the chassis rail. This normally runs down the side of the pedal box before running across the end of the clutch pedal box, and then turns downwards going via the clip next to the clutch pipe joint on the footwell. The front offside brake is connected to the front of the T piece and runs forward on top of the chassis rail to the battery tray and then is clipped on the outside face of the battery tray legs before turning around almost 180° to go onto the flexi-hose. It is important to make sure the pipe doesn't get caught by the steering drag link that runs under the battery tray. The nearside front brake is connected to the rear of the T piece and in one of two directions. The earlier system has the pipe running straight back and dropping down onto the rear face of the crossmember under the clutch to cross the chassis. On the other side it runs up on top of the rail and runs right forward before turning around onto the flexi-hose. The latter system (which I suspect yours

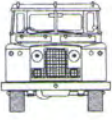
is) has the pipe turning around 180° out of the junction and running forwards along the inner face of the chassis rail before going over the top of the engine mount. It then crosses the chassis on the back of the main front crossmember (that's the one with the hole in the radiator panel sits on) passing under the hole before jumping onto the nearside chassis rail and running back to the flexi-hose. The rear pipe comes off the centre of the T and turns to run down the top of the chassis rail as far as the back of the crossmember under the clutch before dropping down on the side of the rail running backwards under the handbrake lever, onto the spring mount and then finally meeting the flexi-hose

Q I'm in dispute with the MOT man about rear reflectors. The Landy failed owing to them not being fitted, can you help with this query?

A Your MOT man is correct. You do require reflectors on the back of your Land Rover. Regardless of whether they were fitted when new or not or whether its passed the MOT before without them reflectors are required for the MOT. However they don't necessarily have to be separate reflectors. On some Land Rovers (mostly the later Series 2As) you will find the stop/tail lights have inbuilt reflectors in the centre and therefore do not require separate reflectors, whilst others don't have the reflectors built in and therefore you do need separate reflectors. If you have recently replaced your rear lights then its possible you've fitted ones without reflectors in place of one with and therefore will need to add reflectors.

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.



Severn Valley calling...

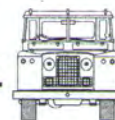


IF YOU GO DOWN TO THE WOODS TODAY or better still on the 22nd April, you'd have seen a wonderful view of 13 Series 2s trundling across the fields. First of all I'd like to say, a big thank you to Andy, Jan and Tom Parsons, for organising a great off road day that will be very hard to beat.



Severn Valley and some of the West Midlands members made their way to Hanley Castle, Near Upton on Severn for an awesome off road day that covered just about every surface you can imagine: farm tracks, grass fields, country lanes, gravel and a forest section, deep with mud. That put a smile on every members face!





It was nice to see so many working Series 2 vehicles and not all shiny green! During the course of the day Andy had planned a photo stop at two huge stately homes in the area, with a chance to walk around and have a look at some very unusual dove houses. These have not changed since being built in Victorian times, in the afternoon we actually walked inside one to see a ladder that went all the way to the roof - this was used for collecting squabs and eggs for the main house, which were a delicacy.

This day was a great opportunity to use 4-wheel drive for most of the day and actually see the difference in traction. One area that really required this was coming back up the forestry section. After getting stuck on the first attempt, our landy needed a bit more momentum and although we seemed to go sideways for a while, she ploughed through the ruts and got to the top. Not bad for an old girl that's now 42 years old, with no modifications. Everyone followed suit and had a crack at the forest, which was probably the highlight of the day (see inside back cover). We finished off with a super barbeque (thanks Jan) and even went home with a tray of bantam eggs!

Many thanks to all the members that took part, luckily we didn't have a single breakdown all day! And thanks to Rick Harris for providing us with the photos of this most enjoyable day.

Neil Burke
Severn Valley





A member writes...

IIA Lightweight rebuild

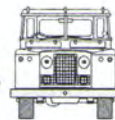
I BOUGHT MY LIGHTWEIGHT IN NOVEMBER 2004. At the time I was half way into my first year as an apprentice engineer and was driving around in a Rover 200 as my every day car.

Like most enthusiasts, I had a yearning for a Land Rover from an early age, with an 88in Series III, an early 3 Door 110, and a 2 door Range Rover all having been family cars at some point in the previous 19 years. Being a student at the time, with something of a lack of cash, it appeared very much like I was stuck with my Rover for the foreseeable future. That is until I was offered the opportunity to buy my Lightweight. My uncle had had the vehicle for a few years and it had been sat off the road for even longer. A deal was struck, and for £150 I became the proud owner of a 1969 IIA Lightweight. This was great, but it came with one or two small snags. Firstly it came with no documentation (apart from a release document, which turned out to be from another vehicle) It had no engine, and it was in pieces, spread over a fairly wide area after being broken up. Secondly, it had something of a rust problem.

