

Autumn 2009

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Fifty Years



on the Road



SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE

www.series2club.co.uk



Andrew Thorpe's motor
helping out with a
mornings logging



Adam Slade at
Concy Green



Tom Pierce's 1960
in the wet at
Concy Green



Series 2 Club

PO BOX 61, Aberdare CF44 4AJ

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IMPORTANT

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

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Editorial – by Andy Cresswell



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

Wow!! Where's the summer gone. It only seemed a few weeks ago that we were looking forward to the show season and now it been and gone. From a very wet Eastnor, the new LRM show at Newark which I think will grow and grow, the various LRO shows throughout the country as well as all the Steam and Vintage events that members have attended throughout the country, I can't ever remember a year where we have been busy nearly every weekend throughout the summer. Let's not forget the wonderful Club International in Norfolk. If you were unable to make this event this issue has loads of photos of the event including the vehicle line-up on the front cover. On the inside back cover you can see the winning entry from the childrens art competition held at the event. Well done to Georgia Farraday-Wales and hope you enjoy your prize. Well done to those that organised this event and made it a success. Can't wait till next year.

Also in this issue you will find another member who has had his motor on a film set, this seems to be a regular occurrence now and shows another way that the club can be of help when it is asked, looking forward to

seeing the finished result, thanks to **Peter Wilks** for sharing this with us and he will be receiving the hamper for his hard work. Thanks as usual to **Carol** from the **Club Shop** and **Paddocks** for supplying the goodies.

Thanks must also go to **Jan Hyrman** for his write up on the Birmabright event in the Czech Republic. I say it every time, every photo that Jan sends me is worthy of a place in the magazine but I'm sure he has been even busier with his camera in recent weeks after the birth of his daughter **Anna**.

I must apologise that this issue is a bit later than usual, but the Winter issue should still be on your doormats over the Christmas period, so please let me have any content as soon as possible, especially looking for your events for next year to fill the events page and as the winter issue will be the **25th Anniversary Edition** any memories or stories you have of the club in the early years.

Well that's it from me for now. I'm off to put on my other hat as Historical Records Officer, a job I have taken over since the AGM. If you are awaiting your Database sticker please be patient as we are still in the process of changing over Officers. Thanks goes to **Norman Smith** for his hard work in this role over the years.

Thanks to all those who have contributed to this issue and if your article does not appear this time be assured it will appear in future issues.

Andy

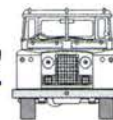
A 'BIG THANK YOU' to all of you who have contributed to this issue of 'Built TWO Last'.

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 **1 November 2009**.



Chairman's Chat...



By the time you are reading this copy of 'Built TWO Last' the show season will be well and truly over.

But what a season it has been! It started with a last minute attendance at a school classic car show in April, considering it was arranged three days before the event, we had 5 vehicles attending. From then on in it seemed as if I didn't have any free time, which has meant that very little work has taken place in other areas.

For some strange reason I always seem to take my holidays after the children go back to school in September. This causes two problems, one is that I have missed the Chappel Beer Festival for three consecutive years. It has to be said that I do enjoy the odd pint. Well, after a hard day talking about Land Rovers who wouldn't? The other problem with late holidays is the lack of time to fit in the committee meetings, with the last of the shows making the scheduling of meetings a bit of a nightmare.

I took my holiday in Scotland this year (no, it didn't rain), doing what I like best, driving the quiet mountainous roads of the Highlands on the west coast. Whilst trundling along these 'long and winding roads' (a song comes to mind at this point) I got to thinking how perfect it would be to have a small convoy of Land Rovers along for the journey (if I was in one). This then got me to thinking, what would other people's favourite roads be? The 'boys' on

Top Gear took flash fast cars into Europe to try and find the 'perfect' driving road. Well, where would our perfect driving roads be? What do you find most relaxing and enjoyable? Would it be a meandering green lane in the rolling hills of the downs? A rocky and wind swept track in the Dales or Peak district? The huge skies of the flat, wide open farmland of the Fens? Why not put a quick email together (or a letter if you wish), include a couple of photographs and send them off to our Editor (I'm sure he'd be more than pleased). You never know what this could lead to.

I have to also admit to being a little 'miffed' at a certain web-based auction site. A very nice 1958 station wagon appeared not long ago. It was local to me, so local in fact that for years I had walked past it to go to my local. It had changed hands, but still looked the same. So off I went to take a look. It needed some TLC, but was basically all there. I felt the strange urge to add it to my collection. I decided on my budget and waited until close to the end of the auction. I entered my bid, pressed the button and waited. Only to find out that my bid had been rejected! Why? It turned out that the seller had not ticked a box that said he would accept cash, so as I did not have a Paypal account the bid was automatically rejected. I was even more miffed (a bit of an understatement) as the auction had ended and the vehicle sold for less than I was prepared to pay! So, I cannot join the '58ers. Well, not yet.

To be honest I probably have enough projects to keep me going for a while, as have many other members. Perhaps I can introduce those projects in another edition of the magazine. Some Essex members will now be laughing out loud or rolling on the floor, for some reason the time it takes me to get things done is the cause of much merriment and mickey taking! In my defence I do have other things to do, right now it's concentrating on the next committee meeting. So, what are you doing reading this? Get out there and get some work done.

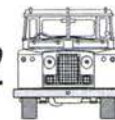
Bob Sutton



PUB MEETS

Area	Date	Venue
Anglia	First Monday each month Tel: Toby Farlow on 01354 741286 First Saturday each month from 8pm Tel: Scott Snowling on 07709 020339 or 07706 764840 First Tuesday each month from 8pm Tel: Alan Jones 01603 747956	Red Lion, Stretham Waveney Inn, Burgh St Peter Staithe Fur and Feather, Woodbastwick, nr. Norwich
Borders	Last Sunday each month (lunchtime) phone Simon Maltby 01768 351007 before travelling	Venue – will vary from month to month
Central Shires	Last Saturday each month - Contact Gordon on 01604 696132 or check forum	TBC
Essex	First Saturday each month from 2:30pm First Thursday each month from 7:30pm	The Barge, Battlesbridge Bricklayers Arms, Little Bentley
New Forest & Solent	Contact Andrew Orchard for info 02380 814430 newforest@series2club.co.uk	TBC
Garden of England	Second Thursday each month from 7:15pm Sean Smeeth 01732 763900 kent@series2club.co.uk	The Chequers, Heaverham, Kent, TN15 6NP
North West	Contact Karin Quarrie on 01925 722286	Various Meets
Peak District	First Saturday each month from 8pm Phone to confirm Chris 01298 25151	Grouse Inn on the B6054, above Froggatt
Scotland South	Second Sunday of month Contact Felix Jarvis 07914 288150 or via forum	TBC
South West	Last Thursday each month from 7:30pm Contact area organiser to confirm - 07762 041022	The Fox and Hounds Inn on the A386 Tavistock to Okehampton Road
Surrey & Sussex	Third Wednesday each month at 8pm Contact Michael Trower on 01483 283326 (7-9pm)	The Barley Mow The Street, West Horsley Leatherhead, Surrey KT24 6HR
Thames Valley	Second Wednesday each month at 8pm	The Stag, Heath End Road, Flackwell Heath, nr. High Wycombe, Bucks.
West Midlands	Third Thursday of every month westmidlands@series2club.co.uk or Robert Eastwood 07799 622 414	The Burnt Post, Coventry Corner of Wainbody Ave N and Kenpas Highway (A45)
Yorkshire	Second Saturday each month from 7pm Please contact Bob Mulcock on 01535 606147	Please contact Bob or look out for venues in newsletter or on forum

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



Events Calendar 2009-2010

Date	Event	Contact & Details
Dec 28th	Surrey Hills Road Run	Michael Trower 01483 283326 surreyandsussex@series2club.co.uk
Jan 1st 2010	Thetford New Year Greenlaning	Check Forum nearer the time
May 21st - 23rd	Birmabright Weekend Kutna Hora Czech Republic	Jan Hyrman '1960SeriesII' on Club forum
Jun	Essex Summer Camp	essex@series2club.co.uk Date to be confirmed
Jun 12th - 13th	33rd Aldham Olde Tyme Rallye & Fayre Essex	essex@series2club.co.uk
Jun 5th - 6th	Woolpit Steam Show Warren Farm, Woolpit, Suffolk	shows@series2club.co.uk
Jul 16th - 18th	LRM LANDROVERmax Newark Show Ground	shows@series2club.co.uk
Jul 16th - 18th	LRO Show - Billing	shows@series2club.co.uk
Aug 13th - 15th	Series 2 Club 2010 International Westmoreland County Showground Junction 36/M6	shows@series2club.co.uk (more info in the winter issue of B2L)
Sep 11th - 12th	LRO Show- Peterborough	shows@series2club.co.uk

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.

