

Winter 2006

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SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE
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*Will and Chitty Chitty Bang Bang,
Quainton, Bucks*



Dennis starts work on Lot 359



Whose the daddy now



*Indy's in the pink for
London to Brighton Run*





Series 2 Club

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Vice Chair Catriona Crelling
Secretary Mick Outhwaite
Membership Secretary Ben Stock
Treasurer Vaughan Hartridge
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IMPORTANT

Participation at any event or show is at your own risk. While the club is happy to draw attention to events which may be suitable, arrangements are made directly with the landowners or organisers even if the club forwards applications and passes information we do not act as agents for the organisers. It is a condition of membership of the club and partition in any event that the vehicle Owner, Driver and all Passengers are covered by third party insurance and that they agree to absolve and indemnify the club that no Member or Passenger will claim against any other participant in the event, Organiser or Landowner. We strongly advise you to check that your insurance covers off-road driving and that it is in sound condition. You are reminded that statements and opinions expressed in this magazine and other publications are not necessarily those of the club or committee. You are strongly advised to obtain independent verification of data, advice or methods before acting upon them, particularly where safety, finance or legislation is concerned. The Club, Committee, Directors and Contributors are all amateurs and do not accept responsibility for any accident, injury, or damage resulting from an error, or omission given in this magazine, other publications by letter or word of mouth. You should not expect the standard of advice or service available from commercial or professional organisations.

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Editorial – by Catriona Crelling

Welcome to the winter issue of 'Built TWO Last'

THANK YOU TO EVERYONE who has sent material in to me over the last few months. My continuous appeals for help seem to be having the desired effect and more and more members are now sending their stories to me – but please keep it coming!

You may notice that this issue is a little late in appearing. As you will read in the pages that follow, there have been a few changes in committee members so please check out the Club Info page for details. I'm sure that we will be introduced to these new faces in future issues of B2L and whilst we attend the various pub meets and shows organised for 2007.

As always we have a variety of show reports for you in this issue, including one from one of our American organisers Peter Monk. This issue also includes not one, but two articles from Down Under!

The front cover of this issue shows Dave Hall's 88 "Emma" posing with a caterpillar D9 dozer that was working on a contract infilling the old quarry at the top of Pindale, near Hope in Derbyshire. The back cover shows Dave Bescoby attempting to wash his Landy "Bess" under the Skogafoss waterfall in southern Iceland this summer. WOW!

The inside covers show the various exploits of our members over the last few months, including some pink memories from the London to Brighton run in

October – you'll know what I mean when you take a look! Thanks Emma.

Some new members may find themselves not listed in this issue of B2L. Don't worry, you will be listed in the next issue so please forgive the delay, you have not been forgotten!

I hope you have all been enjoying the service sheets provided by Vehicle Registrations Officer Dave Dutton – if you have any other suggestions for technical articles please let me know and I will try and find a way to include it.

I would like to thank Glen at **Paddocks** for her support with the hamper prize over this year. She has told me that she likes our club mag and "doesn't do this for anyone else you know!!" It's reassuring for me to know I'm getting things right with B2L but please let me know if there is anything you are not happy about – I'm not saying I'll agree with you, but I will always take members comments on board! The hamper prize for this issue goes to Michael Trower who has carried out extensive research to provide us with an article entitled "A Day on the Line".

So, as this year draws to an end, I will wish you all a Merry Christmas and all the best for 2007. I look forward to seeing many of you at shows throughout next year. And remember...send me your photos!!

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 February 2007.**



Chairman's Chat...



I SUPPOSE by the time you all read this Christmas will either be upon us or will be around the corner. I've never particularly been a fan of the festive season, except for family gatherings. As a teacher, Christmas for me means Nativity plays, carol concerts and the like, rehearsals for which start as I write this in late October. By the time the school term ends I have had my fill of tinsel, fairy lights and stale mince pies. The festive season does, however, bring a welcome break for many of us, which means I will be able to get into the garage to do all those jobs that I said I would do "when I get around to it." Despite the rebuild on AJH supposedly being finished my list seems longer than ever. The steering is still not right; there's a nasty clunk half way through the turn in both directions. The steering relay still moves very slightly in the chassis and the brakes, despite having renewed everything, are still not 100%. There's no way I want to risk all the time I've invested and drive up the rear end of a truck. This time I'm promising myself that I will do all those little jobs. No doubt by the time the New Year arrives the list will remain unfinished as usual....and I will end up making another resolution to make sure I do all the "round tu-it" jobs as soon as possible.

At this stage in the year we look back with fondness at the events of 2006 and look

forward to 2007. All those who attended the Club's events during the year will hopefully cheerfully remember the vehicles they have seen and friends they have met. Next year brings new challenges and opportunities for us; the Club has to at least maintain the standard of this year's International Rally and hopefully top it. It will be a tough job. The major magazine shows will also be a challenge not least because, at the time of writing, two of the magazines have chosen the same weekend to host their event. That, of course puts great demands on all those organising and helping out at events. Perhaps now, if you haven't done so before, you'd like to get involved more in your Club. We still have gaps in our local area organiser list. Alternatively if you have an established organiser in your locality give him or her a ring and find out what is going on and whether they'd like help in organising anything. Perhaps you have some ideas for fun events for the International Rally. If you fancy it why not give it a go; now that I've given you a round tu-it, you've got no excuse!

Anyway to finish, I wish you all, your families and your Land-Rovers all the best for Christmas and a prosperous, healthy and breakdown free 2007.



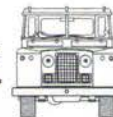
Eric Leuzinger
(a.k.a. Loz2286)
chairman@series2club.co.uk



PUB MEETS

Area	Date	Venue
Anglia	First Monday of the month Tel: Ben Stock 01954 202221	Red Lion, Stretham
	First Saturday of the month Tel: Scott Snowling on 01502 513393	White Hart, Blythburgh (on A12) 8pm
	First Tuesday of the month Tel: Alan Jones 01603 747956	Fur and Feather, 8pm Woodbastwick, Nr Norwich
Borders	Last Sunday each month (lunchtime) phone Barrie Garton 01434 381494 before travelling	Carts Bog Inn, Langley upon Tyne, Northumberland
Central Shires	Third Thursday of the month 8pm, contact Brian Crelling 01296 670227	Shoulder of Mutton, Calverton, Nr Stony Stratford, Bucks
Cymru	Contact area organisers for info 01685 812213 (Monthly)	vary from month to month
Essex	First Saturday of the month	The Barge, Battlesbridge
New Forest / Solent	Contact Andrew Orchard for info 02380 814430 newforest@series2club.co.uk	TBC
Garden of England	First Sunday each month 1pm. kent@series2club.co.uk	The Chequers, 1 Church St, Lower Higham, Nr Strood
North Wales & Shropshire	2nd Saturday of the month Contact Martin Smith on 01952 254520	Horse and Jockey, Grindley Brook, A41 Nr Whitchurch
North West	Contact area organiser for info 01925 722286 (Monthly)	
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: 01452 760616 or e-mail severnvalley@series2club.co.uk	Weston Cross Inn, Weston under Penyard, Nr. Ross-on-Wye
South West	Last Thursday of the month 7.30pm Contact area organiser to confirm 07762 041022	The Fox and Hounds Inn on the A386 Tavistock to Okehampton Road
Surrey & Sussex	Contact Paul Goodman for info 07980 818416 surreyandsussex@series2club.co.uk	TBC
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 Dan Warden 07840 351154	The Old Star Inn, Collingham, on A58 nr Wetherby

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



From the Secretary...

THE CLUB IS CONSTANTLY GROWING and a lot of new members were first introduced to the Club through the Club Forum. The Forum is extremely active, instant and a great resource for the Club. Ask a question on the Forum and you will get an answer in minutes. Equally, it is a great place to promote events, pub meets and greenlaning trips, but **only 20% of the membership use the forum**. Any member of the Club can organise a Club event, whether it is a pub meet, a workshop day or attendance at a show. The only way to make sure that 100% of the members in your area are aware of the event you are organising is the keep regular contact with your Area Organiser. Please always contact your Area Organiser in the first instance and once they are aware of the event, then please do use the Forum.

I have been on the Committee for about 5 years and like most Committee members I have held several different posts. There have been four Chairmen and three Secretaries during this time. Each time there has been a change, with new Committee members bringing new ideas and enthusiasm. We are constantly looking for members willing to fill posts on the Committee and I would like to report the following changes that were agreed at the November meeting.

Following Avril Anderton's resignation, Ben Stock has taken over as Membership Secretary. This is to be a family affair as Ben's wife Julie and son Levi have volunteered to help also. The transitional period between Avril's resignation and Ben taking over has meant there has been some delay to membership paperwork being processed. I would like to ask for your patience in this matter, if you have any queries please contact your area organiser or Ben directly on 01954 202221. I'm sure now that Ben is on the case things will get sorted!

As those of you at the AGM will know, I resigned as Shows Officer and I am glad to say that Mark Coxon has agreed to take on the role. In addition, Dan Warden has taken over from Chris Scott as Yorkshire Area Organiser, Andrew Orchard has taken over from Brian Graham as New Forest Area Organiser and Paul Goodman has taken over from Tony Down as Surrey & Sussex Area Organiser.

I would like to welcome all these new members of the Committee and thank all those retiring for all their hard work and commitment to the Club.

At the meeting in November, I informed the Committee that due to changes in my working hours and because Louise and I are expecting our first baby in February (Ben and Joe are from my first marriage), I intend to step down as Secretary. I have really enjoyed my time as Secretary as I have met and spoken with so many nice and enthusiastic people.

The following posts require volunteers: Vice Chairman (Cat Crelling has not resigned, but if anyone is keen to take this role on she will be happy to stand down), Secretary, East Midlands, Eire, Northern Ireland, Europe. If anyone would like to know more about taking any of these roles on, please contact our Chairman.

Everyone who has worked for the Club in 2006 should be thanked for making this a fantastic year for the Club. I would like to give special thanks to Paul Stevens and the Midlands crew for making the International Rally the best yet. As for 2007, that is up to you! The one thing I have learnt in the last 6 years of being in the Club is definitely, the more you put into the Club, the more you will get out.

Merry Christmas and a very happy New Year.

Mick



Membership Update...

I WAS VERY SORRY to receive Avril's resignation in early October. Her work for this Club can not be overstated and we all owe her a great deal of thanks for the way in which she has run the membership side of the Club's administrative work. Ben Stock has very kindly put himself forward to take on this role with assistance from his wife Julie. He was formally co-opted into the post of membership secretary at the meeting held in November and this will be ratified at the next AGM. Ben has a lot of experience dealing with memberships and he is aware of the workload he has taken on - I hope you will all join me in thanking him for doing this. If anyone has a membership query, they can contact Ben on 01954 202221 or memberships@series2club.co.uk

On behalf of the Club, I would like to express thanks and best wishes to Avril for the future.

After nearly four years, the Club has finally had to succumb to the ever-rising costs of postage, services, etc. As a result, the committee has felt it necessary to increase the cost of membership as follows: Single and Family membership will be raised to £20.00 and £23.00 respectively for UK based members - Single and Family membership for Overseas members will remain at £25.00 and £28.00 respectively. The good news is that these new rates won't come into effect until 1st February 2007 and are still very low compared to many other vehicle based clubs.

Eric Leuzinger
Chairman

The Club's New Members...

2128. T & P Aldrich, County Durham 2129. J Snelling & S Mackinnon, Cheshire 2130. Mr P Lane, Devon 2131. Mr I Clarke, Cornwall 2132. Mr C Mayers, Wiltshire 2133. Mr B Clifford, Bristol 2134. Mr M Laird, Berwickshire 2135. Mr I Woodham, Worcestershire 2136. C Reeves & G Gardner, Essex 2137. Mr P Young, Wiltshire 2138. Mr C Purchase, Surrey 2139. Mr S Woods, Gwent 2140. Mr G Pettitt, West Midlands 2141. Mr J Hogg, Gloucestershire 2142. J & J Skentelbery, Devon 2143. V Pointer & C Mitchell, Devon 2144. Mr & Mrs C Turner, Shropshire 2145. Mr O Ford, Essex 2146. Mr S Foster, Devon 2147. Mr & Mrs T Kemp, Worcestershire 2148. Mr S Britch, Lancashire	2149. Mr M Green, Lancashire 2150. Mr J Schooling, Cheshire 2151. Mr G Braxton, East Sussex 2152. Mr I Jones, Suffolk 2153. Mr M Berry, London 2154. Mr I Slatter, Gloucestershire 2155. Mr S Wilcox, Lincolnshire 2156. Mr E W Smith, Merseyside 2157. Mr A Dawson, Herefordshire 2158. Mr S Blewett, Wiltshire 2159. Mr G Pink, Worcestershire 2160. Mr E Bell, Lancashire 2161. Mr A Mackenzie, Argyll & Bute 2162. Mr D Richards, North Yorkshire 2163. Mr S Pickard, Hertfordshire 2164. Mr P Hawthorne, Staffordshire 2165. Mr M Poole, Warwickshire 2166. Mr G Hedges, West Midlands 2167. Mr S Valentine, West Yorkshire 2168. Mr S Noble, Lancashire 2169. Mr I Rosser, Gwynedd
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A member writes...

HI, FROM AUSTRALIA, Member No 1953, sending in a photo of my recently completed Series 2A. 1968 SWB petrol, all restored as original. The "OldGirl" even has the original leather covers for tailgate chains and straps for the seats!!! Fairy O/Drive is a little noisy... but what is not with these beautiful vehicles?



heading home for restoration



getting there



the finished vehicle

It is a little bit more difficult to obtain parts for the Series in Australia so I have purchased 2 'less than perfect' Series 2A's and used parts from them for the restoration work. I bought the Land Rover at a place called Comet in Queensland last year when my family and I were on a camping trip in Disco2. The 'Old Girl' is getting plenty of work and has been off road several times but nothing too testing as yet! I'm also a member of the 'Sunshine Coast Land Rover Owners' Club which is based on the Sunshine Coast near Noosa.... a great place to be based!! I hope that you can find room for the photo of my baby in your terrific magazine in the near future.

Kind regards,

Alan Shuttleworth

PS: That is my 14 year old son Mitch in the photo as we were 'straightening' the position of the bulkhead...big rope tied to shed and reverse carefully! It worked.



