

Autumn 2008

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Fifty Years



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FORWARD
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SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE
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206 FDH



540 XUF



785 HRR



ALC 90A



BHU 530A



BSJ 680



DOG 905C



DWD 149C



EPK 798J



FDF 868L



FTF 259B



FV0187J



FXE 983J



GJN 708D



GUF 314N



HRT187D



HWG 945E



JYU 162K



KJW 294D



KME 20P



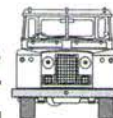
KPY 775E



KVS 255



TWG 814Y



Series 2 Club

PO BOX 61, Aberdare CF44 4AJ

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Vice Chairman Chris Bentley
Secretary Wendy Kempster
Membership Secretary Ben Stock
Postal Secretary Rob Hancock
Treasurer Vaughan Hartridge
Magazine Editor Andy Cresswell
Shows Co-ordinator VACANT
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Historical Records Officer Norman Smith
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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 participation 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 Andy Cresswell



Welcome to the Autumn issue of 'Built TWO Last'.

That's it, nearly another show season over, there was even a few dry days to be had if you were in the right place at the right time, OK if you were fortunate enough to be one of those that attended this year's International maybe a bit more dry weather would have been nice, but as you can see from the pages further on a good time was had by all.

There may be a nasty rumour going round that the I turned up to the International in a Hyundai and promptly got bogged down with the caravan, the same for the treasurer in his BMW and both had to be rescued by a good old Series 2, we were both later shown up by our very own Mr Dutton who sailed through in his Ford.

Inside the front and rear covers you will see the selection of Series 2's that turned up at the International and on the rear cover a photo of Tony Lucey's 109 FFR that won best in show, incidentally you will also see in the prize giving photo's that Tony won the best off-road award, there's a lot to be said for a guy who spends a lot of time and

money on producing a vehicle to that standard but is also still willing to use it for what it was designed for.

Other articles in the magazine include a few pages showing what some of the areas have been up to this Summer with some great photos from the members in the Fenland Area of East Anglia. A special mention has to be made of one of the Fenland guys, Toby Farlow made a mercy dash after work one night down to Kent to help out a member who he had only met for the first time a few days before when he got a call to say that they had had a wheel bearing and hub disintegrate on their way to catch a ferry home the next morning.

Toby managed to supply the parts from his spares at home and get them on their way. I think this really shows what this club is all about and what length some people will go to help other members. I'm going to give this issues hamper from Paddocks & the club shop to Toby for this and also some of the photos that he supplied, I'm sure he will make good use of the parts, thanks to **Glen at Paddock** for coming up trumps again.

Thanks to everyone else who contributed to this issue and as usual if you have anything that you would like to send for the Winter issue (always a hard one to fill) please let me have it.

Andy

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,' PO Box 61,
Aberdare CF44 4AJ

Email: magazine@series2club.co.uk

Articles and photos are welcome in any format, including handwritten. Deadline for material for the next issue is 9th November 2008.



Chairman's Chat...



What is reasonable?...

An odd question I know, but how often do you hear phrases like 'no reasonable offer refused' or 'reasonable condition for age' or even 'lets be reasonable?' Reasonable is one of those odd things that is hard to pin down. I find it easier most of the time to look at it from the other end and think about what is not unreasonable. Either way, it's all about being fair, honest and sensible. When it comes to club matters that is how things should be. Unfortunately those of us on the committee don't always get treated in a reasonable manner. It is often forgotten that we are all volunteers who run the club in our spare time for the benefit of the membership. We don't get paid, and we rarely get thanks, but we carry on because we care about the club and get some satisfaction from seeing it prosper.

In a way, we are victims of our own success. The club generally runs smoothly and appears to be a very professional organisation to the extent that some think it is a professional organisation and not something run solely by volunteers. We sometimes get phone calls at odd hours, some people expect almost instant responses to emails and letters, whilst others expect a fully professional service and get quite upset when we can't turn around enquiries in a couple of days. We have to fit what we do around our lives, and that means family and work have to come first. Keeping them in order means we have time to devote to the club. But it does also mean things can take longer than you might think, and that means what might be a reasonable time frame for a company to turn an enquiry around is not reasonable for us. We will, of course, do our best to deal with you as

quickly as we can, its just we can't always turn things around rapidly. So please give us extra time to reply if you need any of our services.

I would also ask that anyone wanting to contact us by phone also keeps to reasonable hours, say before 9pm, and please remember most of us work during the day and won't be available to take calls until 6pm, sometimes later. Some committee members work different hours or have other limitations in their family life that means they cannot take calls at these times, so please check the listing in the front of the magazine to see if any specific times are given before making a phone call.

For a lot of this year Ian and I have been working on more modern Land Rovers in the form of a couple of Nineties and a Defender. It has been interesting, but we'll be glad when we can get back to a Series 2. You would think a Ninety wouldn't be all that different from a Series Land Rover, apart from obvious things like the springs. But that's not the case at all. There are some pretty big differences that make working on these 'modern' machines much harder than the Series 2 Land Rovers we prefer. For a start, the bulkhead foot wells are constructed in an odd way. The base is made from a flat sheet over a corrugated base, and when this gets on a bit water gets trapped inside and it begins to rot. Then the fun begins. Because of the two layer construction it is tricky to repair properly. It's also a completely different shape, and as far as I know replacement panels are not yet available.

So, to give me some room to do the repairs, we thought we'd take the wing off. On a Series 2 that's pretty easy, not so on the Ninety. The inner wing is totally different on the newer vehicle and forms an arch above the wheel more like a conventional car, and just to make life interesting the inner wing sits over the shock absorber turret mounting and under the brake servo. The upshot is the wing won't come out unless the turret or brake servo is removed. Luckily, we were able to lift the back end of the wing enough to give me room to work. There are plenty of other areas where the Ninety highlights simplicity and ease of maintenance of the Series 2. Silly things like exhaust mountings, removing the side mounted fuel tank, even removing the radiator panel. As I said earlier, I'll be glad when I can get back to our Series 2 Land Rovers.

Mark Rumsey



PUB MEETS

| Area | Date | Venue |
|----------------------------|--|--|
| Anglia | First Monday each month Tel: Ben Stock 01954 202221 First Saturday each month from 8pm Tel: Scott Snowling on 01502 513393 First Tuesday each month from 8pm Tel: Alan Jones 01603 747956 | Red Lion, Stretham Waveney Inn, Burgh St Peter Staithe Fur and Feather, Woodbastwick, Nr Norwich |
| Borders | Last Sunday each month (lunchtime) phone Simon Maltby 017683 51007 before travelling | Venue - will vary from month to month |
| Essex | First Saturday each month from 2:30pm First Thursday each month from 7:30pm | The Barge, Battlesbridge Bricklayers Arms, Little Bentley |
| East Midlands | First Monday each month from 7:30pm Alex Thorpe 07791 257205 | The Beckett Arms Corringham, Nr Gainsborough |
| New Forest / Solent | Contact Andrew Orchard for info 02380 814430 newforest@series2club.co.uk | TBC |
| Garden of England | Second Thursday each month from 7:15pm Sean Smeeth 01732 763900 kent@series2club.co.uk | The Chequers, Heaverham, Kent, TN15 6NP |
| North West | Contact Karin Quarrie on 01925 722286 | Various Meets |
| Peak District | First Saturday each month from 8pm Phone to confirm Chris 01298 25151 | Grouse Inn on the B6054, above Froggatt |
| Severn Valley | First Thursday each month from 7:30pm Contact area organiser - Neil Burke | Look out for a new meet being arranged in Cheltenham. Watch this space. |
| Scotland South | Contact Jim Leslie on 01501 772041 or Mobile 07850 771206 | various locations including Pub meets/Garage Meets and Road runs. |
| South West | Last Thursday each month from 7:30pm Contact area organiser to confirm - 07762 041022 | The Fox and Hounds Inn on the A386 Tavistock to Okehampton Road |
| Surrey & Sussex | Cancelled till further notice | |
| Thames Valley | Second Wednesday each month at 8pm | The Stag, Heath End Road, Flackwell Heath, nr. High Wycombe, Bucks. |
| West Midlands | Second to last Thursday of every month westmidlands@series2club.co.uk or Robert Eastwood 07799 622 414 | The Burnt Post, Coventry off the A45 near Kennilworth Rd |
| Yorkshire | Second Saturday each month from 7pm Please contact Bob Mulcock on 01535 606147 | Please contact Bob or look out for venues in newsletter or on forum |

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



The Club's New Members...

