

Spring 2008

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Fifty Years



on the Road

LAND
- ROVER

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SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE
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*Playing
in the
Quarry*



109 owned by Vic Smith



*Trying to
blend in*





Series 2 Club

PO BOX 61, Aberdare CF44 4AJ

Club Officers

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Shows Co-ordinator Mark Coxon
Vehicle Registrations Officer Dave Dutton
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 partition in any event that the vehicle Owner, Driver and all Passengers are covered by third party insurance and that they agree to absolve and indemnify the club that no Member or Passenger will claim against any other participant in the event, Organiser or Landowner. We strongly advise you to check that your insurance covers off-road driving and that it is in sound condition. You are reminded that statements and opinions expressed in this magazine and other publications are not necessarily those of the club or committee. You are strongly advised to obtain independent verification of data, advice or methods before acting upon them, particularly where safety, finance or legislation is concerned. The Club, Committee, Directors and Contributors are all amateurs and do not accept responsibility for any accident, injury, or damage resulting from an error, or omission given in this magazine, other publications by letter or word of mouth. You should not expect the standard of advice or service available from commercial or professional organisations.

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Editorial – by Andy Cresswell



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

Well, here we are at the start of a new year and what a special year it is for the club as well, the celebration of 50 years of the Series 2 Land Rover. Inside this issue you will find the Events calendar which carries the dates of the big national events plus smaller local events that are being arranged by your local area reps, so please try and do your best to support them by turning up and showing off your vehicles this year.

While we are talking of celebrations, this March we see the 10th Anniversary of the 'Built Two Last' magazine named by our very own Dave Dutton.

Inside you will also find the application form for the major shows plus the booking form for the Club International to be held at Sibbertoft, Leicester this year (the same venue as the first 2 Club Internationals), we are hoping to make this event the biggest and best yet so please get your forms back to us early as we will need to make room for all those Series 2's you are busily getting ready for the season. (Well I am, can't seem to stop messing about with it, always something to do).

Also this issue we have a great article from Kevin Moss on a trip he and a few friends took into Lesotho in Africa and the wonderful scenery and sometimes pretty dangerous driving conditions that they encountered, also a write up on the Mid Atlantic Rally in Virginia from our North American Rep Peter Monk, (do you see some sort of pattern forming here?) all these International articles and not much from the British areas, I'm sure you must have been up to something worth writing about, or do we all keep our Landys locked up in our garages. We have some great photos of Land Rovers out in the snow from international members inside the rear cover.

As usual we have the Archive material from Dave Dutton who has really done us proud this issue with an interesting article on the various PTO fitments for the Series motor as well as his VRO report plus other material.

Dave will be receiving the Paddocks hamper prize this issue, so let's hope he will be able to make use of its contents and get him another step further to showing the club his illusive Landy that the world has yet to see. Thanks to **Glen at Paddocks** for supporting us once again.

Looking forward to seeing you out & about this summer (Lets hope this one will be a scorcher). Hope you enjoy the Mag.

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 **1st June 2008**.



Chairman's Chat...

It's amazing what can happen in a few short months.

Last time I was telling you about Ian's new Bedford TK truck. This time I'm telling about an eventful couple of months for this truck. Hang on, I hear you say. Isn't this magazine about the Series 2 club and Series 2 Land Rovers, so why more about a Bedford? Read on, and all will be revealed.

Shortly after I finished writing for the last magazine, the Bedford was just about ready for its MOT test. It had been left with a friend as it was close to where it was bought and the Ministry testing station. Over the weekend before the test was booked, it was stolen. Next door to our friend's place is a metal fabricator. The thieves broke into this place, used their forklift to load the Bedford with £20,000 worth of stainless steel, and drive off. When we heard on Monday morning, we thought that would be the last we'd ever see of it. Happily, later that day we had a call from the Police asking why it was sitting on an airfield a few miles away.

To cut a long story short, the Police had the truck moved to an impound yard where the forensic team checked for fingerprints and then told us that it was ready for us to take away. That was when we had our first surprise. The Police do not pay for the recovery if they get it moved to a place of their choosing, that cost has to be covered by the owner. Not only that, from the day after it was released by the Police, we would have been paying daily storage charges too! Not wanting to spend any more than absolutely necessary, we got our friend to collect it after paying for it over the phone, and made sure he got a receipt on our behalf for the charges. So, with a large bill having been paid (over

£350 because of the size of the truck) it was time to contact the insurance company.

Ian made a claim on the truck for the cost of the recovery and the repairs to the steering lock. This was all passed through, and insurance companies being what they are, they took their time dealing with it. After a few misunderstandings about the circumstances with them initially thinking he was claiming for the theft and it had not been recovered, they eventually agreed to pay the recovery fee, but said we had to get the cost of the repairs out of our friends insurance because it was in his custody. The fact we had put him on the truck's policy because he didn't have suitable cover didn't cut any ice with them, so Ian decided the best thing to do was pay for the repairs himself as it wasn't our friend's fault the truck was stolen. The truck is now fully fixed and ready for MOT again and hopefully should be on the road again soon.

So how is this relevant to Land Rover owners? The outcome would have been much the same if it had been a Land Rover instead of a Bedford. So, if your Land Rover is stolen and recovered, make sure you can claim the recovery fees from your insurance company. If you are lending your Land Rover to someone or storing it at someone else's place remember that if it is stolen or damaged whilst in their custody there's a good chance your insurance company won't pay out. And, if you're being lent a Land Rover by a friend, give serious thought to getting some temporary insurance cover just in case the worst should happen. But above all, when dealing with insurance companies, don't assume anything except they will try and get out of paying at every opportunity.

Mark Rumsey



The Club's New Members...

2518	Mr R Huxtable	Cheshire	2545	Mr D Lynham	Derbyshire
2519	Mr K Rogers	West Sussex	2547	Mr R Garrett	Derbyshire
2520	Mr & Mrs M Brown	Shropshire	2548	Mr N Green	Bedfordshire
2521	Mr G Lynn	East Sussex	2549	Messrs D & A Clutterbuck	Cheshire
2522	Mr R Farnell	North Yorkshire	2550	Mr A Langmaid	Devon
2523	Mr & Mrs S Hare	Gloucestershire	2551	Miss D Barham & Mr J Mills	Kent
2524	Mr R Brocklehurst	Worcestershire	2552	Mr O Bateman	Cumbria
2525	Mr A Lowe	Denbighshire	2553	Mr M Greaves	Cornwall
2526	Mr K Marshall	West Yorkshire	2554	Mr C Turner	Lincolnshire
2527	Mr D Mackintosh	Highland	2555	Mr H Fanshawe	Berkshire
2528	Mr D Tendell	Essex	2556	Mr R Dingley	Buckinghamshire
2529	Mr M Goodtear & Miss V Madd	Oxfordshire	2557	Mr S Jeffrey	Aberdeenshire
2530	Mr M Daubney	North Lincs	2558	Mr C Moe	Norway
2531	Mr K Fincham	Norfolk	2559	Mr S Guy	Nottinghamshire
2532	Mr A Staples	Derbyshire	2560	Mr K Styth	Essex
2533	Mr & Mrs P Wales	Kent	2561	Mr P Keeping	Dorset
2534	Mr & Mrs B Wager	Buckinghamshire	2562	Mr P Briggs & Miss L Shirley	Oxfordshire
2535	Mr G Donoghue	West Sussex	2563	Mr E Getty	Northern Ireland
2536	Mr P Marsh	West Midlands	2564	Mr D Brown	Argyle& Bute
2537	Mr G & Mr T Wignall	Carmarthanshire	2565	Mr D Hollins	North Yorkshire
2538	Mr I J Fox	Surrey	2566	Mr & Mrs G Hayes	Kent
2539	Mr K Mico	Wiltshire	2567	Mr P Withams	Essex
2540	Mr D Rolls & Miss C Yarwood	Kent	2568	Mr J Williams	Hampshire
2541	Mr T L Tonnessen	Norway	2569	Mr & Mrs S Moore	South Gloucester
2543	Mr P Dawson	Oxfordshire	2570	A King	North Yorkshire
2544	Mr & Mrs D Kemp	East Sussex	2571	Mr D Iginski	East Sussex



AREA ORGANISERS



We are currently looking for Area organisers for the following Areas:

Central Shires
 North Wales & Shropshire
 Peak District
 Eire
 Northern Ireland

If you are interested please contact the chairman at:
chairman@series2club.co.uk

To apply formally, please write to the Club Address.



Series 2 Club 5th International Rally

14th – 19th August, Sibbertoft Leicestershire

After a successful event last August at Kelmarsh Hall albeit extremely wet, we can now announce that we will be going back to Sibbertoft for this years show.

Many of you will remember the venue from two of our previous shows held there. Like all of our International Rallies, this will be a family event of like-minded people having an informal, entertaining and relaxing weekend, basking in the heat of a fantastic British summer (too optimistic?, well maybe). All of the events that we now think of as the 'norm' will be there, for you green-laning, off-roading, road-running, bar-b-queing quiz fans! (Yes I know some of these are not real words!). This year, the committee has chosen the Avalanche Adventure site at Sibbertoft in Leicestershire (LU16 9UJ, for those Sat-Naver's among us). The tent owners among us will be pleased to know that the field has been levelled even more so no one should have to sleep on the damp patch. There will be the (now) normal showers, toilets, water points and an elsan emptying point etc. We will have two marquees, one 20 x 40ft which will hold the club shop, first aid and information area (and anything else we think of) and the other will be a 40 x 120ft social/beer/quiz/getting out of the rain tent.

As you may have noticed from the dates above this years show will be held over six days. This will allow you to arrive any time on the Thursday and leave when ever you feel up to it on the Tuesday. We have the full use of the site's off-road course from Friday AM until Monday PM, which includes the woodland area and new winching pits (if you feel you really must get stuck at least once over the weekend). When I visited the site I could hardly recognise some of the parts as there has been a lot of re-modelling of the course. This said it is still a course where everyone can get involved, whether as a spectator, someone who is about to use their Land Rover off road for the first time or the more experienced off roaders.

Now as always the talk turns to money, unfortunately this years show will not be free (no shocks so far). We have had a lot of feedback from previous events reference the whole "what is a camping unit" thing and comments from single people saying "why should they pay the same as the couple with the ten children" etc. We have tried to address some of the comments made over the past years, by coming up with a revised price structure. This year a 2 adults and up to 4 children (under 17) ticket will cost £65 and a single ticket will cost £55. Each ticket will come with one off-road pass, if you want to add an extra adult or get another off road pass it will cost extra. Please read the booking form on page 10 of this edition of B2L for more details. I hope that most of you will find it fair, if there are groups that do not fit into any category, please get in touch and I'm sure we can work it out.

Please, please remember that the club does not have an unlimited supply of money and site services cost money (over £1500 for the marquees alone). The event is not run to make a profit for the club (it normally makes a slight loss); the event is run for the enjoyment of us "The Series 2 Club".

Please can members who are UK residents complete the booking form and include full payment. Overseas members are very welcome to join us at Sibbertoft. To avoid exchange rate changes, please complete the form and send it without payment, please pay in Sterling on arrival at Sibbertoft. If arriving by air, please contact me and we'll do our best to arrange transport and if so desired, camping arrangements.

Please complete the International Rally booking form as soon as you can to help us provide the correct amount of facilities. If you have a disability or any special needs, please inform us when you send in your application. Postal applications will only be accepted if received at the club address by the 1st Aug 2008, after which you are more than welcome to attend and pay on arrival at Sibbertoft. However, this will incur a £5 price increase on the camping pitches.

Mark Coxon

Shows & Events Officer • shows@series2club.co.uk • Tel 01296 621145



PUB MEETS

Area	Date	Venue
Anglia	First Monday each month Tel: Ben Stock 01954 202221 First Saturday each month at 8pm Tel: Scott Snowling on 01502 513393 First Tuesday each month at 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 at 2:30pm First Thursday each month at 7:30pm	The Barge, Battlesbridge Kings Arms, Frating
East Midlands	First Monday each month at 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 at 7:15pm Sean Smeeth 01732 763900 kent@series2club.co.uk	The Crown, Knockholt Village, Kent
North West	Contact Karin Quarrie on 01925 722286	Various Meets
Peak District	First Saturday each month 8pm Phone to confirm Chris 01298 25151	Grouse Inn on the B6054, above Froggatt
Severn Valley	First Thursday each month 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 7:30pm Contact area organiser to confirm - 07762 041022	The Fox and Hounds Inn on the A386 Tavistock to Okehampton Road
Surrey & Sussex	Third Wednesday each month at 8:30pm surreyandsussex@series2club.co.uk Paul Goodman 07980 818416	The Royal Oak, Rusper, Surrey
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 at 7pm Please contact Chris Scott on 07971 205544 till we have a new rep.	The Old Star Inn, Collingham, on A58 nr Wetherby

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



Autumn Tales from the Vehicle Registration Office

It has been a very good time in the VRO since my report in the last B2L.

I have been working on a number of reports concerning identification issues with members' vehicles. The crux of these reports were; get it wrong or fail to come up with the information required and the vehicle concerned would probably be subject to a 'Q' registration mark and PLC tax bracket. There is only one outstanding, Truro DVLA are dealing with it at present, the others, albeit with some difficulties (see Dan Mayberry's tales), have been issued with age-related registrations.