Alan's other mode of transport – seen here in the spectacular Aussie Outback



LRe Show Billing 2006



LOVE IT OR HATE it the LRe show at Billing is an experience. This year's event certainly lived up to that description and will undoubtedly be remembered for years to come if not for the storm that caused havoc on the Saturday afternoon, but because the show is to be held on the other side of Northampton next year.

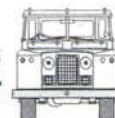
Billing is not for the fainthearted. This year was the third time we had camped, the second time with the club and our first with our caravan, something we were to be very grateful for. Our previous Billing adventures had taught us that disorganisation and unruly, even antisocial behaviour were to be expected in some parts of the site but that camping with the Club would make that less a part of our weekend and we were looking forward to the show.

It is at best a hectic weekend and with this in mind we set off very early on the Thursday morning intending to be there and set up before the site woke up and it got too hot. The Club's camping area was in the usual spot although it took some effort to keep what was supposed to be reserved space free for the Club members expected later in the day. In what became a familiar sight, a Land Rover would pass the Club banner, drawn by the unoccupied grass beyond - Avril would emerge to check if they were Club members and politely ask them to move on if they weren't. Aside from that, we had a calm first day on site - it would prove literally to be the calm before the storm.

Friday passed in a whirl; we took our turn at manning the Club stand and explored the show as best we could in the heat. But Saturday was the main event, usually the best attended day of the show and the day when the judging is carried out. Everyone was on the stand bright and early as Paul Stevens,



The Club stand



West Midlands Area Rep, arranged the display vehicles, attempting to make it three wins in a row! The Club had a good turn out of vehicles and they were all shown off in the arena, even if the strange manner in which they were parked up did confuse us. The commentator went to each vehicle in turn and let the drivers talk about their own Land Rovers, which was rather a refreshing change.

Despite an overnight storm Saturday was another hot day and the club marquee was very popular, firstly for its shade and then, as the weather changed it filled with people hoping to avoid the rain. We'd watched the sky getting darker and darker for some time, but it was still a surprise when the first rumbles of thunder were heard in the distance. Then it was action stations as the storm hit with everyone scrambling to stop the marquee and everything in it blowing away! It was not an experience that I would like to repeat in a hurry, there is something eerie about clinging to a marquee and watching the storm cause havoc around you. However the Club members kept cheerful throughout and as the rain eased and attempts were made to assess the damage to the camping area, we all chipped in to put shop stock away and secure the stand for the night.

As it happened, damage for Club members wasn't too bad; one tent was turned inside out and a couple of members sustained other minor damage but given the force of the storm we got off quite lightly. It was a relief to everyone though that there had been no serious injuries on the site.

Sunday dawned dull but warmed up as the show began to wind down. The valiant efforts of the Club members in the arena were rewarded as Paul Stevens picked up trophy number three for the best commentator on behalf of all who had taken part. This also meant that our Ila 'Tango' got into the LRE show report after Paul asked Martin to drive him into the arena for the prize giving.

The worst part of any show is packing up and going home. Billing 2006 was no exception we decided as we crawled towards the M1 and sat in traffic for almost an hour. However, once we reached the motorway there was no stopping us and we arrived home later than planned and tired, but with an unforgettable Billing experience under our belts.

Martin Smith and Sarah Williams
North Wales & Shropshire Area



Paul receives the trophy



Martin and Paul wait to drive into the arena



A Day on the Line

(or a Friday afternoon job)

SINCE BECOMING INTERESTED IN LAND ROVERS and becoming an owner, I've had thoughts about owning one as old as myself and had wondered how many were produced on the day that I made an appearance on this earth. Curiosity got the better of me a while ago and I decided to take a day off and go to Gaydon to look at the production books having made an appointment to view the archives. On arrival the first half of the production books were on the desk awaiting me.

As I'm of November 1959 vintage, any Land Rovers produced that day would have been 1960 model year, with chassis numbers 1xx0xxxx, the 0 signifying the 1960 model year. I wasn't sure how long it would take, but the archivist had advised about 2 to 3 hours, which turned out to be about right. There were 27 permutations of build to consider, between: home market, export market, CKD (Completely Knocked Down i.e. kit form), right hand drive or left hand drive, petrol or diesel, 88" or 109" and regular or station wagon. Some chassis number tables show 29 varieties but two options were never built.

The production books are large record books each containing between one and three build types. When opened up, only the right hand page of a pair is used and it is divided into 6 columns. The 1st shows the line number and is hand written. The 2nd is the actual chassis number and is printed from a sequential number stamp. The 3rd column is "Into Dispatch" i.e. when received in the dispatch dept. This is the accepted build date, as the vehicle would have left the production line and come into the dispatch department completed and ready for sale. The 4th column is the "Out of Dispatch" date. These are both marked by a large date stamp. The 5th column is the vehicle colour and is hand written, as is the destination dealer in the 6th column. Thus, each completed Land Rover occupies one line in the ledger. The handwriting is fairly clear and of a style of that era – very similar to my late father's. There were only a couple of words I couldn't decipher. The reason I'd been advised it would take some time to sift through all the records was that "the build dates are not in an exact order, the chassis numbers are" to quote the Archivist – how true this was! While some run in consecutive order, some run in small batches but in some places they are seemingly random, so careful analysis is necessary.

This explains the situation with Richard Bilbe's Jaffa and the Dunsfold Collection's chassis number 141800003/UAA 392. This was covered in Norman Smith's excellent article *Built in Random Order* in the Summer 2005 B2L, and the follow up by Simon Thioux in the Winter 2005 B2L

The out of dispatch date could be the same day as the into dispatch date, or days or weeks later. Interestingly, the only ones showing a dispatch date the same as the build date were all the CKD versions – 20 of the 22 were exported to the Pressed Metals Corp, Sydney, the remaining 2 recorded to SS Morratab, Iran. The first complete week after the famous Friday's production saw 52 leave the factory, with 23 the following week. Another 9 left in the third week, and all on the same day but not all for the same corner of the globe either. Thereafter single ones and the odd pair left at intervals until the last to leave the Solihull maternity unit was 142000747 recorded as sent to Shell Petroleum Seria (sic) dispatched on 5th February 1960, some three months after the build date.



In total, this day's production saw vehicles exported to a total of 36 countries around the world – probably 35 more than from the place I came from! The complete list reads:

Australia	20	Basutoland	1	Canada	3
Chile	3	Columbia	4	Costa Rica	1
Ecuador	2	Ethiopia	2	FEA	1
Fiji	1	Ghana	5	Iran	2
Kenya	6	Libya	4	New Zealand	2
Madagascar	1	Malaya	5	Nicaragua	2
Norway	1	Nyasaland	3		
P.E.A (don't know what this stands for)			4	P.W.A – ditto	1
Paraguay	1	Persian Gulf	4	Puerto Rico	3
S Rhodesia	3	Saudi Arabia	2	Sierra Leone	1
Singapore	1	Somaliland	1	South Africa	10
SW Africa	1	Sweden	1	Switzerland	1
Syria	3	Venezuela	2	Vietnam	3
Yugoslavia	1				

The last two are rather surprising, especially as Yugoslavia was an eastern bloc state. Including the Yugoslavian example there were only 4 exported to Europe. The one major omission is the USA, who made do with their local product! Other countries seen during the research in the records included Aden, BWI (British West Indies) Ceylon, Eritrea, N Rhodesia, E & W Pakistan and S Pacific.

Home destinations were:

Bournemouth	Grimsby	Manchester
Carmarthen	Glasgow (2)	Salisbury (2)
Canterbury	Haverfordwest	Sheffield
Dundee	Hull	Southampton
Fleet	London (4)	Tunbridge Wells

The one sent to Fleet was the nearest one to me – 146000525 an 88" diesel in light green sent to Stevens. None remained local to Solihull. Very occasionally there would be an entry on the left hand page in the dispatch book. This was where a Land Rover had been re-admitted to dispatch and sent somewhere else – none occurred on the day I was researching.

I'd done a back of an envelope calculation from a published source that a total of 35961 1960 model year Land Rovers were produced. Dividing by 52 gave 691 a week and again by 5 gave 138 per day. The actual production this day was 132, so fairly close to the statistical average. This source showed the largest quantity of a particular type produced was 6518 88" LHD Petrol Export vehicles, but interestingly the greatest quantity of any type on this Friday was 24 109" Export RHD Petrol ones. Four types only had one solitary vehicle produced that day:

1430 88" RHD CKD	1510 109" Home RHD Petrol
1530 109" CKD RHD Petrol	1610 109" SW Home RHD Petrol

Analysing the other columns gives some interesting facts and figures. Purchasers ranged through the whole spectrum of war and peace and industry. The New Zealand Army took 2 88" RHD Petrol ones and the Chilean Air Force in Santiago had 2 of a batch of 3 produced on this day. Spreading the word and healing in a 109" RHD Petrol was a Methodist Missionary Doctor in Sierra Leone. Petroleum companies in Libya, Syria & Venezuela took quite a few examples. Not all showed the end user, but merely the dealer's name, or a Rover dealership abroad – quite a few were recorded as Rover Cape Town & Rover South Africa. Another purchaser was the Crown Agents with examples going to Basutoland, Fiji, Malaya, Nyasaland and Somaliland – some of these names long since vanished from the atlas! One oddity, although not uncommon I was advised, was 154000851 an Export 109" LHD Petrol



that was destined for Pilchers in London - possibly an exporter who secured a contact to supply one? Also RHD Export models would sometimes end up in the UK.

For comparison against the total of 132 produced there were a total of 206 Mini's produced that day at Longbridge & Cowley. This shows the difference between volume car production and the more labour intensive nature of Land Rover production. One fact I have not been able to ascertain is exactly how long it took for a Land Rover to travel the length of the assembly line from the chassis first arriving to the completed vehicle being driven off - even Gaydon could not advise on this.

Colour wise the standard colours of Bronze Green, Light Green, Mid Grey, Marine Blue, and Sand ruled apart from 146000525, an 88" diesel for the home market, supplied in Highway Yellow to Henly's in London. I strongly suspect that this was for the AA, as I believe they supplied vehicles to the AA, or were an AA appointed garage. This LR was one of two dispatched the same day to this dealer. No colours were listed against any CKD Land Rovers - presumably these were painted abroad.

As only 15% of the days production remained in the UK the chances of any still being in existence must be fairly slim. The thought occurred to contact Norman Smith, our records officer, who coincidentally invited me to contact him following a post on the Form. A list of the UK chassis numbers was forwarded to see if any were known and recorded on the club database. In what must be a million to one chance given the time elapsed incredibly one is owned by a club member! It is owned by Alistair Locke in Inverness and is chassis number 141000946 a SWB Petrol model and was recorded as dispatched to Rossleigh, Dundee on 13th November after completion at Solihull, and painted Mid-Grey. He advises that it has had 6 previous owners and he has owned it since 2000. Originally a station wagon when he acquired it, it is now used as a fun vehicle and trialed once a month. One wonders how many others survive - as it is often quoted that about 70% of all LR's built still exist

then that would mean some 92 are still around. Perhaps there is one in a corner of a foreign car park that is forever Solihull?

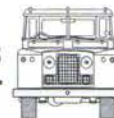
Nearly Finished



As well as the milestone of my appearance, November 1959 also saw the 250,000th Land Rover produced. However, its precise identity is something of a mystery, as James Taylor wrote in the March 2002 Land Rover Enthusiast. The one shown in the photograph with the official banner on the front was a left hand drive 88" in a light colour. He speculates on it being either a Station Wagon for the USA or a LHD petrol one supplied to Henly's in London, although the one for Henly's (1440-01958) wasn't accepted into dispatch until 1st December 1959. It had taken 11 years to get from Huey, the 1st Land Rover to 250,000 but would only take another 7 years for the next 250,000 to come off the line. I did contact the DVLA to try and ascertain how many were still on their database but modern rules and regulations did not allow them to answer my request.



Alistair Locke's 1959 SWB



Since initially researching and compiling this article I have become the owner of a 1959 built Land Rover. Purchased on a well-known Internet auction site it is an April '59 built petrol 88 and is in fairly unmolested condition. Not currently roadworthy but this is being worked on. It could be argued that this was produced while I was under construction!

I'd like to thank both Norman Smith, our Club archivist and Richard Brotherton at Gaydon for their help during the research for this article, and to Alistair Locke for permission to include the details and photographs of his Land Rover.

Michael Trower

Events Calendar 2007

Apr 7th	Old Sodbury Sortout Newbury Showground, Berks		Costs & Details TBC
May 12th - 13th	Land Rover Spring Adventure Driffeld S/Ground, Driffeld, Yorks	shows@series2club.co.uk	Costs & Details TBC
May 24th - 29th	ALRC National Baden Hall, Eccleshall, Staffs		Costs & Details TBC
Jun 8th - 10th	LRW Show Eastnor Castle, Worcs	shows@series2club.co.uk	Costs & Details TBC
Jun 9th - 10th	East Anglian Off-Road Show Norfolk		Costs & Details TBC
Jun 24th	Haynes 100 Bedfordshire	Donald Bowler (club member) jadon@picnic.wanadoo.co.uk	Costs & Details TBC
Jun 23rd - 24th	Series 2 Club Northern Gathering	yorkshire@series2club.co.uk	Costs & Details TBC
Jun 29th - Jul 1st	Manby Land Rover Show Mandby Motorplex, Lincs		Costs & Details TBC
Jul 7th - 8th	"Leafers at t'pit" Nat'l Coalmining Museum, Wakefield, W Yorks	latp@series2club.co.uk	£3 a vehicle/day £10 camping
Jul 18th - 22nd	The War and Peace Show, The Hop Farm, Beltring, Paddock Wood, Kent		Costs & Details TBC
Jul 20th - 22nd	LRM Billing Show Billing Aquadrome, Northants	shows@series2club.co.uk	Costs & Details TBC
Jul 20th - 22nd	LRe Kelmarsh Show Kelmarsh Hall, Northants	shows@series2club.co.uk	Costs & Details TBC
Aug 17th - 19th	Series 2 Club International Rally Venue to be confirmed	shows@series2club.co.uk	Costs & Details TBC
Aug 25th - 27th	21st Rudgwick Steam & Country Show, Rudgwick, W Sussex		Costs & Details TBC
Sep 8th - 9th	YROC Langley Farm, York	shows@series2club.co.uk	Costs & Details TBC
Sep 9th - 10th	Land Rover Fest, East of England Showground, Peterborough	shows@series2club.co.uk	Costs & Details TBC
Sep 22nd - 23rd	32nd Haynes Working Rally Bedfordshire	Donald Bowler (club member) jadon@picnic.wanadoo.co.uk	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.