| | | | | | |
|------|--------------------------------|-----------------|------|-------------------------------|------------------|
| 2658 | Mr A Jones | Powys | 2705 | Mr D Barrell | Clwyd |
| 2659 | Mr N Pocock | Yorkshire | 2706 | Mr & Mrs A Fretwell | Nottinghamshire |
| 2660 | Mr R Watson | Norfolk | 2707 | Mr N Aldery | Hampshire |
| 2661 | Mr & Mrs J Coles | Staffordshire | 2708 | Mr & Mrs W Ford | Herefordshire |
| 2662 | Mr R Chequer & Miss L Radley | Teeside | 2709 | Mr F McRae | Angus |
| 2663 | Mr C Macdonald-Smith | Yorkshire | 2710 | Mr S Maclaine | Mid Lothian |
| 2664 | Mr D Sadler | North Yorkshire | 2711 | Mr & Mrs N Green | Oxfordshire |
| 2665 | Mr C G B Martin | Germany | 2712 | Mr S Norris | Lincolnshire |
| 2666 | Miss J Ingram | Essex | 2713 | Mr & Mrs S Abram | Northamptonshire |
| 2667 | Mrs S Moore | Devon | 2714 | Mr H Gerbrand & Miss I Armici | Netherlands |
| 2668 | Messrs J & A Carr | Merseyside | 2715 | Mr J Gadsden | Kent |
| 2669 | Mr B Griffin | Lincolnshire | 2716 | Miss S Moyle & Mr D Johnston | Northumberland |
| 2670 | Mr R Crow | Essex | 2717 | Mr J Wood & Miss T Williams | Lancashire |
| 2671 | Mr D Faulkner & Miss V Pickeri | West Yorkshire | 2718 | Mr & Mrs Hadman | Gloucestershire |
| 2672 | Mr P Verheul | West Sussex | 2719 | Mr & Mrs D Bambridge | Lincolnshire |
| 2673 | Mr NR O Leary | Buckinghamshire | 2720 | Mr M Murphy | Wiltshire |
| 2674 | Mr & Mrs P Brownrigg | Wiltshire | 2721 | Mr S Kimber | Warwickshire |
| 2675 | Mr J Colimbra | Portugal | 2722 | Mr S Crisp | Suffolk |
| 2676 | Mr & Mrs P Burgress | Hertfordshire | 2723 | Mr & Mrs R Smith | Derbyshire |
| 2677 | Mr J Clarke | West Yorkshire | 2724 | Mr & Mrs P O'Donohue | West Yorkshire |
| 2678 | Mr P Robus | Kent | 2725 | Mr & Mrs M Hudson | Co Durham |
| 2679 | Mr A Palmer & Miss C King | Kent | 2726 | Mr J Redshaw & Miss S Barrett | Norfolk |
| 2680 | Mr S Sharp | Somerset | 2727 | Mr & Mrs Morris | Lancashire |
| 2681 | Mr R Vernall | Herefordshire | 2728 | Mr M Bell | Surrey |
| 2682 | Mr Delley | Tyne & Wear | 2729 | Mr J Swait | Cornwall |
| 2683 | Mr C Kutzt | USA | 2730 | Mr J Palitis | Leicestershire |
| 2684 | Mr G Parton | West Sussex | 2731 | Mr R Whitby | Berkshire |
| 2685 | Mr & Mrs C Nightingale | London | 2732 | Mr G J Skinner | Berkshire |
| 2686 | Mr S Perry | Cambridgeshire | 2733 | Mr P Hardman | Hants |
| 2687 | Mr P Barry | Cumbria | 2734 | Mr P Wilkinson | Lincolnshire |
| 2688 | Mr & Mrs T Lowe | Lancashire | 2735 | Mr J Marshall | Clydebank |
| 2689 | Mr & Mrs R Kendall | Surrey | 2736 | Mr S Mason | Leicestershire |
| 2690 | Mr J Williams | West Glamorgan | 2737 | Mr R Berry | Suffolk |
| 2691 | Mr C Withey | Somerset | 2738 | Mr A Wright | Derbyshire |
| 2692 | Mr N Dunford | South Yorkshire | 2739 | Mr & Mrs D Bridges | Jersey |
| 2693 | Mr & Mrs S Goode | Middlesex | 2740 | Mr & Mrs F Keeling | Staffordshire |
| 2694 | Mr S Casey & Miss C Parr | Lancashire | 2741 | Mr G Exxex-lopresti | Northants |
| 2695 | Mr & Mrs Farnell | USA | 2742 | Mr & Mrs Cramphorn | Lancashire |
| 2696 | Mr & Mrs M Corscadden | West Yorkshire | 2743 | Mr A Reay | Shropshire |
| 2697 | J Santin | Belgium | 2744 | Mr M Temple | Surrey |
| 2698 | Mr T Kilner | Monmouthshire | 2745 | Mr G & D Griffiths | Suffolk |
| 2699 | Mr A Prince | Hants | 2746 | Mr & Mrs A James | Tyne & Wear |
| 2700 | Mr M Stoneman | Berkshire | 2747 | Mr & Mrs S Coleman | Wiltshire |
| 2701 | Mr & Mrs J Barmby | East Yorkshire | 2748 | Mr S Tucker | Pembrokeshire |
| 2702 | Mr P Nuttall | Aberdeenshire | | | |
| 2703 | Mr R Matthews | Norfolk | | | |
| 2704 | Mr A Weston | Derbyshire | | | |



The Series 2 Club - Vehicle Details

Please assist by completing the following details of your current vehicle that will be added to our database for future reference. Please enclose a 6"x 4" photograph which may be posted on the Club Website Gallery. Upon receipt of this completed form a 'Database Protected' visual theft deterrent, window sticker will be posted to you. If you do not own a Series 2 Land Rover, please write 'No Vehicle' across the form.

Database Ref No.:
(Office use only)

Don't Worry - no personal details will be disclosed without your prior permission.

| | |
|--|---|
| Chassis Number : | Build or Registration Date : |
| Current Reg Number : | Previous Reg Number : |
| Military Reg Number : | Original Body Type : |
| Original Body Colour : | Current Body Type : |
| Current Body Colour : | Engine Number : |
| Engine Type: | Fuel : |
| Optional Extras Fitted : | |
| Modifications : | |
| Additional Information : <i>(Continue overleaf if required)</i> | |
| <hr/> | |
| Your Name : _____ | Series 2 Club - Membership No. : (Office use only) |
| Address : _____ | |
| _____ | |
| _____ Postcode : _____ | |
| Telephone Number : _____ | |
| E-Mail : _____ | |
| Signed : _____ | Date : _____ |
| <p>The chassis number can be found stamped on a metal plate fixed on the bulkhead, inside the vehicle. Include the full number including any suffix letter. The engine number can be found stamped on the front left-hand side of the engine block. Both numbers will also appear on your log book (V5 or V5C). If you have more than one Series 2, please note the details on a separate sheet for each vehicle, add a 6"x 4" photo and include with this form.</p> | |
| <hr/> | |
| <p>Please return the Vehicle Details form & photograph to: Norman Smith (Database Officer) 18, Maplewood, Wildwood Stafford ST17 4SG</p> | Added to Database : (Office use only) |



Our Historical Records Archive & Members Vehicle Database



Our 'Archive' holds a wealth of information on all things 'Series 2'

Spanning from press releases, vehicle price lists and specific model brochures with original specifications, these records have been collected over many years and even include copies of the original price lists of optional equipment that Land Rover dealers used. For example, in November 1962 optional part number 332440, the Radiator Chaff Guard which prevented straw, chaff, etc, being drawn into the radiator, cost £6. 5s. 0d. (painting was extra).

We have copies of every Newsletter and Magazine the club ever issued, right back to the first one issued in the winter of 1985. Many of these were kindly donated by the clubs founder 'Ross Floyd' and have proved to be an excellent source of information on the clubs members and their activities in the early days. Committee meeting minutes, AGM minutes, financial reports etc. also fill the archives allowing reference to them as required.

Our 'Members Vehicle Database' was started over 8 years ago on October 13th 1999 and contains details of many Series 2 vehicles owned by club members, some with photographs. We currently have information on more than 1,600 vehicles and over 900 photographs on file. The vehicle details are retained on the clubs computer within a database that allows searches using the chassis number, vehicle registration, build date etc. The original vehicle forms submitted are also retained and any photographs received are filed in vehicle type order for easy access and reference. 'Database Protected' window stickers are issued to each new vehicle added onto our database to provide a visual deterrent to potential vehicle theft. This information has proved invaluable in cases of stolen then abandoned vehicles allowing us to trace and contact vehicle owners quickly to ensure the return of their cherished Landy. Remember that this information is not released or passed on to anyone without the vehicle owner's prior permission being sought and obtained. Your details are secure with this requirement being sacrosanct.

We hold information on how to trace your vehicles history and current details on the contacts you may need to assist you in this task. I traced my vehicles history right back through nine previous owners to the original purchaser and can guide you through the many problems this task can throw at you. Regular contact is made with the Heritage Motor Centre at Gaydon who hold the original Land Rover production records and I am on first name terms with their Archivist. Access to their records has proved invaluable, though their chairs prove uncomfortable after a long researching session in their archive reference room. We recently managed to obtain copies of the original manufacturers sales brochure on the 'Series III, Sandringham Six' vehicles which was specifically requested by one of our long standing members in Germany which shows the contacts we have may not just be limited to the 1958 to 1972 time period.

If you would like to add your vehicle details to our database and receive a 'Database Protected' window sticker, just copy the form opposite, fill in the details and forward it on to me. We are always grateful to receive any information you have and can send to add to our archives as they constantly prove an invaluable historical reference resource for all things Series 2 and Series 2 Club.

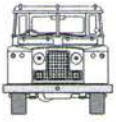
Database Protected

Series 2 Club Ltd



Norman Smith

Historical Records & Vehicle Database, August 2008



Birmabright Weekend 2008

Kutna Hora, Czech Republic



The second installment of this meeting of Series Land Rover owners

As a second installment of this meeting of Series Land Rover owners, I had great hopes of the number of participants this year – at one time the number seemed to be close to or even over fifteen, which would be double that of last year.

In the end, although a number of people did not show up for various reasons, 11 motors showed up including a Series One and a 101 GS. Hopes of an international meeting proved to be not wholly in vain, as a Ford van with a crew of two Poles showed up just prior to the meeting (but left before anyone else came), surveying the campsite and the programme so that they could come next year. Eventually, two expected members of a British crew also arrived, but without the Land Rover, as their gearbox sadly passed away just after they disembarked from the ferry at Rotterdam.

Friday evening, despite a very heavy shower just before the first participants arrived, was spent in the campsite's bar, testing the beer and sausage supplies of that establishment, with some pizzas ordered later that night. Five Series motors, including a Bug-Eye SIIA and a Marshall ambulance showed up.



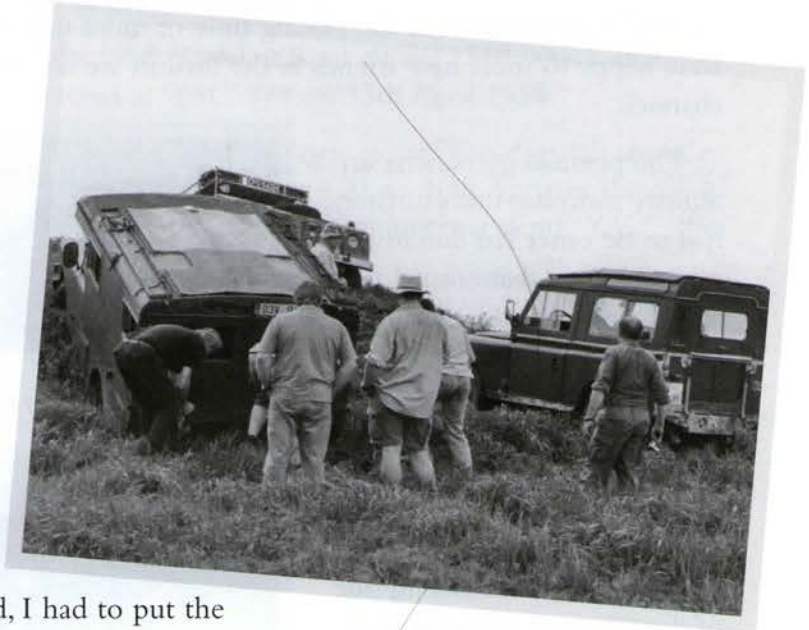


The night was spent without any rain, which was encouraging – indeed, Saturday morning was full of sunshine, which lasted till just before the greenlaning started, at which time the sky changed to uneasy, uncertain shades of grey. Being overly optimistic, I decided to ride out with the ragtop off, neatly folded in the rear tub.

The drive through the town was a bit of a nightmare, with the participants driving in the rear getting constantly stuck at crossroads and roundabouts, however, we managed to get out of Kutna Hora without losing anyone. The route took us along the countryside around Kutna Hora, between fields, through woods and a ford, which proved to be the most spectacular part of the journey, as the standard, “boring” flat-earth greenlaning was not challenging enough for some.

All motors except an SI and an SIIA got safely through the ford, failing to generate the splash but driving out of the ford using all cylinders properly. The 101 GS, despite throwing the water to the highest point and generating the biggest waves, got out of the ford safely, having still enough cylinders (not more than 6) to pull herself out of the trouble.

Just before I went through the ford, I had to put the ragtop back on as it started raining. Our pet Jack Russell Terrier was fortunately smart enough to hide under the dash while I was away organising a photo shoot of the cars splashing through the river.