One in particular I was particularly pleased with was the early SIIA ex-Military 109" of Essex Group members Andy and Trish. Andy bought this SIIA from eBay and duly presented it to us at the Essex Group meet in October. We pored over it and I immediately succumbed to cold shivers as the vehicle was definitely a SIIA suffix 'A' or 'B' but it had a 1967 bulkhead complete with the I.D. plate for the 1967 vehicle! Andy attended the November Essex Meet with a long face and a letter from Chelmsford DVLA Office. The MOT (which the vehicle had passed) had detected record differences in the VIN. We had an impromptu vehicle inspection ascertaining some of the stamped-in VIN was still evident and the engine number was correct for a 1961 SIIA. We found more evidence of military specification. Lots of e-mails between Andy and myself and a further scraping/uncovering and photographing of the stamped in VIN and other parts of the vehicle at the December meet gave me the information needed. With help from Richard at Gaydon, I managed to narrow the date of production to between 14th December and 29th December 1961 and document this with evidence in a report for Chelmsford DVLA. I was authorised to stamp in the new VIN. Once this was completed Andy's SIIA received a new age-related registration consisting of 3 letters and 3 numbers. I don't know who was more pleased Andy or me!



Andy's SIIA having its new VIN stamped into the chassis.

Moving on, we have a Cornish SIIA with a 'J' plate, an Airportable in Bradford with 'G' plate, a SIIA in Fife with an 'E' plate, a SIIA in Essex with a pre-suffix plate and another Cornish to hopefully gain a 'G' plate if the DVLA accept the evidence. Thanks to my vehicle inspectors for their efforts as well. Progress on my WJN has been woefully slow, well I have been busy! Unfortunately the rear body did not fit on the chassis correctly so Tim Beer helped me to remove it and I now have to measure the chassis to see if my welder (me) put the rear cross member in the right place! At least with the tub on trestles it gives me the chance to finish all the details, but it keeps raining!

Final note, please, please, keep checking the VIN number on your Vehicle Registration Certificate with the number on the vehicle I.D. plate to make sure they are exactly the same. If not contact me.

David Dutton

Vehicle Registration Officer - e-mail: vro@series2club.co.uk



Events Calendar 2008

April 20th	FBHVC Drive It Day	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
May 3rd - 4th	Border Counties, Steam & Vintage Show	Contact Rob Hancock, CYMRU Rep or Through the club PO Box	If applying through PO Box please enclose an A5 SAE, no later than 27th March.
May 3rd - 4th	Land Rover Weekend 60th Celebrations Gaydon, Warwickshire		Costs & Details TBC
May 10th - 11th	LRO Spring Adventure Driffield Showground, East Yorkshire	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
May 11th	Pencoad Classic Car Show	Contact www.swccc.net Rob Hancock, CYMRU Rep through the club PO Box	If applying through PO Box please enclose an A5 SAE, no later than 27th March.
May 16th - 18th	Birmabright Weekend 2008 at Kutna Hora, Czech Republic	Contact Ivan Plachy europe@series2club.co.uk	A meeting of Series motors' owners and enthusiasts
May 17th - 18th	Belvoir Castle Steam Fair	For Entry Forms contact Alex Thorpe eastmidlands@series2club.co.uk	Costs & Details TBC
May 18th	Suffolk & Essex Joint, Lovejoy Treasure Hunt, Long Melford, Suffolk	Contact Chris Mortimer 01284 810455 anglia@series2club.co.uk	Costs & Details TBC
May 18th	Chiltern Hills Vintage Vehicle Rally, Aston Clinton, Bucks.		Costs & Details TBC
May 22th - 27th	ALRC National, Eastnor Castle, Ledbury, Herefordshire.	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
May 25th - 26th	21st Steam and Country Festival, Lampport Hall, Northamptonshire	Contact Lampport Hall on 01604 686272	Costs & Details TBC
May 25th - 26th	Abergavenny Steam & Vintage Show	Contact Rob Hancock, CYMRU Rep or through the club PO Box	If applying through PO Box please enclose an A5 SAE, no later than 27th March.
June 27th - 29th	LRO Show Manby, Manby Motorplex, Nr Louth, Lincs.	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
June 8th	Euston Park Rural Pastimes, Euston Hall, Nr Thetford, Norfolk		Costs & Details TBC
June 14th	Land Rover Cup 2008 at Prestice, Czech Republic	Contact Ivan Plachy europe@series2club.co.uk	An international, traditional Czech Land Rover gathering
June 20th - 22nd	Essex Summer Camp at Gt Easton, Nr Dunmow, Essex.	Contact essex@series2club.co.uk or Bob Sutton 01206 563167	A weekend of relaxation, laning, sight seeing and general Land Rover fun.



June 28th - 29th	Land Rover Series One Club Event at Chepstow Racecourse	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
June 28th - 29th	Charleville Show, SW Ireland celebrates the 60th Anniversary of Land Rover		Costs & Details TBC
June 28th - 29th	Scottish Gathering, Lathalmond Bus Museum, Dunfermline	Contact Jim Leslie 01501 772041 or scotland-south@series2club.co.uk	Costs & Details TBC
June 27th - 29th	Baltic Land Rover Meeting 2008 60th Anniversary Meeting		At Polish Baltic coast with greenlaning and more.
July 5th - 6th	'Leafers at t'Pit', National Coalmining Museum, Wakefield, West Yorkshire	Chris Scott 07971 205544 latp@series2club.co.uk	Costs & Details TBC
July 5th - 6th	Farm Machinery Preservation Society Rally, Long Melford Hall, Long Melford, Suffolk	Contact Chris Mortimer 01284 810455 anglia@series2club.co.uk	Costs & Details TBC
July 18th - 20th	LRM Show, Billing Aquadrome, Great Billing, Northampton	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
July 25th - 27th	Beaulieu Historic Commercial Vehicle Society Rally	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
Aug 2nd - 3rd	Vintage Transport Festival, Rhondda Heritage Park Show	Download your application from www.rhonddaheritagepark.com or marketing officer Nichola Newhamson 01443 682036	Very Limited Space book ASAP
Aug 14th - 19th	Series 2 Club International Rally, Sibbertoft, Leicester	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
Aug 24th - 25th	Pontypool & Blaenavon Railway Transport Rally	Contact Rob Hancock, CYMRU Rep or through the club PO Box	Costs & Details TBC
Aug 23rd - 25th	Holcott Steam Rally & Country Fair	Contact Nick Middleton 01604 781253	Costs & Details TBC
Sep 13th - 14th	The Dunsfold Collection Open Weekend, Dunsfold, Surrey.	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
Sep 13th - 14th	Land Rover Fest, East of England Show Ground, Peterborough	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Member's Display Passes Available
Sep 19th - 21st	Les Temps du Series Event at Bannegon Castle in France		Costs & Details TBC
Oct 5th	Halifax Piece Hall Gathering	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC
Oct 5th	The London to Brighton Land Rover Run, Crystal Palace, London	Mark Coxon Tel: 01296 621145 shows@series2club.co.uk	Costs & Details TBC

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



SERIES 2 CLUB 5th INTERNATIONAL RALLY 2008

Thursday 14th – Tuesday 19th August
Sibbertoft, Leicestershire LU16 9UJ

Booking form

Name	
Address	
Postcode	
E-Mail Address *	
Telephone	
Membership No.	
Vehicle/s (inc Reg No if possible)	
Family Pitch 2 Adults and up to 4 children (Under 17) one off road pass	x £65.00 =
Additional Adult on a Family Pitch Max 6 people on any pitch including children	x £10.00 =
Single Pitch One person only, one off road pass	x £55.00 =
Additional Off Road Pass For use with camping pitches only	x £10.00 =
Day Visitor Pass Free if visiting for the club AGM on the Sunday afternoon	x £5.00 =
Day Visitor Off Road Pass	x £15.00 =
Total	=

*Booking acknowledgement will be sent via E-Mail where possible.

Please send completed forms with *payment by cheque* to
“International Show 2008” at the Club address below.

Cheque should be made payable to the ‘Series 2 Club Ltd’
Please write your name and address on the reverse of the cheque.

Booking fee is non-refundable

For further information or if your group does not fit this pricing structure
please e-mail me at shows@series2club.co.uk or call Mark on 01296 621145.

PO Box 61 Aberdare CF44 4AJ
www.series2club.co.uk

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



Introducing our new area organiser for the West Midlands...

Hello from the West Midlands

I am Robert Eastwood, and I'm your new area organiser for the West Midlands. I have just turned thirty and I'm a family man with my Wife, and 2 year old daughter, we also have a Beagle and a Rabbit. My Land Rover is called 'Amber' though she has been called many other things in the past I'm sure. 'Amber' wears a truck cab and red paint which I am removing with Nitromors back to the green underneath. I'm currently in the process of an engine un-conversion with 'Amber', going from a 3 Litre Ford 'Essex' V6, back to a standard 2286 Petrol. While I did like the engine a lot, I want to go to something standard that other people know about and can help fix any problems.

I enjoy Land Rovers (obviously) and have done since as long as I can remember. It took me a long time to get one, but like dogs, I'm not going to be without again. I enjoy going to shows, big and small, and I'm looking forward to meeting you at a show, perhaps even one I have organised. I would like to see people at a monthly pub meeting if possible for you, and there could be several meets if there is a demand for like minded people to meet up.

For me my family must come first, Land Rovers second, or there shall be penalties. Don't be dis-heartened, I only say this as it affects my communication with people, e-mails are great where people have them - it widens the time I have available, so this is my preference for communication. I do understand that not everyone has e-mail, so snail mail is also fine to the club mailbox where it can be forwarded to me. I will be printing my mobile phone number, though signal is poor around me, and there may be times when I can not answer, please leave me a voice-mail if this is the case.

Please keep a look out for new events happening, I would like to have an array of events throughout the year, though it may take me some time to get these organised; as such 2008 may not be the busiest year in this region. If you are interested in an event not listed within B2L or on the Club website please do get in touch. I'm not originally from Warwickshire, I was born and bred in a land called Yorkshire, so I don't know about a lot of the smaller local shows, though I do want to get involved in these as there is a great sense of community in them. I do look forward to meeting you.

Thank you for reading

Robert

Scottish Gathering 2008 June 28/29

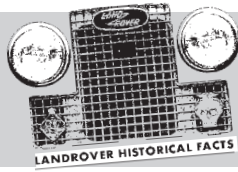
We have booked our venue again as last year at the Lathalmond Bus Musuem Dunfermline over the weekend of 28/29 June.

We have camping for caravans or tents, Toilets are on site along with water etc Club tent for meeting up etc.

Saturday night we will provide a fired up barbeque, bring your own food. Our plans include a treasure hunt, Road run, Quiz, Raffle prizes.

All bookings through myself £10 per night.

Jim Leslie 01501 772041
Scotland-south@series2club.co.uk



Federation of British Historic Vehicle Clubs - Report

The 2008 'Drive It Day' takes place on Sunday, 20 April.

No-one has to do anything special to take part – just using an historic vehicle (especially a Series II/IIA etc) that day instead of a modern is enough, but for those who are looking for something a little more specific, contact your Local Area Rep for events to do with Drive it Day.

Towing with 'A Frames' (I have published an article on this subject a few years ago so this renewal from the FBHVC Newsletter 6/2007 would be a welcome reminder).

A comment in a club journal to the effect that a member had a brush with the law as a result of being in the habit of towing his rally car to and from events on an A-frame has prompted this note, which relates only to towing by cars and light commercial vehicles. Different rules apply for agricultural vehicles, motor tractors and road locomotives. Regulations 19 and 22 of the Road Vehicles (Construction and Use) Regulations of 1986 (as amended) make special provisions for the recovery of vehicles that have broken down during the course of a journey – they may be recovered using appropriate equipment, including A-frames. The Road Traffic Act imposes a speed limit of 20 mph on ordinary roads and 40 mph on motorways for vehicles being recovered in this way, and that applies to broken down vehicles being towed by rope, solid bar, dolly or A-frame

Other than such breakdown recovery situations, the C & U regulations treat vehicles connected by a rigid coupling as towing vehicle and trailer. The use of an A-frame thus means the towed car becomes a trailer in the eyes of the law, and must therefore comply with the normal requirements of a trailer.

The same C & U regulations require trailers over 750kg gross mass to have brakes that are either operated directly from the towing vehicle or that operate on the overrun. Unbraked trailers may not exceed 50% of the gross mass of the towing vehicle. A device that applies the brakes on the trailer if for any reason it should become detached are required on trailers above 1500kg gross, but below that limit secondary couplings (such as chains) may be used.

A-frames can really only be used legally for towing cars if:

- (a) That car is being recovered after a breakdown
- (b) The gross weight of towed car and A frame is below 750 kg or
- (c) There is some fail safe mechanism to apply the brakes of the towed car. The lights on the rear of the towed vehicle have also to comply with other Regs. for trailers, including warning reflective triangles and towing vehicle registration plate.