WANTED

Club Vacancies

The Club has currently got vacancies for a **Vice Chairman** and the **Area Organisers** listed below. If you would like more information on these positions, please contact the Chairman via the Club address.

Cymru

East Midlands

Eire

North America

Northern Ireland

North Wales & Shropshire

Peak District



25th Anniversary International Rally 2009

7th -10th August 2009, Fakenham Racecourse, Norfolk

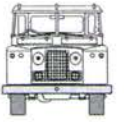
The club would like to thank all of those that attended the 2009 International Rally in August and for those that could not make it this year, please see the advert for the 2010 International further on in the magazine.

What can we say, the site was ideal for a family camping event and we were made very welcome by the staff at Fakenham racecourse, who kept the facilities in tip top condition for us. The weather was just about ideal, and meant that the greenlaning could be carried out without any damage being caused to the local area and if you wanted to get wet there was every opportunity in the many fords and wet roads that Alan Jones had fitted into the laning routes, which put a smile on many a face.



All weekend various groups were either led or navigated their own way around the lanes of Norfolk and following are some of the photos that we have been sent.







Sunday saw the members taking part in the Gymkhana event with members trying their hardest to negotiate the course set out by Libby Rozier and her gang of helpers, but judging by the photos people will go to any means to get their hands on the trophy.....





It was good to see some different vehicles attending the show this year and the usual gatherings of folks under raised bonnets or admiring the latest conversions or restorations were out in full force.....





The weekend also saw a 'fish and chip' run out to Wells-Next-the-Sea where members sampled the delights of this small harbour town. This included a very tasty chip supper, walks on the beach, fishing for the local delicacy and thanks to the Snowling's, a very interesting visit to the local Lifeboat station where some of the younger members tried their hands at being lifeboat men.....



The weekend finished off with the AGM and the prize giving, with trophies being handed out by our new chairman, Bob Sutton, who stood in last minute for our special guest, Ross Floyd, who unfortunately could not make the event due to unforeseen problems. Apologies for any prize winners missed out but thank you all for your participation in the events and making the weekend one to be remembered.

Some of the various category winners show off their trophies





Roger Turpin receiving the award for Best in Show, a truly magnificent vehicle which also had it first greenlaning trip while at the event.



Roger's winning motor. Look out for this vehicle in the Winter issue

Hope you enjoyed the review of this years International and a huge thanks to all those who organised, attended and supplied prizes for the raffle and made this a big success, we are already looking forward to next year and hope to see many of you there.

Andy
Editor

The International Rally 2010

13th to 15th August

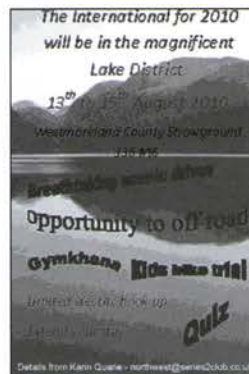
Westmorland County Showground

The International for 2010 will be in the magnificent Lake District from 13th to 15th August 2010 at Westmorland County Showground off Junction 36 of the M6.

The event will include:

- Breath taking scenic drives
- Opportunity to off-road
- Gymkhana
- Kids Bike Trial
- Quiz
- Opportunity to extend your stay in the area.

The booking form for this event will be in the Winter Issue of 'Built TWO Last' giving you the opportunity to book early for this Club event.



Karin Quarrie

01925 722286

northwest@series2club.co.uk



Dirty Weekend

Unfortunately we missed the previous issue so here is a quick summary of some of the highlights of our Dirty Weekend, for the full story you'll have to attend the next event.

A number of us decided to return to Sibbertoft for another play in the mud. Thanks must go to Mark, aka 'Boggy', for organising the weekend and running his regular shuttle service to the Halfords stores to ensure everyone had a good weekend.



Quite a collection of vehicles made the journey including 'Oddjobs' newly re-engined 88" with some finishing touches on the journey. Mark and Ian had a few spare parts they threw together to make an 88", and as you should expect of the Technical Officer, they took the time to add a bit a class to furnish their creation with a real wood dashboard.

A number of other Series 2s turned up including 'Doppy', 'Boggy' and 'Mr Bump' and 'Smokey' Paul's 88", my 109 Marshall ambulance and a 90". The visitors we had on Sunday were also very welcome.





The water remained a popular place to play and saw several recoveries. 'Oddjobs' new TDI got a tougher testing and dousing. The Rumsey's creation had Ian sporting a big grin all weekend; Mark occasionally got a go as well. 'Boggy' and 'Mr Bump' all found some boggy ground to get stuck in to while 'Smokey' Paul took a more vertical approach to the problem. Everyone made it home without incident, enjoyed the glorious weather and campfire chat. So there are plans for similar events in the future so keep an eye on the forum and 'Built TWO Last' for news.

Paul Mercer



The Garden of England invade Norfolk...

Here are comments from our fellow Garden of England members, on attending the International. Our family agree with all of the below, and want to add it was great to be able to compete in a gymkhana again, our thanks to Libby and her team!



"It was by far the best Land Rover show we have attended in the past 3 years. It was great to meet up with other members from farther afield. The green laning and venue was superb, as was the moonlight fish supper by the sea on Friday evening. Memorable highlights for us were:

1. William in his Landie 'The Heap' coming to a halt with steam coming from the bonnet after his big Norfolk Ford splash :-)
2. Travelling back down the M11 with Jeff/Dee on Sunday afternoon on our 470 mile round trip, passing the broken down Disco, and Jeff blasting his air horns with us all waving as we sailed passed in our reliable 1967 Series 2 Landie's :-)

A truly superb time had by all. 'Hats off' to the Series 2 Club Organising Committee."



Peter, Catherine and Georgia



1. Fantastic venue especially with the weather we had, it couldn't have been better.
2. The warm friendly atmosphere, being able to spend time with our own area club members and meeting other members and I must add that we think that we have a fantastic group of people in our area everyone is so friendly and a pleasure to be around which made it such a good weekend.
3. Memories that have stuck are the run to the chip shop looking back down the road to see an almost never ending line of Land Rovers was superb.
4. Sally taking Sooty and the girls flat out through a ford.
2. And as Pete has already said the air horns on the M11 followed by the waves as we passed the broken disco did bring a smile to our faces!!

Again thanks to everyone for a fantastic weekend

Jeff and Dee

Well, where do I start??

I had a lovely time.

The sheer friendliness of the people was fantastic... nothing like a group of like-minded people getting together, and having loads to talk about. I thought the green laning was superbly organised, with a lovely mixture of lanes through woods, fields and fords... Well Done Witty!! I didn't think 'The Heap' would be able to cope with near 400 miles in one day, but she did, although with a bit of faltering at the end. I loved the family atmosphere... one of my favourite scenes was at one of the fords, where Hazel and the kids went paddling, together with Jeff and the 'lil terrier Dotty. The campsite was great, with very good facilities, and well cared for. All in all I had a brilliant time!!



Cheers,

Will

I thought the race course and facilities were very good and, with a young family to consider, it was certainly an appropriate venue. Since the S2C advertises itself as a family friendly club it was appreciated to see this taken into account with the choice of location.

Highlights:

Seeing all those Series 2s driving for fish and chips cross country on Friday evening.

Spending a few pleasant hours chatting outside Dave and Jackie Dutton's caravan.

The green lanes and the fords, in particular, and watching the delight on the children's faces (including the big children who were well out of their teens!).

Thanks to all those concerned with arranging an enjoyable and successful weekend.

Regards,

Richard & Sally, Stephen, Owen



Fitting a Second Hand LPG Kit

Having been fortunate enough to buy a complete second hand LPG kit, I set about fitting it to my lightweight.

First job was to sort out a mounting cradle (you don't get everything for £42!!), a small investment on Tinley Tech's web site and 2 days later a mounting cradle was in my possession. This was bolted to the floor of the rear tub just behind the rear bulkhead. A hole was drilled in the floor on the nearside large enough to take a tank fitting which was bolted in place. Over this was placed the vent hose through which the gas pipe to the engine compartment runs and held in place with a jubilee clip.

Next a position for the vaporizer had to be chosen. To keep the pipe run from the vaporizer to the mixer as short as possible the vaporizer was fitted on top of the foot well by the nearside wing.



The LPG solenoid was fixed onto the back of the instrument compartment next to the vaporizer.

Next the Petrol solenoid was mounted on a bracket attached to a convenient bolt by the thermostat housing and fitted into the petrol pipeline.



The bayonet filler was mounted by the driver's door in the bottom half of the rear tub. This means the top half of the tub is still removable if I so wish without having to disconnect everything.