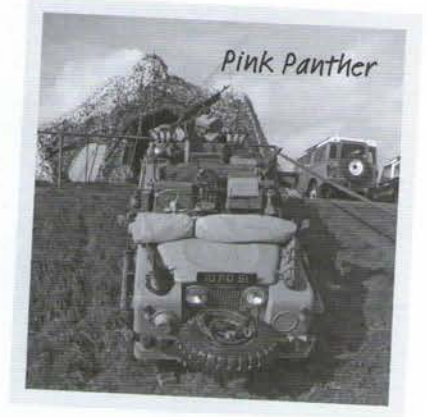
Ripon Classic Car Show

1st October 2006

THIS YEAR'S ANNUAL RIPON OLD CARS SHOW was a surprise success for the Series 2 Club. Upon my arrival at about 9.15am there were already half a dozen series motors in attendance and all told there were nearly 30 Land Rovers of various types, only two being modern coil-sprung versions. Although not all owned by Club members, we were graced with a wide range of vehicles including a pink panther and a IIB forward control. Over half the vehicles were owned by Club members and included several variations of 88, as well as several 109s including Phil Newman's gorgeous dormobile, two ex-forces 109s and my One Ton. Special thanks should go to Phil for organising the entrance passes and making everyone feel welcome – cheers Phil! Big Dave

Wardle was also there with his very early IIA 109 station wagon, now fitted with the correct 2.25 diesel.

Club members travelled from as far as Stafford and Cumbria to see the show, we even had a visitor from Durham, well done those of you who undertook longer trips. We were running out of room towards the end but who knows, maybe next time we can get even more in!



Dave Wardle shows off his really big adjustable spanner



Land Rover line up



As well as Land Rovers there were plenty of classic cars to see, all the usual MG and Rover models could be seen, as well as countless others. Of particular

interest there was a group of three Deloreans! Having only ever seen the car in the Back to the Future movies, it was very impressive to see three...Likewise, there were many classic commercials to be seen, including several large breakdown trucks, some fire engines and various other lorries.

The weather was good, remaining dry until it was time to go, but rain the previous night meant the ground was a little soft. All in all a great little show, a nice chance to relax with friends and a jolly good end to the show season.

Daniel J Warden, Yorkshire Area
Member 1752



Land-Rover Service Newsletter

No4. Volume 1 Item 12

June 1972

CONTINUING EXCERPTS from my collection of Service Information from Solihull. These information sheets were sent on an as required basis to dealers informing them of updates to the vehicles and remedies to failures found in factory testing and failures in service. As ever these excerpts should be used in conjunction with the workshop manual bearing in mind some of the information is updating the manual.

This next item is from Service Information Volume 1, Sheet No 4, Item 12 and deals with a problem a lot of us will have experienced when bleeding the brakes.

Issue date June 1972

David Dutton
Vehicle Registration Officer

Item 12

SUBJECT: LOW BRAKE PEDAL/REAR BRAKE ADJUSTMENT

MODELS: Land-Rover 109 Long and 110 Forward Control

REMARKS: If low brake pedal is a problem in Service it has been found that an improvement can invariably be made by carrying out the simple adjustment procedure to the rear brakes as detailed below.

The adjustment should be carried out after:

- a. the normal checks on the hydraulic system have been made and
- b. the front brake shoes have been correctly adjusted in accordance with the Workshop Manual (110 in model) Repair Operation Manual (109 in model).

A second operator will be required to apply and release the foot brake as instructed by the operator who is adjusting in turn each of the rear brake shoe snail cams.

1. Raise the rear of the vehicle and place on stands.
2. Ensure the rear wheels turn freely.
3. With the foot brake firmly applied adjust one snail cam to its maximum position.
4. With the foot brake released, undo the cam one or two notches until the wheel just turns freely.
5. Repeat operations 3 and 4 on the remaining rear brake shoe snail adjuster.
6. Check the brakes for correct operation.
7. Lower the vehicle to the ground.

E-2

LAND-ROVER SERVICE INFORMATION Vol. 1 No. 4—continued

This operation centralizes the brake shoes to the drum without putting any excessive strain on the snail adjusters which could result in damage.

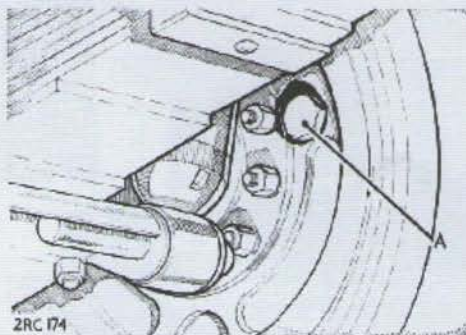


Fig. 1 Wheel brake adjustment

A—Adjuster bolt



The Dunsfold Collection Open Weekend 2006



roadless traction
Forest ROVER



Australian Army
Flotation vehicle
for Vietnam



Llama



Perentie

WITH A SEVERE LACK OF EVENTS in the South of England, I was definitely looking forward to this one. This is an event without dog shows, fashion displays and trade stands selling tat. In the past the event at the Dunsfold Museum has been only on one day. Due to increased interest, Philip Bashall and his crew have taken the decision firstly to only hold the show biannually and secondly to move the show to the Springbok Estate near to the museum. It was certainly a great decision to move the show. The venue perfectly suited the displays and the vistas in the beautiful Surrey countryside were perfectly complemented by the glorious September weather.



2b No 1



2a review vehicle



2A with hydraulic bucket



The complete Dunsfold Collection was on display in the side arena. It was great to see all the fantastic variations of the Land Rover marque, including some of the prototypes of models that did make it into production and a great many ideas from Solihull that never quite made it. My personal favourites are the 1962 ex-military APGP wader (APB 963A) and the Roadless Traction forestry vehicle (BNB 615B).

We managed to have some interesting vehicles on the Series 2 Club stand too. We managed to have the oldest Series 2 at the show in the form of Richard Bilbe's "Jaffa" (1958 2 litre petrol 88") and one of the loudest coloured vehicles at the show in the form of the Rumsey's "Diddy" (3 litre Weslake 88" Special) and a number of other wonderful vehicles. My own vehicle, AJH, that has recently got its first MOT for a while, having completed (nearly) its rebuild, also made it to the show. Apart from slightly spongy brakes and an odd clunk from the steering AJH behaved impeccably. It was great after nearly a year to attend a show in my own vehicle.



Very nice 110
Radar Vehicle



Tony's very nice restored 11a
and Sankey



end of show gathering



S1 and living van

Away from the main show area, we camped near the main house of the estate. The Dunsfold team had arranged a beer tent and entertainment and we also had an impromptu BBQ with lots of cheery banter and bonhomie. Many thanks must go to all those present for contributing to this. Tony Lucey's plumbing arrangement on his ex-military Series 2A 109 caused much laughter. If you were there you'll know what I mean. If not, ask him next time.

Unfortunately the show will not be repeated until 2008, but look out for it when it comes.

Eric Leuzinger



Bedfordshire Steam & Country Fayre Shuttleworth 2006



THIS WAS THE 50TH ANNIVERSARY SHUTTLEWORTH EVENT and was spread over 3 days rather than the usual 2. We had a fantastic club line up of 16 vehicles, which came most definitely in all shapes, colours and sizes. As usual we are not the main focus of this event, but as one of the largest steam shows in the country, it is a must for club members who also love steam.

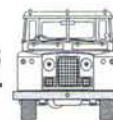
With not one but 2 braziers for this weekend, we were able to enjoy the ambience that a campfire, good company and alcohol always induce! Thanks as always to Julie Stock for another delicious fruitcake, which was devoured at one of our usual, mass BBQs! Brian and I would like to say a big thank you to all who joined us and helped out over the weekend.

Catriona Crelling
Central Shires

Thoughts from a new member...

I think I've recently been approaching my Mid-Life Crisis (MLC).

Thoughts of sports cars, young women and long summer nights - ah. But the first go too fast for me to drive, and the second too fast for me to catch. Whilst commentating at the Haynes 100, I spotted a lovely Series one. Haynes 100 is a new event in my village of Haynes in Bedfordshire, at which the object was to get one car from each year of the last century - we managed about 140 cars in the end, but from only about half the years. This



Series one helped me realise it was a Land Rover I needed. So off to Billing I went on the Sunday afternoon (I'd been binding in the morning, more of that later), had a good look around, saw all the mad things people do with "modern" LR's (like dislocating suspensions and Unimog portal axles) and I then joined the S1 & S2 clubs – the S1 because I admire the purity of line, and the S2 because I want something that much more practical as a reliable daily driver, to alternate with my diesel E-Class.

A friend and I have been busy recently getting a Dungleozer going again – a 1944 machine for moving muck heaps. We took it to the 3-day 50th anniversary Bedfordshire Steam and Country Fayre at Shuttleworth in Bedfordshire, where I met up with some of Central Shires Series 2 Club members, who made me feel very welcome. A Dungleozer isn't exactly a Land Rover, but they both have their genesis in machines that were built to help farmers get mechanised and they both excel in going through mud and muck! Thanks to Brian Crelling (very smart in the Salmon Pink Shirt), Catriona, Brian & Gordon Kettell, Chris Mortimer (venturing from the far off flat-lands of East Anglia, who showed me Oscar), and Richard from Hungerford with the LPG Series 2, and the others. It was fantastic weather and we sat round a campfire on the Saturday night whilst trying to make LR panels from melted beer cans (tip – you need to drink lots of beer to get enough aluminium for even the smallest panel). We were also amused earlier on the Saturday to see a US Army 3-axle Diamond T, with trailer behind carrying a Cat D8, having the greatest difficulty going up the slightest incline on what was really very dry grass – Brian and Gordon were itching to offer the US Army a tow, but before they could get out their chains the Army were in retreat and they then took a run at it.

Donald Bowler
Central Shires





Bolly's trip to The Happy Valley...

...the story of "Ronnie's Knob"

PAUL AND JILL STEVENS have now owned "Bolly", their Carmichael Redwing FT6 Fire Appliance, for nearly 2 years. Its nickname is derived from the town of Bollington where it served for 21 years from 1964 to 1985 based at its retained fire station under the control of Cheshire County Fire Brigade. The fireman who used to drive him in service for most of this time, Graham Hibbert, invited them to bring him home for a short stay and to join in the town's Transport Extravaganza. The Happy Valley is the locals' nickname for the town, which nestles in the western foothills of the Pennines above the Cheshire plain. They hoped to meet some of the firemen who drove, used and looked after him throughout his service life and to find out his history in more detail. Little did they know the many doors of his history it would open, of which one was "Ronnie's Knob", but more of that later.



Bolly



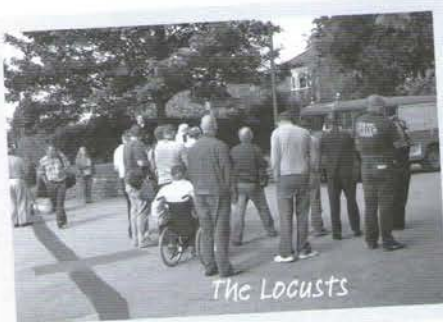
Bolly at Bollington Fire Station

We arrived at Bollington Fire Station to be greeted by Sub Officer Andy Longden, the current Station Commander, who advised that the lads were out on a shout with their modern appliance and promptly put the kettle on. Graham Hibbert, joined our



Washing down after a shout

party and promptly cast his eye over Bolly. His praise for the blood, sweat and tears that Paul and Jill had put into him was music to their ears and Graham himself was quite full as the memories came flooding back. The lads then returned from their shout - Bolly must have felt quite small parked next to the current Mercedes Benz appliance, but his head was held high as he gleamed in the bright morning sunlight. More inspections and praise followed, to be told by the current serving firemen that they thought he was 'cool' was praise indeed. They even wanted to press him back into service in exchange for the "totally useless" (their words) appliance they now had in Bolly's place. Paul & Jill said "Thanks, but no thanks" to that request!



The Locusts

All this time we were conscious of vehicles turning into the rear of the fire station but just thought it must be a through road. Next thing, the station doors were drawn open and a plethora of The Fire Brigade Society members descended on Bolly like a swarm of locusts, 50+ cameras at the ready. It was all we could do to breath, let alone answer the questions they fired at us. We were amazed at their depth of knowledge on the Redwings (Mark Rumsey, look out!). Eventually they moved on to their next fire station and we resumed our search for history. In the afternoon, some of

the firemen who served with Bolly in service arrived and the memories and stories all came flooding out again. What was soon obvious to us was that Bolly was never just an appliance or a work tool to these men - he was their 'Redwing', their pride and joy. The continuous



admiring looks and affectionate comments made that very clear. When you have spent so many hours nurturing and polishing a vehicle your memories could not fall into any other camp. They all remembered him with pride and loved him for what he did for them during his service life.

After a good dinner we were invited out to a 'Northern Soul Night' at a local club, which our kids thought was cool, the stories and memories continued to flow. Good company, good music and good ale made this a night to remember

fondly. And then it happened ... a now retired fireman, still bouncing to the music, lent over Paul's shoulder and shouted into his ear "Are you the bloke who's got our Redwing now", "Yes I am" said Paul, "Has he still got my knob?" he asked, Paul looked around for help and realised by our laughter that none was forthcoming. Paul eventually replied, "What knob's that then", "the shiny polished aluminium one with the posh knurling on it, the one on the main gear lever" the retired fireman explained. Paul answered "Yes it has, I wondered where that had come from, tell me more". This retired fireman was called 'Ronnie' and he went on to explain that he had broken the original knob on a shout. Realising he was in for a roasting, he promptly hand turned a replacement on his night shift! He had it polished up and fitted before the officers realised what had happened. It was then, and will from now on be known as "Ronnie's Knob".



The following day, we attended the town's Transport Extravaganza with a wide selection of vehicles from Ferraris to an enormous, 1938, 13 ton Metz Leyland Turntable Pump Ladder that could go up to 104' high. We met up with Paul Lund and his Lomas Ambulance (the 'Royal' TV Starlet). Very fine it looked too, he really has put the time and effort in on this vehicle whose bodywork and fittings

also came from Bollington. But Bolly was the first vehicle they saw upon entering the show, admirers and ex-firemen alike constantly surrounded it, all with huge grins on their faces. Its service history, stories and photographs came out all through the day, which left Paul and Jill staggering with the amount of information they had obtained. It was



confirmed that Bolly did not go into reserve in 1985 when he left active duty. The Bollington firemen loved him so much that they held onto him until 1992. They continued to show him themselves, at displays and rallies throughout Cheshire where he constantly won the show medallions. We were left with no doubt that Bolly was dearly loved and had a very good life in Bollington, Cheshire. A total of 21 years in service followed by a further 7 years being displayed with pride in his retirement.