Registration Plate robbing or plate rape as it's sometimes known. Bob Wilkinson of our colleagues, the *Ford Y & C Model Register* wrote a heartfelt letter about deterring number plate traders:

"For some while our members have expressed concerns over the increasing numbers of classic vehicles being robbed of their original registration marks by those who have little or no concern for the heritage issues involved in our movement. Whilst we accept that legislation would be needed to allow lifetime



retention of registration mark on the car, and therefore highly unlikely to happen, there are ways of reducing loss of original registrations. Some while ago the Ford Y & C Model Register made a decision to not include registration marks in classified adverts of cars for sale in our club magazine and on the club website. Number plates are blanked out on any accompanying pictures and text does not include such phrases as 'has original registration mark' etc. The aim is to not give information to those who peruse adverts, and websites in particular, for valuable registrations for subsequent sale. These traders are often not genuine enthusiasts but parasites. The re-appearance of the same vehicles for sale with newly allocated and easily identifiable registration marks bears testimony to the fact that these vendors are taking away the heritage of the cars involved for simple monetary gain. Feedback from our members suggests that the number of enquiries from such potential buyers has fallen. The Ford Y & C Register would like to persuade all FBHVC affiliated clubs to adopt the same policy regarding advertising vehicles for sale to safeguard the heritage of our old vehicles."

The above items have been taken from the FBHVC Newsletter 6/2007 with thanks.

David DUTTON FBHVC Rep

Series 2 Club Members Shows Application Form 2008

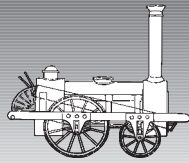
Please photocopy and send to the Events Officer		
Name		
Address (inc Postcode)		
E-Mail Address		
Telephone		
Membership No.		
Vehicle (inc Reg No)		
Show to Attend		
No of People	Adults	Children

I have enclosed a cheque for £10 made payable to the "The Series 2 Club Ltd" (This payment will be refunded if you do not receive a ticket/pass for the event that you wished to attend). I understand that if I receive a ticket/pass, this money shall not be refunded for any reason.

Signature	Date
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For Club Use Only

Date received	Application Number
Cheque received	Cheque Paid In Y/N
Cheque Number	Ticket Allocated Y/N
Ticket sent (date)	Rec Del Number



Flookburgh Steam & Vintage Rally 27th - 29th July 2007

Due to the slight interruption of over 5000 miles of continental jaunt, this was going to be the camper's first vintage rally since Kirkby Stephen in early April.

We made a leisurely start Friday morning, oops, sorry to those readers who have to go to work for a living. First we nipped down to our nearest shop, ten miles down the road in Kendal to top up the vittles cupboard. Found a scenic lay-by near Sedgewick for a coffee break and it stopped raining for the first time for years. Looking forward to staying square wheeled on the rally field for the weekend, we decided to play at tourists on the way and visited Humphrey Head to see if it had changed much since we last called many years ago. One man and dog had risked parking up the caravan for a week on the tidal flats, and we joined him for a two hour lunch break.

We had been to Flookburgh before, but not as an official entry. The paperwork and rules and regs seemed very efficient; the place was crawling with yellow jacketed marshals and the work was getting done, but nobody could tell us where to park up, partly because the centre of the site was a virtual pond after all the heavy rain. After moving out of a stationary queue to nowhere we found a car club who pointed to a small sign behind them for Series 2 Club so we parked on top of it; couldn't see any point in moving backwards and forwards from a noisy campsite and assisting with the ploughing. Cars marshal Brian came over and kept us informed from then on.

I had the first of many interesting walkabouts, the whole site being a hive of activity. Jim brought his 2A forward control having dropped off his tractor, and put the caravan on the campsite with Denise and her mobility buggy. Jason visited with daughter Heidi, having told a good tale to the gate staff. We had a cook-up before reminiscing with an old fairground traveller and others. By the time I went looking for a pint, I was told they had closed the bar stalls at nine o'clock. I knew the all-comers campsite finished years ago because of some trouble; now the beer tent's been scrapped because of a few drunken trouble makers. luckily we had a small cellar with us. We were just across the runway from the Old Time Fairground which had a large helter skelter tower and a horse galloper with 1888 organ, both still steam driven. They all closed down soon after ten and we got a good night's sleep.

Saturday morning was fairish with showers later. Allan and Linda arrived with the 109 hard top, followed by Paul and Wendy in their S.W.B. Jason, Melissa, Heidi and Max came to give moral support; Steve couldn't make it due to family chicken pox. Cumbrian Rover Owners Club moved in next door with a 101, a trialer, a comp. safari/rally motor, and a 110. I've been a member of CROC for about 30 years, but was banned from road trim competition in the early 90s when I fitted the Perkins – and a Japanese Perkins at that. V8, Rover car hybrid, all OK, but a Perkins diesel – it might win eh? Not with a 2½ ton camper body on it, it won't. I have a trophy 1st, Barrow Slag Heaps (long gone) 1989. It was for the L.W.B. class and there was just me and a Range Rover driver who was more worried about dents than I was with my builder's van. Sorry, I digress.



I had helped the 101 winch a couple of stallholders and trailers out of the mire, including one Land Rover plus double axle, so felt qualified to advise a young lady marshal not to try to park the vintage cars behind us. Her reply was, "what am I supposed to do, with all those Land rovers on the harder ground?" I declined to contribute anything further, as I couldn't think of a polite suggestion when the marshals had put the signs up in the first place. The first car was a Cadillac complete with Elvis in multi jewel studded white suit and shoes. He voluntarily and very sensibly opted out. The next two ploughed their way to a softer bit, and the following three went down to the axles even sooner. An hour and a half's entertainment was provided by the yellow coats pushing and shoving them back out including one falling flat on his face in the mud.

The crowds flocked in despite the few showers. On display were a good number of traction engines and rollers, a steam lorry and a bus as well as scaled down versions. Dozens of interesting cars and commercials were present including a Ford T van, a lot of heavy lorries and military, buses, fire engines, tractors of course, motorbikes, aircraft engines, and several privately entered Land rovers. Large marquees held model engineering, crafts and collectors displays, and a Made in Cumbria exhibition. Plenty to look at over two days, and we were entertained by mostly young people in a brilliant steel band, a swing band and a gymnastics team.

The sun came out on Sunday and we had quite a lot of interest in the vehicles. Club member Lee Tennant called with his folks in the afternoon. We met a few friends in the car clubs and the bicycle display. Touring the trade stands, Vena bought oddments for the grandchildren, and I restricted myself to one item from the tool stalls, plus three pairs of socks, now that I've talked them out of such Xmas presents. Brian brought us all a large brass bottle opener as a rally memento. We stayed and had a meal and watched the fair dismantling while the traffic thinned out, and returned home via the local to make up for the shortage of bar hours.

Vena and Gordon

Introducing our new area organiser for the Yorkshire Area...

Hello from the Yorkshire Area

My name is Bob Mulcock. I have recently been co-opted as Yorkshire Area Rep. I am married to Racheal (the rivet counter who keeps me on the straight and narrow) and have three children Charlotte 8, William 4 and Nicholas who is 2. I have been interested in Land Rovers since going trialing with a family friend with the Pennine Land Rover club about 30 years ago. I promised myself then I would own one one day.

My chance came about 3 years ago when we found we needed a second car but couldn't afford the insurance on an average Euro box so a friend suggested I get my self that tax exempt Land Rover I had been talking about. To cut a long story short we brought 'Hector' (a 69 SWB cream over bronze basic) home in summer 05 joining the club later that year. 'Hector' was supposed to be my runabout so it did not matter that there were only 3 seats. I hadn't reckoned on the mass hysteria every time I left the house so within twelve months 'Sally Ann' (a six cylinder lwb station wagon) with lots of seats had joined the stable. So the Mulcock clans love affair with the Land Rover begins

I look forward to meeting faces new and familiar over the next few months.

Bob



Power Take Offs & the Series II / IIA

A snap shop into other oily bits

This all started last year as a result of Sean Smeeth looking for the elusive bottom power take off, and Jackie (Mrs V6 and VRO answering machine) seeing one whilst peering over my shoulder when I was perusing eBay. Sean eventually obtained this Bottom PTO and mentioned to me that I should write about it, stupid person here then suggested the proposed article can cover all the PTO options. I should add at this point that my WJN the Series 2 Club's most elusive SII does have a rear PTO even if it is stacked in the parts bay. So what is a Power take off?

The Power take off is the means to provide power to drive machinery, either fitted to the vehicle or by using the vehicle as a stationary power source, by mechanical means, belts, or hydraulics. The first assembly needed is the Centre Power take off.



(A Centre PTO with early operating lever).

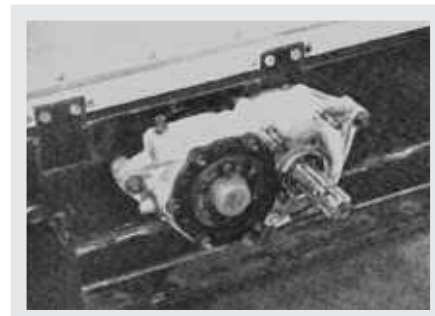
This item is bolted to the rear of the transfer box in the same place as the overdrive. This enables the fitment of a propshaft to the rear of the vehicle providing mechanical power, a pulley to drive an AC Generator by belt drive. In place of the Centre PTO, a hydraulic pump can be fitted, or a chain drive to allow a mechanical drive via a shaft to a front mounted winch. The simplest form a PTO would be belt pulleys bolted directly to the centre PTO output flange, driving a generator situated in place of the centre seat. A company Tooley Electro fitted generators having outputs ranging from 1.5 to 14 kVA thus giving a cross country mobile power supply.

Rear Power take off

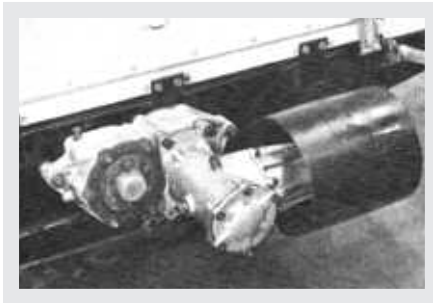


(To the left I have shown the components of the rear PTO). This layout is for a 88" SWB, the only difference for the 109" LWB is the propshaft is two piece supported by a centre bearing. The rear PTO assembly itself is bolted to the rear crossmember and that round hole where many place a 7 pin trailer socket is where the propshaft joins the rear PTO. The rear PTO has a standard 6 spline driveshaft allowing many attachments to

be driven. Underneath your II/IIa's crossmember you should find three small welded brackets along the leading edge. These are the attachment points for the agricultural drawbar as shown to the left. Towing is still possible via an extended drawbar as above, also shown are the galvanised covers shown above but not fitted in view on the right.



We now have a rear PTO with a splined shaft providing power to a rear belt drive which in turn drives all manner of machinery from saw benches to beet choppers etc via a



large flat belt. In place of the belt drive an item such as a water pump would slide onto the spline, the pump being chained to the grab handles, moving away from the rear of the vehicle I mentioned earlier.

What then happens if your vehicle has the centre PTO fitted or an overdrive and you need a power take off? This is the

problem Sean had as his IIA is fitted with an overdrive but he wanted to fit a winch to the front of the vehicle. The simplest way to do this is a Capstan Winch powered off the nose of the engine crankshaft but Sean wanted a cable winch powered by a shaft from the centre PTO via a Fairey chain drive unit however the overdrive sits here so the next option to fit is a

Bottom PTO



The Bottom PTO bolts to the underside of the transfer box. Those of you who fiddle underneath will recall the bottom of the transfer box slopes at 45 deg and has a pressed steel (black painted) bottom cover with a brass plug for draining the oil during service. The bottom PTO is shaped so that when bolted to the bottom of the Transfer box, the whole assembly becomes a square unit with a further PTO to the rear.

this case a Centre PTO unit is fitted. Clockwise is the rear output shaft where the output flange slides on the spline and subsequently the rear propshaft providing drive to the rear axle is attached. Finally one can see the shiny Bottom PTO with provision for a further PTO. In Sean's case this will house a hydraulic pump providing hydraulic power to a front winch as seen in the picture on the right.

These are the assemblies that do the work but they are accompanied by the controls.

Controls

Obviously having this additional equipment means it has to have operating controls. The most obvious are the control levers for each PTO. The later version of these appears through the toe board of the seatbase however as shown in the first photograph the early type (Series II) are accessed by removal of the centre seat base. The next problem to be considered is the speed of the engine. Most if not all of appliances driven by a PTO need the engine revs to be higher than tick over, to achieve this, a hand throttle is fitted. On earlier vehicles this item is fitted directly under the dash panel (speedometer and gauges). The later type is fitted to the triangular side panel of the passenger footwell between the door and footwell. Both these devices work in the same way although they look very different, by having a lever connected to the throttle linkage being worked through a notched gate. Having now raised the revs of the engine to provide the required level of power the next problem is





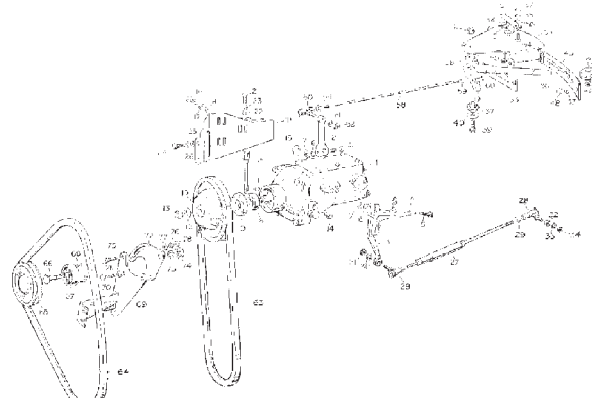
that as soon as one applies a load i.e. brings in the PTO driven machine, the engine revs drop and fluctuate. This is undesirable for many of these machines so another piece of kit is required under the bonnet – the engine governor.