This does mean the pipe runs through the wheel box and so will need protection which will be provided by a

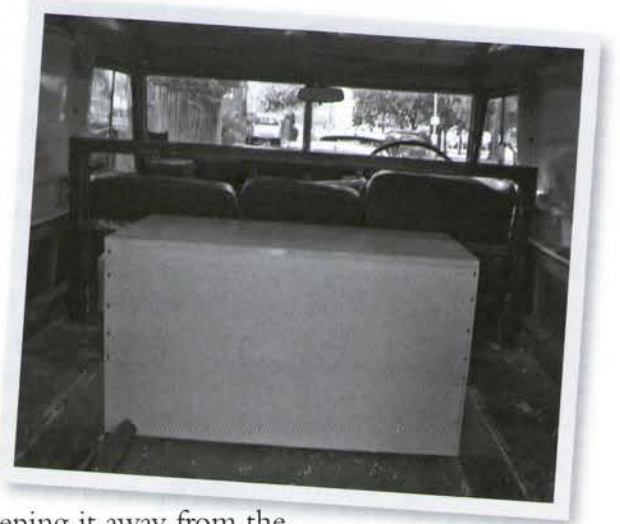




metal plate. The filler pipe from the bayonet filler was laid along the bottom of the bulkhead ready to be fitted to the tank.

The feed pipe was passed up through the tank fitting and hose to a position where it could be fitted to the tank. The tank was laid on the cradle and loosely strapped in place with the valve block on the top to enable me to connect the filler and feed gas pipes easily. Once the pipes were connected I then rotated the tank forwards towards the bulkhead to the correct 30 degree angle from horizontal to enable the fuel gauge to work correctly. This also gives more protection to the valve block than the more common practice of having the valve block facing towards the rear of the vehicle. The tank straps were then tightened up.

Running the feed pipe through was rather fiddly as I wanted to keep it on top of the chassis rail (for protection) as far as possible. (Tip: Tape over the ends of the pipe to stop dirt getting in). I ran the pipe down through the floor, through the PTO hole in the cross member and up onto the top of the chassis rail keeping it away from the exhaust and out of harm's way. Once in the engine compartment the pipe was run up the face of the bulkhead to the gas solenoid (leaving a loop in the pipe to absorb any vibration) and connected. A second shorter pipe was then run from the solenoid to the vaporizer (again with a loop) and also connected. The pipes were held in place with 'P' clips every 8 inches or so.



The mixer (looks like a gas ring from a cooker) was fitted at first on top of the carb but a lack of clearance under the bonnet meant another location had to be found. It was then fitted in between the metal elbow and the rubber inlet hose coming from the air filter. (After checking various sources I found out this is where it is supposed to be fitted.)



The electrics proved to be a bit of a challenge as only one of the five wires coming from the switch was labeled and that was the red wire marked (surprise surprise!!) positive. With some help from the Series 2 forum (thanks guys), looking at the photo's on the eBay ad, some work with a multi meter and a bit of luck it was all sorted out (sounds quick actually took two days). A mini loom was made up and connected in. To minimise problems one earth wire was run to all the connections and earthed on the engine block.

Next hurdle was to check all the pipe connections were gas tight so off to the petrol (gas?) station and £5 was spent. On returning a very small leak was detected with the aid of soapy water (very high tech! but exactly what the guys at the test station used) and sorted out by nipping up a connection on the tank. Now to get it to run!



After three days of seemingly going round and round in circles checking all the solenoids and making sure gas was flowing throughout the system I was still no nearer success. I then decided that the vaporizer was at fault and that I would try to fix/clean it before biting the bullet and lashing out on a new one. Opening it up I found it to be in excellent condition and as clean as a whistle, b****r I thought but then noticed an adjuster. After fiddling with it for a few minutes I concluded that the adjuster controlled the gas flow and that it had been wound right in cutting off the supply. So I wound it out to about where I thought it should be, put it all back together, fitted it back into the engine bay and connected it back up. I started her up on petrol and then taking a deep breath switched it over to gas. Hoo-bloody-ray, its running!!

Rang the insurance brokers (Footman James) told them about the gas conversion and the nice lady at the other end changed my details without incurring any increase in premium but was told I needed to send in a copy of the test certificate. Oops forgot about that!

Seeing as Tinley Tech seem to have a good reputation I rang them to find out if they tested systems other than their own, they did! So I asked to book a test with them but when they found out how far I would have to travel (130 mile round trip) they recommended someone closer. The following day saw me popping over to Chelmsford to a couple of helpful guys at Chelmsford Autogas. They checked out my system and the only suggestion they made was to upgrade the tank multivalve to the latest spec. Back home rang Tinley tech at 2pm sorted out the correct valve for my tank and by 10am the following morning it was in my possession. Following the helpful instructions from the guys at the test centre the valve was changed over in less than 30 mins. Installation complete.

Living with LPG

Advantages

Apart from the obvious one of lower running costs once I had adjusted the vaporiser (very easy) and ignition timing I found the engine runs smoother and quieter and also a lot cleaner exhaust wise. The one often quoted disadvantage of a loss of power compared to petrol is not that great and has not lowered the top speed but slightly reduced acceleration and the difference seems to be reducing the longer the lightweight runs on the gas.

To sum up it's an economical and viable alternative to the 200tdi installation and easily fitted by anyone who knows which end of a spanner is which. The only special tool required is a pipe cutter for the copper gas pipe which is available cheaply at any DIY store. If anybody wants to chat about the installation I can be contacted through the forum. (Andyx).

Footnote

To counteract the slight loss of performance I bought ACR's free flow silencer box and although the box costs £100 delivered and doesn't come with bolts or a gasket, the improvement in performance/drivability are well worth having.

Andy Block

The LAND ROVER SERIES 2 CLUB 25th ANNIVERSARY TANKARD

This year is the club's 25th Birthday. As an anniversary special, the Club shop will be stocking a Limited Edition Tankard.

Only £22.50 plus p&p

There will only be 25 of these tankards produced, and each will be accompanied by a certificate. **ONCE THEY ARE GONE THEY ARE GONE FOREVER.**

To give all members a fair chance they will be limited to **ONE** per club member, so please include your membership number when enquiring.

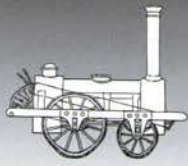


These Special Edition Tankards are being sold on a **first come first served** basis. So please state your interest by:

Telephone: +44 (0) 7761 708696 **OR**

Email: shop@series2club.co.uk

Successful applicants will be contacted and given payment details.



North West Vintage Vehicle and Steam Rally

6th - 7th June 2009

Heskin has record numbers of Series 2 vehicles on show.

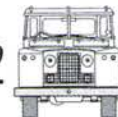
Held on 6th and 7th June at Heskin Hall, Chorley was the 17th North West Vintage Vehicle and Steam Rally.

Despite wind and rain on the Saturday, four intrepid volunteers managed to pitch the marquee without losing it; fingers ceasing to work as cold water ran down our sleeves. The relief when the first wall was up was immense. Naturally once pitched, the wind and rain abated and Land Rovers began to arrive.



At this show I get the opportunity to have a shop marquee, but get all the Land Rovers to organise as a result. Our site this year sported a large hole, so the vehicles were arranged in date order, curving around the rim and with a 1965 trialler in the hole.

We succeeded in displaying 13 Series 2/2A/2B Land Rovers in a variety of shapes and sizes. SWB, LWB, Ambulance, converted camper, 2B forward control, in a variety of styles of body and roof; and 6 Series 3 leafers from 1971 to 1976. The usual Series 1's were missing this year unfortunately. There were 3 other Series 2 vehicles elsewhere on the showground, a total of 16 at this local show; magnificent!



The weather improved on the Sunday and we had a fabulous weekend, new members Nick and Susan and Roy and Betty. Neil and Debbie showed 'Gertie' their early Series 3 for the first time with Bert Bond's early Series 3 for company, and are bitten by the bug, now looking for a 109", 2 or 2A. We saw old friends, met new ones and sold a boiler suit!

We are happy to support this show and Haigh Hall, both run by volunteers for charity, and I was delighted to receive an invitation to take the Club Shop to Chipping, another show run for charity.

A most successful weekend, one we hope to repeat next year.

Karin
NW area organiser



The Series 2 Club Website and Forum

The internet has been with us for some years now and it has revolutionised how information is transported and shared. Many hobby clubs and organisations are making use of this ‘instant medium,’ not least our own club.

For almost a year now we have been steadily upgrading and adding content to our club website. Recently we have added a Members’ Only section. This enables us to control who has access to more specialist information that is not available in the public domain. For example; we can list and detail any discounts we have negotiated with suppliers, we have some back issues of our magazine (B2L) available to download, with more on the way, and we will have some specialist technical and historical information coming soon.

The website is used by so many people, more than just our members. It acts as a ‘shop window’ for the club – both in advertising and promoting the club. A whole wealth of Series 2 information has been gathered in this one site, everything you need to know about Series 2s.