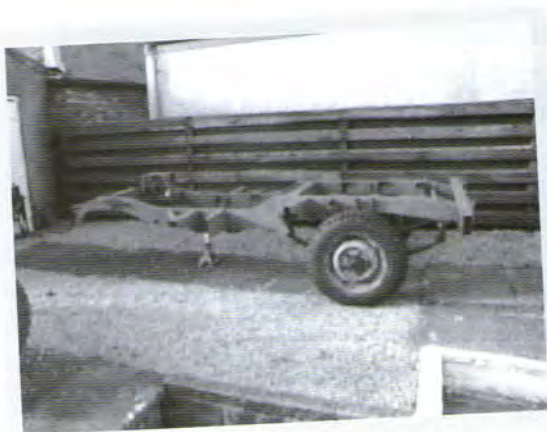


After digging the chassis out of storage (over a large wall with a JCB and a webbing strap) and getting it into my workshop, the problem became more apparent. I spent a few hours poking and prodding the chassis, scraping off underseal where necessary; doing the best I could to find all the rot. With the place ankle deep in rust and underseal, I finally had an idea of what I'd gotten myself into. The chassis needed 2 bulkhead outriggers, one fuel tank outrigger, one rear body mounting outrigger, a new gearbox crossmember, a new centre crossmember, a new rear quarter, and a selection of other patches. I then bought myself a new MIG welder, a few sheets of 6x3 steel, and a new rear quarter chassis from Craddock. The new rear quarter was welded on, and the rest, fabricated from sheet steel. After quite a few hours spent cutting, welding and some time put in by my girlfriend Steph painting, I had a solid chassis to work with.

Next port of call was the springs and axles. The axles were in a decent condition, but the rear didn't seem to be working as it should. A little investigation revealed a missing half shaft to be the cause. The original wheel cylinders were well past it, so a full set of new

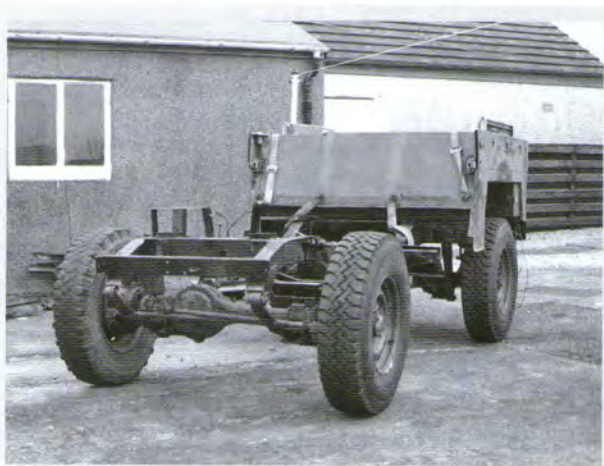


ones, along with springs were fitted. The original shoes were retained, as were the drums after being cleaned up. The springs were a different kettle of fish. All the leaves were bulging apart with the amount of rust between them. Some consultation with my uncle revealed the best way to sort springs on the cheap was to split them down and batter 7 shades out of them with a heavy hammer and a piece of RSJ. So, after some hours of battering and even more time spent with the wire brush (Steph again), I had ringing ears, but first and foremost, a full set of clean leaves. These were re-assembled with new bushes (which is not a job I'm in a hurry to do again) and generously lubricated with a mixture of grease and oil. Springs and axles were then re-united.



Before the axles could go under the chassis, the chassis bushes had to be changed. This was made so much easier through the use of a bush puller made up by my mate Simon (Maltelec on the forum). Once this was done, the axles were put under the chassis and with an old set of 6.00x16's, it rolled for the first time in years.

The joys of having a rolling chassis were dulled some after the bulkhead was dug out from storage. It had not aged as well as the chassis and was, at first inspection, entirely rotten. At this point, it had occurred to me to strip the useful parts off the bulkhead and fabricate a new one from scratch. This idea altered some on closer inspection and I found the basic frame to be solid. However, it was, apart from the centre section, the only part of the original that was useable. Again, deciding to fabricate my own parts, instead of buying in repair sections, I spent hours going over the old bulkhead taking every possible dimension that I thought I would need to do the job. The upside of it all is that I now have a near enough complete set of drawings of the metalwork in a Lightweight bulkhead.