The engine governor assembly is shown right complete with drive belt (providing the device with the speed of the engine, the early type hand throttle and throttle linkages from the hand throttle to the governor and from the governor to the carburettor.

The purpose of the governor is to keep the engine revs at the constant to which the hand throttle is set. One other vital piece of equipment generally overlooked is an oil cooler.

With a PTO in operation the vehicle will either be stationary or working at a slow speed with the engine power in demand and little to no cooling air other than that provided by the radiator fan. Therefore an oil cooler must be fitted to counter the extra thermal demands placed on the engine.

I hope this article has been of interest, it is not meant as an operators manual so I deliberately avoided mention of how to work it. This piece was meant to show in the simplest way the wonderful and sometimes wacky world of PTO's and the options available. I hope to bring you insights from my archives showing machines bolted and or powered by our Series II/IIA vehicles. I have mentioned how my WJN has a rear PTO however although I have a water pump and do not have and would love the belt drive that fits to the rear PTO (as shown in the fourth photograph. If anyone has one, or knowledge of one, please contact me. *One last bit for the experts, can you spot the unusual piece of equipment in one of the photographs and what is it used for? Answers to the editor or me please.*



David Dutton
vro@series2club.co.uk

East Midlands Area ...

Belvoir Castle Steam Show (17th/18th May)

The Land Rover section organiser for the show has been in contact, they are trying to get a line up of vehicles, from 1948 to 2008, and have invited us to attend. All vehicles are welcome regardless of condition, however if we have sufficient interest as a club, they will be happy to accommodate our vehicles as a club stand. *All exhibitors gain free entry/camping for themselves, one other adult and up to three children.*

Pub Meet

Also a reminder to all those members around the area that *we now have a regular pub meet, on the first Monday of the month*, at Corringham in Lincolnshire, details at the front of the magazine. All members are welcome to attend.

Green Laning

I am also organising a *green laning trip to the Lake District on the weekend of 5th/6th of April*. All club members welcome to attend.

If anybody is interested in any of the above events or has any ideas of other events they would like, then please feel free to contact me, via the details at the front of the magazine.

Mid-Atlantic Rally (MAR) 2007

James River, Virginia USA

What a difference a year makes!

Last year the Mid-Atlantic Rally (MAR) was deluged by inches of rain from a tropical storm that created a mud bath and pummelled by heavy winds that knocked over tents. This year the mid-atlantic states of the USA are having a drought and Virginia is no exception. So the trails were dry and rather non-challenging for the modified Discovery and Defender crowd who form the majority of participants (fortunately series II and IIA Land Rovers are also welcome). However the pleasant trails were just fine for my elderly '67 IIA station wagon, and for my daughter Catherine who was driving off-road for the first time.

On Friday October 5th we drove the 250 miles from Delaware where we live to the James River in Virginia to attend the 2007 MAR organised by the ROAV club (Rover Owners of Virginia). Unfortunately I learned a lesson when the 109 spluttered to a halt just 5 miles from home: don't try to replace major components (carburettor and distributor) the day before a major trip. The car was vapour locking, back-firing and hesitating badly. A third distributor, a wait for the engine to cool down and an attempt at timing helped a little but all weekend we had to put up with an unhappy Zenith carburettor and the attendant poor running of the vehicle (the Zenith had recently been refurbished professionally in the UK, but now has been replaced by the trusty Weber that was on the truck when I bought it in 2003).



Our 1967 109 Station Wagon on the power line trail

Once we arrived at MAR we met the usual crowd from our local club (ROVERS, www.rovers.org) and started to enjoy the lovely MAR site situated on a private farm on the James River including an island in the river. Usually the island is accessible via a causeway. Last year the causeway was under feet of rushing water and impassable by all but this year the tributary was dry, so the island was easily to reach.

Saturday (after a relaxing night in the James River Inn I regret to admit) we rejoined the ROVERS crowd to hear that even inexperienced off-roaders like my daughter and myself would have little trouble on most trails. Taking just enough time to visit the stalls and the series parts sale, we commenced a fun day running the trails. My daughter gained in confidence and learned hill climbs, descents and dodging tree as well as the mysteries of the red lever.



My daughter Catherine became an enthusiastic off-road driver. Shown here avoiding trees, she exhibits fine concentration and positioning of the thumbs.

Curiously, despite the perfect weather, there seemed to be fewer participants this year than the past. The trails were not crowded at all. After lunch with ROVERS we helped marshal the RTV designed by one of the club members, Lyle McMullen. Lyle has lots of experience with RTVs since he and his father Dave host the biannual ROVERS RTV at Robesonia. As usual the overall winner of the MAR RTV was Quinten Aspen in his yellow 80 inch Series I.



The eventual winner of the RTV, Quinten Aspen, in his Series I 88 passes the time of day with the driver of an ex-military 90.



ROVERS club member Matt Kunes with his ex-military 109. He placed second in the RTV.

Despite the considerable handicap of a 109 inch wheelbase, second place was awarded to ROVERS club member Matt Kunes in his ex-military hard-top (that also doubles as a camper).



Series 11a captured at the RTV. Unfortunately I never did catch up with the owner.

Pride always precedes the fall, and after a day on the trails I decided to drive a trail along the river that we had not been on before. On the way we passed a well-known hill climb called Andreotti's Hill. My daughter challenged me and I accepted. We got 90% of the way up before I misjudged a rough part with tree roots and ruts and stopped climbing, ending up cross-axled before sliding sideways into a tree. After a little family discussion we deployed our winch for the first time and managed to pull ourselves off the tree and up the hill. With great good fortune no damage was done (OK a small rearrangement of the roof gutter).

We drove back to camp for an excellent steak dinner followed by the auction. Unfortunately I faced the auction with two problems: 1) I only had \$50 with me, and 2) I had no need for the LR3 nudge bars and Discovery suspension lifts that seemed to constitute much of the auction. We came away with nothing.

On Sunday, after a last visit to the campgrounds and a couple of easier trails, we drove the still back-firing and hesitating 109 250 miles home after an excellent weekend. I am sure all present would like to thank ROAV for an excellently well organised rally. We should also all thank the Adams family, owners of the farm, for allowing us to invade them. Rumour has it that this is the last year that the MAR will be on the James River, and that next year it will move to Winchester, Virginia and a larger site. My daughter and I will certainly miss the James River site with its lovely scenery and now familiar trails.



RTV course designer Lyle McMullen with his 11a 88. Unfortunately a combination of carburettor and brake problems caused him to come too close to a tree.

Peter Monk



DVLA Woes

It all started in April 2007, when I took 'Thomas' my 67 S2a in for its MOT.

The tester was checking the log book against the chassis plate, and the numbers were corresponding, but the suffix letters didn't - the logbook said 'E' and the plate said 'C', he said that he had no doubts that it was indeed the correct vehicle, and put it through the computer as the 'E', but said, get it sorted out before next MOT, so away I went MOT in hand and thought 'I'll sort it out later.'

Then a few months passed, and I was sprucing up my dash and fancied a new chassis plate from the club, as mine was very faded, but in order to get a new one, I had to surrender the old one along with a copy of my V5C to Dave Dutton, the club registrations officer.

This was where the difference of the suffix letter popped up again, so Dave kindly wrote a letter, explaining to the DVLA at my local office about the error, and pointed out that due to the year of my landy, that the letter on my V5C was wrong, so I amended my V5C and sent it along with Dave's letter to DVLA Dundee office.

A couple of weeks later I received a letter from a DVLA inspector saying to phone him and arrange an inspection of my vehicle. I eventually spoke to him and he said that DVLA Swansea had instructed him to do so as the 'E' suffix had been on the logbook from the start.

He came out and looked over my landy, but couldn't find the chassis no. on the dumb iron to corroborate the number on the plate as the dumb irons had been replaced due to corrosion, also I explained to him that I had relinquished my old plate to the S2C's registration officer, so anyway he went away quite happy, or so I thought.

The next thing was I was sent a letter with a new 17 (I think) digit chassis no., and was told to have it stamped onto the dumb iron by a main dealer or garage and have them sign/stamp the letter.

This I had done and had to fill out a first registration form, I took these, along with my MOT, insurance and forms of I.D. to Dundee, only to be told that in the eyes of the inspector I had in effect destroyed my vehicle's identity by replacing my chassis plate, and had to have my vehicle independently inspected by either Land Rover or the S2C and verified to them, then only would they issue a new age related plate, also I was going to be stung for a first registration fee of £50. I argued the point of having to pay the fee as, according to their website, I was exempt, but to no avail.

This is when I again got in touch with Dave Dutton, and he said that in order for him to verify my vehicle, Jim Leslie had to inspect it on the clubs behalf, and send a report to him. I also had to uncover the axle numbers, along with the engine, gearbox numbers and send photos of key age-related features of my Land Rover down to him in order for him to build a strong case for me.



Anyway, Dave (and Jim) worked their magic, and Dave sent me a letter of appraisal for my landy, which I in turn took to the DVLA.

The DVLA issued me with a 'D' age-related reg mark (it was an 'E' before, but never mind) along with changed documents, and after all that, the DVLA never charged me the £50 fee.

So again thanks to Dave Dutton club VRO (and Jim Leslie Scotland south area rep) for getting me out of this tight spot.



Dan out enjoying himself in 'Thomas'

Cheers

Dan

By Dan Mayberry
S2C Member 2008

Notes from the VRO

Dan's case is a classic example of how one DVLA Office, indeed one DVLA Inspector works differently from others. Dan's case was clearly an error made by the authorities either when the vehicle was first registered by the Rover dealer or when the records were transferred from the local authority to DVLA in the 1970's. The fact is the suffix letter was incorrect as an 'E' suffix was only ever issued to Diesel engined vehicles and Dan's had always been a petrol vehicle, the production date did not match up either.

There is the issue here of removing the VIN plate (which is screwed on) and replacing it with a club reproduction plate. I think this was because the VIN number had been changed, therefore club policy will continue as before regarding the issue of reproduction plates. We prevailed in the end although this case caused a lot of head banging.

Please note newly issued DVLA VIN's (SABTRVO) numbers are 17 digits in length and will not fit on the Rover VIN/Chassis plate, therefore I cannot issue the club reproduction plates with these numbers. There is however nothing to stop you making your own, stamping the issued number on the plate and affixing it 'in a readily visible position' as the regulation says.

As always please contact me if you have any questions regarding your vehicle and the DVLA.

David Dutton
vro@series2club.co.uk



Thetford New Years Green Laning...

On 1st January Alan Jones (Wittsend) organised his annual Green-laning trip in and around the Thetford area.

It was an unusually mild day for the time of year and when we arrived at Tesco's car park (other supermarket car parks are available). There was already one Land Rover parked up and waiting and I thought that we were keen as we had left early as our Land Rover had behaved badly over the Christmas period, breaking down while being used to pull Santa's sleigh while out doing the village Christmas present deliveries.



Within half an hour the car park had a good selection of Land Rovers parked up, including some that had travelled a considerable distance coming from as far afield as London, Aylesbury and Lincolnshire.

The usual chit chat and checking over of engines and topping up of fluids that seems to happen whenever you get a group

of Land Rovers together went on including the wonderful smell of a full English fry up being cooked wafted through the air as the owner of a wonderful Dormobile cooked his breakfast.

We then assembled into groups and headed off into the wilds of Thetford where we enjoyed a good morning's laning which went without too many hitches with only the one breakdown which was sorted by parking the motor up and the occupants going as co-driver's with other members.

We then met at a local Public house for a picnic lunch and a pint for those that weren't driving. After lunch we had another few hours laning and various groups headed off into the darkness back home after what I think was a very enjoyable day out with a great bunch of folks.



If you go down to the woods today...

Thanks Alan, for organising the day, which with over 20 vehicles has



Out on the lanes



*Early morning meet up for the
Cambridge & Fens members*



End of a great days Laning

become a very popular event in this part of the country.

Andy Cresswell



Trip to Lesotho - September 2007

As is the case with most long distance trips, this one was born in Diggers Hole which is a watering place in Johannesburg, South Africa for a group of Land Rover maniacs.

A suggestion was made to invite our forum friends from overseas to South Africa that would cost them essentially just their airfare. Two hearty fellows, Roger and Andy, jumped at the chance despite friends telling them they were crazy to go half way across the world to people they had only ever spoken to over the internet.

We now had an excuse to plan an adventure and the decision was made to explore Lesotho. Do we need an excuse for an adventure? Well not really but it helps. South Africa has plenty of different areas to explore and is, in itself, a Land Rover owner's adventure playground.

Lesotho is a small mountain kingdom totally surrounded by South Africa. The economy is struggling and their only natural resources are a small diamond industry and selling water to South Africa. Poverty outside the capital of Maseru is rife. Farming is subsistence only. Fields are ploughed with oxen spanned into a one disc plough. Cattle and sheep (mostly Angora) are kept but only for the owners' personal use.

There are very few tarred roads and there is no flat ground in the country. Lesotho apparently has the highest lowest point of any country in the world. The highest pass, not mountain peak, in the country is in excess of 3400 metres (about 10 200 feet). The main roads are often just 4x4 routes only. Extreme climatic conditions are the order of the day due to the altitude. Snow has been recorded often on the high passes in December which is the middle of summer.