The tradition of the group photo under the observation tower on the Vysoka Hill was maintained, with two rows this year – by that time we found out a twelfth motor arrived to the campsite (an SI 107” STW), but on a trailer (the car hadn’t been registered yet). The hill we were on could not be reached by anything towing a car trailer, therefore we continued on with taking the group photo and decided to return as soon as possible to Kutna Hora. The reason for this hasty departure was not the weather, but hungry participants. The greenlaning part

beyond this point proved to be the most exciting, as it included one participant throwing his SIIA over the roof and ending up on the side, with his forehead



cut, his daughter bruised and his motor crumpled and bent – all on basically level ground. Fortunately the injuries were not serious and everyone could continue, even if some (including several other participants) were badly shaken.

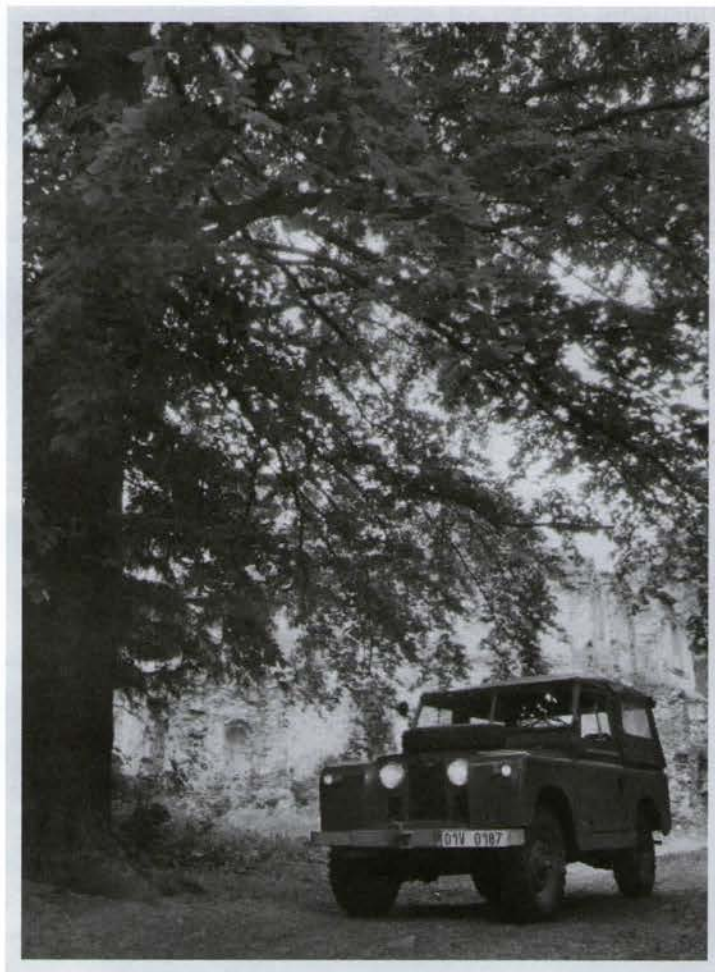
The return to the campsite was followed by a quick visit to the hospital, where the driver of the SIIA was stitched up and X-rayed as his ribs were beginning to tell that not everything was in order.

A visit to two of the town's very good restaurants followed, with an evening's worth of informal banter, a dinner and a lot of beer and spirits. It was reported later that some members were present at the closing time of more than three restaurants. All participants were happy to meet new friends as the forums we use are a bit faceless communication channels.

The planned gymkhana on Sunday morning unfortunately had to be cancelled due to the miserable rain that ensued just after breakfast and continued throughout the day. James and Keith, our British friends, made the wise decision of packing up and leaving within that morning – they still had a lot to do with the broken-down truck on the wrong side of the Channel and a journey across half of Europe in a rental Opel. The prizes for the gymkhana were distributed to the shaken crew of the beaten-up SIIA, who apparently performed feats which could be hardly reproduced by anyone else.

All in all, the meeting was a success. It has since been recognised as a very relaxed opportunity for owners of all Series motors to meet, chat and do some greenlaning without much fear of damaging anything, similarly to the workshop meets of Ivan & Jakub Plachy. Of course a more demanding route would be more appropriate for the abilities of Series Land Rovers, but not all needs and wants can be satisfied.

Many thanks to all who joined us for the meeting, the greenlaning trip and the chat in the restaurants – it was again a splendid view in the rear mirrors, with clouds of dust and silhouettes of Series motors in a great column winding through the fields and woods.



Famous (incorrect) Series Landy quotes

“This will only take a minute”

“It’s just a small rust hole the size of a twenty pence piece in the rear cross member.”

“Remove pin and simply push out the bush”

“Adjust mixture until running smoothly”

“The temp gauge always reads in the red, it’s broken”

“We have plenty of fuel left”

“Brakes a little spongy but work fine on second pump”

“They’ve got aluminium bodies, you know, they never rust”

“It’s supposed to do that, honest”

“We’ll never get stuck.....It’s a Land Rover!”

“The doors never fitted even when it was new”

“Can you help me bleed the brakes? It won’t take a minute....”

“Quietest overdrive I’ve ever had.....”

“That smell? I’m sure it’s nothing...”

“I’ll take it into the garage... They’ll be able to sort it out quicker and cheaper than I can!”

“It’s supposed to smell of petrol, it’s because it uses a carb”

“An Overdrive reduces the transmission noise”

“That bit isn’t needed anyway”

“I will only be in the garage twenty minutes at the most”

“Of course I know what I’m doing!”

“Been meaning to fix that for ages”

“No, I’m not going to buy another one.”

Taken from Series 2 Club Forum



Land Rover Credentials

As a new member I thought it may be of some interest to experienced Series 2 owners to read of the credentials of one who for thirty-four years has had to struggle through without a trusty 2 dropping oil on the drive.

That long period of deprivation has just been ended by the acquisition of a SWB 2a, built in 1964. It was with the army until 1988 when it then emerged onto the civilian scene. But a little more of that anon.

My very first Land Rover was a Series 1 in which I had a quarter share. We were young undergraduates and one evening in the bar we dreamt up the idea of an overland trip to Turkey. Not excessively adventurous but quite good for 1962. In those days there was only one vehicle which would do the job.

My father was a member of the AA and so I thought it a good idea to invest in an AA Engineer's report on the L R's condition. I still have this report and I don't think that one could find a more damning set of comments on any one, running vehicle. Engineer D T Turner ended his "General Remarks" with, ".....and it is doubtful if a vehicle of this age and in this condition would realise more than say £20 on the open market." Not a lot, even for 1962. He also noted that it was unlikely to survive ".....a transcontinental journey such as is envisaged." Naturally, we never went to Turkey but LTC 226 (Chassis N° R.06103652 - can it possibly still exist?) gave us many happy months chugging around Manchester and Cheshire before expiring one day in a fit of final exhaustion. Imagine a Series 1 for £20 today, in any condition!

My family home was in Blackpool at that time and I managed, via a fellow member of the South Shore Motor Club, to get a vacation job with The Fylde Caravan Company servicing and delivering caravans all over the north of England and well into Scotland.



VFR 407: Scotland, 1962

The small Company's two vehicles were SWB canvas tilt, diesel Series 2s and the one allocated to me was VFR 407, a motor with which I was to spend many happy months manoeuvring caravans on muddy camp sites or towing long distances to central and northern Scotland. Contrary to some people's belief when looking at the rather spartan seating of a Series 2, I never had a trace of back-ache and found the upright position very comfortable for my long spine over many hours at the wheel. In one's early twenties, noise is not a problem. It was the confirmation of a lifelong love for the sheer functionality and dependability of a British product through and through. (The idea of Indian ownership is quite difficult to accommodate.)

We did, however, experience the limits and beyond of the Land Rover. The owner of the Caravan Company was always looking at how he could reduce costs and the transport of anything over 22 feet in length provided him with some painful payouts to flat-bed, low-loader contractors.

Anything over 22 feet was called a Mobile Home and did not have sprung axles because it could not be towed on the public highway on its own wheels. Enter his made-to-order, two-axle monstrosity. The mobile home to be delivered and sited was winched onto this welded, angle-iron behemoth, secured with chains and then hitched onto VFR 407. Knowing no fear



at age twenty-two, I completed several journeys pulling caravans on this contraption but soon managed to summon up a bit of mature reflection and after further trials (and some tribulations) the expensive experiment in money saving was discontinued. Sheer weight and raised centre of gravity plus its inherent flexibility meant that the towing Land Rover became very unstable and the whole thing was potentially dangerous. Tail wagging dog, and all that.

Well into club rallying and with the sale of the family Sunbeam Rapier I found myself needing my first, personally owned and purchased motor car and, although every summer I was able to indulge in the joys of VFR 407, I decided to buy a Land Rover for myself. 658 JTB was a Series 2, LWB, cab and canvas back with add-on orange "ears" for indicators, operated by a bus type, red, rotary switch the size of your hand. I bought it from Hebden Bros. Ltd., Accrington Road, Burnley for the (to me) huge sum of £268 - 4s - 6d. I still have the receipt which is actually signed across a 2d postage stamp and dated 13th August, 1966. Ah, those were the days. It was superb. We could go planning rally routes without any fear of getting stuck and if a track or stream bed beckoned then the red lever would pull us through anything - well, nearly anything.



658 JTB: Isle of Skye, 1968

In the 1960s, rallies often had a special, four-wheel drive class which allowed for Austin Gypsies, Champs, and Land Rovers plus the occasional Jeep. Of course, up against Mini Coopers, Ford Cortina GTs, Allardettes and the like we had no comparable speed but in the middle of winter, snow falling in the Lake District, Pennines or Wales and three-o'clock on Sunday morning, we were often at a distinct advantage. However, camaraderie still existed even in competition in the 1960s and so most of the night would be spent pulling fellow competitors out of ditches or off dry-stone walls.

Later converted into a full-length hard-top with "proper" indicators front and rear, I built into it a folding bed and a small sink and stove which then allowed it to serve as a superb mobile tent. This was supplemented by a frame tent as a dining and sitting room and became the basis of many remote camping excursions into the northern most parts of Scotland and the Hebrides with my future spouse. You probably know that it mostly rains in Scotland and when it doesn't the midges come out to play with humans. It is, therefore, desirable that there is somewhere to which one can retreat. I also always felt that being well off the ground, surrounded by aluminium when asleep was better than being at ground water level and covered by canvas. The wind blows strongly on the Outer Hebrides which is not much fun in a frame tent. Apart from all this frivolity 658 JTB was a great, all season way of getting to work (and back) in the days when we used to have serious winters.

Talking of winters, I made a youthfully exuberant journey to Göttingen, Germany one Christmas to stay with a friend's family. That was some experience. 658 JTB did not have a heater/demister and, as well as snowing up on the outside (the wiper was helpful but not competent), I was icing up on the inside. I had to direct my breathing downwards to avoid giving moisture a chance to add to the film of inside ice and, although I never got stuck in the abominable conditions, I couldn't see where I was going for much of the time save for a small hole scraped in the ice and with frequent stops to scrape the outside. What fun at twenty-seven!