Paul & Jill were presented by Graham Hibbert with a special medallion from Nick Youdon, Head of Department, Land Rover Armoured Division and will be grinning for a very long time. They now know why the locals decided to nickname the town 'The Happy Valley'. Next time you meet Paul and Jill remember to ask about Ronnie's Knob!

Norman Smith.
Historical Vehicles Officer



A member writes...

The importance of wading plug removal

I HAD THE PLEASURE OF BEING INVITED to the Bedfordshire Steam & Country Show September 15 – 17, thanks to Cat & Brian (Central Shires Reps). I set off from Crawley at about 12.30 Thursday afternoon, 2 hours later I was about 1 mile from the showground when I came across a cyclist – I thought no more of it and dropped down to third to overtake but to my horror when I accelerated, all I got was an increase in revs but no increase in speed. I slowly limped to the showground and managed to get onto the stand.

Friday morning after much discussion the general opinion was that the clutch had gone. General consensus was that there was no point doing anything unless we could get a clutch. Phone calls were made to various Dealers and Motor Factors (thanks Gordon & Brian). A clutch plate was located in Peterborough with the promise that if we needed it they could get it to Bedford by 4pm. Within an hour the seats, floor and tunnel were removed; two hours later the gearbox was pulled back far enough to access the clutch. On removal we were met by about ½ a cup of engine oil.

It turned out the rear main oil seal had gone. With the wading plug still installed it meant that the oil built up in the bellhousing rather than draining out of the bottom. Three tins of brake cleaner later, the flywheel, pressure plate and clutch plate were cleaned up and reinstalled. Gearbox back, floor and seats returned back to their rightful places it was time for a test run...still slipping but not so bad. Twenty minutes driving round the showground that evening things were almost back to normal.

The journey home on Monday morning gave it a good test – road works on the bottom of the A1M meant it took one hour to do 5 miles, stop and start all the way and there was no sign of a slip. Thanks again to all those that helped including Gordon Kettell, Brian Kettell, Brian Crelling, Pete Day, Richard Bilbe, Sean Smeeth and Nigel Wilson).

The moral of this story is if you are not wading, remove the plug (most Land Rovers leak oil!).

Paul Goodman

New Series 2 Club 2007 Wall Calendar ...



Featuring beautifully photographed members' Land Rovers in evocative settings it's a stunning way to note down your key events for the coming year. Colour printed on high quality A4 paper and wire bound with a hanging hook for extra convenience, it's an ideal Christmas or New year present for the Land Rover enthusiast.

But hurry, stocks are limited so order yours today!

Check out the club shop page in this issue or visit

<http://www.series2club.co.uk/clubshop.htm>

for details of how to order. The price is £5 (incl.P&P to UK members). Overseas members should contact the club shop to check on the cost of postage.



Land-Rover Service Newsletter

No1. Volume 1

LAND-ROVER SERVICE INFORMATION Vol. 1 No. 1—continued

GEARBOX

Land-Rover Series IIA.

Introduction of a Series III type gearbox for Series IIA vehicles.

Y: The following information will be incorporated in the next available transparency.

Gearbox assembly	1	607125	2½ litre petrol and diesel
Gearbox assembly	1	607127	2.6 litre

This modified version of the Series III all synchromesh gearbox assembly incorporates the existing Series IIA bell housing, primary pinion and clutch withdrawal mechanism which enables the gearbox to be used for Series IIA models. It will be supplied by our Parts Department for all service requirements when present stocks of the Series IIA gearbox assemblies, part numbers 591438, 2½ litre and 591439, 2.6 litre are exhausted. However, components for the Series IIA gearbox will still be available.

To reduce the cost of replacing a complete gearbox, especially in certain overseas territories, the existing Series IIA gearbox may be converted to Series III specification whilst carrying out repairs or a general overhaul.

A list of the minimum parts required to carry out the conversion is shown below. Additional items may of course be required, depending on the general condition of the gearbox.

Gearbox casing assembly	1	606881
Layshaft cluster	1	576686
Mainshaft	1	576725
Inner and outer member, 1st, 2nd and reverse gear	1	576733
Sliding block for synchromesh ball	3	553084
Spring for synchromesh ball	3	503805
Synchromesh ball	3	52459
Synchromesh cone, female	2	591364
1st speed mainshaft gear	1	591362
Bush for 1st speed mainshaft gear	1	576734
Thrust washer for 1st speed mainshaft gear	1	576735
2nd speed mainshaft gear	1	591363
Bolt (7/8 in. UNF x 1¼ in. long)	} Fixing bearing to layshaft	1	561601
Washer		1	576907
Bearing for layshaft, rear	1	576206
Bearing housing for mainshaft, rear	1	576836
Shaft for reverse gear	1	591527
Reverse gear assembly	1	576707
Spring pin for reverse gear shaft	1	591519
Selector fork, 1st and 2nd speed	1	576703
Shaft assembly for fork 1st and 2nd speed	1	576727
Selector fork, reverse	1	576704
Shaft for fork, reverse	1	576729

This list is applicable to both 4 and 6 cylinder models.

WHITE RUST ON GALVANISED PARTS

All Land-Rover.

The presence of 'white rust' on galvanised parts has been raised recently by some of our Distributors and Dealers.

Normally 'white rust' does not occur on these parts when freely exposed. Even in cases where a deposit or stain is evident the original surface is usually restored by normal usage and exposure to the elements.

However, for showroom purposes, or where a customer draws attention to this condition, the following cleaning procedure can be carried out: Add to 4.5 litres (1 gallon) of warm water 112 ml (3-4 fluid ozs or half a cup) of 'Teepol' and 113 gms (4 ozs by weight) of Soda Ash. Alternatively, if Soda Ash is not readily available, 170 gms (6 ozs) of domestic washing soda crystals may be used.

Scrub the affected galvanised parts with the liquid using a nylon hand scourer, a metallic type should not be used.

Finally rinse with clean water and dry.



A Grand Day Out!

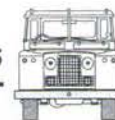
London to Brighton Run



iNdY was feeling restless... having sampled the taste of the open road with her maiden voyage to the National she was itching to go out again. I decided that her next outing should be one with 100's of suitable tow trucks, so picked the London to Brighton. There would be no fear of being left stranded at the side of the road on this journey! I contacted Cancer Research UK informing them that there existed a bright Pink Landrover entering the London to Brighton Run, willing to advertise or help them in any way they could think of. A few days later Press officer Lynn Daley of Cancer Research UK phoned me and iNdY had been recruited! October 1st started the National Breast Cancer Awareness Month. I called the London to Brighton Team and asked if they would have any problems with iNdY raising money for Breast Cancer as it would involve the press and possibly even a television crew! Not only were they delighted, but they gave me a free VIL (Very Important Landy) Ticket!

Given that I wasn't actually doing anything strenuous, I thought that I couldn't ask to be sponsored but as per usual the Club had other ideas. Pretty soon it became clear that I needed some way of accepting donations and set up a Just Giving webpage. Even before the event had started I had over £300 in donations! Coupled with the £200 raised selling "Pink Pins" the charity had sent to me, iNdY had excelled herself without even revving up her gorgeous 2.6 engine! Waking up on Saturday morning I was nervous. Although memories of her last leaky start flooded my brain, I decided to think positively - she'd behave herself! She must! She was important! The Charity was depending on her! And do you know what? iNdY with Breast Cancer posters safely sello-taped to her windows, left her foster home without a single hiccup...not even a little grumble.

My friend Neil driving, his own landy (for some reason he didn't want to be a passenger in one that was bright pink?) and I set off for Crystal Palace armed with just a vague notion as to where it was. The journey was filled with people stopping in their tracks, pointing and laughing (something we're going to have to get used to!) and generally smiling as iNdY, resplendent in pink, passed them. On reaching our destination a couple of hours later, without a single incident or wrong turn, we slowly ventured into the grounds and iNdY, for the second time in her new life, was actually off-road (although I do admit she avoided the big puddles!). Whilst waiting to sign in, Neil and I heard a distant "Yooo Hooo iNdY"! Up near the entrance, away



in the distance, we could see someone waving frantically, a mutual friend, who later said they had easily spotted iNdY from amongst the 100's parked up! Tent up, landy style dinner bought (Neil generously treated me to a chip roll) and we indulged in one of the benefits of landy ownership... good-natured friendly banter amongst many a complete stranger!

Having been woken up at around 5am Sunday (there's me thinking I'd stay overnight so I would get a good lie in!) to the sounds of the rest of the landys turning up, I managed to stagger bleary eyed to the main area to hear the "Drivers Instructions" - iNdY was even given a mention! Her voluntary work was explained and received a positive cheer! Then, while I chose the easy option of queuing up for the breakfast sarnies and coffee, Neil battled the downpour and packed up our tent and the two landys. As we'd braved staying the night, overnight campers were moved to the front and at around 8am the Run started! Organising the departure of over 800 Landrovers from Crystal Palace must have been a nightmare, but iNdY was unfazed and proudly displaying her first "Run Plaque" (even though it was red and clashed!) she left the grounds following a lovely blue Series 2. Having managed to successfully circumnavigate Croydon without losing sight of her faithful friend (but briefly losing Neil!) we reached the A23. Then to my horror our faithful friend indicated left into some services! We were on our own... the faster coily sprung landys had disappeared and we were left to get to Brighton on our own! I looked behind me and realised I was leading about 40 other Landrovers! Certain that one of them would over take as we'd reached a dual carriageway I relaxed. But no... no one was brave enough! Someone out there has a picture of us taken whilst they were stopped in a lay-by and it would be of iNdY proudly leading a band of (unwitting) followers.

On arrival in Brighton we were once again reunited with the coilys... they had been thwarted by sheer volume of landy traffic! Well-wishers, on seeing iNdY, realising she was driving the run for charity even started throwing money in through the window whilst I was stationary!!! Once we reached Madeira Drive, iNdY was asked to park up whilst the rest of the landys filed past us. iNdY was being treated like royalty and had her own reserved pitch, right in the middle of the event! Having parked up, set out the tables and started the decoration of (Princess) iNdY with pink balloons, the cavalry arrived in the form of Paul (Smokey11a) Bridget and their young daughter Charlotte, all of whom were proudly wearing pink Cancer Research tee-shirts (ok Paul wasn't, but only because there wasn't one big enough!). Charlotte, ever the entrepreneur, had brought 100's of tennis and basketballs to sell and yes she sold the lot! Eventually ladies of the "pink" variety turned up along with Lynn Daley. Breast Cancer had directly affected all these ladies in one way or another. They loved iNdY and matched their brightness of clothing with enthusiasm for collecting donations! There was hardly a moment's reprieve from people enthusiastically throwing money into the buckets... with just one short break where photos were taken by local newspapers and a few Landrover Magazines (Look out for us in Landrover Monthly!) the day flew by! The organisers of the event (Surrey Landrovers Club) generously handed over a cheque for £500, which boosted our total, fundraise to over £1900!

I'd like to take this opportunity to thank everyone involved! From those that were unable to attend (including colleagues at Network Rail) that supported us online to those that supported us or helped us on the day! (Big thanks to the Kellett family and Neil!) For the spirit of Landrovers for looking after us and making sure we got there safely and without incident and for all those that gave me the wonderful memory of seeing amongst many people 100's of burly Landrover men proudly wearing pink ribbons! It was a fantastic event and iNdY and I hope that all the brave ladies that were there this year will be able to make it next.

Emma Thompson

Together We Will Beat Cancer

For more information visit www.cancerresearchuk.org



Central Shires news...



'all aboard' for a trip to the pub, Quainton

ONCE AGAIN this year seems to have been spent working on getting ourselves established at some of the events around our area. This has been done with various levels of success. Shuttleworth doesn't really count as a local show in that we have so many friends from other areas joining us! For once, this year the show at Quainton railway museum (walking distance from our house!) didn't clash with anything else. We decided to go along and have a look. Take a look at the inside cover and you'll see that once again "Will" our 1960 Series 2 was rubbing shoulders with film stars – some of you may remember his brief

encounter on TV with the Tomb Raider landy - this time it was Chitty Chitty Bang Bang who had apparently flown in to Aylesbury International Airport! When Pete and Chrissie Day joined us on the Sunday we decided to partake of the cooked breakfast catered for exhibitors on the platform! Quainton was a lovely weekend, about 20 engines and some wonderful examples of commercial vehicles on display – an added bonus was the steam powered transport to the village pub! We hope it is as successful next year as it definitely benefited from not clashing with Shuttleworth. On the same weekend 2 other area members took part in the Haynes Vintage Tractor & Engine working Rally – see Donald's report below. We are blessed with a wealth of shows in our area and we hope more of you will join us in 2007. Now we must tackle our pub meets – if anyone wishes to hold an additional pub meet in the area or has any other suggestions please contact us directly. Brian and I both wish you all a very merry Christmas and best wishes for the New Year!



Shuttleworth

Catriona Crelling

Haynes Rally

The weekend after Shuttleworth, I commentated at the (Big Breath) 30th Anniversary Working Rally of the Ouse Valley Group of the National Vintage Tractor & Engine Club (pew) in Haynes where, apparently, I had met Gordon Kettell in 2005 when he just turned up with his Series 2A and took part in the parade – its that sort of rally, very friendly. Lots of vintage tractor ploughing, some horse ploughing, a threshing set working (thrashing the sheaves of Maris Widgeon that I'd helped some friends bind on the Billing weekend) and of course the Dungleadozer. I met up with Brian & Gordon again, who seemed to thoroughly enjoy themselves, especially in the beer tent on the Saturday night. Gordon gave me an insulated S2 mug from the members at Shuttleworth, to make up for fact I don't (currently) have a Land Rover – how very kind! A bonus was that we got some good free publicity for the rally when Victoria Webb came along on the Friday afternoon and I did a live interview for the regional Anglia TV News Programme, with the Dungleadozer as the backdrop and with Jim Burton (LR S2 owner) talking about his partner Rose Haiseldean's 1947 Series 1 Field Marshall tractor (named Martha, after her mother). Some good fortune for Gordon Kettell, who won the prize (and engraved tankard) for the best vehicle in the combined Commercial/Military Class with his 1971 Series 2a which he still uses daily.