The South African contingent was made up of 5 Land Rovers detailed as follows:

Marc & Brigid:	2007 Defender Kalahari which is a Defender with a TDi engine thereby having fewer electronics to go wrong in the wilds of Africa miles from nowhere
Emlyn:	1994 Defender V8
Henk & Annalette:	Discovery I Tdi
Shirley & I:	1969 Series IIa 109" (with Chev 4.1 litre straight 6 engine and 3.54 diffs)
Mike:	1959 series II 88" with 2.5 litre engine

Mike and I did not feel intimidated at all about the newer vehicles because we had travelled to many places in South Africa with our vehicles and had always had other landy drivers marvelling at how the series vehicles perform. Coils and aircon? Who needs them? Africa was colonised in series vehicles and the series Land Rover thrives in Africa.

Mike, Shirley and I left a day early for the 450 kilometre trip to Lesotho because we like to watch the scenery as we drive, besides which what's the rush. Our lives are full of rushing from one place to the next. Holidays like this are like good red wine; it's meant to be savoured. Our first night was spent about ten kilometres from the border at a beautiful guest house but full of Harley Davidson riders who were en-route to a Harley rally. They were a great bunch of people who needed help with some tools in the morning because a rear light cluster was falling off one of the bikes. Here we again learnt that small towns are different, very different. We had not expected Ladybrand to have its many guest houses completely full and when we spoke to one of the guest house owners it was a wonderful experience to see good service in action. Firstly, he was not even in Ladybrand. He was about three hundred kilometres away in Bloemfontein. His wife was in hospital there giving birth to their first child. Secondly, he asked if he could phone us back because he needed to try find us somewhere to stay. A short while later he phoned us and said Shirley and I could have a room at his guest house and Mike was booked into the guest house directly across the road. We only learnt the following day that he had asked some of the Harley guys if they would double up to provide an extra room and likewise for the guest house for Mike which was also full of Harley riders.

Friday morning saw us cross the border into Lesotho and top up on beers and hit the road to our overnight camping area at Malealea about 100 kilometres away. We set up camp and awaited the arrival of the other three landies. This was to be the last of the tarmac and dirt roads would be the order of the day from here on. We experienced our first mountain pass named Paradise Pass which was a very mild introduction into the mountains of Lesotho. The people here are friendly but there is a constant begging for sweets from the children. This has been caused by non-thinking tourists (South Africans included because we are tourists in Lesotho) who throw sweets out of vehicle windows because they feel the children have nothing. This has created a monster because in some areas in the north of the country the children throw stones at the vehicles when they don't get given sweets. Generally we found them to be polite but on one occasion Mike had a few plastic cool drink bottles thrown at his landy because he was last in the convoy and our policy was one of no sweets.

As we progressed through the southern parts of Lesotho we realised that our planning was already going awry because journeys here are measured in time not kilometres. The going can get really slow because of the steep passes and the rough dirt roads. Everything is merely up and down; no level roads to be seen.



We were using a GPS and a good map but the latter was of more use. However we still struggled with finding the relevant tracks and frequently had to ask directions. Not many local people are fluent in English and communication was difficult at times. We picked up a guide which helped tremendously. We were looking for a river crossing that would shorten our trip by about forty kilometres but couldn't quite locate it.

Time was pressing and we were looking for a shortcut that would save about forty kilometres and we stopped a young lady pushing a wheel barrow up a steep hill and asked her about the crossing. Fortunately she knew where it was and gave us directions. We asked her if she thought we would make it through because we had no idea about the size of the river. She looked thoughtfully at the two Series vehicles, then the two Defenders and then the Disco and shook her head saying she doubted that one (the Disco) would make it. All except Henk were by now rolling on the ground in laughter. I think she still doesn't know what we thought was so funny about her statement.

At lunch time we found another river that looked good for a place to stop and have lunch. The wind was blowing gale force and while we were looking for a sheltered place Emlyn decided he would drive through the river for the fun of it.



Halfway through he bogged down and Mike was tasked with pulling the Defender out with his Series II. However there was just insufficient traction and so Marc manoeuvred his Defender into place to winch the Series which was now attached to the Defender. However Marc's Defender bogged down in the mud so after the winching procedure Mike then had to pull Marc's Defender out of the mud. Series rule!

Our next night was always going to be difficult because we were now way behind schedule and had to head for a nature reserve that would be able to supply a roofed house if there were no guests, or at least camping. The weather was changing rapidly and the temperature was dropping drastically. The last ten kilometres into the reserve were extremely difficult due to a road that was barely wider than the Land Rover with drops of at least 200 metres (600 feet) and fading light.

When we arrived at the lodge we found two V8 Defenders already there and they were awaiting confirmation as to whether the booked party would arrive. It was then established that the booked party had also had to change plans because they too were way behind



schedule. The lodge was then shared and Shirley, Mike and I slept in the dining room. At about one o'clock in the morning two vehicles arrived at the now full lodge and had to use the lounge to sleep in. The lodges here are very 'rustic' and very little works. Only one of the two bathrooms had warm water.

The next morning saw Emlyn and Marc's partner, Brigid leaving early and heading back to South Africa because we were not going to make our scheduled departure and they had work commitments. Those remaining then left and we headed for the infamous Matabeng pass. The other Land Rover drivers we had met that night informed us that Matabeng was the least of our worries. The lesser known Menoeng Pass was steeper and they had had to use only low range first gear in the V8s on the descent and had still found themselves being pushed out to the edges of the precarious hairpin bends.

When we arrived at the Matabeng Pass we were amazed at the altitude we were going to have to navigate and the steepness was awe inspiring. Near the top of the pass we found pockets of ice that were unmelted in the sunshine. The pass topped out at 40 metres below 3000 metres.

The Menoeng Pass loomed but was deceptive in that it was not as high but was in fact very much steeper and had some treacherous hairpins. Andy, who drives a Discovery in England, was now driving my landy and having never driven a series vehicle before, got caught out on the turning circle. We ended up not being able to negotiate the second hairpin bend and when stopped, the Land Rover began sliding to the edge of the precipice with about a 90 metre (about 200 feet) drop. Eventually the landy stopped sliding and I jumped out and packed rocks behind the wheels. A very relieved Andy saw us changing over and after about five manoeuvres, each requiring rocks behind the wheels, I managed to get the vehicle headed in the correct direction. Immense pressure had been applied to the brakes by both Andy and I in turn to keep the Land Rover from sliding off the road and I noticed that the brakes were now quite spongy with a lot more pedal travel!

About 100 metres further, Roger who was driving Marc's Tdi, had taken the wrong option on the steep track and had got onto very loose rocks and without sufficient momentum had had to reverse and start again. Problem was he was braking and the front wheels were locked and the vehicle was sliding towards the cliff face. Marc was filming this and incredulously saying "He's braking!" with Mike saying over the radio the Roger, "Stop Roger. Stop." Things were now getting very interesting but the rest of us made it up and over the pass without further incident.

That night we camped and headed off early after a sumptuous breakfast. The start was short lived because as we left the camp area the very next pass loomed and I had no brakes. Pumping the brakes about five times got some semblance of pressure but with a vehicle weighing in at about 2.5 tonnes I was concerned.

We tried bleeding the brakes in case the slave cylinders had leaked in air by the piston perhaps being pushed too far. Air then started to bubble through the master cylinder like a volcano eruption.



Bleeding brakes. I mean bleeding the brakes.



Forty-five minutes were wasted on trying to bleed the brakes and all that resulted in was now having absolutely no brakes at all.

The next village was about forty minutes drive with one very steep descent and one very steep ascent and then the normal, if one can refer to them as that, passes.

I engaged low range first and had Marc's landy behind mine with a tow strap just in case. On the ascent and the rest of the way to Mokhotlong I used gearing for brakes without a tow strap.

Stripping the master cylinder showed that the small seal on the piston had given up and many home/bush fixes were tried to no avail. Most vehicles in Lesotho are Toyotas so no parts for the Land Rover were available. We located a house where the owner had a decrepit looking series III 109 pickup but were told he would only return after 4pm. Two scrap Land Rovers were located in a scrap yard but the master cylinders were gone. Henk and his wife Annalette left, with my wife Shirley, for home, also due to work commitments. This left Marc's Defender, Mike's series II and my series IIa. We tried all sorts of fixes. We tried different seals but none would fit. We even tried cutting out rubber seals from an inner tube and gluing it in place. None would last for more than five minutes.

After a fruitless day we left the village for our previous camp site and darkness started settling in. Marc had gone ahead to secure the accommodation and on the steep descent Mike's shorty was behind me acting as an anchor should everything go pear-shaped. One thing we found out the hard way was that a long tow-rope poses a problem on hairpins because the second vehicle ends up taking a very short line through and over the steepest part of the bend, much to the disconcertment of Roger's heart. When this happened he asked Mike in a much higher voice than usual what they were going to do. I of course was oblivious to the problem playing out behind me. I was concentrating on getting around the hairpin without having to make a three point turn. Mike calmly said to Roger "We'll just go with the flow" and guided his shorty over the steepest part of the hairpin.

Negotiating the uphill hairpins was also tricky especially regarding the wide turning circle of the 109". One has to choose one's line precisely and that's not easy when the road disappears left or right and the lights are shining straight ahead.

Options regarding my Land Rover were confined to driving it down the Sani Pass which has tight hairpin bends and drops about 1800 metres in three kilometres, leaving it and coming back with parts, or Marc driving about two days to Pietermaritzburg and back and hope the parts would be available.

We opted for leaving my landy and coming back later with the parts to recover it. This proved to be the best option because an hour into the next pass we were climbing to 3400 metres and it began snowing and then later the rain took over. Mike's landy has a canvas tilt, no heater and no sides for the door windows. Being raised in the tropics meant that I was not in my element and I was freezing and shivering. Were Mike and I having fun? You bet. Nothing beats driving in a series. The fun factor overcomes everything. It was the first time Shirley had ever been in a Disco and she also had the chance to drive it on the return trip and said to me that the Disco was good but had no character and that I should please not ever consider buying one. She's a series lady at heart!

When we arrived at the border we had a few Captain Morgans (rum) and Coke to warm us up before the infamous Sani Pass. The pass was spectacular and well worth all the problems we had encountered.



Would I do it again? Definitely. In fact Mike and I are doing it again this Thursday to recover Basil, our trusty series. My front yard looks bleak without it. The first thing one of our friends said when visiting the other day was "Where's your Land Rover?" It is an integral part of the landscape in my neighbourhood.

The Recovery

Well the Thursday came and Mike and I headed off at midnight in his Series II headed for Lesotho. What a bargain. I (and Mike for that matter too) had never been to Lesotho and here we were going twice in two weeks.

About three o'clock Friday afternoon we arrived at St James mission guest house and I was so relieved to be re-united with my Landy and to find that Sefo (the guest house supervisor) had been true to his word and looked after the Landy.

Within half an hour the new master cylinder was on and the brakes bled. Mike at first was surprised that I wanted to do this before even having a celebratory beer but in hindsight it was a good idea because barely 30 minutes after finishing it started raining. By now the braai fire was on the go and Mike did a sterling job not only keeping the fire going but also cooking up a storm (excuse the pun) of a meal. Mike, Sefo and I must have looked like drowned rats standing in the rain enjoying ourselves and drinking brandies and coke to keep us warm.

The next day saw us heading back to Johannesburg and once again the snow started falling on the high 3000 metre pass just before Sani Pass and the border with South Africa. There was no way we were going to forsake our previous experiences so it was a few Captain Morgans and Coke again before the descent down Sani Pass.

I had to laugh at mad Mike because half way down through the hairpins Mike stopped his Landy and stood waiting for me with a huge

rock. When I stopped he placed in front of the front wheel and said "Time for a beer". People were now going up and down Sani going around our Landies while we just sat, enjoying our beer, enjoying the experience and reflecting on life in Africa.

Long live the series Land Rover.

Kevin Moss.



The multitude of hairpins on Sani Pass.





Shows and Events 2008

Well it's here at last... The 50th Anniversary of...yes, you guessed it LEGO! 50 years ago inventor Ole Kirk Christiansen first started to produce LEGO, now there was something else in production at the time, alas, the name eludes me!

The club have again contacted the organisers of the main shows and obtained a number of discounted entrance tickets for Series 2 Club members. Passes should be available to some members who want to display their Series 2 and are willing to man the Club Stand for part of the show to help raise the profile of your Club.

Display passes (most include camping) have previously been free of charge, however this year there will be a limited amount of tickets and due to an increasing amount of tickets being wasted, by members who receive a free ticket/pass and then fail to attend the show. To try to address this, the club will now require a £10 booking fee. I'm sure that you will agree that this is still extremely cheap to attend the major Land Rover shows. The booking fee will be refunded if you do not receive a ticket/pass. For those of you new to the Club our presence at shows and events relies on members agreeing to erect, man and dismantle the stand. The Club is run by its members, for its members. It is traditional for the Area Organisers closest to a show to run the stand at the ground. At local shows, your Area Organiser is your first contact.

We are allocated a different number of passes for each event and these are allocated on a first come first served basis, except for the member who volunteers to manage the stand at the show (normally the area rep). To get a display pass you need to complete the 2008 form printed in this edition of B2L. This must be completed in full and posted to the Club address. No other form of communication will be accepted. This is to make it as fair as possible to all members. All members get a magazine, not all members have access to the club forum or e-mail.

Please complete a shows form for each of the events you wish to attend and post it to: Shows Co-ordinator, Series 2 Club, PO Box 61 Aberdare CF44 4AJ. Telephone 01296 621145 or e-mail shows@series2club.co.uk. Please contact me/your area rep or check the website/forum for the latest information.