By the start of the 1970s, however, early life as a farm vehicle was taking its toll on the rear cross-member and I had to change the old girl for something which would not leave the ball hitch and our caravan behind. We had a son by then and so had felt the need for a bit more living space than was afforded by the back of a LWB.



Enter TUE 249G, a nearly new SWB hard-top. This was very advanced, mainly because it sported twin wipers which operated in perfect unison and because it also had a heater/demister. I also fitted door trims with arm rests and with the addition of Fairey free-wheeling hubs I increased my consumption figures by almost 3 miles to the gallon! The indicators were even operated by a steering-column stalk but it was still blessed with head

lights in the correct place. It must have been one of the last ones made before they migrated to the wings.

More lengthy, caravan trips around wildest Scotland and a memorable tour of Germany's Black Forest in snow are just a hint of the fun which it allowed, always reliable, always fun and always a sense of good, honest functionality. Apart from a gearbox re-build which was carried out by the vehicle engineering department of the College in which I worked, it gave sterling service for many years before the end loomed. Son number two outgrew his carrying basket in the back and, as a three-seater I was cornered.



TUE 249G: Black Forest, 1973

Words were also being whispered about comfort, ease of access and space for family clutter. One day, therefore, I found myself in the near silence and squashiness of a Peugeot Estate, automatic. My long association with "normal" motors had begun and was only ended with the arrival a few weeks ago of a 1964 rough diamond which has now reminded me of times past, not to mention double de-clutching and wipers whose separate life and timing is completely their own. At least there are two, unlike 658 JTB.

I always hankered after a Station Wagon, especially after the end of the "tent-on-wheels" days. The SWB, hard-top was fine and had the advantage of the drop-down platform at the back for the camping stove and washing up bowl. But there was always a feeling that the sheer presence of a Station Wagon and the driving, all-round visibility were something that would be the ultimate.

Such is the recent arrival, a basic rebuild but in no way a showroom restoration. I have one of those in the shape of a 1969, MGB GT which I enjoy immensely but which I dare not leave in car parks and have to be careful over speed-bumps, avoiding the rain and always tucked up in the garage when not in use. It is to be used and cherished rather than used and looked after. The Land Rover is a different, though similar, proposition. It loves the rain, always graciously allowing some to creep inside and be shared with me., Its ground clearance laughs at speed-bumps, although it's worth taking them slowly if one wants to avoid a shock to the aging spine. I also have my first vehicle with a Weber carburettor, a feature which hitherto I had always associated with performance enhancement of the motor sporting variety. The Land Rover is to be looked after rather differently - not in a "mind-my-paintwork" sort of way. That does not for one moment mean that it can be abused but its values lie in intrinsic functional magnificence not in unblemished paintwork and lots of chrome. It is full of minor dents, dibbles and snodges but they don't matter. She's basically sound and, like her new owner, creaky and past her best but on a plateau of patina. Well, I think that's the word that antique dealers use.

It's great to be back.

Footnote. Although described as ex-army by the vendor, since writing the above it has emerged that the recently acquired Land Rover was supplied to Henlys of London on the 21st February, 1964. Fellow club members have said that this does not tally with army supply routes and so its first registration in 1988 leaves a mystery period of twenty-four years.



More Land Rover Service Newsletter Info from the Archives (dated April 1964)

E-4

LAND-ROVER SERVICE NEWS LETTER No. 43—continued

- Item 210 SUBJECT: STEERING RELAY**
- MODELS:** Land-Rover 88 Regular, 109 Long, 88 and 109 Station Wagon, 109 Forward Control four and six cylinder.
- MODIFICATION:** Introduction of steering relay shaft with the oilway and filler plug hole deleted.
- PART NUMBERS:**
- | | | | | | | |
|----------------------------|------|------|------|------|---|--------|
| Steering relay assembly | .... | .... | .... | .... | 1 | 543878 |
| Housing for steering relay | .... | .... | .... | .... | 1 | 543972 |
| Shaft for steering relay | .... | .... | .... | .... | 1 | 543877 |
- REMARKS:** The new relay can be identified by the absence of the filler plug in the top of the steering relay lever shaft. The following maintenance and assembly instructions apply to this new unit.
- Add this News Letter number to the appropriate section of your Land-Rover Series II and IIA Workshop Manual for reference purposes.
1. Fill unit with oil through any of the top oil seal housing fixing bolt holes, and bleed through the bottom oil seal housing fixing bolt hole in line with the boss on the relay housing. The bottom bolt to be sealed under the head with a suitable sealing compound. See Fig. 2.

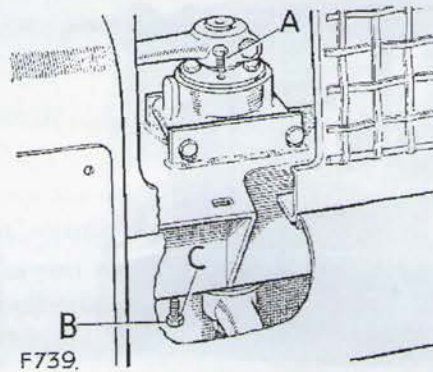


Fig. 2. Oil fill and bleed points for steering relay housing

- A—Fill at this point
- B—Bleed at this point
- C—Seal under head of bolt with suitable sealing compound

Dave Dutton



Essex Area enjoy the Summer...

During the Summer the Essex group have been enjoying themselves at their two pubmeets, both of which are well attended & various shows. Green-laning outings and visits to neighbouring areas for shows and general get togethers have also been well attended.

Below are some photos of the group in action.....



Line up at Aldham Steam Fayre

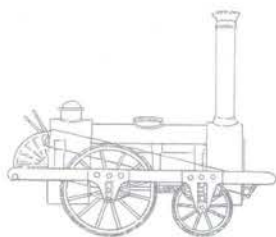


Keeping out of the sun when it finally arrived



The Essex gang watching the action

Pete Farley's Dormobile





Essex Camp Line up



Time for a cuppa



Rougham wings & wheels



Don't Jump!!!

Wayne letting me know all the fees had been payed at the yard got us set for the 25 mile jaunt to pick the Land Rover up. Typically enough the one weekend I hadn't bothered to put the Sat-Nav in the truck we got lost. Following the AA route finder directions we ended up rather lost, looking for a sign down a road that didn't seem to exist.

A stop at a filling station, and asking the driver of a Disco towing a Reliant 3 wheeler for some directions got us back on course, but left us cutting it rather fine for getting to the yard before Saturday closing time (12:00) Some calls to the yard from Wayne, and directions from the Disco driver got us to Holmfirth, and directions from the guy at the yard got us there at 12:05, thankfully to find there was someone there to hand the Land Rover over.



Paperwork signed Vicky and I were led to the vehicle impound to meet 'Roxy'. It was at this point that I decided the next time I volunteer to do something like this I really should establish a few more base details, like what kind of Land Rover I'm rescuing. The fact 'Roxy' was a 109 Safari Station Wagon came as a revelation, and left me kicking myself for assuming she was a SWB. Fortunately she fitted on the trailer (Vicky very nobly sat in her and steered whilst I winched her on) was strapped down, and the rest of the paperwork sorted, allowing us to take her away.



It was in the following journey that I discovered (well, more proved the theory) that towing a 109 SW with an 88 isn't the best of ideas. It was however rather fun to drive along through the town with the soft top sides rolled up, and drawing looks of interest from most people, along with small children pointing and staring. Most interesting was seeing some (obviously like minded) men barrelling down a hill in the opposite direction to us, in what I assume was a hotchkiss Jeep, both waving at us like mad as they sailed by. Uphill runs were mostly achieved at 15mph in first overdrive, whilst slowing everything down going down hill was best described as interesting. We did however make it back to Mexborough to discover a burst radiator had allowed most of the water to escape, and I suspected we also had a blown head gasket. 'Duck' was still ploughing on like a trouper,



More Adventures of 'DasLandRoverMan'

The following story contains drama, excitement, scandal, and (just to keep the ratings up) a 'Love' interest between two of the main characters.

As exciting a prospect as this story would sound it would however attract poor television ratings, would be useless as a radio drama, and is really wasted on cheap 'real life' chat magazines such as those found in Hair and Beauty Salons (so I've heard). It is however an ideal story for a Land Rover related magazine such as this, and so we begin the tale with the following words; "The Impossible we can do. Miracles take longer."

This sums things up rather well, as we begin our story on a dark February evening as I was browsing the clubs web forum, and took a look at a thread I'd actually ignored for the past couple of days. It concerned the plight of a member named Wayne Bryant, posting under the handle 'Bodie'. He was, up until recently resident in South Yorkshire, and had moved to the Shetland Islands with his family due to his job. His Land Rover however remained where it had been parked, as an overheating problem had led to the engine being stripped, and no chance to re-assemble before moving meant she was unable to drive north.

To make matters worse the persons living in his old house called in a local scrap merchant to have her towed away. She was just saved as a neighbour saw the truck towing her away, stopped them, and had her put back where she had been resting. She was then towed away again by another firm acting on behalf of the local authority after a rather enthusiastic CSO ordered her removal. The problem arose as to how he was going to get his Land Rover back, or at the very least prevent her from being crushed. Step forward 'Das' (that's me).

Since October last year I've been trekking down to Mexborough, South Yorks on a more than regular basis, having had the fortune to meet a Land Rover mad lass down there. It is however a 200 mile run from the South West of Scotland, but worked out rather well for Wayne and his Land Rover.

As it happened I volunteered to go and rescue 'Roxy' (the Land Rover) and bring her north, at least as far as Dumfries. After a late phone call on the Thursday evening after watching the first episode of 'Ashes to Ashes' a rough plan had been laid out, and I went out and hitched up my trailer to the back of 'Duck', my recently purchased 2.25 diesel SWB, which was already loaded up ready for the trip south after work on Friday. It was a simple modification to the original plan of taking the series 2 down, and bringing Vicky's (I did say she liked her Land Rovers) 90 back up with me to be MOT'd, I'd be doing the same thing, just with a trailer.

Arrangements made Thursday night I set off down south at 17:30 hours from work, heading for Mexborough. A fuel stop at Scotch Corner allowed a phone call to Wayne to find out the rest of the plan, and another call to a friend near the Wirral who had gone to View a 101 FC for me, and put a deposit down on it. Now imminently faced with the prospect of becoming a 101 owner I headed south in an excited mood, cruising at roughly 50-55mph in overdrive fourth, with the hand throttle set to allow comfortable cruising in with the trucks. A tank and a half of fuel took me down there (as opposed to the usual one tank) to Vicky, a couple of DVD's, and Pizza.

Saturday morning began with Vicky's dog, a 9 stone Rottweiler/Lab cross, washing me awake in a rather damp display of affection. A shower sorted things out, and a text from



and kept going well enough, and long enough to park 'Roxy' and the trailer in Vicky's street, and was then left to cool off.