LAND ROVER
SERIES 2 CLUB

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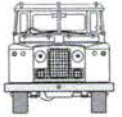
Welcome to the Series 2 Club
"If your hinges stand proud, then you're one of our crowd!"

The Series 2 Club is dedicated to the preservation and enjoyment of all Land-Rover models built between 1958 and 1971. This includes the 2a and 2b forward control models as well as all 2 and 2a models of the standard Land-Rover. We are a friendly, non-competitive club with a family orientated approach. Occasionally we like to get muddy, but events where this happens are designed to be non-damaging and are therefore suitable for cherished restored vehicles or family hacks. In addition to all this we publish a regular club magazine called "Built Two Last".

— **UPCOMING EVENTS** —

The vehicle line-up at our recent Club International Rally

This picture shows what the introduction home page on the website looks like.



From the menu selection on the left of the screen, select “Members Only” next to the bottom.

Here you will be asked to login (using your email address and a password) after I have created an account for you (just email me your details and I can usually set this up in a few hours).

Once in the members section on the website you will see this introductory page.

Running in parallel to the website we have the Series 2 Club forum. In fact this predates the website and has a higher public profile, with some 300 plus logging in each day. The website and the forum are separate entities but are linked.

The last menu button on the website will take you to the forum.

What is the forum? It is an online-discussion group organised into several subject areas relating to Series 2s. It is a system a bit like email, but better in so many ways. Posts and comments are neatly pigeon-holed, often with pictures and graphics; subjects are fully searchable for future reference. The forum is also used as a real-time notice board, listing meetings, green laning, shows and for advertising parts and vehicles. Sadly in this day and age the 3 months between publishing dates for the magazine is too slow/long to notify you of some events. The forum in this graphical form has been running now for nearly 8 years and before that as a text service with ALXnet. Over the years we have build up quite an archive of posts, questions & answers to all sorts of Land Roving problems.



The Series 2 Club Forum

Good afternoon, Wittsend

September 22, 2009, 02:11:26 pm

show unread posts since last visit
show new posts to your profile
total time logged in: 353 hours, 15 mins and 20 minutes
S2C Website

News: Sunny intervals...

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The Series 2 Club Forum

The Series 2 Club

Public Section

	Main Forum For all Land Rover related issues not covered elsewhere...	3185 Posts 2741 Topics	Last post by Tob Priest in Re: PROXY SERVER 2.1029... on Today at 12:58:30 pm
	Workshop Wisdom Help, advice, hints & tips, repairing & maintaining Series Land Rovers. Child Boards: Service guides	5706 Posts 6141 Topics	Last post by CompoSimmons in Re: Seats of PPD 614... on Today at 02:03:03 pm
	Model History & Restorations Model specifications & historical information: a rivet counters paradise... Child Boards: Series 2 Model Information	12378 Posts 1033 Topics	Last post by youlaine in Re: Test the Source - Bus on Today at 02:01:02 pm
	Events & Meetings Listings of Land Rover Shows, events, meetings, trips, etc. Moderators: Bathic Pete alanrob Robert 2261 Alan Pete/Bar Child Boards: Show Reports Green Lane Trips Pub Meetings	3077 Posts 308 Topics	Last post by The Colonel in Re: Bamford Sock and Vinyl... on Yesterday at 09:57:45 pm
	Classified Ads For Sale or Wanted - our autojumble section. Child Boards: For Sale Wanted Series 2 Land Rovers for Sale Miscellaneous Items Forum Relay	2056 Posts 461 Topics	Last post by dkEK26 in Re: Tax Magna-Lite on Today at 12:48:00 pm
	Introductions New to the forum ? Tell us a bit about yourself and your Land Rover/s. Child Boards: My Land Rover and I	3094 Posts 177 Topics	Last post by Zaaslo in Re: Hi from Surrey on Today at 07:49:08 am
	Forum Problems Report any forum problems or difficulties here. Child Boards: Forum Test Area	390 Posts 73 Topics	Last post by Los2206 in Re: One on Yesterday at 02:59:57 pm
S2C Members Only			
	6th International Rally - Fakenham 2009 Everything you need to know about the 2009 Rally.....	147 Posts 14 Topics	Last post by Wittsend in Pictures from Fakenham on August 22, 2009, 03:10:30 pm
	Clubroom	336 Posts	Last post by lanmym1982 in Re: ...

This shows the main introduction page on the Series 2 Club Forum.

To use and have access to all areas of the forum you need to register (note – this is different process to that on the website). The process is simple enough with guiding notes to help, if needed. Once the account is set up you can begin to surf.

It might seem strange to some that here we all are, passionate and enthused about Series 2 Land Rovers – a technology firmly rooted in the latter half of the 20th century, yet making use of the latest 21st century electronic technology. The two actually sit very well together, the internet is a vast repository of Land Rover and Series 2 data and we can deliver it straight into your living room 24/7 (as they say). It helps bring together our more distant members in the world, allowing them to take part in our discussions and to receive advice about their vehicles no matter where they are. Future developments will allow you to renew your subscription online, and for new members to join up, saving time and postage. We are working on an online shop where you can order and pay for items, just like on any other internet shop. Watch the website for these new features. If you buy a computer for no other reason than to use it for finding information about your hobby, then it is money well spent. For sure it takes time to set things up, just find a 10 year old child to help you. Or try it in your local library or internet café. Mobile computing means people can now have access to all our features and experts out in the field in the back of beyond (providing you can get a bar on your phone). You can transmit a picture of the problem or failed part and have an answer back within a few minutes. Once through the hurdle of making that first connection there will be no holding you back.



An example of how the posts and comments look on the screen.

See you online...

Wittsend
(aka Alan Jones)

LAND ROVER
SERIES 2 CLUB

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To access the Series 2 website, type:
<http://www.series2club.co.uk> *into your browser.*

To access the Series 2 Club Forum, type:
<http://www.series2club.co.uk/forum/index.php>
into your browser.

Once done, don't forget to bookmark or add the links to your favourites list.



Tales from the VRO Office

The summer season is usually quiet(ish) in the VRO office as people are (I presume) out enjoying using their Series II's however this year there has been a continual request for V765 and Proof of Age applications.



The V765's are good as they mean another Series II will shortly be back on the road, the Proof of Age, well, Military vehicles excepted they usually mean there is a discrepancy between the actual VIN of the vehicle and that recorded at DVLA, the MOT brings this up nowadays. Whilst on my subject of V765's, one of the vehicles dealt with by the club in July was stolen before being duly processed by DVLA. The vehicle was uninsured as it was not yet on the road but was tested and a beautiful example of an early 1958 Series II. It goes

without saying that if any reader has any

information regarding this vehicle (pictured above), please contact the VRO Office and the Police. Another point this sad event brings to notice is that many vehicles that are nearing the completion of a restoration are not insured. They should be and can be, try talking to the insurance companies in this magazine if you are in this situation.

The Club National Rally at Fakenham has come and gone celebrating the club's 25th Birthday with plenty of birthday cake baked by Julie and Sue – thanks ladies. We had fine weather, a brilliant site, superb laning and a great bunch of people – certainly the best rally in my view so far. Thanks to Julie and Alan for all your hard work, Libby, Steve, Jules and gang for the excellent gymkhana (see the Sutton brothers hard at work; Bob, our new Chair is the one holding his head and dishing out the orders!), Cyril for his bits, and all the others for making this a special time for Jackie and me. Last but not least, some people have no dress sense, or did Sean think something was just pants! Of course the AGM took place at the National and some contentious issues were debated. It is





heartening to see members taking an interest in their club and taking the trouble to get involved. When there is a vote on an issue there will always be those for and against but it good to see the business side of the club did not affect the feeling of the weekend as the BBQs were soon smoking and bottles opened as usual. We have a new Chair (Bob) and Secretary (Mike) to take the club into the next decade and new directors to keep an eye on the committee so all looks good for the immediate future.

I am writing this piece over the Autumn BH thinking back to Easter when Chris Bentley, Vaughan and Andy Block were putting WJN back together. We

then found the rear X member was slightly out and needed re-positioning so other big jobs had to wait until this was completed. Well, summer has almost gone and this has still not been rectified however little jobs have been done. I now have a full set of new Sparto lamps as originally fitted; I have taken the skin off the SW roof and found a severe lack of ventilators eaten by the



rust worm. I then had an even bigger shock to find new ones are £133 each! No it isn't a typo error. Consequently they are coming off and the holes plated over. WJN's rims have been prepped and U/C for top coat so although he will not be celebrating his 50th birthday in September with a drive to the country at least work is in progress. My next job is trying to convince my pal (who I haven't seen for ages) to come and fettle the rear cross member, then the rear wiring, towing equipment, seat box, loads of things can move on.