Much marking, cutting, welding, swearing, hammering, and more swearing followed as another sheet of steel was converted into bits of Land Rover, but the finished result was worth the effort. The top section proved a little more irksome. Lightweight bulkhead tops (even the scabby ones) seem to sell for £150 upwards, which was more than I had paid for the thing in the first place, and £600 for a brand new one seemed a little steep.



Closer inspection of the top section proved I hadn't looked at it very hard to start off with, I found that both ends (with the mounting brackets) were actually reasonably solid.

These were cut off the old top section and bolted down to the bottom, then 3 pieces of steel cut and welded into the gap between them. Although the vent flaps are no longer there, the result is still fairly pleasing to the eye. The complete bulkhead was then mounted onto the chassis, and the (rather long) task of drilling all the mounting holes was tackled.



Once the bulkhead was properly mounted, I began re-fitting the various parts that bolt to it. The brake and clutch pedal boxes fitted on nicely, and I was in the process of fitting up the new steering box (unfortunately the old one had to be forcibly removed) when I found the pedal boxes were too close together to allow

the steering box to fit. More swearing followed before the decision to move the brake pedal $\frac{3}{4}$ of an inch across was reached, and the work carried out. Now it's been painted you can't see the difference from the outside, but it annoyed me some that I hadn't got it right first off.

The other fitting went on with no major drama. The steering was then connected up, and I spent a happy 10 minutes pushing the vehicle back and forward playing with the steering.

The gearbox was the next item to receive attention. As with the axles it was in a good condition, even the oil in it looked new. The handbrake drum was pulled off, cleaned up and the mechanism freed off. The clutch slave was a little past its best, whilst the release bearing was seized in its housing. This was freed off quite easily, and replaced in the box. The pins in the shaft connecting the fork to the slave cylinder were replaced with M6 bolts and lock nuts, after the fun I had removing them in the first place. A new slave cylinder and tightening up of a few loose bolts left the box in a useable state.



Before I got much further, I was given the opportunity to take the vehicle out to the workshops at work over the Easter weekend. Having a fully equipped workshop for 3 days, I set about collecting a large selection of parts for the jobs I wanted to do whilst it was there.

An engine, radiator, prop shafts, exhaust, and a clutch were all acquired, and taken, along with the vehicle, and the other parts to the garage.

First job to be done once the Lightweight was safely in the workshop was to sort out some form of stopping power. A complete set of brake pipes was made up from $\frac{3}{8}$ copper pipe, and fitted up with new flexi hoses and P-clipped to the chassis.



The clutch was then fitted to the engine and mated up to the gearbox. New gearbox mounts were bolted on, and the engine and box dropped in as an assembly. The bulkhead was then refitted, and the steering reconnected. More copper pipe work was made up to connect the brake system up to its master cylinder and the clutch to its one. The clutch system was bled through and adjusted up until it was working properly, along with the brakes.