After deciding I didn't really fancy the prospect of dragging 'Roxy' the 200 miles home with a 2.5 N/A 90 I made a call to a friend in Selby, with the intention of leaving her with him in his field for a week or two, then coming back down with another tow car to bring her north. By this time I'd also done a deal on the 101, and envisioned the romantic notion of using it to tow her back up. Anyway, as the original plan had involved meeting my friend at Ferrybridge services, I'd still have to take her about 25 miles up the road, a little thinking, and I decided it was as easy just to take her all the way in one go. So I did. Again a fuel stop at Scotch Corner punctuated my journey, which otherwise averaged about 40mph, down to 25mph on some hills across the A66 and on the A75, but rolling along at a happy 65 on some parts of the M6.

Making use of my mum's driveway I abandoned 'Roxy' and the 90 up there for the night (having arrived at just on 1am, nearly 5 hours after I'd set off) and I flew the 2 miles back home in the Range Rover. Not literally of course, but the difference between a 2.5 N/A towing 2 and a half tons, and an empty 3.9 Range Rover is pretty phenomenal, especially when stepping straight from one to the other.

Getting to bed at 1:30am and being roused by the alarm at 7 don't usually make for a good combination in my book, and unsurprisingly I stayed in my bed for a while, half asleep and listening to firstly Sarah Kennedy, then Sir Terry, until the announcement of the 8 o'clock news left me with no choice but to get up, or be late for work.

An 8 mile burble to work with the Rangie woke me up sufficiently to get to a strong cup of coffee when we stopped for our ten o'clock break, and returning home that evening I slept rather well.

'Roxy' spent the next week and a bit as a house guest at mums house. That weekend I left work on the Friday night with the Range Rover and works recovery trailer and headed south. I stopped at Lymm services to pick Vicky up and we headed off for the Wirral, taking residence in a Travel Inn for the night.

The next morning we went to pick up the 101, handed over the remainder of the £1500 asking price, and headed home. The rest of the weekend was spent sorting some of the 101's little niggles so that she was roadworthy. I was also overjoyed to find that the Range Rovers water consumption problem had now got to the point of a serious problem, throwing all her water after 30 miles or so. Since then she's been sat waiting for her heads to be taken off, strangely a lot more work has been done with the 101, but I digress.



After a couple of weeks residing on the trailer at mothers, I finally got round to having a proper look at 'Roxy'. Wayne had informed me that a new water pump had been bought for her, and should be in the back of her, along with everything else for the job. The radiator and a tube of hermetite sealer were in the back, with everything else on the manifest blatantly absent. Not to be put off my mate Anthony (a series 3 driver, with ambitions toward a V8 IIA) and I robbed the pump off of my (then sold) IIA Lightweight project. Building her



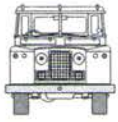
up with the Lightweights pump she was filled with water, and then fired up for the first time in weeks, after spending around 10 minutes with a blowtorch pointed down her inlet manifold. Why? You ask, well, 'Roxy' left the factory as a Six cylinder. Her current 2.25 Diesel being added in later life, so with no obvious switch for the heater plugs we were forced to resort to plan B, as in Blowtorch. A conversation with Wayne later revealed where to find the switch, and she became a lot easier to start. Once she was off the trailer I gave her a quick run up the road and back to stretch her legs, and she was parked again.

As previously mentioned, most of 'Roxy's' manifest had walked whilst she was stood down south. Other things besides the tools and parts that had gone missing (and possibly contributing to her being towed) were the number plates, and the Tax Disc. A replacement disc arrived in the post from Shetland a few days later, whilst a quick phone call whilst at work sorted out a set of plates for her, Black/White and Black/Yellow laminate ones, but you couldn't complain at the price. Fitted up with her new plates and a valid tax disc I took her on a slightly longer run out from Mums house into the town. The couple of miles into Castle Douglas were best described as interesting. £10 of Diesel (at the then cheaper rate of £1.09 a litre) and four properly inflated tyres later she was a different beast. The fuel making less contribution to performance than the inflating of tyres, but left me assured I wasn't going to run out whilst driving her, and at that she was ready to finish her trip north, a tale altogether as exciting as her rescue. Almost.....

The rescue operation could be described as going to plan, fair enough a few things broke along the way, but the basis of the plan went well. Getting her shipped north was not something that could be described as going to plan. The original scheme involved Wayne arranging for her to be shipped up north to Aberdeen. He would get the boat down from Shetland, and take her back home on the next ferry. All was going well until the arranged pickup date arrived. I had been informed the truck driver would be picking her up around 8am. He didn't arrive. Wayne phoned at around 8:15, he was in Aberdeen and had just found out from his wife that the transport driver wasn't coming. He'd been called to Coventry the evening previously due to personal reasons, and quite obviously wasn't going to be arriving in Castle Douglas any time soon. Assured that I didn't need to worry about it I trundled off to work with the 101, and promptly forgot about it all, becoming much more engaged in the replacing of a radiator in an L322 Range Rover, not a job to be undertaken lightly I can assure you.

Not having a mobile phone signal whilst at work is generally seen as a good thing to me, I can claim to be reachable when I'm out and about, whilst people are completely unable to get hold of me during working hours. As such it was a little bit of a surprise to receive a txt from Wayne asking if I could pick him up from the station in Dumfries when my phone found the network again. A short phone call found him in Castle Douglas, sitting outside of Tesco (other supermarkets are available). Picking him up I found out that he decided to make his trip to the mainland worthwhile by taking the train down, with the plan to drive 'Roxy' back up to Aberdeen to get the Ferry back the next morning. After an exchange of beer Wayne and his Land Rover headed off north. Five miles down the road another text from Wayne informed me that he'd had to stop. A loss of power, and a burning smell had prompted the decision to stop and phone the breakdown company for help. I stopped on the way past just to make sure everything was ok, and continued to chew up the remaining 186 miles to Mexborough.

Wayne was picked up by Border Cars (they do contract work for the RAC, and AA in our area) who diagnosed a binding rear brake as the cause of all the grief. It was decided to ship her up to Aberdeen on the truck, and let her drive onto the boat. 'Roxy' was put up for



the night in their yard whilst Wayne went a little more upmarket with a Travel Inn.



'Roxy' travelled north on the Saturday and caught the evening ferry to Shetland. Knowing the problem lay with the rear brakes I contacted another club member who I knew lived on the Island to see if he could arrange some help.

Step forward Dave Hughson (commonly known as 'Swops') who, along with his father, met Wayne off the ferry with a selection of tools, and got the problem brake freed off and working again, allowing an easy drive home. 'Roxy' was back with her family again, and I once again had some space to fill, but what with?

Those of you who were reading earlier will remember that 'Duck' (my SWB II) burst her radiator and got rather hot. She was then left in Mexborough for several weeks, going nowhere, and as I wasn't willing to take the head off by the side of the road, it's one of those jobs that can get much bigger should you find something more than a head gasket wrong, had nothing done with her either. What happened to 'Duck?' Well, after a couple of months waiting, Vicky had a job interview up here, and was accepted, so she started making plans to up sticks and move north. I travelled down on the Friday night with the 101 and 'That Trailer' to get on with the moving. Amazingly 'Duck' fired up with enough heat, and not much winding, leading me to think it would be easier to try a Radiator first. After filling both the 101 and 'Duck' with Vicky's things, along with a rabbit cage zip tied to the hood frame we headed north, meeting a mate who supplied me with a new radiator for 'Duck' at the Quernhow Café.

'Duck' and the trailer were (as is becoming a little traditional) abandoned up at mothers, and we spent the rest of the week, between work, sorting things out and getting Vicky moved in. That weekend we dragged her up to my mate Anthony's house and fitted her with the new radiator. No leaks when filled up was a promising sign, and spending a reasonable part of the afternoon playing in the woodland revealed that only the radiator was at fault. The 2.25 Diesel's a pretty hardy motor.

And so ends this year's epic, another Land Rover rescued, repaired and returned to a happy owner. Having had 'Roxy' this year, and SEB in 2007, I'm almost afraid to ask what's going to come next year? More to the point, will any of my other current projects have made it to fruition? Suitably daft Ideas to the usual address?

Dave Marsh (No 1826)

The name in front of the face behind the name 'DasLandRoverMan'



The Series 2 Club International Rally 2008 Sibbertoft, Northants

The 2008 Series 2 Club International was held at Sibbertoft on the Northampton/Leicestershire border this August, the same venue as used for the first 2 Internationals.

Some people ask why "International Rally" but this year was truly an International event with visits from Czech and German members.

What a great few days we all had, the weather tried its hardest to spoil the fun but with most of the rain at night and before the event opened it didn't manage to stop people enjoying themselves as you will see in the next few pages.

With most of the camping units arriving on the Thursday & Friday by the time the weekend arrived the last few members were greeted by an encampment of tents, caravans and a varied assortment of Land Rovers, some of which by this time resembled mechanical Hippos that had been wallowing in a giant mud pool, the weather certainly made the off-road course interesting and kept the spectators entertained.

For those that didn't want to get their motors muddy there was the chance to explore the local area on two 30 mile road runs that took in some lovely countryside and picturesque villages that the area had to offer or for the more competitive members there were Gymkhana events, a trailer reversing competition, a test of strength as to who could throw a Weber carburettor the furthest(maybe a new entry for the Guinness Book of Records there) and for the younger members a bike trial and craft workshop.

As usual we had a large marquee that housed the evening entertainment such as the renowned Saturday night quiz set by Alan Jones (I am sure that these get harder every year) Raffle, and the chance to feel Cyril's Bits and make a guess as to what Land Rover part they were. Some side show events were set up to test your hand-eye coordination and for the first time we had a Gearbox strip down, an event suggested by one of the membership, which kept several members busy for a few hours, either getting greasy or asking questions and offering tips & hints on how to do several procedures.

Thanks must go to Julie & Ben Stock who not only supplied the first aid cover for the event, and organised the Raffle but also baked a splendid Anniversary cake which was cut by the Chairman and shared out during the evening's events.

The event finished off with the AGM being held followed by the prize giving's.

All in all I think this was another successful International and a big thanks to all those who organised it, helped man the events and to those who were willing to travel the country to make it another friendly, fun club event.

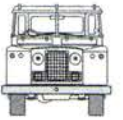
Looking forward to 2009...

Andy Cresswell



Getting 'wet & muddy'





Trophy Winners International 2008



Winner of 'Against all Odds',
Mark Berry



Winner of 'Most Original Vehicle',
Warwick Barnes



Winner of 'Best Modified',
Martin & Sarah Smith



Winner of 'Best Unmodified',
Frank Dunhill



Winner of 'Best Off-Road', Tony Lucey



Winners of 'Feel Cyril's Bits',
Chris Bentley & Dave Dutton



Winner of 'Furthest Travelled in UK',
Sarah Moyles



Winner of 'Furthest Travelled International',
2 Czech Guys (Sorry didn't get your names)



More Trophy Winners International 2008



Winner of 'Quiz Odds & Sods',
captained by Rosemary Hartridge



Winner of the 'Gymkhana',
Libby Rozier & Alison Harrington



Winner of 'Weber Wanging', Toby Farlow



Winners of 'Best in Show',
Tony Luccy



Winner of 'Infant Bike Trial',
Molly Cooper



Winner of 'Junior Bike Trial',
Laura Smeeth



Winner of 'Senior Bike Trial',
Jake Nightingale

Other Winners were:

Trailer Reversing - Jason Reece

Chocolate Quiz - Eric Leuzinger & Family

Treasure Hunt - Eric Leuzinger & Family
& Karin Quarrie Team'



Something for everyone.....