Until the next 'Built 3 Last', safe Roving.

Dave Dutton



Newark Show 17th – 19th July 2009

As a romantic day out for Valentine's Day was a trip to Norfolk to collect a Land Rover, I should have realised Land Rovers would have to be involved when my husband asked if I fancied a weekend away!

Friday 17th July saw us leaving the Fens in the 'Big Blue Bus' just as a torrential downpour was about to start! We headed north, hoping to out run the bad weather (Land Rovers not being known for their ability to keep the rain out) and reached Newark Showground in a blaze of sunshine. Tragically the weather didn't hold and attempting to put up the club marquee was what can only be described as challenging.



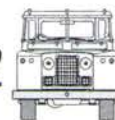
The miserable weather continued into the evening but thanks to the Showground putting on an indoor barbeque in one of their hospitality suites, we all managed to get a hot meal and dry out. A few of us then retired to Pickles' caravan awning for a glass of squash or two – it was very cosy with a homemade wood burning stove tucked in the corner (a big thanks to Graham for that,

FenTiger has been instructed to make one for me now!).

Miraculously all the tents and the marquee managed to survive the night without being blown away and Saturday dawned bright and sunny! The rainwater had disappeared and thanks to the numerous tarmac walkways, there was very little mud.

We had 10 Land Rovers on display over the weekend and a steady flow of visitors to the club stand included our own magazine editor and family. We signed up several new members, including one from Portugal, and had to send out application forms via email to several others as we ran out! This





might possibly have been helped by the fact Pickles was offering free bottles of lager to members of the club! We even had a 101 pop by for some running repairs to its ignition.

While the show wasn't huge, probably due to the fact many of the big names were at Billing, there was plenty to see. There was a display of Series vehicles in the main ring on the Sunday and Pickles managed an appearance in the ring every day as he was part of the 999 spectacular – there were rumours that Laurel and Hardy made an appearance

All in all, it was a good show and it was lovely to put some faces to familiar names! The guys from LRM have confirmed that they will be back at Newark on the same weekend next year, so here's hoping there are no clashes with other shows and that there are more trade stands and even better club attendances.



Just to top it all, Pickles managed to win a prize for best original Land Rover – it will go beautifully with his third best modified award from Peterborough last year!

Annabel Farlow
(Mrs FenTiger)
East Anglia



'EDE' meets the Queen (and Princess Anne)

“URGENT: Film star required this weekend in London,” said the post on the forum from Silverspoon.

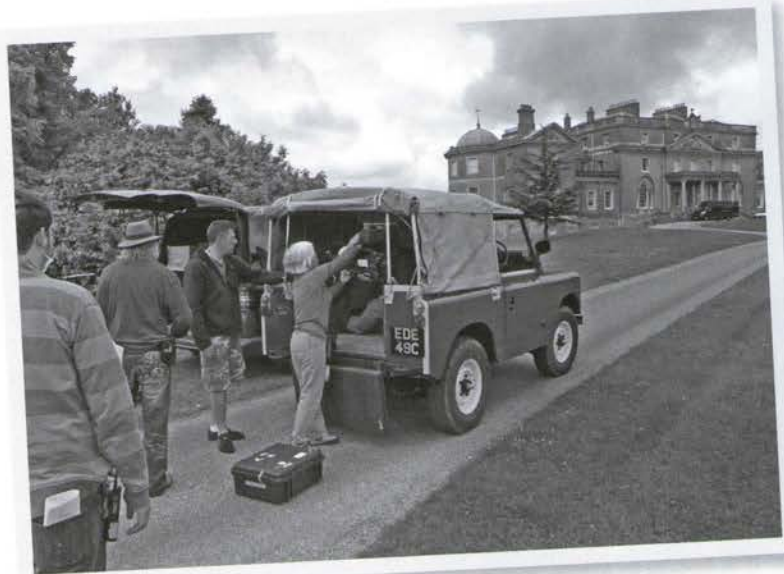
A film company filming near London required a fairly original Series II in bronze green to be driven by the Queen. The QUEEN!!!

With visions of a Knighthood at the very least, I posted some pics of 'EDE', my '65 SWB, relatively un-molested soft top on the forum.

Next day followed emails and phone conversations with Fred Burns from A2E Commercial who supply vehicles for film shoots.

First surprise..... Fred was a lady! Second surprise, the film company liked the pics and wanted 'EDE' for the shoot. She was all set for stardom! The venue was Wrotham Park in Enfield North London, just below the M25, and not far from where I live in Harrow.

“A Sunday 7.30 am start, be there at 7.00 am for breakfast!”



Far too early on Sunday morning saw me and a spruced up 'EDE' heading North to her film debut. The trouble is Wrotham Park is BIG and the Sat Nav didn't help much. After a rather fraught conversation with a foreign gentleman in the local newsagents, I was left with visions of a missed breakfast and keeping Her Majesty waiting. Luckily Fred was passing and spotted the Landy. After introductions we headed in convoy to the suitably imposing, gated entrance of



Wrotham Park. We were greeted by an excitable young man with a walkie-talkie and an important looking badge and clip board, who led us to the film site.

Wrotham Park is a large honey-coloured country residence set in sweeping green-field grounds. I think it was supposed to be standing in for Windsor Castle or one of the other Royal Residences.

The filming was being carried out for Channel 4, a 'docu-drama' about the history of the Royal Family. This particular section was set in 1970 and involved the Queen and Princess Anne driving through the grounds and up to the house, with long-shots, close-ups with dialogue and shots with tame dogs (no not corgis! Labradors) – but I'm getting ahead of myself!

Well, I expected big lorries, caravans, mobile homes and generators and I got them!! Plus a few sleepy looking continuity ladies walking around. Gradually the site came to life, and catering caravan opened, 'EDE' was introduced to many and various assistants (I could never quite work out who did what, but they all had lists and walkie-talkies, some even had two!) 'EDE' was received enthusiastically and Fred and her partner liaised so we knew what was expected of us.

Breakfast was a beautifully cooked full-blown English affair in the catering caravan where we met the Director and our first interesting request! "Could we remove the driver's side windows so that a camera rig could be attached to the door?" Head scratchings and discussions followed involving the Director, Producer, camera crew and several assistants. Fred produced a spanner and in the blink of an eye we had whipped the door top off!! (Luckily it had been off not too long ago and was well greased when refitted.)

Everyone was happy. Make-up ladies arrived and the first 'star' appeared. It was the Queen!! (Not the real one of course, the Channel 4 one). She was a vision in tweed and headscarf looking suitably regal. The first takes were going to be long-shots of 'EDE' coming down the main drive driven by Her Majesty with HRH Princess Anne as passenger. "Perhaps you would like to give her Maj a run-through on how to drive the Land Rover" suggested a beaming, list-clutching assistant. YIKES!!! As they say! HM, as you might expect was pretty adept at Landy gearboxes and had no problem moving off and getting going.

It was fascinating watching a professional film and sound crew at work, from the clapper-board - Take One! Action! - to the many camera operators, there seemed to be one for each bit of the camera, sound men, assistants, assistant's assistants, continuity, make-up etc!! They all had their own jobs and pecking order.





The long-shots went well, back and forth about six times. 'EDE' and the Queen being in radio contact with the film crew – hence them walkie talkies!! We then returned to base camp in preparation for the next series of takes.

These were going to be shot in the moving Landy along the same route as previously and would involve both filming and dialogue.

Attention to detail - even the tax disc was changed to an original 1970 one!

Second interesting request! "How many people can get in the back of your Land Rover?"

It had been decided not to strap a camera jig onto the driver's door (hastily replaced door-top!) ...but to film from behind with the entire film and sound crew squashed into the rear tub. I'm not sure how many people were in there but it seemed like double figures; should have been filming Doctor Who in the Tardis! I just hope no-one had a curry the night before!

HM and HRH took positions, the whole crew plus camera and sound gear squashed into the rear; all was ready to go. Then a horrible grinding of gears, a lurch forward and stall. Another attempt with the same result. Everyone piled out and the director sidled over and discretely suggested I gave HM some further tips on Landy driving.

First serious faux pas by myself!!

"You were doing absolutely fine before," I smilingly suggested.

A rather frosty glance from HM, "Daahliinnngggg.... THAT wasn't me!!"

Well how was I to know that they were using a double for the long-shots to save money, and the famous star for close up and dialogue work only.

That's the thing with doubles....they look the same!!





HM was now Samantha Bond, famous actress (Miss Money Penny in the latest 007 movies) who was distinctly unimpressed with Landy driving. But like all professionals despite several false starts it got sorted. Though I'm sure the leafs had lost some of their spring and the gear-box a few teeth.

Next followed a series of stationary close-ups and dialogue, filmed from just outside 'EDE' with the door open. A small teleprompt attached to the dash shelf out of shot made for an interesting if unusual accessory.