Land Rover Heritage Weekend, Gaydon 3th – 4th May 2008

The weekend should be packed with events and vehicles to look at and admire. The club will have two areas at this years show, the club stand (as normal) and a display area where we would like to display a range of series 2 vehicles "at work". Therefore, if you have a military, forward control, fire tender, Dixon-Bate artic! or any vehicle that is still at work (or still looks that way) and could be used in the display please get in touch. More details about the weekend can be found at www.heritage-motor-centre.co.uk



LRO Spring Adventure, Driffield
10th – 11th May 2008

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

For more information check out their web-site www.lroshow.com

Land Rover Monthly, Billing
18th – 20th July 2008

The LRM show at Billing will take place over the weekend with the usual massive trade stand area, dozens of clubs, a weekend of Land Rover fun in the arena and auto-jumble galore. We have asked for our normal spot and some passes will be available. Our camping area should be adjacent to the club stand. For more Info www.billinglandrovershow.com

Land Rover Fest, Peterborough
13th – 14th Sept 2008

The show takes place at The East of England Showground, Peterborough (next to the A1) and the show site is a purpose built showground, with toilets, showers, exhibition areas and tarmac roadways. For more info www.lroshow.com

Land Rover World Show, Eastnor
8th – 10th June 2008

Ever popular this show should be renamed the Series 2 Club West Midlands Gathering. LRW are working hard to make this a good show to attend and are to support the Club again in 2008. Again, meeting up with fellow members, having a good time and displaying vehicles is why we get so many members attending. For more info www.landroverworld.co.uk

Series 2 Club International Rally
13th (pm) – 19th (am) Aug 2008

Please see the Special article for info and booking details.

Dunsfold Collection Open
Weekend

13th – 14th Sept 2008

This Bi-annual event sees the Dunsfold collection dusted off and out in the open for all to see. The weekend promises to be full of rare and unique Land Rovers of all shapes and sorts. As you will see we have a clash with dates with the Peterborough show, however I am confident that the club can put on a good display at both shows.

More here

www.dunsfoldcollection.co.uk

Hope to meet you in a muddy field sometime soon.

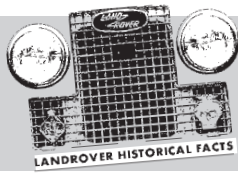
Mark Coxon

Shows & Events Officer • shows@series2club.co.uk

Australia 60th Celebrations

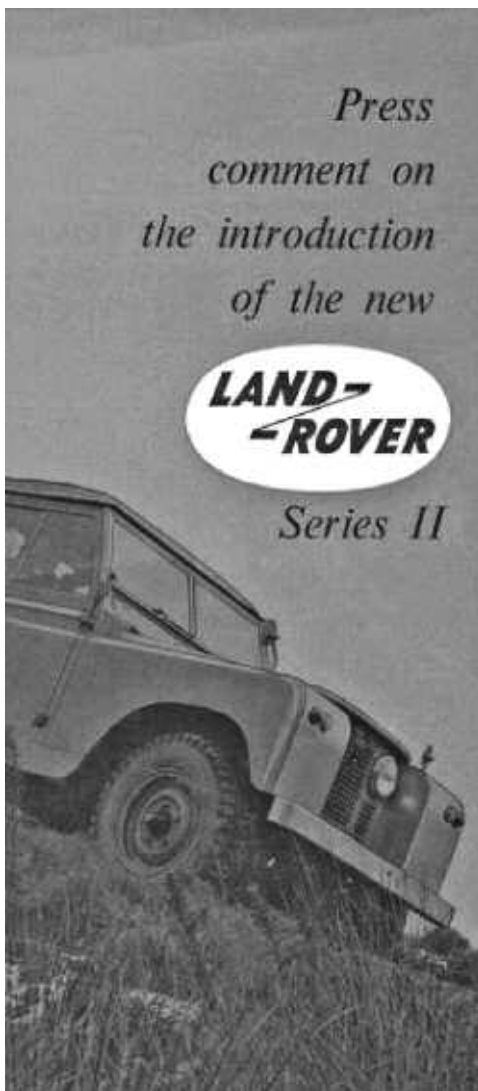
At Easter this year the 60th anniversary of Land Rovers in Australia will take place where it all began, at COOMA NSW just South of Canberra (the Snowy Mountain scheme). We expect around 2000 Rover vehicles of all years, suggest if any one is planning a trip to Australia they make it to coincide with this event and let me know as accommodation will be extremely difficult to find at an event of this size, I booked many months ago and it was tight then. Kind regards

Len Smyth
Australia Rep



From the 'S2C' Archives

In 1958 the Rover Company printed a small brochure which listed the Press Comments received on the introduction of the 'New' Series II Land Rover. The following extracts are from this brochure:



- **Motor Transport** - "Ten years experience in manufacturing and marketing the Land Rover four wheel drive vehicle has been incorporated in the latest version of this reliable and versatile vehicle which now appears with a pleasing new body style and other new features designed to increase its appeal in world markets."
- **Daily Telegraph** - "None of the ruggedness has been lost, but the new version has a slight air of sophistication. On test runs yesterday I discovered that the Series II vehicle can still perform quite amazing manoeuvres, climbing precipitous banks and plunging happily over undulating grassland to certainly live up to its 'go anywhere' slogan."
- **The Press & Journal. Aberdeen** - "Probably the most successful single innovation by a British Motor Firm since the war."
- **The Scotsman** - "I found it not only a better-looking, more comfortable and better equipped vehicle, but also more powerful with its new 2 1/4 litre engine."
- **Liverpool Daily Post** - "I was driven in one of the new models over very rough country, open fields, deeply rutted tracks, thick wet clay and thin running mud. We crossed streams and we climbed a 45-degree clay bank. The Land Rover took everything in its stride."
- **The Sketch** - "Pride of place and congratulations today, must go to the amazing Land Rover, which has just celebrated its tenth birthday. There is no doubt that it has made automotive history and one is very glad to pay tribute on an anniversary occasion."
- **Evening Standard** - "I found the new model as well sprung as many cars of the normal road-only variety. What I like about the new models is that you can use one to go to the theatre, tow a boat or caravan, round up sheep or carry your friends to a shoot."
- **Yorkshire Evening Post** - "I was able to prove that the Series II vehicles are easier on drivers and passengers, the seating is softer and the suspension astonishingly bounce-free in a vehicle that can be thrashed as hard as you dare."



- **Hastings Evening Argus** - *“Perhaps the world’s most versatile vehicle, it is now more comfortable, better looking and better equipped than before.”*
- **Birmingham Evening Despatch** - *“Smooth curves give the new vehicle an almost lady-like grace.”*
- **A. N. Ford – Top Gear** - *“The versatility of the Land Rover is emphasised by the number of them seen on such projects as Hydro-Electric schemes. It is difficult to believe that these ubiquitous vehicles have not always been with us for they do keep bobbing up in the most unexpected places.”*
- **Scottish Field** - *“When trying the new Land Rover over rough country I found general comfort to be much improved. The seating is soft without being too springy and the suspension system works wonderfully well on the worst of surfaces. The control pedals are large and robust, but everything works precisely and smoothly. The central gear change is superbly easy to use. The increased power available on the 2¼ litre 109 petrol model makes driving even easier in adverse conditions. This engine is very smooth and quiet. It delivers power willingly at low speeds. With 4-wheel drive engaged the 109 model will climb fantastic gradients in first gear with the engine just ticking over.”*
- **The Sphere** - *“The Land Rover has become a classic design among British Motor vehicles. With its square, compact, purposeful look it has become a familiar feature of the landscape not only in Britain but all over the world. It is a vehicle built for the toughest forms of motoring, and it looks the part. It is a functional vehicle par excellence.”*
- **Country Life** - *“It is not often that a car manufacturer has been able to produce a vehicle of such outstanding merit that its basic design requires no change after ten years of production. Rovers have remained faithful to the beam axle for the new Land Rover, in preference to using some form of independent suspension. This is, no doubt, because of the simplicity and strength of the beam axle, which is best suited to the constant pounding of cross country motoring, often far from any service facilities.”*
- **Observer, London** - *“Four wheel drive took the new Land Rover easily up a loose earth gradient that looked like a cliff face.”*
- **Farmer’s Weekly** - *“Land Rovers are now going to be even easier to drive over rough country and they will not need as much space in which to manoeuvre.”*
- **Yorkshire Post** - *“The practicality of operating the Land Rover in a sideways position on a 45 degree slope, the ease with which it can mount or descend steep gradients, and the many purposes to which its power take-off points can be adapted have made it a boon.”*
- **The Motor World** - *“The Land Rover has gained a world-wide reputation as a reliable and versatile vehicle with a four wheel drive which will take it over any kind of road and makes it serviceable even where roads do not exist.”*
- **The Times Motoring Correspondent** - *“The Land Rover has a tremendous start on most of its rivals. All over the world wherever there is a big civil engineering project under construction the chances are that Land Rovers will be found on the job.”*

Norman Smith

Historical Records and Vehicle Database
December 2007



Questions & Answers

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

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

After a brief break over Christmas, I'm back with more questions and more answers. So, lets dive straight in with something on gearboxes.

Q I need some technical advice regarding my s2A Perkins 203 converted Land Rover. I need to replace the g/box. At the moment the clutch release mechanism is of the older type with a vertical slave cylinder mounted on the drivers side. Can the bell housing and release mechanism be transferred to a S3 g/box as the slave cylinder of a S3 would foul the motor. Also any advice/info on O/D units would be appreciated as it currently runs out of gear at 45mph. Any assistance will be gratefully received.

Nicholas Dunn (via email)

A Yes, it is possible to transfer the bell housing from the 2A gearbox onto a Series 3 box, provided it is a suffix B or later gearbox. To check this, look at the number on the side of the cover. The last character (sometimes put below the main number) is the suffix of the box. Assuming you have the right box, remove the clutch release from the 2A box then undo the nut on the end of the layshaft. Next undo the four nuts or bolts holding the bell housing to the gearbox and carefully withdraw it, complete with the first gear on the layshaft. Do the same to the Series 3 box, noting that as the clutch release is totally different there is just a simple cover over the ends of the shafts, and the layshaft has a bolt instead of a nut. Now fit the Series 2A bell housing complete with the input shaft and layshaft gear and spacer removed from the 2A box into the Series 3 box (using a new gasket) and

reassemble. It has to be done this way as the Series 3 input shaft is not compatible with the Series 2A bell housing and the layshaft gear is also different between the Series 2A and 3 boxes, but provided they are transferred as a set, everything is fine.

There are two main types of overdrive available. The older Fairey unit (sometimes branded as Superwinch) is only available second hand and many will now have high mileages on them. As a result, most now whine away when in use, some quite loudly. They are usually sold for about £250. If you are buying one of these make sure they come complete with the gear linkage and clutch sleeve. This sleeve is the bit that goes on the output shaft of the main gearbox and is easily identified as it will be loose and has a roller bearing around its outside and has a splined section at one end. Without one of these the overdrive is useless. Look for wear on the splines on the sleeve and inside the overdrive. A lot of wear here means the overdrive has a high mileage and will require an expensive rebuild sooner or later. The newer type is the Rocky Mountain Roverdrive. This retails for around £800 new, and although similar to the Fairey in operation, the design is quite different. It uses a different gear assembly and draws oil from the transfer box instead of having its own reservoir. If you are lucky enough to find one second hand expect to pay anything up to £500 and make sue you check it out for the same problems as the Fairey.



Q In my 1964 SWB 2.25 Petrol landy what can I use EP90 GL5 or GL4? in the gear box/transfer box etc.

Also do I need to use fully mineral oil or can I use synthetic oil in the engine?

Regards

Clive (via email)

A The main gearbox contains bronze components that can get damaged by some GL5 gear oils which contain additives that leech the copper out of the bronze, weakening it. Therefore it is generally recommended that only GL4 or fully synthetic GL5 oil is used as they do not contain dangerous levels of the copper leeching additives. Some mineral GL5 oils are OK, but unless they state they are specifically formulated for use in older gearboxes containing bronze or brass it is better to avoid these oils all together. You can use GL4 or GL5 gear oil in the transfer box, diffs and steering box. You can also use either in the swivel housings.

You can use any mineral or synthetic oil in the engine provided it is of the right grade. For most engines a 20W/50 or 15W/50 oil is the best one to use. For low mileage or rebuilt engines a 15W/40 or 10W/40 can be used instead.

Q Do you have a diagram or a good description on how to hook up the hand throttle? The way it is now all the connections are on the one bar that goes across the fire wall and then connects a rod to the carb and that won't work because it is all linked together. There is one sleeve on the left end of the bar with a large spring on an arm that I don't know what it does. I am stumped. Thanks

Dave (via email)

A The hand throttle has a rod passing through an arm roughly in the centre of the cross shaft. There are two nuts on that rod that should be set as a locknut to pull the arm towards the bulkhead. This arrangement allows the arm to move up the rod when the pedal is pressed. It is quite common for the nuts to be fitted one

either side of the arm, locking the hand throttle to the shaft and making it impossible to use the pedal unless the hand throttle is also allowed to move.