Donald Bowler, Bedfordshire, member 2108



Introducing ...

JUST A QUICK NOTE TO INTRODUCE MYSELF as your new Area Rep for Surrey and Sussex. My name is Paul Goodman and I have been a member of the Club for about 5 years. The first thing I would like to get organized is a monthly pub meet, if you have any ideas for a venue please feel free to let me know. We could have more than one and alternate around the area if this brings more of you together. I have probably met some of you at various shows but would like to meet more of you, don't be strangers because the Club would not exist without you. I can be contacted on 07980 818416 (before 9.00pm please) or by email on surreyandsussex@series2club.co.uk

Paul Goodman, Surrey & Sussex Area

News from North of the Border...

AS PROMISED we had a garage meet on Sunday 15th October, turn out was less than we had hoped for with a total of 5 members attending. Phil's brakes were playing up on his trip over so after a bit of natter, coffee etc it was not long before his landy was jacked up and Felix got his hands dirty and adjusted them up, hopefully Phil had a better trip home. Discussions were held on the location of future meets and it was agreed that we'd leave my place as the locus till better weather time due to the fact we have the catering on hand, can park where we like and come and go as we please to the Land Rovers.

Next meet is set for late November. Thanks to all members for their support at these meets, hopefully we can build up attendance and thanks also to Mrs Jannie for the catering! I look forward to hearing from any members wanting to get involved.

Jim Leslie, South Scotland Area

Anglian news ...

FIRSTLY, A MERRY CHRISTMAS TO YOU ALL (it seems strange writing this at the beginning of October but by the time you all read this...) All being well, 2007 should be as good if not better than 2006 for Club events around the region. Personally I'd like to say a big thank you to all those that came along to the Euston Show back in June - wasn't it hot then! I think we'll be arranging the same next year, we'll see. If anyone has ideas and suggestions for next year please drop me a line, I'd be pleased to hear from you.

A couple of sad points to tell you about. Firstly the region has lost a valued member, Steve Herod, who has moved 'up north'. All the very best to you Steve, many thanks for your continual support at area and national events and at the pub meets. I wish you and your wife all the best for the future and we look forward to meeting up with you in July. Secondly, a monthly pub meet was set up in June near Bury St. Edmunds. A staggering two members have come along to date, a rather disappointing number considering the number of members around the area and the glorious weather we had over the summer months. As a result of this poor turnout, I've decided to cancel the Bury meet, no point in flogging a dead horse, people can't say we didn't try.

I'd like to thank the Club for their continued help and support over the past 12 months. Enjoy the Christmas break and hopefully we'll see each other in the forthcoming year. All the best.

Chris Mortimer, Area Rep

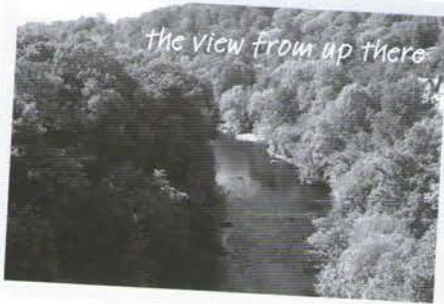


North Wales & Shropshire news...

THE LAST COUPLE OF EVENTS that we arranged locally seemed to have a theme emerging in that they were about us sitting back and just relaxing. The first weekend in September saw a convoy of four Series II's leave Telford bound for a Vintage Working Day just outside Ludlow, organised by a Club member. An invitation to go along had been offered and we decided that after the bigger shows of the summer it might be just what we needed. In an amazing fluke we arrived at the field immediately behind our fifth vehicle, which had travelled down from Deeside and we were able to all go in together.



With the Land Rovers parked up in the designated place there was nothing to do but get the chairs out and relax. Watching tractors working might not be everyone's idea of a great Sunday afternoon, but for our little band of Club members it provided a calming back drop to our chat. We had a superb day, we were made to feel welcome and none of us could quite believe it when it was time to leave.



The following weekend we were out again - this time to Club member Tom Merrall's delightful caravan site for a social weekend. We ended up with four tents, a caravan and a motor home and were very happy with the turn out considering it was the middle of September. On the Saturday lunchtime, we set off to do something a little bit different. We headed for Trevor and a canal boat trip over the Pontcysylite Aqueduct. After a picnic on the side of the canal, we boarded the boat with not a little trepidation for the 45 minute round trip and it was well worth summoning up the courage. The views were outstanding, as long as you didn't look straight down! We would recommend it to anyone.



After a brief route planning meeting in the car park, we threw away the map and with a member who knew the area in the lead, set off on something of a mystery tour. Impatient locals aside it was a great run, don't ask me where we did go because I haven't got a clue but we ended up in Wrexham before heading back towards Whitchurch and our base for the weekend. The evening had been planned as a social event and everyone got into the laid back mood sitting back and watching the boats on the canal. Thankfully, we had better luck with the barbecue lighting this time and before long everyone was well fed. We spent Sunday visiting the Vintage Rally at nearby Malpas and were impressed with the show. We walked miles though so were happy to call it a day and head off home.

Martin Smith and Sarah Williams
N. Wales and Shropshire area.



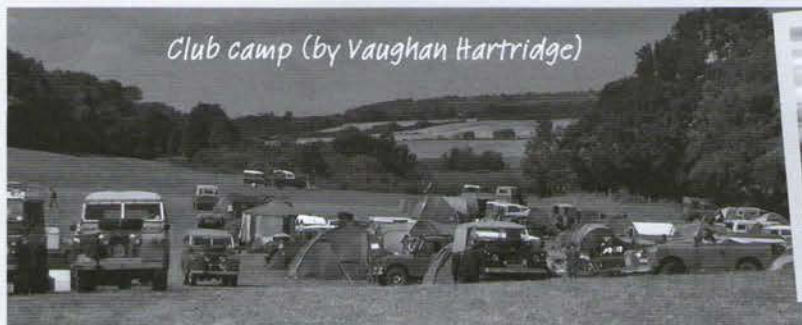
LRO Malvern 2006

Photos by Mike Buss





Club International Rally 2006



Club camp (by Vaughan Hartridge)



*view from the top
(by Vaughan Hartridge)*

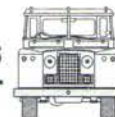
AS I HAD BEEN ASKED TO ACT AS OFFICIAL PHOTOGRAPHER FOR THE EVENT, I had intended to be at the international site when it opened at 4pm on the Thursday, but by the time I had packed everything into 'The Gronk' and set off, crawling through the rush hour traffic to get to the M5, it was not until half past six, and Dave and Tracy Carpenter were preparing some entertainment in the marquee. I had fully intended to go up to the marquee, after pitching my tent, but so much time was taken up chatting to Emma and admiring Indy, and SmokeyPaul, and then Ben, with his new One Ton, and all the other people I was nattering to, that by the time it started going dark, I realised I still had no tent to sleep in! Thanks to John Eastwood for helping me to put up my tent, and SmokeyPaul for the loan of the mallet and air bed inflator thingy. Once I'd set up camp it was actually dark and I had yet to take a single photo!



off road course (by Nick Kilvert)

Next morning I got up early and began snapping every Landy on site, in order to get a picture of as many as possible before they disappeared into the off road course. Top of the list to get a snap of was the Rumsey's special 88" 3-litre six-pot tray back on 900x16 tyres, which had caused quite a stir when it turned up late on Thursday evening. As people began to emerge from their tents/caravans and more people arrived on site, including the convoys from the NE and SW, there was more chatting going on, until ten o'clock when all the special vehicles were invited to display in the arena. There were One Tons, Military vehicles, Emergency Service vehicles, and Modified vehicles, with a special place in the middle for 'Jaffa', the oldest series 2 in attendance, brought by Richard Bilbe. After the special vehicles display, I joined the One Tons on my first trip around the off road course. Initially 'Gronk' had trouble at the entrance gate, but from there on it was plain sailing, as I stuck to the easy bits at first, then progressed to some of the more advanced obstacles. After getting a lot of photos of the One Tons smashing their sills up in the mud hole, we headed back down for the road run.

In the late afternoon, we went for a little drive along the back roads of Worcestershire, in groups of three or four, on one of two pre-set routes to take us to Clee Hill. After a missed turn in the first mile we ended up on the wrong route following the group that had left after us! After a few more wrong turns, and losing the other group, we made it up the hill and met many of the other members, who had gathered together to shiver in the cold wind and admire the view! On the way back we made a diversion to Stourport to get some fish 'n' chips, before heading back to the site for the pub quiz, in which I didn't do very well. I blame the chips!



Saturday started off a little more slowly, but I think I managed to get a photo of all the new arrivals. The first event of the day was the winch demonstration, which I stuck at for about an hour, before deciding that the off road course was more fun. I jumped into 'The Gronk' and drove up to the top of the hill. Once there, I decided to drive down to the mud hole, park up, and wait for some photo opportunities. I had quite a long wait, punctuated by the arrival and departure of Mark Willis, Alan Jones and Martin Smith but then it suddenly got busy. The Devon crew arrived and continued to drive around that section whilst being joined by Phil Overbury, Chris (Lydenburg) in his ex-FFR and also Dan and Matt in their One Tons. For a while there were Landy's playing all around, but then Dan got a little stuck whilst trying to negotiate the mud hole in reverse (not reverse gear!), and everyone gathered round for a demonstration of 'snatch recovery' by Taryn, driving 'Sally'.

There was due to be a slow driving challenge after lunch, and a course had been laid out in the arena, but no one seemed to be organising it, until Paul Stevens gave the job to me. The first problem I had was to find a stopwatch. Thanks Rowan! Next I had to try to rustle up some competitors, but since everyone thought that the One Tons would run away with the trophy, there were few takers. Also, since the event was an hour late and now running alongside "Scruffs" (our dog show), I was only able to get six people to drive the course, before a crowd formed at the other end of the field and drew everyone away. An impromptu winch demonstration was in progress on the off road course, where George Guest had managed to tangle copious quantities of barbed wire around the rear axle of his V8 shorty and come to a halt on a steep section of the course. This being on



Scruffs (by Vaughan Hartridge)

the edge of the camping field, everyone was now watching proceedings. Once George was safely untangled, I took the opportunity to sneak onto the off-road course through a side entrance and set off up the hills to get some more photos. At the top of the first section, some more work was being carried out to release a seized handbrake on a blue shorty. Since there was little I could do to help, I moved on, up to the trig point on the top of the hill, where I was joined by several other members, and more photography took place. On the way back through the course, we met Richard Dalton of the Land Rover Orphanage, who had brought his series 1 out to play. Further into the course we came upon Rob (CotswoldBadger) Stevenson's trayback at an alarming angle getting on for 45 degrees where he'd driven one side onto a bank to avoid a tree stump, and his remaining wheels had dropped into a rut, leaving them in a rather precarious situation. After a discussion about the various recovery options so many spectators had gathered around, that we just piled people onto the back and he was able to reverse off, much to the relief of Andy (muppy) Phillips who had been in the passenger seat the whole time!



Eric and Avril in the stocks (by Vaughan Hartridge)



Karaoke time! (by Nick Kilvert)

We had just got back and started eating when we were asked back up to the marquee to witness the 'Sponge the Committee' event. Eric and Bob were the first into the (Landy shaped) stocks, and pelted with wet sponges thrown by the little kids (and a few 'big kids' too), followed by Chris and Avril, then Norman and Martin and finally our wild card, Richard from the Orphanage and Scotty, both of whom got soaked, as the kids emptied the buckets over them! The evening's entertainment had been a long time in the planning. The West Mids crew put on a real show for us, in the form of 'Grease' the musical! No description would do justice to all the



effort put into this show, the lights, the costumes, the singing and our very own 'Greased Lightning', Andy Read's 'Ruby II'. Those who witnessed it will never forget. Afterwards was the Karaoke, and much drink was consumed, a good time was had by all, and people staggered off to their beds in the wee small hours.

Sunday morning saw us setting up for the group photo. It took nearly two hours to assemble the 86 series 2 and 2As into position, but I think you'll agree the photos turned out great! Afterwards we gathered at the marquee for the prize giving and to thank the organisers for a wonderful weekend.

What else can I say? It was a fantastic event and I am, once again, left with the depressing thought that I'll have to wait a whole year until the next one! Well done to Paul and Jill Stevens for working so hard and to all the other members who helped to make our third international such a success.

Nick Kilvert
(Membership No. 1865)

A member writes...

Dave, the kids and I, arrived at the International after a busy day at work on the Wednesday night. Some of the gang had been there from the Monday, especially Paul and Jill as they were still organising the finishing touches for the weekend, but when we arrived the spirits were already high! Between Thursday, Friday and Saturday there was a constant flow of people arriving to attend the Clubs biggest weekend of the year, at the finish there were 204 adults, 63 kids. AMAZING!!!

West Midlands Area Reps, Paul and Jill, with the help of Shropshire Area and a lot of other folks, aim was to make this a family event and they succeeded in doing that. There was everything from an Off Road course. Scruffs for dogs, Land Rover football and Darts, paint the Landy for the kids, which I know the adults enjoyed to, Winch demonstration, Pub quiz, Cartoon Quiz and lots more.

The Off Road course was organised by Russell, one of the Club members, with the help of some Marshalls over the weekend. I know that Russell has used this particular off road course for quite a few years and the course was arranged particularly for Series 2s to use over the weekend so there were not extreme courses to do that would cause any unnecessary damage to any of the vehicles. I know the Off Road course was quite a highlight of the weekend. Well Done Russell and Crew!



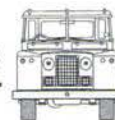
*It's electrifying!!
What Jason and Heidi missed
(by Nick Kilvert)*

Every night seemed to be party night, but the biggest party night was Saturday! Dave and I supplied the sound for The West Mids crew's version of Grease and finished the night with Disco and Karaoke, what an atmosphere - as John Travolta would say "It's Electrifying!" This was a weekend to remember and I know Dave, the kids and I will treasure some lovely memories. We'd like to say to Paul and Jill Stevens and everyone that helped organise the weekend a big thank you for an excellent weekend and for all their hard work and effort that they put into it.

Dave, Tracy Carpenter and kids.

From another member...