Final shots were of two black Labradors being let out of the back of 'EDE' and running down a track with the Royals following. This proved a bit problematic as the tail-gate kept getting stuck and had to be 'eased.' The Labradors had their own dog-handler and were amazingly well behaved.

As a grand finale the sound crew wanted half a minute of 'EDE' ticking over, then being switched off which I had to do four or five times. The whole film circus then moved off to the main house for indoor shots, leaving 'EDE' and me with just the fading remnants of stardust! All in all a very interesting experience and a very good breakfast plus £150 towards the 'EDE' maintenance fund.

(The series, so I'm told is due to be screened this September on Channel 4.)

Peter Wilks

Vehicle Database



I would like to apologise to any one that has sent in either by post or via email a vehicle database form for their vehicle in the last month or so.

The Job as Database and Historical Records Officer changed hands at the recent AGM and we are still in the process of getting the computer and database moved to its new home, rest assured that the back log will be cleared up as soon as possible and you will receive your Database Protected sticker in due course.

Andy Cresswell
Historical Records Officer



Birmabright Weekend 2009 **Kutna Hora, Czech Republic**

Oh well, being an organizer of a Series event can be a treacherous job.

First, the enthusiasm of Series owners is overwhelming and at first you tend to be slightly concerned whether the meeting will not be too modest for such a large number of vehicles. By the end, usually in the last two weeks before the event, the overall mood swings in the other direction and you start to worry about being the only participant as everyone is giving up due to other commitments.

But in the end, it's all well worth it – the atmosphere is very friendly and enthusiastic, bonnets open at the slightest whim of curious bystanders, plum brandy welcome toasts are uniting people who have seen each other only once or twice before, engines are started up only for the others to hear the sound, tilts are caressed, new tyres furiously kicked and in the end, the turn-up is rarely small.

Birmabright Weekend 2009 was no different. At first, my concerns were mainly related to splitting the group in two as a convoy of 20-30 vehicles would not be the best idea for a greenlaning trip. In the end, 13 leaf-sprung vehicles turned up with one arriving only after the greenlaning trip (2 x SI's, 6 x SII's, 4 x SIII's & 1 x 101 FC) – the collector virus that is Land Rover ownership is a bit of a problem in this sense, as many owners present have several leaf-sprung Land Rovers, but only one driver brave enough to drive them.

The weather was especially enjoyable this year, except the thunderstorm on Friday evening – it's a good thing that there was some rain before we took the trip, as otherwise some of the tracks would resemble El Alamein.

I spent a very exhausting weekend looking for lanes to use – finally, we covered some 100 kilometres during the trip, leaving the camp at 11:00 AM and returning at 8:00 PM. This year we included a great barbecue close to the

observation tower at the Vysoka hill, where the group photos are usually taken – the barbecue was a vital addition to prevent moaning from hungry drivers whenever a stop for photos is made!





After complaints last year that the ride was too comfy, I also included some more exciting lanes, but admittedly there are not that many around. We went through the last year's fording section the other way round and even included a chance-encounter along the route, a half-built section of the road which will bypass Kolin. An earth and gravel mound overlooking the valley with the ford served as a valuable lesson of ascending and descending steep slopes.

In the end we decided to skip the visit to the National Agricultural Museum in Caslav with its display of old agricultural machinery, hopefully I will be able to include it in next year's greenlaning trip. We all enjoyed the meeting, received our fair share of local mud samples to fit any accessible hollows of the chassis and body and we will all remember the



meeting as an eventful and successful one.

If all goes well and you would like to help making the next installment just as nice, we would like to invite you to join us for Birmabright Weekend 2010 from Friday 21st till Sunday 23rd May 2009 in Kutna Hora, Czech Republic.

Jan Hyrman



Norfolk Gala Day Norfolk Showground, 6th Sept

This event is in its first year after the Norfolk Constabulary pulled their support last year after 31 years.



Club Stand

This year however has proved that it is as popular as ever, attracting a fantastic variety of classic cars, lorries, busses and motorcycles and of course, Land Rovers! All of this alongside arena displays and trade stands, dog show and funfair means that there is always plenty for everyone to see.

The Series 2 Club have been attending this event for the last three years, and each time our stand has grown in size, this year we had a fantastic array of fifteen Series II's. New for this year was the fact that we were able to camp on site the evening before the show, and those of us that did would all agree that it was a great evening around the fire with some unforgettable moments!

The show day itself was blessed with excellent weather, with barely a cloud in the sky, and we all spent the day alternately wandering around the show and sitting on the stand chatting.

A selection of motors on display





...more motors



Many thanks to everyone who was able to make it to this show, and I hope that those who wanted to be there but couldn't for various reasons will be able to join us next year! I would just like to thank Toby Farlow and Alan Jones for their help with the stand, along with everyone else who mucked in.

Next years event will be on the 5th September 2010! Put it in your diaries now, and look out for application details in a future issue of B2L!



Our First Rally

It all started 3 to 4 months ago at the local pub meet...

“You coming to the Aldham Rally?” said Bob our area rep. “Depends” said I. “On what?” said Bob. “On whether I get an invite.” “Consider yourself invited” said Bob, “I’ll send you the form.”

A few days later the form arrived, duly completed it was returned and a few weeks later our show passes arrived.

On the Friday about 5pm we arrived at the campsite in the rain clutching our new tent, 10 damp minutes later, with some very welcome help from Bob, we had a waterproof shelter. So first things first, we had a cup of tea and chatted to Bob about what the weekend would entail.

Once everybody else had arrived we joined everybody in Libby and Steve’s awning for an evening of refreshment and joviality culminating in a discussion about purple thigh boots. (Don’t ask!!!!!!!)

Saturday dawned bright and sunny and with ten o’clock our deadline for being in position on the show ground the air was soon filled with the smell of breakfast bacon.

With the Land Rovers on station, I took the opportunity to have a look around the showground.

What an amazing mix of vehicle on display, tractors, vintage and veteran cars, buses, military vehicles (including my favourite, an FC101), stationary engines using various forms of power, motorcycles, scooters and of course, the Land Rovers (10 or 11, if my memory serves me).

About 4pm we filed into the arena for our moment of fame in front of the appreciative crowd and then back to the campsite for a well-earned meal.

After eating we were all invited to join Libby and Steve at a local cider festival.

Transport was arranged (7 in ‘Jezebel’, me and the wife in ‘Biggles’ the lightweight).

We arrived at the festival to find they were just about to run out of cider!!!!!!





So the backup plan was put in action and Libby led us off to a pub called (I think) 'The Tavern.' All of us were welcomed in by Mitch, the landlord, including 'Sunny' my dog and a late, alcohol fuelled, raucous evening was enjoyed by all.

Sunday dawned and I have never seen so much rain fall out of the sky. Come ten o'clock and still raining we lined up on the show ground and decided to put up the marquee brought by Libby and Steve after many false starts we managed to put the tent up and then found the instructions!! Safely out of the rain, tea and sausage rolls were organised (thanks to Mike and Karen) and we settled down to wait out the rain.



About 12.30 the rain stopped and the sun came back with a vengeance with steam rising from everything wet.

Another stroll round the show ground followed by our turn in the main arena with commentary by Bob. (What's it like to be famous?)



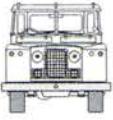
All too soon the day came to a close and we made our weary way back home.

Thanks to all who attended and made our weekend very enjoyable (despite the rain).

A special thanks to Steve and Libby who made us very welcome and to Bob for organising everything so well and for inviting us in the first place.

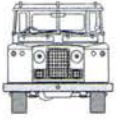
Looking forward to many more.

Andy and Trisha Block



The Club's New Members...