The big spring you are referring to should be pulling on an arm that rests above the crank arm on the end of the cross shaft, and that arm should have a stop bolt fitted to it. This is a genuine Land Rover 'economy device'. The idea is the stop is set so that the arm on the cross shaft hits the arm with the spring at about half throttle, then both have to move to allow the throttle to open fully. The result is the first half of the throttle travel is pretty easy and requires little effort whereas the second half of the travel is much harder and needs some considerable effort to hold the throttle open past this point. This naturally encourages the driver to use no more than half throttle when driving, thus saving fuel. It should also be noted that the stop must be adjusted to ensure the hand throttle can be set to maximum before the arms meet and the spring is put under tension.

Q Hi! Please can any one tell me if Series I and II use the same gear box?

Thank you.

Rogério (via email)

A The gearbox in the Series 2 and early 2A (up to about 1964) is the same as the Series 1 (from about 1954). The only difference is the bell housing, which can be swapped over. Two types were used. One for the 2 litre petrol engine, and one for the 2 litre diesel, 2.25 litre petrol and 2.25 litre diesel engines. The Later 2A gearbox is very similar, but parts are not interchangeable. On these there are also two bell housings. One for the 2.25 litre petrol and 2.25 litre diesel, and one for the 2.6 litre 6 cylinder petrol. The 6 cylinder bell housing has the same stud pattern as the earlier 2 litre petrol gearbox. The later gearbox can be swapped as a complete unit with an earlier Series 1 or 2 gearbox, but parts are not always interchangeable, so you have to make sure you get the right bell housing.

Q Hello, I was wondering if you could highlight the differences between the



production interiors of the Series 2a Station Wagons, for example I've heard that there were different materials used during 69, whether this is true I beg to differ but if you could please help me on this subject, the vehicle in question is a 1969 Series 2a Station Wagon and I would love to know what the original interior would have been like to recreate it.

Rob (via email)

A I am not very knowledgeable on the fine details of the interiors, but I can outline the basics. Early 2A Land Rovers were trimmed in Elephant Hide, a textured grey vinyl material. This changed on later models to simple black vinyl. The changeover happened during 1967 and 1968. As with many changeovers, there was some overlap so that during that time some models were grey and some black. By 1969 all models were using black vinyl. Station wagons featured a full trim kit. this consisted of full door trims with armrests, trim on the lower bulkhead covering the centre section and the upper half of the footwells and a full headlining in white. In the back there were also padded trims along the top of the windows. This put them roughly at head height, covering the hard edges of the top of the window and the join between the sides and roof.

Q I am a proud owner of a forward control series IIb Landy, and live in a little village in the Karoo of South Africa, and wish to ask if there is a tech answer to just how far over, can one of these beasts lean before they topple over?

My wife and I have just returned from a 5 months tour of Botswana and Namibia and experienced a huge chunk out of the years that are left to us, nerve-wise on a number of occasions!

A discrepancy in road track levels of only 5-6 inches was enough to have me screaming for my oxygen bottle! (kidding). Is there anything one can do to alleviate the problem? Its taking years off my life!

Hyde (via email)

A You would be surprised how far a 2B Forward control can lean before becoming unstable. The double chassis and heavy axles actually mean the centre of gravity is quite low. I know from personal experience that an empty dropside truck can go to 45° without toppling over and could have gone further, but it was starting to feel a little unstable and I suspect it would not have taken much in the way of a bump or pothole to get it on its side. Just to give some idea how much of an angle that is, you are sliding on the seat and holding yourself in position by hanging onto the steering wheel and bracing your free foot against whatever is convenient. Obviously the maximum angle would be less when laden, and less still for taller vehicles like camper conversions.

There is not much that can be done to make these sort of angles feel more comfortable, and not a lot to improve stability either. The 2B FC already has the advantage of wider axles to improve stability. All that can be done really is to fit wheel rims with more offset and make sure any weight you are adding is kept as low as possible. For example, if you have a camper conversion it is better to stow everything in boxes on the floor (securely tied to stop them moving) rather than putting it all in overhead cupboards. However, there is still no substitute for avoiding sideslopes whenever possible, and if you cannot avoid them, take things slow and steady and make sure you 'read' the ground to avoid holes and humps that could upset the balance.

WARNING

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



Land Rover Service Newsletter No.8 (dated March 1961)

Another item from the Dutton Archives

This item is of interest as it is a Series II news letter issued at the time when Rover upgraded the Series II. This item of course refers to the steering assembly when the Railko Bush was still a few years away and the swivel standard was the cone and spring.

Item 48	SUBJECT:	STEERING KICK OR WHEEL WOBBLE
	MODELS:	All Land-Rover.
	PART NUMBER:	Spring for swivel cone bearing 2 242742
	REMARKS:	<p>Judging from our usage figures on the above part, swivel cone bearing springs are being fitted in an attempt to cure steering wheel kick, but replacement is actually seldom required and will by itself not normally cure such a complaint.</p> <p>A certain amount of kick is experienced over rough surfaces, but where this is excessive or if actual wheel wobble should be reported the following checks must be carried out.</p> <p>Only after these checks have failed to reveal the cause, should the cone bearing springs be examined.</p> <p>Checks:</p> <ul style="list-style-type: none"> (i) Ensure that the bolts securing the steering box to its mounting bracket, and the bolts securing the bracket to the frame, are tight. Also ensure that the stiffener bracket Part No. 504276 R.H.D. or 504272 L.H.D. is fitted. (ii) Check the steering box adjustment—Workshop Manual, Operation G/6. (iii) Check for tightness the nuts securing drop arm to rocker shaft and nuts securing ball joints to track rods and steering arms. (iv) Check the ball joints for excessive wear and renew as necessary. (v) Check the relay top and bottom lever clamp bolt for tightness and check for wear on lever and shaft splines. Rectify any play in the relay unit. (vi) The through bolts securing relay to chassis must be checked for tightness, also the four bolts at the bottom plate of the relay. Check the bolt flanges for cracking and check the fit of the bottom of the relay in the spigot. (vii) The nuts and studs securing the steering arms must be checked, and ensure that the one special "fitting" stud on each side is a tight fit and that it positively locates the arm. (viii) Check shock absorber action—replace if weak. Examine the rubber bushes and replace as necessary. Check shackle pins and bushes for wear and tighten the spring 'U' bolts. Ensure that the spring location bolt has not sheared and that its seating hole is not elongated. (ix) Check all the spring leaves, either side of the centre bolt, for breakage. (x) Check the front wheel alignment—Section G, Workshop Manual. (xi) Check the road wheels for out-of-balance and rectify as necessary. (xii) Check the swivel pin poundage figure (Item 50 in this News Letter). Check for cone and spline wear. (xiii) Check for badly or unevenly worn tyres. Similar tread pattern tyres should be fitted. Check the pressures. (Normal road condition—25 lb/sq.in. (1,7 kg/cm²) all round.) (xiv) While the vehicle is on ramp or pit, it is a good plan to examine the chassis members and axle casing for accident damage.



Anglian news ...

With Winter not being the best time of the year for events and going out, I'll tell you about what's coming up for 2008.



One exception to this was the Thetford Greenlane run on New Years Day, thanks to Alan for this. The clouds hung over us throughout the day but it managed to stay rain free and everyone seemed to enjoy themselves- even 'Oskar' who managed to get muddy, honestly!!

A number of members from our area would have already been sent an invite to Euston Rural Pastimes Event in June. If you want to go along, please fill in and return the form as individuals. We are not organising it as a club this year but I have been in touch with the classic car organiser to ask for grouping of Series 2's.

Instead of Euston, we have been allowed to attend a two day show in the grounds of Long Melford Hall, the '**Farm Machinery Preservation Society Rally**' on the 5th & 6th of July. This rally has a good collection of Steam, Machinery, Animals, Cars and good trade stands and has its own auction on Saturday afternoon of anything from lengths of rope to complete vehicles. If you would like to attend with the club, please let me know ASAP (contact details at the front of the magazine) so that I can sort out entry forms etc. Details of the show can be found on its website: <http://www.fmpps.org.uk>

Between myself and Bob Sutton from the Essex region, we have worked out another event to be held on May 18th. It's a **Landy Treasure Hunt Run** based on locations used for the TV drama Lovejoy. This will be around the area of Long Melford taking in some of the locations used in the TV programme, wonderful views of the Essex hills and passing by a number of great pubs for those who want a 'Bite& a Pint'. Number of entries are limited, so if you fancy a day out in search of treasure -Yes, there is some for the winner, then please get in touch with me. This event is open to non-members as well but members have first priority. If you have a digital camera then bring it along as it would be nice to include some picture with a write up for a future edition of B2L. **Ed. Just the sort of thing we are looking for.**

In September we plan to attend a **Norfolk Police Gala Day**. A few members attended last year, this year we would like a few more, information will be given out as and when I know more. For those who have never attended/heard of the event, it is a day of fun for all the family and is the biggest Police- organised event of it's kind in the country and regularly attracts over 20,000 people to the Royal Norfolk Showground with it's special brand of family entertainment, trade and charity stands.

Chris Mortimer



Events Calendar for the Garden of England Area ...

Pub Meets will be held on the 2nd Thursday of each month unless stated differently below.

May

Horton Farm, Canterbury, 3rd, 4th & 5th

June

Wrotham Steam and Classic Rally, 7th & 8th

Bromley Pageant of Motoring, 15th

July

Boughton Monchelsea (near Maidstone), 6th

The Crown Public House, Knockholt, 7th
(MONDAY EVENING 7pm onwards) *

Darling Buds Show, Pluckley, 13th **

August

NO PUB MEET THIS MONTH DUE TO NATIONAL RALLY

Autorama Tunbridge Wells, 9th & 10th

September

Heavy Horse Show, Shoreham, 7th***

December

Christmas meal to be arranged

*The Crown at Knockholt. This is a car show set in the field behind the Crown public house. It is run by the local vintage car club and has a surprisingly large number of exhibits (100+) A pleasant way to spend a Monday evening and they hold a BBQ and raffle too.

**The Darling Buds show, which we attended last year is run for charity by the Rover P5 Alive club, and is a good local show set in the grounds of the smallholding used for the filming of the Darling Buds of May. It is the only time that it is open to the public, and we hope to have a club stand as last year.

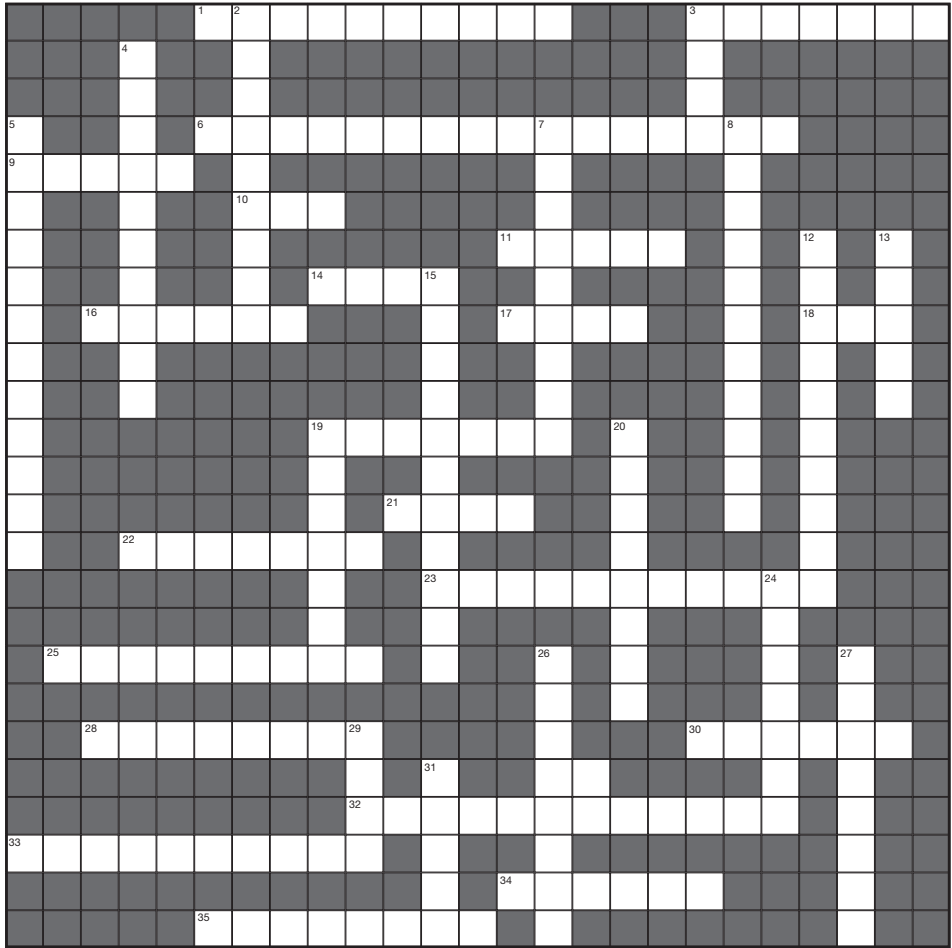
*** Shoreham Heavy Horse Show. Predominately horses, but a good selection of cars as well.

A Greenlane day and a summer camp are hopefully in the pipeline, Watch this space or look on the Kent section of the club website for details!!