Eastnor Land Rover Show 2008 7th – 8th June 2008

Carol and I arrived at Eastnor in the usual state of chaos!

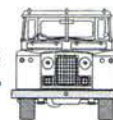


It took a little time to find the camp site, but after a couple of diversions onto stands that might have been ours, we finally got to our camping area. On the following morning, a collection of series 2's drifted across the site to our stand, probably the better part of a mile away. After a little work laying out some ropes, a first attempt to generate the "50" display was made.

In the meantime, Carol was setting up the shop in the Party Tent. A short time later, we more-or-less filled the ring with series 2's to the surprise of the organisers - they were expecting one or two. It might have been me, but the ring seemed tight, and site traffic was difficult!

After we'd been in the ring, we came back to the stand, and set up the 50, marshalled into position by Dave Snape, Mark Rumsey, and several others. There were a fair number of visitors to the stand, and Carol extracted cash from as many as she could. Ian Rumsey took a little time out to mark the vehicle spots to simplify the work the following day. In the evening, we burned some meat-related products on various barbecues, erected another party tent, and consumed several fruit- and grain-related beverages.

On the following day, Carol and I threw our stuff into the back of Wagon (literally), and drove onto the stand. Having off-loaded the shop stuff, Wagon was parked up back on its spot, as were the other vehicles. With no visit to the show ring, there were considerably less visitors to the stand. While a number of display vehicles were staying for the Sunday night, Carol and I packed up the shop into Wagon, and headed for home on the Sunday evening.



Mark & Ian's Autumn Workshop Meet



Once again, we are throwing the doors open of our workshop to all club members to come along and spend the day drinking tea and talking Land Rovers.

Please feel free to bring the whole family along, but remember this is a real workshop on a real industrial site with real oily dirt and real dangers, so the children will need watching. It would be great if you can bring your Series 2 Land Rover, but don't worry if you can't, just make sure you bring yourself. Tea and coffee are provided, but we would appreciate it if you would bring something for the table to nibble on through the day. It doesn't need to be much; a few crisps, a cake or a pork pie would be much appreciated. The workshop is located in Tring, Herts, and roughly mid way between Watford and Aylesbury about a mile from the A41.

If you are interested in coming, please drop me a line on tech@series2club.co.uk or write to me at the club address and I will send you directions. Oh, I almost forgot the date. The meet takes place on Sunday, 26th October and starts at around 10:30am and carries on until everyone gets fed up and decides to go home. Hoping to see you there.

Mark & Ian



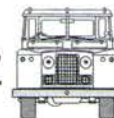
Fenland Fun...

The Fenland section of the East Anglian Area have been enjoying the local lanes and shows this Summer, here are some of the wonderful photos that they have sent into Built to Last over the last few months...



Euston Rural Past Times Show





Greenlaning and Camping in Nelsons County (Norfolk) with International visitors Carl & An Vanravenstyn from Leuven in Belgium who were in the UK touring and visiting various Land Rover events in their 109 Bugeye.



Phil Stevensons "MEX"



Paul Cupit's "Pickles"

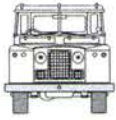


Carl & An Vanravensteyn's
109" Bugeye



Unfortunately Carl & An broke down on the way back to the ferry for their trip home. Toby Farlow kindly went all the way from his home in the Fens to Kent to do a road side repair.

Well Done Toby!!



*Toby Farlow
impersonating Nelson
at the bow of UTC 799T*

*Toby Farlow (Fentiger) and James Meadows (Goose)
enjoying a mornings Laning*



James Meadows fording the easy way.

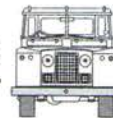


In the thick of it

Events Calendar 2008

| | | |
|----------|---|---|
| Oct 5th | Halifax Piece Hall Gathering | shows@series2club.co.uk |
| Oct 5th | The London to Brighton Land Rover Run, Crystal Palace, London | shows@series2club.co.uk |
| Dec 27th | Surrey Hills Road Run | Michael Trower - Tel 01483 283326 (7.00 - 9.00 p.m.) or mtrower109@btinternet.com |

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. For UK events, stand managers must also complete a risk assessment.



Land Rover Recovery

Most readers will probably be familiar with an early Land Rover publicity shot towing a 'broken down' bus!!

Others will have seen the photos of Land Rovers towing railway carriages but how about the Peoples Carriage? A tramcar.

I always believed that the double decker bus shown in the advert was one of the famous Samuel Ledgard fleet of Armley, Leeds but a recent very full book on the company makes no mention of any such particular incident; although there is little doubt that it did happen, in bus companies great & small all over the country on a frequent if irregular basis. The Midland Red Wythall Bus Museum south of Birmingham has a Midland Red Land Rover restored to pristine condition after a very hard life.

The double decker was most probably owned by a smaller operator within easy reach of Solihull, but any confirmation on this would be much appreciated, almost certainly somebody knows. It was perfectly feasible on a more or less level surface and with care would not do (too much) damage.

I once ran the 'heaviest lightweight in Great Britain' (extractum ignition key, stand back a featherweight under two tons!! This was:

*Over geared (3.5 diffs)
Over wheeled (7.50X 16)
Over driven
And Over powered Perkins 4.203*

(Slow, noisy, teeth-chatteringbut ultra reliable)

I was in, almost at the beginning of a small independent bus and Coach Company (founded partly on the ashes of Samuel Ledgard) and since they had found me the engine I had no hesitation in helping them out when the need arose. The need arose one day to pull an ex Wally's Trolley heavyweight AEC centre entrance Reliance from Boroughbridge to Harsforth. The only problem was that, as you would expect, no engine equalled (virtually) no brakes!! We made it with handbrake only, on a wire, would have been much happier on a bar, but managed it without hitting anything.

Some months later I had visited the North York Moors Railway. A broken down coach was stuck disconsolately in an awkward place (fortunately not the level crossing) with other 'minor vehicles' scurrying agitatedly about it, "Clutch Gone" Anybody who knows Grosmont (Pronounced Grow-Mont) will know that its only road access is precipitously steep -down hill in all directions, ipso facto 'Out=Up'. The driver said "If I can get it oop yon hill I can gerritt oam an gerra nuther motor." Rover rescue adrenalin kicks in, Land Rover's can do anything, Here we go!! I managed to persuade a car going up the hill to stop others coming down until we were clear as we would need to take a wide sweep at the corners, as if we stopped we would almost certainly have blocked the road, and probably found it impossible to get moving again. Would you believe? (Yes you would) he had to meet the inevitable bloody minded idiot who was determined to 'enforce his rights'at which point we were heard from afar, and he hurriedly reversed down. With both motors in bottom gear, we made it if only just.



On another occasion we towed a transit minibus almost six miles before it eventually fired up, it didn't like 24V through a 12V starter motor either!! After that it rarely gave any bother again. I have seen somewhere a photo of a Land Rover towing a trolley-bus, probably again in a flat works yard-but one more to the tally.

There have been several reports in Land Rover magazines of haulage companies using old hacks to start heavy duty tractor units on the tow, inevitably the Land Rover transmissions suffered, in my case several totally wrecked half shafts were cured by fitting Salisbury Cathedral, the pinnacle of pinions!! Whereupon wrecking was transferred to the gear boxes!! My heavy towing ceased shortly thereafter.

There is also the tale told by an old hand in the (Sunters) Abominable Indigestible Load game. Several tractor units were coupled to an independent low loading trailer carrying a multi-hundred ton boiler, when faced I think with Garforth Cliff a tow bar snapped (I think that was something to do with the weather-freezing cold). "That stopped the job up good un proper" while they had a re-enforced bar made and refitted -brakes were assisted with very necessary chocks!! Re-coupled Brm-Brm nothing moved, more noise, more smoke, more power, nothing moved. Well with torque converters it wouldn't would it! Chief engineer jumped out of LWB, and hurling curses in all directions coupled landy up front! Fractional movement.....but movement just the same, they were away.

Before we leave HGV'S, I have seen (twice) Land Rover (fitted with Feeny & Johnson Air brake gear) towing dollies round a yard, bearing semi trailers on one occasion, fully loaded but I doubt they were very heavy, oh and enormous fairground living vans the size of a bus.

Turning now to rails, I think most people will know of the 'Land Rover towing railway wagons' experiments at the local Knowle and Dorridge railway station goods yard. Owing to the much lower rolling resistance of steel wheels on steel rails (why do you think god gave us trains and trams) it was quite easy. The only problem was stopping the things! Even an empty mineral wagon was quite capable of compressing a Land Rover to approximately half its length at very moderate speeds, and the buffers didn't do landys a lot of good either. So plans to turn Land Rovers into lightweight shunters were abandoned and modified but full size (and weight) farm tractors with monstrous great buffing boards were used instead. Both the MOD and Worth Valley Railway (to name but one of many) found the same problem; I've done similar things myself and got away with it!

In the last heavy Winter of Sheffield Trams (noted for their ability to climb ridiculous hills at considerable speeds) one of the northern routes was choked by blizzards in the very early morning, several cars, some fully loaded, simply could not climb one particular hill. The first successful ascent was achieved with a Land Rover up front (It belonged to a friend of mine) and again it just made the difference by actually getting them moving and cleared the ice from the grooves. Once the tram queue was cleared they then used one or two spare cars to get the buses moving....until the Transport Department tow truck eventually arrived complete with press entourage. We don't have winters like that anymore.

Drivers southbound on the A1 just south of Wetherby, will see a slip road coming up to join them just after Bramham. As the two merge there is a field entrance and a barn on the left followed shortly after by Paradise Farm. Fully loaded one evening, we breasted the hill and came upon a much shrouded car transporter with a large number of vehicles discreetly hidden behind the barn and an obliging haystack, Dates elude me but it was probably late



80's early 90's .I was led to believe it was something to do with a Land Rover publicity exercise, but never got to the bottom of that one, Anybody know anything more.

Burley Chassis
Membership No:0958



Monmouth Steam & Vintage Show

3rd – 4th May 2008

After going up to Gaydon for the Heritage Run on May 3rd we thought we would visit some family in the Bristol area and then pop across to meet up with Rob Hancock (Club postal secretary) at one of his local steam and vintage shows in Monmouth.

It was worth it just for the trip, up through the beautiful Wye Valley through villages like Tintern with the Abbey ruins and the colours of the trees on the mountains were amazing. When we arrived at the showground things were already underway with displays of cars, tractors, commercials and steam engines and also a couple of huge mechanical fairground organs giving the whole site that vintage soundtrack of the golden years .

Here are just a few of the vehicles that caught Rob's and my eye on the day.....





Land Rover Service Newsletter Info from the Archives (dated May 1963)

Another excerpt from my Rover Archives collection, how many of you knew that the Rover 2286cc Diesel engine was adapted for marine use by Ruston and Hornsby of Lincoln? Here is the announcement to Rover Agents.