2895	Mr & Mrs G Blanthorne	Kent	2947	Mr & Mrs T Heyward	West Sussex
2896	Mr L Cox	Hampshire	2948	Mr R Maxwell	Angus
2897	Mr D Estill	North Yorkshire	2949	Mr P J Heaton	Lancashire
2898	Mr P Hickling	Yorkshire	2950	Mr A Clarke	Staffordshire
2899	Mr & Mrs P Murphy	Staffordshire	2951	Mr A Crofts	Nottinghamshire
2900	Mr L Stock	Cambridgeshire	2952	Mr & Mrs G Partridge	Wigtownshire
2901	Mr S Allonby-Briggs	Northamptonshire	2953	Mr Cordaff	Essex
2902	Mr G Lewis	Merseyside	2954	Mr R MacFarlane	Hampshire
2903	Mr I Vardigans	Surrey	2955	Mr & Mrs A Spolton	Carmarthenshire
2904	Mr R Knight	Argyllshire	2956	Messes A Irwin	Berkshire
2905	Mr C Manning	Essex	2957	Mr & Mrs K Wright	Essex
2906	Mr G Owenson	Wiltshire	2958	Mr J G Green	Nottinghamshire
2907	Mr & Mrs A Lea	Cheshire	2959	Mr C Azzi	Switzerland
2908	Mr P Roberts	Cornwall	2960	Mr & Mrs R Green	Huntingdonshire
2909	Mr & Mrs A Harrison	Cumbria	2961	Mr G Sayell	Buckinghamshire
2910	Mr & Mrs Clements	Cumbria	2962	Mr & Mrs M Brown	Middlesex
2911	Messrs M & A Cumbers	Kent	2963	Messrs P & R Nicholson	Lincolnshire
2912	Mr J Watkins	Devon	2964	Mr & Mrs J Hughes	Norfolk
2913	Mr G Hicks	Oxfordshire	2965	Mr M Barlow	Ceredigion
2914	Mr T Pierce	West Midlands	2966	Mr & Mrs P Wilkinson	Essex
2915	Mr & Mrs C Adams	Warwickshire	2967	Mr M Hughes	Staffordshire
2916	Mr C Cable	Essex	2968	Miss C M Pickersgill	Cleveland
2917	Mr B Kirkhope	Berwickshire	2969	Mr & Mrs P Selvey	Northamptonshire
2918	Mr T Harvey	Staffordshire	2970	Mr & Mrs R Watt	Norfolk
2919	Mr & Mrs A Hutt	Northamptonshire	2971	Mr D Moore	North Yorkshire
2920	Mr M H Stewart	Argyllshire	2972	Messrs J & A Gilbert	Middlesex
2921	Mr A Devonport & Miss N Stok	West Midlands	2973	Mr C Skeates	Hants
2922	Mr P Wood	Herefordshire	2974	Mr & Mrs D Berry	Hartfordshire
2923	Mr F L V Burgess	Suffolk	2975	Mr & Mrs K Fossey	Essex
2924	Mr J Jacobs & Mr M Trechard	Essex	2976	Mr O Dewberry	Essex
2925	Messrs I & J Jones	Staffordshire	2977	Mr J Slater & Mr R Robinson	East Yorkshire
2926	Messrs N & C Willmets	Cambridgeshire	2978	Mr & Mrs R Noble	South Yorkshire
2927	Mr S Arthur	Devon	2979	Mr S Carpenter	Hampshire
2928	Mr R Kay	Suffolk	2980	Mr J Davidson	Australia
2929	Mr & Mrs R Procter	Worcestershire	2981	Mr A Thompson	Gloucestershire
2930	Mr & Mrs J Bennetts	Derbyshire	2982	Mr & Mrs P Stevens	West Yorkshire
2931	Mr A Bury	Lancashire	2983	Mr & Mrs B Crosk	Norfolk
2932	Mr & Mrs L Swann	Hampshire	2984	Mr D Wiltshire	Suffolk
2933	Mr & Mrs A Holmes	North Lincolnshire	2985	Mr J Guerand	Netherlands
2934	Mr L Vanner	Bedfordshire	2986	Mr C Calhau	Portugal
2935	Miss A Wyatt	Norfolk	2987	S & R Clarke	Derbyshire
2936	G De Santis	Rome	2988	Mr L Guerrier	Suffolk
2937	Mr T M Longmore	Gloucestershire	2989	Mr P Williamson	Lancashire
2939	Mr P Mercer	Australia	2990	Mr & Mrs S Cranch	Nottinghamshire
2940	Mr & Mrs N Rathbourne	Merseyside	2991	Mr M Huddart	Cheshire
2941	Mr & Mrs R Hitchen	Lancashire	2992	Mr & Mrs D Franks	South Lanarkshire
2942	Jo Moules	Shropshire	2993	Mr N Parkes	Buckinghamshire
2943	Mr & Mrs M Jay	Leicestershire	2994	Messrs I & C Slaughter	R.T. C.
2944	Mr W Love	Strathclyde	2995	Messrs D & T Kirk	Dumfries & Galloway
2945	Mr M Lawrie	Cambridgeshire	2996	Mr A Turner	West Yorkshire
2946	Mr R Copestake	Derbyshire			



2997 Mr A Pugh	Hampshire	3020 Mr H Taylor	Yorkshire
2998 Mr R Bruce	West Yorkshire	3021 Mr S Champion	Buckinghamshire
2999 Mr P Lashbrook	Hampshire	3022 Mr & Mrs S Horrox	Pembrokeshire
3000 Mr & Mrs Woolard	Suffolk	3023 Mr & Mrs R Bisiker	Devon
3001 Mr E Whereat	Devon	3024 Mr & Mrs D Pitcher	Northamptonshire
3002 Mr R Wallace & Miss S Maclar	Argyllshire	3025 Mr G Marshall	Norfolk
	Lancashire	3026 Mr S Clannfield	Aberdeenshire
3003 Mr & Mrs C Brook	Buckinghamshire	3027 Mr S Gray	Hampshire
3004 Messrs P & A Barrett	Argyllshire	3028 Mr & Mrs N Gill	Cheshire
3005 Mr & Mrs D Reid	Northamptonshire	3029 Mr B Smith	North Yorkshire
3006 Mr A Britten	Kent	3030 Mr R Charlton	Hertfordshire
3007 Mr & Mrs R Campbell	Cumberland	3031 Mr R Trevor	Surrey
3008 Mr I Bartlett	Berkshire	3032 Mr G Iredale	Staffordshire
3009 Mr G Roberts	Vale Of	3033 Mr R Romaniak	North Yorkshire
3010 Messrs N & S Eley	Glamorgam	3034 Mr I Lindsay	Lancashire
	Australia	3035 Messrs P & L Tickle	Hants
3011 Messrs I & C Cooling	Worcestershire	3036 Mr P Cole	Lancashire
3012 Messrs A & G Williams	Gloucestershire	3037 Mr G Duller	Oxfordshire
3013 Mr B. Freke	Hampshire	3038 Mr J. Parker	Herefordshire
3014 Mr & Mrs N Atkinson	Oxfordshire	3039 Mr A Pain	Swansea
3015 Mr M C Webb	Lancashire	3040 Mr & Mrs R Blockey	Hertfordshire
3016 Mr B Hancox	Bristol	3041 Mr A Cusack	South Yorkshire
3017 Mr R James	North Somerset	3042 Mr Tim Eve	Bedfordshire
3018 Mr & Mrs R Johns	West Yorkshire	3044 Mr D Mayo	Dorset
3019 Mr G Hannam-Clark			

Membership Report

May I start by welcoming all new members.

We are growing in numbers, but are losing some at the same time!

Please can I ask that you let me know if you change address, phone number or e-mail address as this will help in not losing your B2L etc. Sometimes you may receive your renewal reminder when you have sent in your renewal already, please do not worry. I send all renewal reminders out at the end of the month and you may have posted your renewal to the PO Box already, they could have passed in the post.

Please forgive me if this happens. I will try and answer all your membership questions you send me, but if it takes time to get back to you with an answer please be patient, I will get back to you. Finally, please can you check your cheques when you send them in that:

1. it has been signed
2. it has been dated
3. the correct amount is in the box and on the amount line

This helps when going to the bank.

Julie Stock
Membership Secretary



Goings on in the Garden of England...

We are pleased to say it has been a busy few months for the area, with our pub meets going from strength to strength.

We have even had to move from our usual table and into the 'Barn' as we have been getting more and more people on a regular basis, and this gives us a lot more space! We have also had good enough weather to sit in the garden.

We have had a presence at several shows since the last magazine. Starting with **Wrotham Classic Car and Steam Show**, which is a good local show, the weather was great! The strange thing about this show was that for the first time, the 88s" were outnumbered by 109s"!



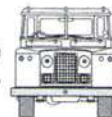
The following weekend was the **Dunsfold Open Weekend**. We had a club stand at this event, and also took a selection of shop items. Sean also took a sectioned gearbox, which he has recently completed. This shows the interior working of a gearbox, and this attracted a lot of interest!



This was followed by an invite from the Series One Club, to the **Biggin Hill Airfair**. We had a large turnout for this with different vehicles each day, and were joined by some of the Essex crowd. The aircraft were fantastic, with displays from the Red Arrows, the Vulcan Bomber and A Battle of Britain flypast, among others. The Virgin 747 Jumbo flew so close it looked like it nearly clipped our gazebo! The experts among us guessed that it was less than 100 feet above the runway. It was a very enjoyable weekend, and we all spent time

hiding underneath parasols and the gazebo as the weather was so good again. We really have been lucky!

Next we had a **Classic Car Show** organised by the South East Vintage Vehicle Club which takes place on a Monday evening. It is always amazing the quantity and variety of vehicles at this show, which is now held at a local garden centre (time for some shopping too!) The weather was terrible this time though!