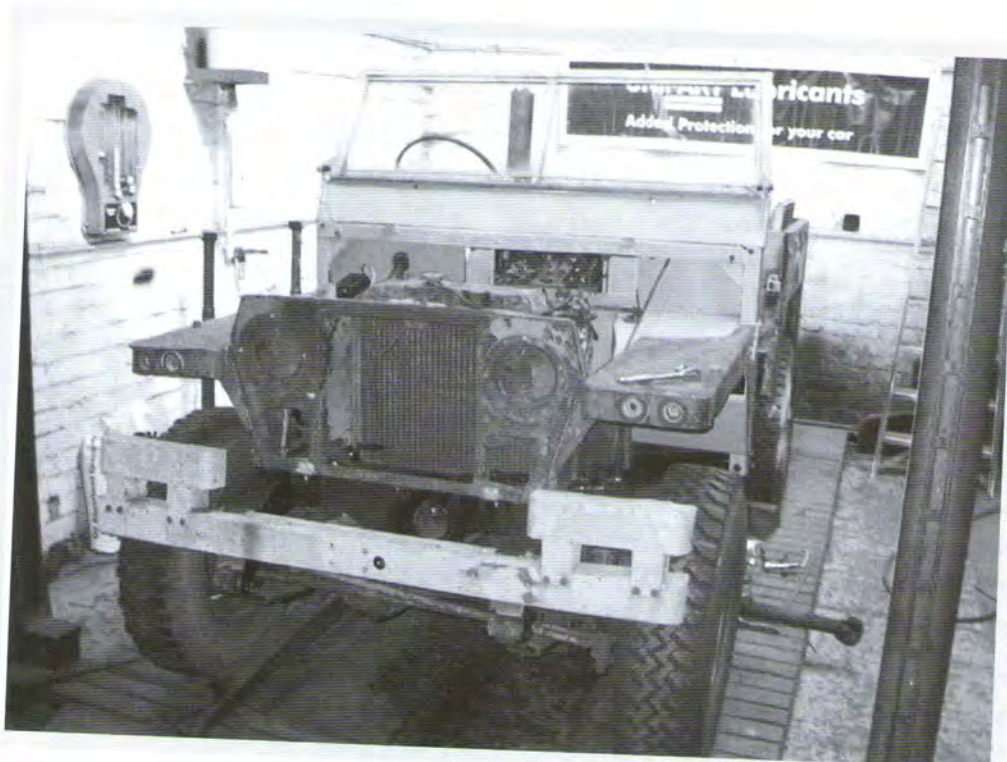


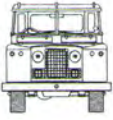
Prop-shafts followed next, then came an attempt to fit up the exhaust, thwarted by two of the three manifold studs snapping off. Deciding that who needs an exhaust anyway? I fitted the front panel up with a new second-hand radiator, and plumbed it into the engine. A blanking pipe was fitted to the heater outlets, and the system filled with water. A new starter solenoid was fitted to the bulkhead, and wired in, along with a coil and the other electrics required for the job.

All was going well until trying to get fuel up to the carb I found the lift pump wasn't lifting. With a little assistance the engine was persuaded to run for a few seconds by pouring fuel down the carburettor.

The next jobs to do are to sort out the wiring, remove the exhaust manifold and drill out the broken studs, sort out the rest of the bodywork, and get it MOT'd. Hopefully it'll be on the road by the end of the summer. Rest assured you'll be reading about in B2L soon.

Dave Marsh





Shows and Events 2006

So far this year, the Club has won Best Show Stand at the Heritage Land Rover Show at Gaydon and won four vehicle trophies at the Land Rover Spring Adventure at Driffield. These awards were won because members with Series 2 Land Rovers, just like yours, turned up and assisted the Club. **As long as it is a series 2 and road legal, we will welcome your vehicle.** Free passes are available to members who want to display their Series 2 on the Club Stand. All we ask in return is an hour or two of your time to help run the Club's Stand and help us to raise the profile of the Club. Please complete a show booking 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.

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's 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. Sorry, but tickets have been snapped up. If you have booked through LRE and would like to camp in the Club camping area, please let me know so that I can book adequate space. *Please use the form on the next page.*

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

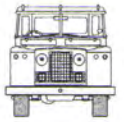
See pages 45 and 46 of this issue for more information, but please get your booking form in as soon as possible so that we can make adequate facilities available.

LRO Show, Malvern. 26th - 27th August 2006 Three Counties Show Ground, Worcestershire

Thanks again to the West Midlands Area this was a very good show for Club members last year. As far as I know, it will be the same format this 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.

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 spoil it, but a log fire soon lifted spirits and yes, 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 booking form.



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

Series 2 Club Members Shows Application Form 2006		
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.

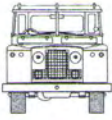
Mick Outhwaite
Club Secretary

JULIE STOCK'S WORDSEARCH

Repair and overhaul tool kit

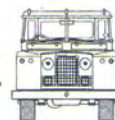
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- Axle stands
- Mole grips
- Engine sump plug
- Oil can
- Grease
- Rubber hammer
- Grease gun
- Tyre pump
- Jack
- Torque wrench
- Sockets
- Oil can
- Feelers
- Pliers
- Spanners



Events Calendar 2006

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 15th - 17th	Bedfordshire Steam & Country Fayre, Shuttleworth, Bedfordshire	centralshires@series2club.co.uk Brian Crelling 01296 670227	Free to exhibitors Book ASAP
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
Sept 30th - Oct 1st	Rhondda Heritage Park Vintage Engine and Steam Fair	Rob Hancock 01685 812213	Costs & Details TBC
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

Note: The Club's Public Liability Insurance cover is limited only to events organised in the UK, therefore overseas members are reminded that, should they propose to hold events, shows, etc. under the Series 2 Club banner in their own country, they will need to arrange PLI cover that meets their local insurance conditions.



Ipswich to Felixstowe Historic Vehicle Run 2006

7th May 2006

ME AND MY FAMILY went on the Ipswich to Felixstowe historic vehicle run in our Land Rover Series 2. There were over 650 historic vehicles there, including tanks, buses, cars, lorries and 6 Land Rovers. We got there about 9:30 and were given a catalogue.

Once we got to the park we got out to look at all the other cars. I went off and took pictures of the cars and lorries.

We left the park and started the run at about 1pm. On the way to Felixstowe, people were standing on the side of the road waving to us as we passed them, by the time we got to Felixstowe my arm was hurting!