Item 171 SUBJECT: RUSTON ROVER MARINE UNITS

REMARKS: Rover Distributors and Dealers will be aware that the Land-Rover 2½ litre Diesel engine is being used as a marine unit, and marketed by Messrs. Ruston and Hornsby of Lincoln, as the Ruston Rover Marine Engine.

The majority of the components of this engine are exactly as our basic 2½ litre Diesel engine. However, there are differences and to assist Rover Distributors and Dealers who may be called upon to service these units, we give below full details.

Messrs. Ruston and Hornsby 2½ Litre Diesel Engine Unit

Commencing Engine Number: 29600001A

Basic Engine 2½ litre Diesel as fitted to Series IIA Land-Rover.

LESS

Engine feet, oil pressure switch, exhaust manifold, fan blade and clutch. Lead from starter motor to earth.

Special Features Front cover with extended casting for optional engine mounted equipment. Flywheel balanced, less clutch fixings and primary pinion bush. 'Oil cooler' type crankcase sump. 'Oil cooler' type oil pressure release valve plug. Cast iron core plugs.

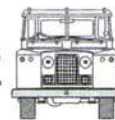
Rover Parts peculiar to this engine and which replace similar parts on the basic engine

| | | | | |
|-------------------------------------|-------------|---|--------|---|
| Engine assembly | ..... | 1 | 534096 | |
| Cylinder block assembly | ..... | 1 | 541812 | |
| Cylinder head assembly | ..... | 1 | 600156 | |
| Core plug, 1 in. dia. | } Cast iron | 9 | 536798 | } From engines numbered 26900101A onwards |
| Core plug, 1 3/8 in. dia. | | 1 | 542710 | |
| Core plug, 3/4 in. dia. | | 2 | 542709 | |
| Plug for oil pressure release valve | ..... | 1 | 500427 | |
| Front cover assembly | ..... | 1 | 529155 | |
| Crankcase sump | ..... | 1 | 529826 | |
| Flywheel, balanced | ..... | 1 | 534463 | Modified by Ruston's after delivery |
| Injector complete, CAV 5348001 | ..... | 4 | 539561 | |

There are three types of marine engine sold:

(1) **Direct cooled (river or sea water)**

The cooling water is circulated around the engine through the water cooled exhaust manifold and overboard. With the direct cooled system no thermostat is fitted and the bypass is removed and the facing blanked off by a flange. This change is made by Ruston and Hornsby.



(2) **Heat exchanger cooled**

The engine cooling system is a closed circuit incorporating a heat exchanger. The Rover engine water pump circulates this coolant. A separate water pump supplied by Ruston and Hornsby circulates the raw water. This pump sucks raw water through an oil cooler and delivers to the heat exchanger through the water cooled exhaust manifold. From the water cooled exhaust manifold the raw water is discharged overboard.

With this system the Rover thermostat is fitted.

(3) **Keel cooled**

The keel cooled system is split into two categories—

- (a) As applied to engines up to and including 3,000 r.p.m.
- (b) As applied to engines from 3,001 to 3,600 r.p.m.

Category (a)

The engine coolant system is a closed circuit. The Rover water pump draws engine coolant from the header tank and circulates it around the engine, into the water cooled exhaust manifold and then through the keel cooler, which is a bank of pipes fitted to the outside of the hull near the boat keel. From the keel cooler the coolant passes through the lubricating oil cooler and back to the header tank.

In this system the Rover thermostat is replaced by one supplied by Ruston and Hornsby and a restrictor is arranged in the bypass pipe by Ruston and Hornsby.

Category (b)

The system is as outlined for category (a) except that the lubricating oil cooler is not incorporated in the keel cooled system. In this case, Ruston and Hornsby fit a separate water pump that circulates raw water through the lubricating oil cooler and then overboard.

In many installations the raw water in 1, 2 and 3 category (b) will not be taken directly overboard. The raw water will be used for spray cooling the exhaust or circulated around a water cooled exhaust silencer.

Items 1-12 inclusive apply to all types.

1. Diesel injector springs are of a different rating and therefore the standard Rover injectors should not be fitted.
2. The Diesel injector pump is differently rated after delivery of the engine to Ruston's and therefore the standard pump is not interchangeable.
3. All low pressure fuel piping is Ruston manufactured and different from the standard Rover parts, largely because the fuel filter is mounted on the engine.
4. The dipstick has different markings.
5. The inlet manifold is a Rover part modified.
6. The air cleaner is a Ruston item.
7. The exhaust manifold is water cooled.
The exhaust manifold clamp, Part No. 500961, is a standard Rover part.
8. The feet on the cylinder block are Ruston designed.
9. The oil cooler, pipes and connections on the engine are all special.
10. All water piping on the Ruston engine is special.
11. The extension shaft and pulley at the forward end of the crankshaft is special.
12. All speed controls on the engine and gearbox are special.



13. The instrument panel is a Ruston part but some standard Rover components are used. These are as follows:
- (a) Warning lights (if the lubricating oil pressure indicating light is fitted, then the lubricating oil pressure switch is also fitted. This is a Rover part.)
 - (b) Heater starter switch.
 - (c) Voltage-control regulator.
 - (d) Heater plug resistance coil.

When a tachometer is fitted, the camshaft end cover, lubricating oil drain pipe from cover to crankcase, oil feed pipe to rockers and tachometer drive are all special parts.

Item 14 applies to direct cooled engines only.

14. The water pump assembly is a Ruston part, but the thermostat housing, etc., are Rover components. The Rover part numbers used in this application are:
- | | | |
|--------|--------|--------|
| 247874 | 516059 | 511957 |
| 256209 | 524200 | 511958 |

Corrosion resistant plugs are fitted in the cylinder block and exhaust manifold.

Item 15 applies to heat exchanger cooled engines:

15. The water pump pulley is special.

Item 16 applies to keel cooled engines:

16. The thermostat, water outlet pipe and restrictor in the bypass pipe are special.
17. When the engine is fitted with a Parsons automatic gearbox the oil connection block between the lubricating oil filter and the cylinder block is special.

For items 1 and 2, replacements should be obtained from Ruston and Hornsby direct, through the local Ruston dealer or C.A.V. Agent.

All modifications and new design equipment referred to in items 3 to 17 are supplied by Ruston and Hornsby Ltd., and any replacements can be obtained from them.

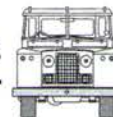
Surrey Hills Roadrun

I am looking to organise a road run on Saturday 27th December in the Surrey Hills area and would like to know if anyone would be interested in participating in it.

This is the Saturday immediately after Christmas, so people might be glad of a break from tinsel & turkey and to go out for a trundle in their Land Rovers. I envisage starting somewhere near Jct 10 of the M25 at around 10 o'clock and having a run of 20-30 miles and ending up at either a local pub or viewpoint in the Guildford/Dorking/Leatherhead area at around 2.00 o'clock. This would allow people time to travel home in daylight. The intended route would be entirely on tarmaced roads rather than green lanes, as if the weather is bad some may not be passable. There are many single track roads and interesting country lanes in the area and I'm sure a reasonable circular tour could be arranged.

If interested please phone Michael Trower (S2C Mem No. 1196) on 01483 283326 (7.00 - 9.00 p.m.) or email at: mtrower109@btinternet.com or send a PM to The Colonel on the Club Forum.

Michael Trower



1958 109" SERIES 2 - 'YAC' 378

As it is the 50th Anniversary of the series 2 Land Rover, I thought I would send in an article about my 1958 109" series 2.

Actual series 2 109" (1958-61) are quite a rare thing these days, they never made that many to start with, especially compared to the 88" figures.

My subject vehicle here is a very early 1958 model, it is on chassis 1518 00021, that is the 21st home market petrol 109" registered as 'YAC' 378 on 15th April 1958.

It is the joint second oldest 109" going on completion date, going into dispatch along with chassis #1 and #4 on the 14th April, the oldest being #20 on 10th April, of these #4, #20 and #21 were all factory registered vehicles, 'YAC' 499 (engineering dept), 'YAC' 498 (publicity dept) and 'YAC' 378 (sales dept) respectively.

It is interesting to note that 'YAC' 498 is still shown as being on the road, so mine can't take the crown as the oldest 109", only second oldest!

It was used by the sales department at Land Rover for 3 years, I have not managed to find any archive pictures of it, though rather strangely its number plate's do appear in brochures, but on a 88" I later found out in the Reg book, that 1468 00032 had been using dummy plates of my registration, this vehicle was in the technical sales dept. It stayed with Rover Co for 3 years. This was not an uncommon practice; I have seen other instances of this.

The purchase of 'YAC' is a story in itself, I first came across 'YAC' two years prior to actually purchasing it, I first saw it in December 03's LRE magazine in a very poor state, but was original and had straight panels, though it didn't state its year only the fact it was a ex factory vehicle, it had a very high price on it though, so not realising how early it was and with the high price, I did not enquire about it. Only 2 years later whilst going through the factory reg details book at Gaydon did I discover that the 'YAC' reg was the one used at the very start of series production, I took down some notes as I straight away remembered the one in the magazine, low and behold I discovered it was chassis 21 sat in the field in the advert, I had always been after a series 2 in the first 100 (as Norman will tell you!) I rang the old add up and spoke to the chap, he said he had sold it to someone in Oxford a year ago, I was gutted, missed out on a good series 2 there I thought, then I remembered a chap I had spoke to before who collected factory reg series 1's in Oxford, so I wondered if it was him, on the off chance I emailed him asking does he have any early series 2's 109"s, "No, but I know someone who has, oh and it's a ex factory" "Oh really" I replied, I knew I had found it again! He set a meeting up and I ended up purchasing 'YAC' there and then, but at no where near what was being asked for it 2 years previous, result!

'YAC' seems to have spent plenty of time off the road, and is very lucky to have survived, only its plates and history have kept it from being broken up, once purchased from Rover, it spent 20 years in Poole, being used at a flower nursery, being used to tow a caravan round the country to flower shows, with the flowers being stored in the rear of the 109", by the late 70's it had been laid up at the nursery, later on, the owners cousin wanted



to buy it, so the owner sent it to a garage in 1980 to get it back on the road, the bill came to £659.62! in 1980! I still have the original paperwork and documents. It then moved up to Rhayder where it was used until 1986, the chassis was in very poor condition and it was decided to lay it up and restore it, it never happened and lay in the field until it was discovered by someone who recognised the number plate in 2003, it was sold on and moved to Oxford, the chassis at this point was starting to fall into pieces and was literally breaking up, it was immediately stripped to prevent any damage to the straight panels, this is when I finally caught up with it, I had it delivered to mine in Jan 06, it is still awaiting restoration and will be needing a new chassis and bulkhead, it still has the original engine and gearbox, the axles are very borderline, they are very heavily corroded, but hopefully the restoration will start shortly, time to get my wallet out me thinks.....