I was first drawn to the Series 2 Club on a last minute visit to the Heskin Hall rally in June 2006. Steve Britch had just finished a front-end re-build and petrol to diesel conversion on LBC and I had been round to get all the lights working for him. As the weather was good and the top was off



we headed off to Heskin Hall for a test run and to see if we could catch the end of the show. We arrived to catch the last hour on the Sunday and by good luck or fate we ended up parked right alongside the North West area's Club stand. It was no time at all before Avril, Karin and the rest of their team had us engaged in never ending conversation on Land Rovers. No sooner has the Land Rover conversation come to a suitable lull the membership forms came out quicker than a sales agreement from a double-glazing seller. Only joking Avril. Family membership was subsequently applied for and I waited patiently for the details. Now partners tend to lie in one of three camps, those who love Land Rovers, those who tolerate Land Rovers, and those who despise them. Fortunately my wife sits happily in the middle of toleration as long as everything is in moderation. However, imagine her surprise when she received a phone call one afternoon from Avril announcing "Hello Melissa I'm just ringing to give you your series 2 membership number..." Somewhat shocked by the phone call Melissa just replied, " Oh thanks very much." Needless to say, it was a hotline to me enquiring as to why I have been wasting more money on Land Rover stuff (if she ever asks the fee is for lifetime membership!!). With shrewd negotiations similar to those of Amnesty International it was agreed that I could go to the National with our 3½-year-old daughter, Heidi.

With a recent edition to the family and only a small 3 man small dome tent, we agreed that Melissa would stay at home with our 5 month old son and the promise that she will be attending when he is a bit older. The Friday before the rally soon came and the 120-mile trip from Wigan to Stourport was uneventful and my un-named Land Rover behaved very well. Heidi even managed to fall asleep for an hour or so in the middle of the journey and we arrived safely at about 1pm.

The small tent was quickly put up and I was soon to discover my shortcomings, no hammer for tent pegs, no gas stove and milk still frozen. After seeing me struggle trying to put tent pegs in with a ratchet I was soon offered a hammer by new neighbour Mick and his wife and as I noticed them brewing up I cadged a cup of hot water, after which every time the kettle was boiling they gave me a shout. Looking back, I have a long way to go before I can get anywhere near the standards of Dunsfold's answer to Ray Mears who set up with shower tent, plastic butt on roof of Land Rover, jerry can full of water heating over 2 Coleman stoves and then proceeded to have a shower and get ready for dinner before opening out the full canteen and knocking up a meal worthy of any 4 spanner hotel. You know who you are and you know I am only jealous!



Paint the landy (by Nick Kilvert)



*Jason and Heidi Reece
(by Emma Thompson)*

After setting up camp Heidi was kept entertained by numerous events and by far her favourites were the bouncy castle and painting the Land Rover. The camping was a new adventure as she had only ever played in the garden in a tent. Heidi played with Rose and Libby who she already knows and everybody was very tolerant of the kids screaming and running about and the kids were given priority when anybody was moving a vehicle past.

Sadly I was due to travel out to Nigeria on Monday morning so it was only reasonable that I left mid afternoon on Saturday to spend some time at home with the rest of the family. Therefore missing the main show on Saturday evening and the photo shoot on Sunday morning.

Heidi and myself thoroughly enjoyed the limited time we had at the National and the hospitality and friendliness of such a diverse group of owners is outstanding. Thanks to everybody who organised and attended and we look forward to seeing you all at future events.

Jason & Heidi

(Soon to be joined by Melissa & Max)



LOT 359 by Dennis McLaughlin



Lot 359

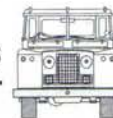
LOT 359 OR SOMETHING SIMILAR had always been in the back of my mind for years. Having owned Land Rovers for some 27 years, my attraction to ex-army Land Rovers like Lot 359 was rekindled back in 1998 in Cooma, near The Snowy Mountains in New South Wales. The occasion was the Australian Land Rover 50th Anniversary Event. Our club, the Newcastle Rover Owners Club, was going down South so I decided that the good wife and I would head off and be a part of the action. It was at this wall-to-wall Land Rover event at Cooma that I saw an ex-army 88" General Service Land Rover in daily use. There were Rovers in Cooma of every kind, but the Series 2A ex-army Rover has always had a special attraction for me. At the time I remember thinking something like, 'Well, you have well'n truly missed the boat for one of those.' However, I was happy (or lucky - same thing in my experience) to find out that the ex-army Rover GS that I saw in Cooma hailed from Newcastle region, like us! The owner, Ross Carswell and family (who counted their ex-army 88" Rover as one of their dependants) and I would become good friends during 1999 and we would both parade our Rovers together on Anzac Day, 2000, after 'Lot 359's restoration.



only 3.7 miles on the clock

A chance conversation with a chap who was looking for an unusual Land Rover, led me to ask a friend, Graham Dunlop, if he knew of any 88" ex-army Rovers, as he owns about 12 Land Rovers in various states of condition from a new TDI 5 to dilapidated wrecks. Graham told me that about 5 years ago he bought a SWB ex-army Land Rover for spares, but he had his doubts that it would still be there after all these years. I asked Graham to think about taking me to where he last saw it 5 years ago. Against all odds it was still there. The previous owner wasn't particularly pleased about it either, so we walked up the hill to the site. There it was, grass growing all through it, all manner of junk in it, from fencing wire, to an old child's bicycle. As I walked around the Land Rover I spotted on the bonnet, written in crude lettering 'Lot 359', I lifted the bonnet and turned the fan blades, at least it wasn't seized, that was a bonus! I looked at the speedo, which was hanging out at an angle and noticed that it had 3.7 miles on the clock and I remember laughing quietly to myself and thinking "More like 3.7million judging by the exterior!"

The previous owner was unaware that Graham was going to sell me this wreck if I wanted it, but he gave us an ultimatum, "2 weeks" he said, or I'll dig a hole and push it in. On our way back to Morpeth NSW, Graham told me that the Land Rover in question had only 43.7 miles



on the clock as it had suffered an accident very early in its military life. According to Graham, it had suffered a airlift exercise (parachute) accident – it may have come down hard at an angle, breaking the chassis on the RHS above the rear differential, as it didn't have it's original tub or doors. My mind was buzzing, I couldn't stop thinking about 'Lot 359', I could actually picture myself and Dianne, 3 little dogs in the back driving around some of the State forests in our area, vroom, vroom!

But all that aside, while driving home in our 110 3.9 Isuzu Diesel (our 110 was one of the press release Land Rover County's when they were introduced to Australia in 1984 to the world's motoring press by Capt. Mark Phillips), my mind was ticking over, '2 weeks', how am I going to sweet talk the wife into letting me have it for a shooting platform! I decided not to tell her at first until I had a chance to see if it would fit in the carport, along with the boat and campervan and most importantly, out of the weather. As the deadline drew closer I had to tell Dianne that I was going to buy this Land Rover to use when we go out west shooting, and most importantly it wouldn't cost much to get it up and running. I don't really think that she believed me but said "if you think you can fit it in with all your other interests (too numerous to list) go for it, I lost no time in ringing Graham. The deal was done at \$350 (£130 approx.) the next problem was a car float.

The deadline was over, we were two days past, but Graham assured me on the way over to Seaham NSW, that "that fellow won't be in a hurry to dig a big hole to put said Land Rover in" and my other mate John (Series 3 Stage 1 Isuzu Diesel owner) agreed and said "we will dig it out". It had been raining in the period leading up to the day and the ground was soggy under the weight of the 110 and car float. I couldn't get the float close to the area where the Land Rover had stood for years, so the property owner said he would drag it with the tractor. Well I needn't have worried about him digging a hole, as the tractor wouldn't start, so we



Fetch Rover

pushed it about 100 yards through the long grass and mud and with a few attempts had it lined up and winched up onto the float and secured. Around one hour later we were back in Cessnock where I live. Soon Lot 359 was off the float and the rear tub was off, the pressure washer doing its level best to rid it of it's arachnoid inhabitants and some accumulated wasp nests (see inside cover). We pushed it into the carport and I started thinking about what I was actually going to do with it. A big problem for me was looming as I'm employed as a Registered Nurse and you can't go to work with ingrained dirt on your hands let alone Infection Control guidelines for skin integrity i.e. no splits, cracks, all to be covered with opsite dressings, so keeping my hands clean and cut free was a problem!



Rusted



Stripped

Closer inspection revealed that it was still a very sound proposition for restoration, not a shooting platform. It still retained all of the plates i.e. nomenclature and a small plate stating it had 40 miles on the Speedo, when it was driven through the gates of Eastern command in July 1964, condition 1A. (R.A.E.M.E. workshops wound Speedo's back to zero on arrival). A couple of days later after checking it over I decided to start it, if it would, and it did, even if it was pure petrol



down the throat of the carburetor! The motor sounded so good, no rattles, squeaks and just a hint of blue smoke from the exhaust...dry valve stem oil seals I thought. The motor had 60 lbs. of oil pressure, cold, so I set about thinking logically about the best way to go about restoring 'Lot 359'. In the meantime, I videotaped the engine running so it could act as a carrot on a string more psychological get up and go. I started with the doors then the windscreen, and the front guards; it was at this point that we had a setback.



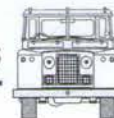
Chloe

Our little Pomeranian dog had to be put to sleep, she had a terminal heart problem, her name was 'Chloe', and as I was born in Cannock, Staffordshire in 1949 I decided that seeing we were all Poms I would name the vehicle 'Chloe'. It was the 31st of May 1999, it was difficult to actually do anything for a couple of days, our other 2 dogs (shelties) missed her as much as we did, she was a gutsy little dog, she was only 6.

I had been in touch with Ross Carswell again, after finding his name in the book that was published after the 50th by the Victorian Land Rover Club, so I paid him a visit at his home in Newcastle. His first reaction when he saw the photos was "you're going to restore that," he didn't realise my resolve to breathe life back into 'Chloe'. Work commenced in earnest during June; engine and transmission removed then a suitable site found under the carport for both parts. The bulkhead had this green stuff glued to it; it looked like a mixture of green paint, puree compressed chipboard and glue, all mixed together and sprayed onto the bulkhead as a sound deadener. Subsequent investigations led me to believe that it was going to be a FFR, as it has 24v windscreen wipers and an earth point on the rear R outrigger. The bulkhead looked pretty ordinary after some of this green stuff was chipped off, it had cracked and surface rust was everywhere to be seen, grit blast was the order of the day for the bulkhead when the time came. By the middle of the month we had another baby Pomeranian puppy, orange in colour, "Tookie" had come to live with us, the Shelties were ecstatic!

With the bulkhead off the chassis and the wires tucked up out of harms way and covered from the elements, axles were removed (oil previously dropped and disposed of properly). The diff centers saw light of day for the first time in 37 years, they had a capitol T + date which eludes me at present. Next problem was that now I had to think of a way to mount the chassis so as to facilitate easy access to all areas of it. I thought of a way and I'm probably not the first person to do this - I fabricated 2 stands at either ends of the chassis (in the middle) mounted high enough so the chassis could swing through 360 degrees along it's length and it also had to be easy to remove by yourself, it was successful.

The diffs, springs and brake pipes were now removed, what a jigsaw puzzle everyone exclaimed, but I just said it was a really good Meccano set, some of the younger generation wasn't sure of what I was talking about. I had started to keep a log/record of costs; I never entertained the idea of keeping a time sheet of the job. I've built a live steam model Locomotive, in 5" gauge NSWGR 32 class engine 4.6.0 wheel configuration, which took years and is almost complete, engine and tender and it's 5'4" in length. If you enjoy working on something, time doesn't really matter. I brought a needle gun and started removing loose scale wherever it was but I soon realised that I was going to wear out my compressor! I contacted Dave (Land Rover owner also) who worked at a local engineering company, as I knew that they had a mother of a grit blaster that would be more than adequate for the job, but this would be dependant on the weather. Another float was borrowed and the chassis was placed on it and wouldn't you know it, rain, rain and more rain. I was beginning to think I was living in England. I also thought of Jeff Meyer (L.R.W's North American correspondent) working in the snow and sub-zero conditions in Canada, and to top it off, having to shift the skeletal remains of his dismembered Land Rover from one location to another. Luckily for me I didn't have any of those dramas, my wife didn't divorce me and though the weather here on the East



coast of N.S.W. can be cold, thankfully it only snows in the high country.

The rain delayed progress for a few more days. Job done, hurry home and under cover, etch prime then several coats of undercoat, then gloss black. Meanwhile the springs had been away to be reset and were ready to be picked up. New bushes were pressed in using my homemade press. Hey presto, springs in situ with repainted diff housings, stub axles bolted on with 2 nuts, hubs on, attach 4 wheels and 'Chloe' was able to be moved in and around the carport/workshop area. With the axle assemblies rebuilt, some new wheel bearings packed with grease, it was time to replenish the oil in the housing and with new seals, I wasn't expecting any oil leaks and there wasn't. Next job was to make some brake pipes and it was John to the rescue who had 3 double flaring tool kits from his late father's garage - I inherited one to use and keep. This involved fitting the front guards and radiator sup/panel to check the radius of the pipes so as they wouldn't foul the underside if the guard. A successful operation! The bulkhead sat there looking at the work going on around it, all electrical wires were removed from it and anything that would be possibly destroyed by the grit blasting operation was also removed. The upper section of the bulkhead was not affected with rust, so it was etch primed then under-coated to protect it. Two new footwell panels were ordered and I set about taking out the old ones by drilling out all of the spot welds and folding back the double panels so as not to destroy the look of the bulkhead, from both under the bonnet, and from inside the cabin. It took about 5 days to complete this task. I also took the stiffening panels from both sides of the original footwells and repositioned them on the new ones, as they didn't come with them, I also dummied up the left side so it looked as though it could be fitted with pedals for Left hand drive. My wife Dianne wanted to have the vehicle painted Deep Bronze Green but I had other ideas, it was going to be Olive Drab in keeping with nearly all of the military Land Rovers in Australia. (Up until the introduction of the cam painted Perentie 110's.)

I wanted to be able to say that I did everything on the vehicle and meet the targeted completion date. I aimed to run it in the next Anzac Day parade in Cessnock on the 25th of April 2000. The bets were on that you could not do such a task single-handedly in such a short space of time. It was just a tad over 10 months' away. The hunt was on for a suitable supply of paint and it was found with a paint supplier in Newcastle who made the paint from a sample that I supplied. So the self-imposed pressure was on. Many parts had been etch primed and painted, my workshop area took on a surreal look with bit's hanging from every available hanging point, but isn't that the traditional way, hang it out to dry! The gearbox had been fitted, along with the rear tail-shaft, the front was fouling the gearbox cross member because of the tail-shaft angle, with no engine and body on the chassis, it would be fitted at a later date.