We then had several working parties, together with the Series One Club, to help set up for the Darling Buds of May Car Show. This is organised by the Rover P5 Alive club, who were on the verge of cancelling next year due to lack of helpers, and they were extremely grateful for the help and support received, mentioning us in their programme, on their website and at the show. This is one of our favourite events. It is held at the farm used for the filming of the Darling Buds of May, and is mainly a car show, with a small fair and some very good craft and auto jumble stalls. We shared a club stand at the show with the Series One Club, making it an even more social event than normal. Again the

gazebo was used for shelter from the sun, not the rain. The stand had a wonderful mixed line up of Series 1s and 2s, including preproduction Series 1 number 11, as John and Pat Smith joined us at the show and were kind enough to bring it to add to the stand.

This show is very good value to visit, at £10 per car for visitors, and the proceeds go to charity. This year's show raised £7500+ for the Kent Air Ambulance and Cancer Research.

Several of our members attended the International, everyone had a great time!

Looking forward to autumn, we are hoping to attend the Peterborough LR Show, the London to Brighton Run, and of course, there is our Christmas meal. As usual all the details will be on the micro site!



Sean & Hazel

Kent Christmas Bash

The Garden of England's Christmas 'Bash' will be at the **Chequers Heaverham** on the **19th December**.

Please contact **Hazel** or **Sean** on **01732 763900** for more details.





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.

These days there never seem to be enough hours in the day to do everything we would like to. So let's not waste time on the introduction, but get straight into some questions.

Q I live in Australia and own a lovely old Series II Land Rover it has been fitted with a 186 Holden motor, could you tell me the difference between a Series II and a Series IIA please.

John

A This sounds like a very easy question, but in fact the difference is much smaller than you might imagine. In fact, some much bigger changes took place both before and after the Series 2 became the 2A.

The biggest change that took place when the Series 2 became the 2A late in 1961 was the engine. The old 2 litre diesel carried over from the Series 1 was replaced by a new 2.25 litre engine based on the petrol engine block. Many of the improvements made to the diesel engine were also incorporated into the petrol engine. At the same time the front axle was modified to use Railko bushes in the swivel assembly instead of the old brass cone bushes and the steering arms moved from the top of the swivel housing to the bottom. The only other differences are the addition of a second fuse in the fuse box, even though this was rarely used as it was for an interior light, the addition of small quarter windows in the back end of the hard top sides, the change of name on the chassis plate and the change to the format of the chassis number. The Series 2 number consists of three digits defining the model with the first digit always being a 1, one

digit for the year, then a unique 5 digit serial number starting from 00001 at the beginning of the production year. The Series 2A number consists of three digits for the model starting with a 2 or later on a 3, followed by a 5 digit serial number which rolled upwards until the end of production, and finished off with a suffix letter, the first used being 'a'. That's it. Everything else was carried over.

There are a number of changes that many think of as marking the difference between a Series 2 and a 2A that actually occurred somewhat earlier or later. Amongst these are the change from a dash mounted indicator switch and side horn push to a column stalk and steering wheel push (1960), the change from a flat apron panel to a rounded one and from protruding chrome rimmed headlights to flush lights (1963). However, some of the most significant changes happened much later, such as the 'black dash' upgrade in 1967 and moving the headlights to the wings in 1968/1969.

Q I wanted to ask a question about the hubs on Series 2 Land Rovers. Does the egg cup style hub cover on Series 2 have to contain a small amount of grease, like say the grease cap in the hub of a Morris Minor? I only ask because when I recently removed the cap on my Series 2 diesel SWB Land Rover (rear nearside hub),



nothing came out except a small amount of thin, dirty oil. I have a new cap to replace this rusted one, but would like to know if I should re-pack with bearing grease before putting it on. Can you advise please? Many thanks.

Andrew

A This is an excellent question, and one that many people get wrong. The little hub cap on most cars and trailers covers the end of the bearing assembly and it is usual to put some grease in the end to provide a supply for the bearings. The cap on a Land Rover hub serves a totally different function. The bearings on a Land Rover hub are tucked inside behind the drive flange the cap is pushed in to with the cap only covering the end of the half shaft where it is attached to the flange. The cap therefore acts only as a dust cover to keep the joint between shaft and flange clean and dry and should therefore be fitted dry. On most models the (10 spline) half shaft is held in the drive flange using a large nut with a felt seal behind it and it is not uncommon for that seal to weep over time letting oil into the cap. On models with 24 spline shafts, they are secured with a circlip and the sealing is then done with a O ring on the drive flange where the cap fits, so it is quite usual for these caps to have oil inside once the Land Rover has been driven for a while.

Q I am restoring a Rover 2.25L diesel engine for my Series 2A and have nearly finished it. Now the next thing to do is paint/spray it. I have been told many colours and got mixed up. Could you please tell me the appropriate colour together with its BS number please.

Regards

Ezechiele

A The correct engine colour is Duck Egg Blue. I don't know if it had a BS number when it was first used by Rover, but BS4800 16C33 Duck Egg Blue is certainly very close if not the actual colour. A few early engines were painted dark grey, but these were mostly 2 litre diesels and some Series 2 2.25 petrols. As far as I know all Series 2A engines were Duck Egg Blue.

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.

For sale

Our much loved club trailer is now surplus to requirements, hence it is now up for sale. The trailer does require some maintenance; specifically some of welds have small cracks. It is recommended that potential buyers should inspect the trailer before bidding. **The sale is to be completed by sealed bids, which must be received by 30th November 2009. Bids sent to: Series 2 Club Ltd (Trailer), PO Box 61, Aberdare CF44 4AJ.**

The highest bidder will be notified the following day and payment arrangements completed. The trailer must be removed by the purchaser by the 14th December 2009 at the latest.

The trailer is currently stored near High Wycombe, viewing by prior appointment, either call **07761 708696** or email **info@series2club.co.uk** to make necessary arrangements.

Please note – the trailer is sold as seen, no warranty given or implied.





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. The CD-Roms for other Land Rover models can be ordered from the Club shop.

Boiler Suit with Club Logo

Fleece Jacket with Club Logo



Blue & Green
state chest size
£33.00



Green - m to xxxxl
£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 xxxxl
£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

Window Stickers

Coasters

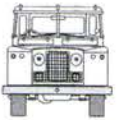


Available as External or Internal in the styles above

set of four

£1.50

£6.10



Club Shop

Drawstring Bag



£4.65

Umbrella



£18.00

Bottle Opener



£3.90

Teddy Bear



wearing a Tee Shirt
with S2C Logo.

£7.00

Stainless Steel Radiator Badge



£7.50

Series 2 Club Brass Badge



£8.30

Tax Disc Holder



£1.84

Key Ring - LR brass



£5.00

Pen

£1.00

Window Sticker - S2c

.84

Hoodies with Club Logo

£18.50 including postage

Names can now be added to garments for a £1 charge

- 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

For sale

Series II 1960 2.25 Petrol

Green with cream top. Galvanised chassis in 1995. Good runner. Located in Holmfirth/ Penistone area.

£1750 o.v.n.o.

Contact: Darren Rothery 01484 687006



Thank You!!

A BIG THANK YOU goes to Richard Shepherd of Toylander for donating a set of Series 2 plans for the raffle at the International Rally.

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 London Road, Biggleswade, Bedfordshire. SG18 8EH
 Callers strictly by appointment only
 01767 319080
 Vehicles are sold as children's toys and should not be used for other purposes.
 Vehicles are not four wheel drive.
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www.realifetoy.com

For Sale

1959 Series 2; 2.25 diesel with Fairey overdrive truck cab plus export tilt. MOT and tax to Jul 2010. Replacement elephant hide seats, Avon tyres. Some spares available.

£1050

Tel: 01434 230180 or email: steveherod@tiscali.co.uk

Wanted

Solid Series 2 or 2a Land Rover with M.O.T. must have good chassis & bulkhead & mechanicals, S.W.B. Prefer soft top, Petrol.

Please contact Natasha email: natasha@13am.co.uk

For Sale

Early 1959 2286cc petrol engine, complete, came out of stolen recovered vehicle that had to be broken. No engine number, run for a few minutes before removal, seemed OK.

£75

Full set of **canvas bars for SWB** complete £150
 Contact David Leo on 07976 714026

DIRECTORY

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

CHASSIS:

Richard's Chassis 01709 577477
www.richardschassis.co.uk

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

ENGINES:

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

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

TRANSMISSIONS:

LEGS 01691 653737 www.legs.co.uk

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

SUSPENSION:

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

BRAKE AND CLUTCH:

Automec 01280 822818
www.automec.co.uk

ELECTRICAL:

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

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

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

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

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

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

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.



The winning entry from the childrens art competition by Georgia Farraday-Wales