ROBOT

Post Hole Digger

As approved by the Rover Co. Ltd. for use with the ...



robot

POST HOLE DIGGER

* EFFICIENT

* QUICK

* PRACTICAL

* AUTOMATIC CLUTCH

Digs at a touch of a lever by the operator, to a maximum depth of 3 feet invaluable for fencing, tree planting etc.

Manufactured by
TRANSPLANTERS (ROBOT) LTD., ST. ALBANS, ENGLAND

Phone: ST. ALBANS 5133



'Wesley' changes his job!

On Saturday 7th June I had an unusual phone call from a family friend.

It transpired that his father, Keith Griffiths had passed away and one of his loves was series 2 LWB Land Rovers. When he was behind the wheel of his, he was invincible, or thought he was, and had a long standing love of these vehicles. In latter years he was unable to drive them and his son Richard was in search of a LWB landy to take his dad to the crematorium. He managed to find a series 3, but was delighted after being given my phone number by my brother, to find that Dave Snape had not only a LWB landy, but would take off the hood and sticks and go to Shropshire to carry the coffin for them. In preparation for this, Dave measured 'Betsy' and made blocks to lift the coffin higher so it would be visible. The route was plotted and 'Wesley' was stripped on Wednesday evening! Dave and 'Wesley' left Leyland at 10:20 on Thursday and travelled to Wem, in Shropshire, arriving in time to meet the family and with spare wheel removed; fit the pre prepared timber bearers to carry the coffin so that it would be visible above the tub. When the hearse arrived the funeral director was overjoyed to find that a means of transporting the coffin safely had been devised.

At 13:30 'Wesley' left with coffin highly visible, following an empty hearse. This caused a few double takes as they travelled, as it was unusual to say the least. The trip to the crematorium lasted about 45 minutes and traffic built up on the country lanes. 'Wesley' was a star as always, but Dave said it was strange to drive up and stop at the door of the crematorium, rather than going into the car park. After the service Dave was thanked by the family and left for home. Another string to his bow, but hopefully not one that will be repeated often!

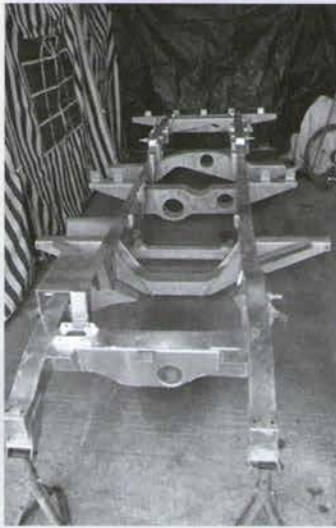




Re-Chassis of 'Wagon'

Why 'Wagon'? I'm Mike, the missus is Carol, the plate is MCW - hence Mike & Carols Wagon!

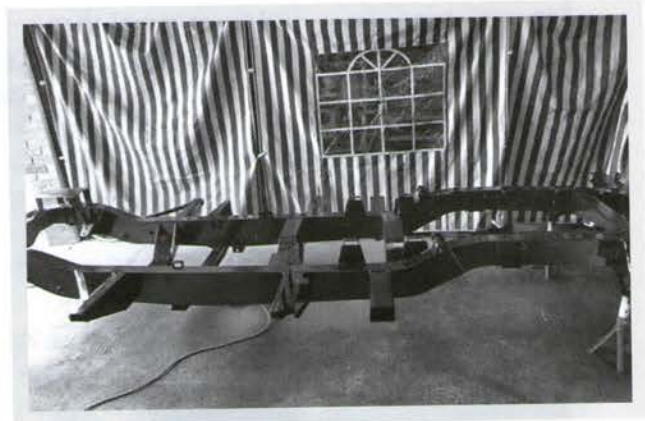
We got 'Wagon' in June 2007 and made a little mistake. While much of the running gear was in good order, it became clear after some runs that we faced a number of problems, specifically; the Chassis was not in good condition, the steering relay was not very good, and that it was a series 3 chassis! We decided that to repair the chassis and replace the relay would be difficult, and we would still be on a less preferred chassis, so we ordered a new chassis from Richards (along with a short wheelbase chassis for Smug, a long term project).



Because we wanted to get 'Wagon' back on the road before the show season, we decided that we would not do any other work on the other parts unless it was essential. In the end, the new chassis was fitted in one month of evenings and weekends, and the vehicle was running and on the stand at Driffield. When the new chassis arrived, we cleared the garage, and brushed on mordant, to take the shine off the galvanising. The chassis was then sprayed with 2 coats of red primer (compatible with galvanising), and two coats of gloss black paint. When this was dry, the chassis was waxoyled and stood out of the way.

The roof, doors, bonnet and contents of 'Wagon' (it's

amazing that so much stuff accumulates inside Land Rovers) were removed, and 'Wagon' was driven into the garage. Over the next few evenings the rest of the body, the bulkhead and steering, the engine, gearbox and prop shafts were removed, leaving a rolling chassis.



During this time, Steve Britch was looking for a Salisbury axle for 'Lola'. We agreed to swap - so I got a Rover axle for 'Wagon'. The axle came with brakes but no springs, so those were moved from the Salisbury axle to the Rover axle. The chassis was then cut away from the front axle, and scattered over the garden for later disposal! A series 2 gearbox was obtained to replace the series 3 gearbox - I couldn't bring myself to cut the chassis to take the series 3 clutch release previously fitted!





My home made spring bush removal tool then came into service to replace all the spring bushes on the vehicle. The new chassis was then brought back to the garage, and lowered over the two axles with their springs. The springs and hangers were bolted back into place, and then the reassembly could start in earnest.



The gearbox and prop shafts were fitted first, and then the bulkhead was refitted to enable brake pipes to be mounted to the chassis in the correct positions. The clutch was reconnected at this point.

The wiring loom to the rear of the vehicle was fitted to the outside of the chassis. I never liked the idea of the cable in the chassis, it makes for trouble maintaining things, and PVC and Waxoyl don't get on! It was then realised that the engine block was cracked. We had been

aware of a water leak, but we thought that a pipe was the problem. As the leak was slow, and after an abortive attempt to braze the block, it was decided to refit it as-is, and source a block to build a better engine on. A series 2 clutch pressure plate was fitted, and then the engine was lowered onto the chassis.

The handbrake and fuel tank were then refitted, closely followed by the tub. Doors were rough-fitted to ensure that the tub and bulkhead lined up. The seatbox, wings, and front panel then followed, with the winch and front bumper.

After this, the exhaust was fitted, and the front half of the wiring was

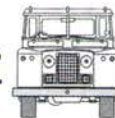


connected up. The vehicle was then pulled out of the garage, the roof was refitted, and the engine was run. After a brief test drive the doors were adjusted and all was ready to go!

The following Friday, we loaded up, and headed towards driffield. A diesel leak appeared, and a brief stop at Birch services revealed that the leak was from the bleed screw on the injector pump. After tightening the spring bushes, the rest of the journey was made without incident.

As things have settled down, a few defects have had to be adjusted: the handbrake has needed regular





adjustment, the hydraulic brakes ditto, also door fits have been difficult to keep correct (though the passenger door is well past it in any case!). The gearbox is also showing some tendency to jump out of second and third when going from over-run to drive, so it will need replacement/refurbishment at some point. The steering gave a little concern, but it was just a loose pinch bolt on the arm below the steering relay. A replacement engine has been found, and it's awaiting stripping to start a rebuild, which will hopefully happen over the next few months. Best of all, 'Wagon' passed it's MOT with no advisories in June, and will be attending a number of events over the summer, including the International!

I need to thank Carol and my lads for their patience, and Steve Britch, his dad, Karin Quarrie and Dave Snape for helping to move chassis around at various points in the project.

Mike Buss



Introducing the new Central Shires Area Organiser...

My name is Gordon, and I have become the area rep for the Central Shires.

I got married at the beginning of August to Gemma. I have been into Land Rovers ever since I was given a Britain's model many years ago; I still have a large collection of models. I currently have 3 Landies, 2 S2A 109's, a pick up called 'Phillipa', a station wagon that is project Whisky Wagon (which has been in B2L), both are 1971 models and have reg numbers very close, FPE 171 and FPF 273, my 3rd Landy is a 300 TDi Discovery auto, but this will soon be up for sale.

I hope to meet new and familiar faces in the near future.

Gordon Kettell
01604 696132





Club Shop

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Price (incl P&P)

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Each CD-Rom has original Workshop Manuals, Parts Catalogues and Owners Handbooks. Complete contents are listed on Series 2 Club website. The CD-Roms for other Land Rover models can be ordered from the Club shop.

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£13.80

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Sweat Shirt with Club Logo



Green - s to xl
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Baseball Cap



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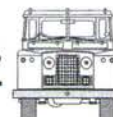


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Club Shop

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Key Ring - LR brass

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Window Sticker - S2c

.84

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PO Box 201, Runcorn, WA7 3WS



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Mostly Series One

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Various Doors, Bonnets, Bodies & Axles 88" £150
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- Hardtop Plain 1960
All original No Glass Back Flap good £100
- S111 88 Body VGC Wings Light Green £100
- 88 Full Flip Front Kit Complete £150
- 1964 88 Petrol, Parabolics, Tax& MOT £1,450
- Cylinder Heads S11 & 11A, Petrol & Diesel £10
- Gearboxes Various from £20
- Springs from £10
- Rad Panels from £20
- Much More Please enquire

L. Stafford Dovey
Mem No :1043
Tel: 01597 810058

Email Addresses

Has the Club got your current email address?

We have become aware that some members email addresses are now out of date in the club records; this may be because you have changed your internet supplier or changed your email due to a large amount of spam received.

Email can be a quick and effective way of contacting members quickly with breaking news of club activities etc.

Don't miss out, please send us your email address.

Rest assured that we will not pass on your details to any third parties.

Please send your email address to **membership @series2club.co.uk** with 'member email' in the subject line.

Thank you

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 01709 577477
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.parabolicsprings.com

BRAKE AND CLUTCH:

Automec 01280 822818
www.automec.co.uk

ELECTRICAL:

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

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

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

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

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

FUEL SYSTEM:

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

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

CORROSION MANAGEMENT:

Rustbuster 01733 558161
www.rust.co.uk

NUTS AND BOLTS:

Screwfix 0500 414141
www.screwfix.com

Namrick 01273 736963
www.namrick.co.uk

TRIM AND HOODS:

Exmoor Trim 01984 635060
www.exmoortrim.co.uk

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

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

GENERAL PARTS:

Chris Perfect Components 01570 423206
www.chrisperfect.com

Paddock Spares 08454 584499
www.paddockspares.com

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

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

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

Dunsfold 01483 200567
www.dunsfold.com

Brookwell 01626 832555
www.brookwell.co.uk

MISCELLANEOUS:

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

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

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

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

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

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

Land Rover 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.

More Familiar Faces from the International 2008



KWD 362D



LWL 224N



MAS 758



MCW 464H



MOD



muddy



NOG 699F



ODB 412



OPW 896F



PNY 632F



PPA 926E



PUX 457H



TRX 431D



USJ 365



UTC 799T



VRE 287C



VYT 669



WNT 524K



WOA 547J



WPV 771A



Yellow



YFF 181



YYH 126