Body sections were fitted as they were painted.
'Chloe' was starting to take shape.



etch primed



footwell inspection

Read how worked progressed and see the finished vehicle in the Spring 07 issue of B2L...



Land Rover Fest Peterborough, 9/10th September



THIS WAS A BUSY WEEKEND FOR THE CLUB with 3 major shows around the country along with several smaller local shows. This stretched our resources and our possible attendees at Peterborough. Following last year's incessant downpour and muddy conditions it was going to be interesting to see if the public would turn out. The weather was warm and fine and although not heaving the crowds were there and we had a steady stream of visitors on the club stand. We had a modest, but interesting collection of Series 2s on display and thanks go to all those members who turned up with their vehicles.

Special thanks are due to the NW area, Karin and Dave (Wesley) brought down their marquee, banners and some shop stock. We had Frank's interesting '64 camper conversion (with a 2.0 litre LR diesel engine). These were supplemented by 2 of our younger members' projects, Philip Hyde and family with their early 2A from Stafford and Andrew Thorpe's '58 project, trailered down from North Humberside using a neat '59 truck. Commiserations to Rob Hancock who set out in his Landy and suffered a breakdown halfway. Not to be thwarted, he was recovered home and duly appeared in his "Popemobile" to help us out on the stand. Hopefully his mechanical problem will be easily fixed.

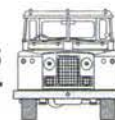


What else did we learn? Scott and family arrived in daylight (for once) and found erecting their tent a lot easier than in the dark. My 2-second tent worked a treat, but after 4 seasons my gas cylinder ran out halfway through Saturday's breakfast, Ben Stock saved my bacon by lending me his gas and we had a supply of hot water for the rest of the show. Saturday night saw us huddled round our traditional barbie swapping Landy stories.



Remember John Mussett of Fire Engine fame? Well this time he turned up with an immaculately restored 1969 2A Airportable model. We made this the centrepiece of our display and it caught the judge's eye. John won "Best restored in show" and "Best in show" prizes. Congratulations John, a lot of effort and hard work went into your Landy. The pictures don't really do it justice, you have to see it in real life - catch it next season at the shows.

Alan Jones
Anglian Area



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.

Q Hello, I now have a Series IIA pickup, petrol engine as part of a game farm purchase in South Africa. Year is 1964, I believe. I finally had a look at and was able to drive it in May, it needs a lot of work which I am still evaluating. Should I fix or sell? It's in great shape for its age. Anyway, I was wondering if I could get your advice. The steering is incredibly heavy and nearly impossible to turn at low speeds. Would you know what causes this? It is really bad, making my 1984 Toyota FJ45 game viewer feel like it has power steering!

Thanks in advance,

Brad (South Africa, via email)

A In answer to your first question, the very predicable answer is you should keep it and fix it. As to the steering, it should not be unbearably heavy. Series steering when stationary is heavy, but even very slight movement should be enough to lighten it up. If it is heavy at all times that is usually down to a partially seized steering relay in the chassis and/or partially seized swivel bushes. This is often accompanied by the steering failing to self centre when the wheel is released whilst driving. If you raise the front end of the Land Rover and try turning the steering it should be extremely light. If it feels stiff you need to disconnect the steering rods so you can move each wheel and the relay separately to find out which is stiff and repair/replace as appropriate. When correctly set up, there should be some resistance to turning from

each part. If you have a spring balance you can measure this by seeing how much pull is needed to keep the swivel or relay turning once the initial resistance has been overcome. It should be about 14lbs (6.4kg). Any that are significantly higher have dried out and begun to seize up.

Q 1970 2A. Trouble. Nearside back brake comes on after driving say, 3 or 5 miles. Tends to be worse in hot weather when the engine warms up quickly.

Modifications to brakes. Master Cylinder off a 2A 1 Tonner. Front brakes 2A Twin Leading Shoe. Back brakes unmodified (Standard). Have checked vent in the cap on the master cylinder reservoir. Checked the footbrake for travel (movement). Also that the brake pipes are not near the exhaust. Last but not least, if I carry on, soon all of the brakes come on, but if I leave it till the engine is cold, all the brakes are back to normal. I am at a complete loss as to what the trouble can be. Any ideas would be very welcome please.

Thank you. Bob (via email)

A This sounds like it is down to a badly adjusted master cylinder. If the cylinder is not adjusted with the right amount of freeplay you either get excessive travel (too much play) or the cylinder fails to release the pressure in the system properly and the brakes begin to stick on as the pistons cannot retract (too little play). To cure this, first use the stop bolt in the front of the pedal box to set the bottom lip of the pedal to 6.5" (165mm) above the floor. Now



adjust the nuts on the pedal pushrod to give 3/16" free movement of the rod before the cylinder piston starts to move. This can be very difficult to set if there is any wear in the pedal, so it may prove easier to use a slightly different method. Adjust the nuts so that all the play is taken up leaving the pushrod lightly gripped in place without actually pressing the piston into the cylinder, then slacken off the nuts one flat to introduce some freeplay. Now lock the nuts in place and you're ready to go.

Q I'm not sure if you still deal with Q&A technical questions as I am using an article on series 2 wheels that you wrote in the summer 2004 magazine. However, you may be able to point me in the right direction. I am rebuilding a 1966 twelve seater station wagon as original as is practical but one modification is zeus disc brakes. You may know that the original wheels will not quite clear the callipers and after reading your article I wondered if more offset rims such as the fire engine rims would fit. That way I would be able to retain the correct appearance from the outside. If you have any suggestions or know of anyone who has managed to fit series type wheels I would be pleased to know. Many thanks,

Dave (via email)

A I am not very familiar with the Zeus kit, but I do know it is one of two kits that are too big for any type of standard wheel to fit over. The closest to original you can get that does fit over the brakes is the Wolf rim, which really requires Series 3 hubs with extra long studs. I would not recommend one common bodge to make standard rims fit with one of the kits, which is to grind a lump off the callipers! If you want an original appearance you would be better off uprating the brakes in a different way, either using the wider 6 cylinder front brakes or by fitting a servo. Although fitting a servo does not increase the braking power as such, it does make the brakes lighter to use and make it easier to get the full performance

out of them. If you decide to continue with the discs you will need to add a servo anyway as unassisted discs are usually heavier to operate than standard drums. For a 1966 Land Rover the servo would normally be an inline unit mounted on the passengers footwell.

Q I have an oil leak from the front of the transmission. I know it is the transmission because I had drained the engine oil and remove the pan. I then replaced the transmission oil and then it started dripping at the bottom of the bell housing. I looked in my service and repair manuals but can't figure out where the oil seal is on the front of the transmission. I replaced the oil seal on the rear of the transfer case but this one has me stumped? What the heck keeps the oil in the front of the transmission? Help!

Dave Brown (via email)

A It all depends where its coming from. I am assuming that as you are stumped by where its coming from its not from the front wheel drive output housing which as an identical seal to the handbrake. It must therefore be coming from one of three places. The first is the joint between the bell housing and main gearbox casing. The second is from the joint between clutch release housing inside the bell housing and the bell housing itself. The third is from the input shaft. I'll start with the last as this is the least likely even though there is actually no oil seal. The input shaft has a scroll machined into it that pulls any oil that gets up to the shaft back into the box. For oil to escape that way the gearbox has to be either extremely overfilled or tipping forward at a severe angle such as on a steep downhill slope, so that the oil level is above the shaft rather than below it. There is very little that can be done about this, except ensure the oil is at the correct level. As for the other two, these are simple paper gaskets that can eventually fail, but unfortunately both need the gearbox removed and partially stripped for them to be replaced.



Q My 1961 SWB has just passed its MOT at the second attempt, but one area where the tester wasn't satisfied was with the headlights. He was convinced that mine were still not right (despite the new foot dimmer switch). He was convinced that there is still a wiring problem somewhere. This is the picture :when the bakelite dashboard switch is turned fully to headlights, the little red light illuminates on the dashboard. It remains on for both full and dipped beam with the new foot dimmer switch working perfectly well. Full beam is, by modern standards, merely adequate, dipped beam is little more than a modern-day parking light (there's more light from the sidelights on this setting!). Both sides now have sealed beam units, incidentally.

So, the two questions are: should the red dashboard light say on with both full and dipped beam...and how much light should I expect from the dipped beam setting?

David Ellery (via email)

A The headlights, whilst not a bright as modern lights, should be more than adequate on dipped or full beams. It sounds like you have a wiring fault. My guess is that a previous owner has converted from the original prefocus type headlights to more modern sealed beams at some point in the past and messed it up. The two types of headlight use different connectors and I suspect that when the change was made he crossed the earth connection on the headlight with the dipped beam connection. This would also result in the red main beam warning light operating all the time. I would suggest the best way to cure this problem is to get some new headlight cables with the connectors prefitted and use these in place of the originals. It is then simply a case of connecting the black wires to earth, and the blue and white and blue and red wires to the matching cables in the main loom. Hopefully this will cure your problems and give you enough light to drive by.

Q Hello, I would be grateful for your advice. The problem would appear to be

a blowing exhaust gasket as there is a loud "ticking" sound when accelerating. The vehicle was built in 1962 and spent 7 yrs in the Army and Demobbed in 1969. However since then at some stage the engine was changed, I believe. The current No is 2530****H which I'm led to believe is a 7: 1 compression engine. The manifold is in 2 parts so presumably the whole manifold will have to be removed and not just the exhaust section? Some previous owner has murdered some of the studs which I believe are UNF and are presumably still available. Chassis no is 2410****A.

Any advice would be most appreciated. I wouldn't say that I am an experienced mechanic but have completed a few jobs, like changing the springs etc. I have a reasonable tool kit inc torque wrench. Thanks in anticipation

Regards

Ray Cornford (via email)

A Yes, the engine is a 7:1 engine, and in fact a pretty late 2A version of the 7:1 engine probably from about 1968. The manifold is in two parts and does have to be removed as a whole assembly in order to replace the gasket. For best results it is also necessary to split the manifolds once removed. After cleaning the faces, use a new gasket between the two manifolds and tighten the four nuts a little over finger tight, but no more. Now, using a new single piece manifold gasket across the entire head face (not the two little tin things) refit the manifolds to the head and tighten up the mounting studs. After the manifolds are tight against the head, tighten the four nuts between the manifolds, you should now have a leak free set of manifolds. Any studs that have rotted, broken or simply been chewed up can be replaced with new studs, all of which should be available from the usual Land Rover specialists or dealers.

Q I've just bought some tyres for the Marshall ambulance, Cooper Discoverer STT 235/85/16 and have a set of late type 6.5J rims for them to go on, part



no. ANR1534. Do you know if these rims are suitable for use without tubes (the tyres are marked tubeless) or am I best getting them fitted up with tubes?

Also, even on standard 750s I don't know what pressures I should run front/rear on the ambulance as I didn't uncover any TP markings like the MOD usually paint on their vehicles. I'm guessing 25 front 35 rear on 235s, does this sound about right?

Noel Clarke (via email)

A 6.5" rims are the minimum width necessary for 235 section tyres and the rims you have there will be fine with the Discoverers. They are probably not tubeless, but it is easy to tell. Tubeless rims have the centre piece welded to the rim and also have ridges pressed in near the edge to stop the bead slipping if the tyre pressure is low. If the rims are riveted together or there are no ridges (also known as safety humps) then the tubes must be used.

Tyre pressures are going to be very much a case of trial and error. Start with the tyres at

a pressure that looks right, then take a test drive and see how it performs. Then make subtle adjustments to the pressures (a few psi at a time) to try and find the best grip and road holding. My guess is that the weight of the ambulance will mean you need pressures slightly higher than those you suggest, but I do not know by how much.

WARNING

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

Dear Members

It seems like only weeks ago that I was working at the Peterborough Land Rover show with members of the Series 2 Club on the early LWB belonging to the Dunsfold collection. It was great fun and started a tradition of 'live' builds, that have continued at various shows over the last few years. It's time for another Series Two! UMW 740 is a '59 built 1960 model year 88 inch and is a perfect (highly original) candidate for rebuild. This one is mine and is to undergo a full rebuild to the highest standard I can attain (funds permitting) and LRM will serialise the build.

My point. An open invitation to members of the Series 2 Club to join 'Team Thurston', a loose collection of some 6 or 7 individuals from all walks of life who come together at the odd show to spanner frantically at whichever heap of bits that's flavour of the month at the time.

What does a member of Team Thurston do?

Job description: Task, whatever you want to do. Hours, varied, depends on how panic stricken we are at the time. Pay, none. Perks, free entry, (and often camping etc) to the shows the project is at, as much tea as you can drink, a brief moment of fame as the project is unveiled and as much fun as you can make out of it. No definite calendar is set for the S2 next year but I expect it to be 'live' at: Driffild, Billing (LRM) and Peterborough.

If you feel you would get something out of lending a hand give me a call. 01780 755418 - 9am to 8pm. In the meantime, my best to you all.

Jerry Thurston



Rain, rain go away...

Peter Monk, USA Eastern Region Organizer

IF THERE'S ONE THING THAT LINKS the two Land Rover rallies I've attended so far this fall, its rain – and lots of it. The first event was the “All Metal Dash Weekend” organized by the Series I Club and open this year to Series II and IIa Rovers. Two vehicles from our local club, ROVERS (<http://www.roversclub.org>), my '67 109 wagon and Jeff Wilson's '67 88 soft top (aptly named “the sub”) started out on Friday 15th September for Petersham, Massachusetts, over 380 miles away. The rain poured down the entire way, traffic was horrendous and the drive took us 11 hours. On the way, my windscreen wipers flew off. Fortunately the driver's side wiper landed on the front of the truck. I was able to retrieve it and give it a talking to with a hammer and electrical tape – it's been on ever since. Unfortunately, I didn't have the alpine windows in the roof and learned that duct tape won't last 11 hours in the rain. To complete the fun, my brakes developed severe judder.