**Contact Sean Smeeth by phone or email
for further details on any of the above.
Contact details on Pub Meets Page**



Crossword



Across

- 1. A good source of used Land Rover spares (3, 7)
- 3. You'll need this to keep cool (7)
- 6. A luxury fitment for frosty weather (6, 10)
- 9. The only thing your Series 2 has in common with a Range (5)
- 10. You don't get ice cream in this one (3)
- 11. The FBHVC's Drive it Day on the 20th of ... (5)
- 14. A Series 2 is rarely this (4)
- 16. What sets you out from the crowd (6)
- 17. Made of canvass (4)
- 18. An important Club meeting (3)
- 19. Sometimes fitting a new one of these is the only sensible option (7)
- 21. You might get one of these in the rain (4)
- 22. Power (7)
- 23. A name for the Club's magazine (5, 2, 4)
- 25. Your wheels would be lost without them (9)
- 28. Something to keep you cool (8)
- 30. Best to wear ear defenders if you've one of these engines (6)
- 32. Useful for carrying lots of passengers (7, 5)
- 33. Without one you'd stay cooler for longer (10)
- 34. A number you'd add to EP (6)
- 35. The Club's new postal address (8)

Down

- 2. A classic Land Rover colour (9)
- 3. The number of wheelnuts per Series 2 Land Rover wheel (4)
- 4. of British Historic Vehicle Clubs (10)
- 5. You won't get far without one of these (12)
- 7. Something a 2 has got that a 2A doesn't (4, 5)
- 8. A SWB (6, 5)
- 12. Your engine would be useless without one (10)
- 13. A word to describe the ride of a SWB (5)
- 15. A gearbox add on (8, 3)
- 19. Something rare in a series Land Rover (7)
- 20. A rather stupid person (8)
- 24. Land Rover's favourite classic tyre size in inches (7)
- 26. A tax free class for Series 2 Land Rovers (8)
- 27. Not noted for its accuracy (8)
- 29. A Land Rover's biggest enemy (4)
- 31. Your electrics worst enemy (5)

from
Vaughan
Hartridge

Answers on page 48

EclipseCrossword.com



WANTED - WEBMASTER

After 8 years service to the club Eric Leuzinger will be standing down as Club Webmaster at the next A.G.M.

If you are interested in the position and what it involves please contact the Chairman for more details.



Fenland Safari

Welcome to the Flat Earth Society

A grand day out exploring

After what seemed like a very short month of helping various club members either weld chassis' back together or rebuild transfer boxes, and rebuild my own carburettor, all was set for a grand day out exploring some the lanes that the surrounding Fens have to offer.

A 10am meet had been set and six Land Rovers of varying sizes, shapes and colours duly started arriving from the surrounding counties. The kettle was quickly pressed into action and bacon set under the grill.

The only slight setback was to SJH's Lightweight which had developed a wheel bearing problem before setting off. SJH had kindly put in an appearance to apologise for not being able to make the day's activities. So after being furnished with a hub spanner and Haynes manual, he swore to join us, with Land Rover, at lunchtime to participate in the afternoon's activities. Once everyone had been suitably fuelled up on tea and bacon rolls, we set off towards Whittlesey for the first of the lanes. Given the horrendous weather of the previous few weeks, someone must have been looking down on us, as there was not a cloud in the sky and it had even started to warm up.

The first lane was a nice introduction for the uninitiated, 3 miles long, 10 yards wide and with only a few soggy spots to deal with. It was about 400 yards into this lane that we experienced our first technical set back. Phil and Abi's MEX, who had been driven some 40 miles or so from Norfolk without missing a beat, decided that it was going to take this opportunity to fight back. The initial diagnosis was a blocked jet in the infamous Weber 34ICH carburettor, but after a few stop starts and further fettling, the breakerless ignition module was found to be at fault, and was swapped for a good old fashioned set of points and all was well again.

From the first lane, we followed a route across the south of Whittlesey across a mixture of green lanes, undulating Fen roads and farm tracks that conveniently brought us back to my local pub for lunchtime. After refuelling with sausage and steak rolls washed down with a couple of soft drinks, we were joined by Paul Cupit, the owner of Pickles and SJH with his lightweight thanks to rebuilt wheel bearing.

Paul jumped in with James (Goose) and we struck off in search of more Fenland lanes. The first lane of the afternoon was one of my favourites. It takes you down a twisty overgrown grass track that opens up as you cross straight over one of the fairways of the local golf course. Luckily there were no shouts of 'Fore' and all made it safely across.

The rest of the afternoons lanes varied from narrow and twisty overgrown tracks to open stretches of old drove and disused railway line. On one of the narrower tracks there was the only hill of the day, a 3 foot tall grass covered mound of earth in the middle a track that appeared just round a bend. All vehicles made it safely over and the excitement soon passed, although it took some by surprise.

After a brief pause by the local grain store to adjust the brakes on Scott's LWB, we tackled a further two lanes of increasing muddiness that brought us neatly back to where we started by about 4.30pm.



Although we had intended on driving a couple more lanes on the Saturday, it was decided that by the time we got half way through the first lane, it would be getting dark.



After the customary half hour bonnet lifting and swapping of war stories that follows any Land Rover gathering, those that were not staying on the for the evening, headed home.

It was at about this point that the first beers of the evening were opened whilst Mrs. F and I cooked up a large pot of chilli and jacket potatoes to feed the weary

travellers that were staying with us. Following the food and a quick scrub, half a dozen of us headed for the bright lights of the town of March to find a suitable hostelry in which to dissect the day's activities and sample the local brews.

It was probably after the second or third drink, that a consensus was reached that it would be a crying shame to leave the lanes not driven that day untested, so we resolved to meet up at 11am the next morning to carry on the adventure.

Sunday morning we were greeted by the same fine weather that had graced us on the Saturday, again with not a cloud in the sky. After a breakfast consisting of bacon rolls, strong tea and painkillers, an hour or so was spent doing some minor fettling to the vehicles that stayed the night, such as fitting a fuel filter to Phil's MEX and stemming some of the weeping from the radiator of James' KWD. By this time we had been joined by Hillbilly Jon and Scott with his son Jo, who had rejoined us from the night before.

With all the players for the day present, we headed off towards Chatteris in search of some more lanes and some mud, we were not to be disappointed....

The first two lanes we tackled were each 2-3 miles long and varied from good stone surfaces to muddy puddles with turf fields on either side. When these lanes were test driven three weeks previously, they had been very muddy and waterlogged, but the brief spell of fine weather had dried them out nicely. The only real excitement being provided by a burnt out BMW on one of the lanes. As these lanes had improved in condition, we headed to a lane that was very muddy when test driven in search of adventure.

The first half mile of the lane had dried up considerably, but still proved quite challenging with some nice muddy puddles and quite a bit of slipping about. Halfway along this lane there was a small farm house with three old Landies parked up outside, a very tidy Lightweight and two languishing LWB Series 3's. The owner of the house came out for a chat, and before we knew it, Hillbilly had done a deal with him on a bumper and two towing eyes! Five minutes later they were removed and in the back of his 88"!

It is worth noting that all the lanes driven to this point had been tested beforehand by myself and Hillbilly Jon. So when we ventured onwards to the next lane, it was with some nervousness as we were entering unknown territory. The first 400 yards were partly stoned and quite level, upon following the lane to the right and into a long narrow spinney it changed rapidly. Within 200 yards I, as the lead vehicle, was stuck in waterlogged ground up



to the axles. My vehicle was rescued 'This is going to cost me dearly at the next pub meet!' I thought. The following vehicles were in the same tracks that I had started along, but with a little extra momentum, all made it through with only MEX needing a small tow.

It was now about 2pm, so the decision was made to take in one last lane and then head home for a cuppa and a sandwich. The last lane passed uneventfully until its end where we happened upon some people looking up a footpath at a Vauxhall Vectra trying to tow a Peugeot 306 out from a muddy footpath where it was quite stuck. Quite how or why the Peugeot had got up there was unclear, but it was definitely his lucky day! Five minutes later the car was back on firm ground much to the owner's gratitude.

We got back to our start point for about 3.30pm and the kettle was soon boiling and rounds of Sandwiches being passed out as the days activities were discussed in detail. By 6pm, and following a quick wipe down of lights and number plates, everyone had filtered off to their respective homes leaving a quiet house and lumps of mud all over my drive way. From the comments I think a good couple of days were had by all, so I think we will do it all over again in the summer with perhaps a BBQ in the evening.

Many thanks to everyone for making it a fun birthday weekend.

Toby and Annabel Farlow
(a.k.a. Mr. & Mrs. FenTiger)

The players: Hillbilly Jon (not on forum); James (Goose); Phil (Landyman1982) & Abi; Steve (SJH) & Martin; Paul (Pickles) & monkey; Julian (Oldboy) & Son; Scott (Landyfreak) & son.



North West Area news...

We are considering alternate Sat and Sun meets ,next meet is Sunday 17th in Foulridge, and we have a meet planned for March in Parbold, April is undecided but May is a weekend camp at Wayne and Sue's in Clapham, for winching, pretty area drives and hopefully lanes too. *All dates and details from Karin Quarrie, northwest@series2club.co.uk or 01925 722286.* Anyone is welcome to add themselves to my mailing list to get letters regularly. Congratulations to Steve Britch who rechassied 'Maude' within 2 weeks and got her running. The area is a friendly one with people willing to help others and chat to all. Calls are welcome, also e mails.

E-mail or call to join up.

Karin



Club Shop

Technical Publications on CD-ROMS

Price (incl P&P)

CD-ROM-LHP-20 Covers the Series II model 1958 to 1961 £19.00

CD-ROM-LHP-21 Covers the Series IIA & IIB from 1961 to 1971 £19.00

(Each CD-Rom has original Workshop Manuals, Parts Catalogues and Owners Handbooks. Complete contents are listed on Series 2 Club website)

Boiler Suit with Club Logo

Fleece Jacket with Club Logo



Blue & Green
state chest size
£33.00



Green - m to xxxl
£23.10

Polo Shirt with Club Logo (old style) - Green - s

£13.80

Polo Shirt with Club Logo

Safari shirt with Club Logo



Green - m to xxxl

£13.80



Khaki - m to xxl

£24.80

T-Shirt with Club Logo - Green - childs 9-11

£10.40

Sweat Shirt with Club Logo

Baseball Cap



Green - s to xl

£17.70



£8.85

Clock

Coasters



wooden - handmade

£11.10



set of four

£6.10



Club Shop

Drawstring Bag



£4.65



Umbrella

£18.00

Bottle Opener



£3.90

Insulated Cup



£3.80

Key Rack



wooden - handmade

£8.70

Land Rover Plate



£8.42

Pen

£1.00

Key Ring - LR brass



£5.00

Window Sticker - S2c

.84

Series 2 Club Brass Badge



£8.30

Stainless Steel Radiator Badge



£7.50

Series 2 Club Wheel Cover

- Pre-order your cover! Available in most 4x4 sizes. Please send £5.00 deposit plus tyre size and your name and address to the shop address.



£18.00 plus P&P

New!! 25cm jointed Teddy Bear

- wearing a Tee Shirt with S2C Logo. Available from April onwards!

- Post and packing charges (for UK destinations) are included in all the above prices. What you see is what you pay.
- Overseas purchasers, please contact the Shop Manager for further information.
- Discounts may be available against P&P for multiple or large orders. Contact the Shop Manager for further information.

Please send order plus cheque made payable to the 'Series 2 Club Ltd' to the shop address:

PO Box 201, Runcorn, WA7 3WS



Odds & Sods

Answers to crossword – Land Rover 1

Across 1) Old Sodbury 3) Fanbelt 6) Heated windscreen
9) Rover 10) Tub 11) April 14) Fast 16) Hinges
17) Tilt 18) AGM 19) Chassis 21) Leak 22) Take off
23) Built to Last 25) Wheelnuts 28) Radiator
30) Diesel 32) Station wagon 33) Thermostat
34) Ninety 35) Aberdare

Down 2) Limestone 3) Five 4) Federation 5) Transmission
7) Deep sills 8) Eighty eight 12) Crankshaft
13) Bumpy 15) transfer box 19) Comfort 20) Dipstick
24) Sixteen 26) Historic 27) Steering 29) Rust
31) Water

Thank You!

I would like to say a big thank you to everyone who responded to my advert for parts in the last issue of Built Two Last; I now have everything that I needed. Apologies to Paul for not getting back to him as I managed to delete his details without saving them.

Thanks - Alistair Yule
Memb No: 1001

Essex Group Vehicle Conundrum

Readers may recall Essex Group member Alan's SII 109" Marconi Fire Appliance pictured in the last B2L. This vehicle has been the subject of a rolling rebuild recently and whilst the fuel tank was removed from the chassis, a number was exposed. It is not a Rover Chassis number, it was thought that the number may have been from the converters however as it was behind the fuel tank that would have come from the factory fitted up, the number must have written either on the production line or by the chassis sub contractors. Can anyone throw some light on this? Any information to me and I will pass it onto Alan. vro@series2club.co.uk



David Dutton

DIRECTORY

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

CHASSIS:

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

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

ENGINES:

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

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

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

TRANSMISSIONS:

LEGS 01691 653737 www.legs.co.uk

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

SUSPENSION:

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

BRAKE AND CLUTCH:

Automec 01280 822818
www.automec.co.uk

ELECTRICAL:

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

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

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

Auto Electric Supplies 01584 819552
www.autoelectric supplies.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.

*Andrew Thorpe's
Pristine 88"*



*Peder Overlands 88"
really in the thick
of it*



*Winter
Wonderland
from Paul Abbott
in St Johns,
Newfoundland
Canada*