1967 Landrover 8 FFR



1971 Landrover Series 2a Lightweight



'Boom' owned by me and my dad 'Metalkoi'



Nice little Series 1 with Brockhouse trailer

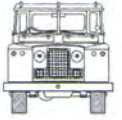
When we got to Felixstowe we parked on the promenade, we were behind an old horsebox and behind us was an old Bedford fire engine from Chelmsford.

We were each given a plaque.

Maybe next year there will be more Series 2 club members who'll come along.

It was a shame it rained but it was still a good day out and people liked our Land Rover. I can't wait for next year!

Ben Cresswell
(Ben2A)



Land Rover Series II Club International Rally

**Last Call for the Land Rover Series II Club International Rally
11th to 13th August 2006 Coney Green Farm, Stourport on Severn**

WE'VE HAD A GREAT RESPONSE FROM MEMBERS and from the updates I've received from Paul and his team, the International Rally is going to be better than ever. A full itinerary is planned, with activities for all the family and "Scruff's" for the 4 legged members attending.

Over the course of the weekend the off road course will open Friday, Saturday and Sunday. The team have also planned road runs, treasure hunt, trade stands, technical demonstrations, as well as the normal Land Rover games and for the kids, a bouncy castle, games, painting competition, Ben's challenge and much more besides. Evening events include quizzes, BBQ, Discos and cabaret.

Site opens at 4.00pm on Thursday 10th August and remains open until the morning of Monday 14th August. We will have separate camping and events areas, with 3 off road courses, gentle, medium and one for the experienced off-roader with a suitable vehicle. Ask if you do not know what those red and yellow knobs do!

The cost is the same as last year, £45 per camping unit. 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 to 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 inform us when you send in your application.

Ben Stock's Challenge

**A competition to be held on Saturday 12th August,
at the Club's International Rally**

The challenge is to produce a device to retain and release by mechanical means the kinetic energy in an elastic band, so as to propel the said band over the greatest distance, with the greatest accuracy. The device may be made from materials of the participant's choice and supply.

Awards will be given for:

- Range and Accuracy • Engineering Excellence • The Most Valiant Effort

Elastic band Specification:

100 to 110 mm long (unstretched), 5 or 6mm wide, up to 1.5 mm thick.

This is a standard stationary item found in most offices.



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	

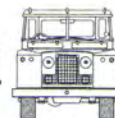
Please send completed forms with payment by cheque to the Club address.

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



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	£30.00
(both these items are pre-order only, please allow 5 weeks for delivery)	
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:
12 Catherine Close, Charford, Bromsgrove, Worcestershire B60 3HU
OR visit our website.

Along with your order please ensure you have provided your address and phone number in case the shop manager needs to contact you.



For Sale

For Sale

1961 SWB petrol

Selling on behalf of a friend. No MOT or tax but tidy working vehicle. Phone for more details

£850 ono

Contact Brian Crelling (BUCKS)
Tel 01296 670227
07919 216860

For Sale

1960 SERIES 2 SWB

Original 2L diesel engine seized. Chassis, bulkhead and body in good condition.

Original Reg. Easy project £500

2A Bulkhead, good condition, repaired £250

109" S.W. chassis, good condition, repaired, £200

109" S.W. Tropical roof, mint, £40

Overdrive, good working order £250

Contact Paul Bohan (Coventry)
07904 858831

Mostly Series One

Hydraulic PTO and cable winch £450. II & IIA gearboxes from £50. II & IIA radiator panels from £10. LWB windowed hardtop £50. SWB hardtop plain, mint £150. Truck cab mint condition £100. various dated wheel rims from £9. various instruments from £1. Engines petrol and diesel £45 - £90. Original Radiators from £10. LWB Roofrack o/e original £20.

Nikwax Reproof recolour Khaki 2L £32 (posted)

88" 3/4 canvas and sticks, vgc £95

Delux plain and dished bonnets from £10

Friendly advice and shared experiences, ring for a chat

L. Stafford Dovey
(mem.no.1043) 01597 810058

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

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

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

Dunsfold 01483 200567
www.dunsfold.com

Brookwell 01626 832555
www.brookwell.co.uk

MISCELLANEOUS:

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

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

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

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

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

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

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

TOOLS:

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

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

Difflock 0845 125 9407
www.difflock.com

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



*Best Club Stand, Gaydon.
Mick received the award
from the wife of
the late Chris Savidge.*



Brian and Jill Marshall's Military double act



*Time for tea, photo by
Martin Pegrum*



*Dylan investigates
Gordon Kettell's 109*



Severn valley off road day