On arriving in Massachusetts, the rain stopped and we had two lovely days at the farm of the organizer, Don Flye. Unfortunately, the date coincided with the very popular “British Invasion” rally in Vermont so on Saturday just 15 Rovers turned up. One was the very rare (at least in the US) Series I Minerva of George Sollis, used to travel to Labrador and back each summer! He even camps in it with an ingenious bed arrangement. Other interesting trucks included a 109 with a Mercedes 240D engine transplant, and a very nice 109 wagon recently arrived from Arizona (a state that is good to chassis). Saturday morning included a tech session on sandblasting. In the afternoon Don's son used his father's immaculate blue Series I to lead a light off-roading trip in the Harvard University forest. This was greenlining at its best: beautiful forest, nice trails and even ruins (an old mill) to see. A great day was capped by a barbeque dinner. A “short” 8 hour trip home on Sunday completed an excellent rally.



The next trip started mid-morning on Friday 6th October when my daughter and I set off for Virginia and the enormous Mid-Atlantic Rally (MAR) hosted by the Rover Owners Association of Virginia (ROAV: <http://www.roav.org>). For the past few years, this has been held on a private farm of around 500 acres not far from Charlottesville, Virginia on the James River. Usually around 400 Land Rovers of all types turn up with many people camping on site. One attraction is the extensive trail network ranging from very challenging to trails suitable for stock vehicles (this year even the stock trails were quite challenging – and some trails were closed by flooding). There are vendors, an RTV, the Aluminum Man Triathlon and a much-anticipated auction.



The sub goes greenlining in Harvard University Forest

On the way to MAR the heavens opened. My newly installed alpine windows worked well but the drive revealed that the vents in the roof also don't exclude any water. Nevertheless, we made good time and arrived at



the windswept, cold and wet MAR site by 4:00pm after a 6 hour 250 mile drive. After looking around for friends (needing 4wd due to the already thick mud) and photographing a rare 1968 "bug-eye", said to be the last ever exported here, as instructed by Cat, we returned to our hotel. The bug-eye was an interim model between the early and late IIA with headlights in the fenders or wings built in 1968, but without the proper recessed installation seen in later IIAs. At the hotel we met Steve Hoare with his family and some of the other editorial team of Land Rover Monthly. I'd like to thank Steve for the night cap(s).



My 109 wagon at the ruined mill

Next day we heard on the television of flood warnings and predictions of up to 10 inches of rain at some locations nearby. We found the MAR site to be a ruin with some tents destroyed by the wind, and people leaving in droves. Lashings of mud completed a bleak picture. We stayed all day but felt the trails too extreme for us and we limited ourselves to drives to the trail heads and around the site. Another ROVERS' owner, Lyle McMullen, took us on some trails in his Discovery. Most of the vehicles remaining at MAR seemed to be modified (some highly modified) Discoveries. Nevertheless, Series IIs were still in evidence and fellow ROVERS member Jeff Wilson put his "sub" ('67 swb) to appropriate use in a five hour off-roading marathon along one of the water-logged and muddy trails near the rapidly rising James River. In the afternoon my 109's solenoid failed but a blow with the hammer persuaded it back to life and we got safely back to the hotel after a windswept dinner in the site marquee.



Bug-eye headlight arrangement

Sunday dawned dry and on the way home the sun came out. We covered the approximately 250 miles in 5½ hours. The 109 went well averaging 21.6 mpg (UK gallon) but the brakes developed an even more extreme judder and started pulling in one direction.

Lessons learned this fall: we enjoyed the camaraderie and wit of Land Rover owners even in adverse situations; long wheel base brakes are possessed by the dark side; the only tool needed is a hammer and sound proofing the hood helps you hear all the other noises of a 109 at 60 mph (but not the radio).



LWB IIA off roading near the river – self extraction with a winch

The All Metal Dash Weekend will take place again next fall – but with a carefully planned date and possibly at a site further north in New York State. Please keep an eye out for the announcements and join us – I hope I'll have a Series II Club banner to advertise the club by then! We want to increase participation and make it an important rally for early Series vehicle. We'll also be back at MAR and hope to organize at least a Series II Club meeting there. The next event this fall is the ROVERS club RTV at Robesonia in a month of so – before that I'll be in the garage and yet again the brakes will come apart. •



Shows Update

WELL, 2006 WAS ANOTHER VERY SUCCESSFUL YEAR for the club at both the shows we attend and the events we organised ourselves. At the shows we attended, members won several awards for "Best Vehicle" and the Club won at least two "Best Show Stand" awards. The show stand awards were not awarded for our simple marquees, but for the interesting display of Series 2 Land Rovers you brought to be displayed.

Awards are great but winning them is not an aim of the Club. The Club exists to help Series 2 owners and I know from the feedback we've been very successful in doing exactly that. The number of new members who joined the Club at the shows is also testament to this. Many of these new members do not own a Series 2 yet but own other Series Land Rovers. We must be doing something right! The International Rally was a triumph for the hard work of Paul Stevens and all the other members that worked so hard. The International was definitely my family's favourite Land Rover event and we cannot wait for the 2007 event.

So what is happening at the National Shows and Events in 2007?

The big news is that LRO have decided to concentrate on producing a magazine and are not organising a show next year. LRe have moved away from Billing to Kelmarsh Hall and LRM have been asked to organise a show at Billing Aquadrome - both on the same weekend. As I write, this presents a bit of a problem for the Club. Which show does the Club go to? By the time you read this, the problem might have sorted itself out. There are only so many traders and like sheep, traders flock together.

Land Rover Heritage Weekend, Gaydon 5th - 6th May 2007

Very few details at present. If you are thinking of doing the Heritage run on the Sunday book early as places are limited.

Land Rover Spring Adventure, Driffield 12th - 13th May 2007

This is not the biggest of shows but the auto jumble can be good. It is a very social show for Club members and most come more to meet up with friends. It is very much business as usual as far as the Club presence is concerned and display passes will be available.

Land Rover World Show, Eastnor 8th - 10th June 2007

This show should be renamed the Series 2 Club West Midlands Gathering. LRW are working hard to make this a good show to attend and are going to support the Club again in 2007. Again, meeting up with fellow members, having a good time and displaying vehicles are why we get so many members wanting to attend.

Series 2 Club Northern Gathering, Scotland? 23rd - 24th June 2007

Following from last years first event, we are hoping to have a gathering of members as far north as possible. As I write we do not have a venue but are hoping to find a suitable site somewhere north of the border. If you can help, please get in touch. All we need is a camping field and a toilet.



**Leafers at T'Pit, Wakefield
7th- 8th July 2007**

This event is organised by the Yorkshire Area of the Series 2 Club and is a Series only show that will be even bigger in 2007. It is non-profit making and is only £3 to get in. Camping is £10. No booking, just turn up. More details as we get closer to the event.

**Land Rover Monthly, Billing
20th - 22nd July 2007**

LRM have been asked by the Billing management to run a show at Billing on the same weekend as The LRe Show. Because the Club's aim is to help everyone who has a Series 2, we should have a presence where Series 2 owners may congregate. How big this presence is will depend on how many members want to attend. We have enough marquees, etc. There will be an update in the Spring issue on what is decided.

**Land Rover Enthusiast
Kelmarsh Hall
20th - 22nd July 2007**

If the amount of paperwork I have received is anything to go by this will be everything Billing wanted to be - a great Land Rover Show. LRe knows the risk they are taking moving the show and are very keen to work with us. They have offered the Club more space for displaying vehicles and our camping is directly behind the stand. Display passes (Camping and Day) will be available for members bringing their vehicle to display and prepared to help run the stand, camping area, shop and the Kids Bike Trail.

As we were one of the biggest critics of the Billing site it would be hypocritical of us not to support this show.

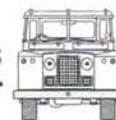
**Series 2 Club International Rally
17th - 19th August 2007**

Last year's event will be a very hard act to follow but we are willing to have a go. We should have confirmed the venue, be well on booking marquees and facilities by the time you read this. A sub-committee has been set up to organise the event and would welcome assistance from any member with time to help make this a weekend to remember. Please, do get in touch if you can help.

For those of you new to the Club, our presence at shows and events relies on members agreeing to erect, man and dismantle the stand. The Club is run by all its members for all its members. Ideally, Area Organisers closest to one of the big shows should help to run the stand on the ground. At local shows, your Area Organiser is your first contact and they will liaise with the organisers and distribute display passes.

The Show Officer is the contact for the shows I have outlined above and works closely with the relevant Area Organisers. Display passes (most include camping) are normally free to members willing to display their Series 2 on the Club stand and prepared to pitch in. We get allocated a different number of passes for each event and these are allocated on a first come first served basis, except for the member who volunteers to manage the stand at the show. To get a display pass you need to complete the 2007 form printed in the spring edition of B2L. This must be completed in full and posted to the Club address. No other form of communication will be accepted. This is to make it as fair as possible to all members. All members get a magazine. Not all members have access to the forum or E-mail.

Mick Outhwaite



Club Shop

(NEW PRODUCT) 2007 CALENDAR - limited stocks only	
Pre-order NOW to ensure you get your copy.	£5.00
(NEW PRODUCT) GREEN SWEATSHIRT - s, m, l, xl.	£15.00
(NEW PRODUCT) SAFARI SHIRT - m, l, xl, xxl.	£22.50
(NEW PRODUCT) GREEN FLEECE - m, l, xl, xxl, xxxl, xxxxl.	£20.00
(NEW PRODUCT) UMBRELLA	£15.00
OVERALLS - by order only	£30.00
GREEN POLO SHIRT - s, m, l, xl, xxl, xxxl, xxxxl.	£11.50
BASEBALL CAP - new style.	£7.50
DRAW STRING BAG - black with club logo in gold.	£3.50
LAND-ROVER PLATE	£5.50
SOLID BRASS RADIATOR BADGE - 72 X 72mm	£7.00
STAINLESS STEEL RADIATOR BADGE - oval	£6.30
BRASS KEY FOB LR - oval	£3.50
WINDOW STICKER - for inside windscreen - Series 2 Club logo.	50p
CLOCK - in the shape of a Series 2	£9.00
KEYRACK - in the shape of a Series 2	£7.50
FRIDGE MAGNET - (small) in the shape of a Series 2	£1.50
FRIDGE MAGNET - (large) in the shape of a Series 2	£2.50
PEN	50p
BOTTLE OPENER - Waiter's friend style	£3.00
COASTER - featuring picture by Pete Wilford - <i>Reduced to clear</i>	4 for £5.00
TEDDY BEAR - with club logo T-shirt - <i>Reduced to clear</i>	£2.00
INSULATED MUG - with Series 2 88" printed on side - <i>Reduced to clear</i>	£2.00
CERAMIC MUG - 40th Anniversary nearly pint sized! - <i>Reduced to clear</i>	£2.00



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

1966 Series 2 SWB, no MOT
uses unleaded petrol.
Sound chassis, footwells replaced,
engine rebuilt.

£500
Contact Mrs Angela Budd
tel 01784 458789 (Middx)

Wanted

2b Forward Control

Petrol or diesel
The better the condition, the more
I'm prepared to pay.

Contact David Dilly
01922 646837
Mem. 2043

For Sale

1958 (April Built) very early 2L diesel
swb. Needs mechanical overhaul, good
bulkhead and chassis. Original reg.
Nice light project series 2.

£600

1960 swb. Project vehicle, original reg,
nice original looking Series 2 but
engine mounts set for a Ford V6.
Good chassis and bulkhead needing
little work. Original 2L diesel available
and also V6 that was in it.

£450

Contact Paul Bohan
on 07904 858831
(Coventry)

DIRECTORY

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

CHASSIS:

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

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

ENGINES:

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

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

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

TRANSMISSIONS:

LEGS 01691 653737 www.legs.co.uk

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

SUSPENSION:

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

BRAKE AND CLUTCH:

Automec 01280 822818
www.automec.co.uk

ELECTRICAL:

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

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

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

Auto Electric Supplies 01584 819552
www.autoelectricssupplies.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 01273 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

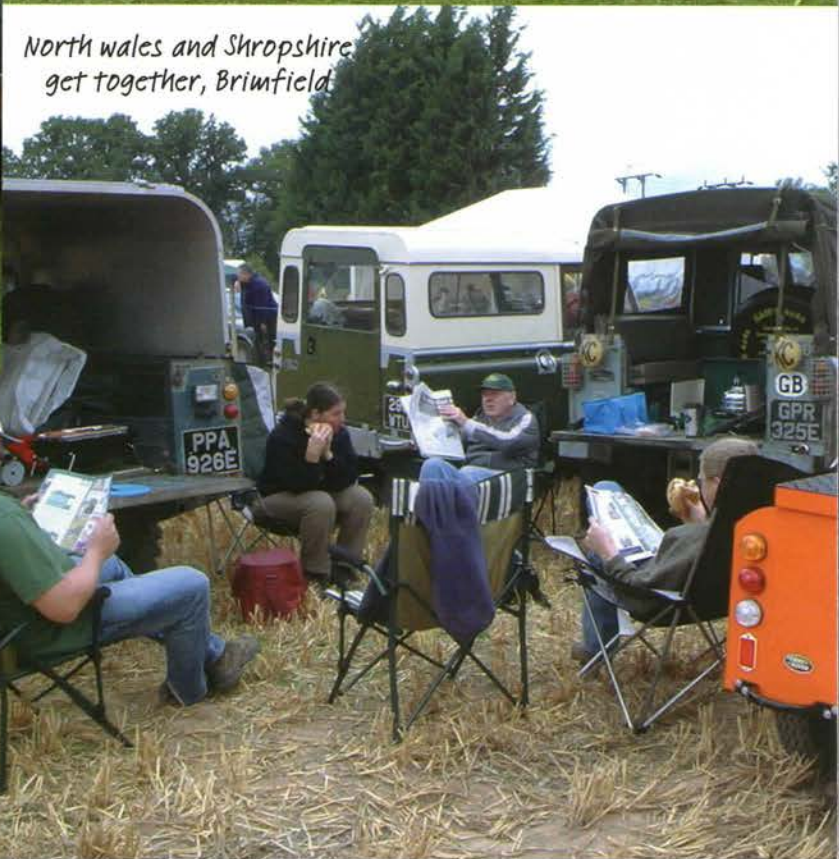
NB: This information has been taken from the Club website, if you have any other companies you think should be included on the list please contact the Webmaster. If you prefer to write in, send details to the editor at the usual address and they can be forwarded to him.



Club Stand, Shuttleworth



This bug-eye is thought to be the last one imported into the USA



North wales and Shropshire get together, Brimfield



John Mussett's 1969 Airportable



Land Rover line up, All Metal Dash Weekend, Mass. USA



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