

Summer 2009

£4.00

Fifty Years



on the Road



SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE
www.series2club.co.uk



Peter Brownrigg's
restored tow truck

1939 Vintage Ruston &
Hornsby 33/40HP,
2ft gauge diesel and
1971-1991 Land Rover
Series 2a both
restored and driven
by Dave Hall



James Williams &
Dave Gilbertson
out Laning



Series 2 Club

PO BOX 61, Aberdare CF44 4AJ

Club Officers

Chairman Mark Rumsey
Vice Chairman Chris Bentley
Secretary Mike Buss
Membership Secretary Julie Stock
Postal Secretary/Shows Rob Hancock
Treasurer Vaughan Hartridge
Magazine Editor Andy Cresswell
Vehicle Registrations Officer Dave Dutton
Historical Records Officer Norman Smith
Technical Officer Mark Rumsey
Shop Manager Carol Buss
Forum Administrator Alan Jones

Contact Details

Chairman: chairman@series2club.co.uk
Club can be contacted by telephone via Vice Chairman, Chris Bentley Tel: 07967 027519
Club e-mail address: info@series2club.co.uk
B2L Editor: editor@series2club.co.uk
 29 Orwell View Rd, Shotley
 Ipswich, Suffolk IP9 1NW
Memberships: Tel: 01954 202221
 membership@series2club.co.uk
Website: www.series2club.co.uk

Area Organisers

Anglia: Toby Farlow
 T: 01354 741286/07855 858279. anglia@series2club.co.uk
Australia and New Zealand: Len Smyth
 T: (61) (3) 5341 3745 australia-nz@series2club.co.uk
Borders: Simon Maltby
 T: 01768 865631 borders@series2club.co.uk
Central Shires: Gordon Kettell
 T: 01604 696132 centralshires@series2club.co.uk
Cymru: Rob Hancock
 T: 01685 812213 southwales@series2club.co.uk

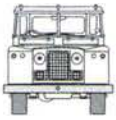
East Midlands: Alex Thorpe
 T: 07791 257205 after 6pm. eastmidlands@series2club.co.uk
Essex: Bob Sutton
 T: 01206 563167 essex@series2club.co.uk
Europe: Ivan Plachy
 europe@series2club.co.uk
Garden of England: Sean & Hazel Smeeth
 T: 01732 763900 kent@series2club.co.uk
New Forest & Solent: Andrew Orchard
 T: 02380 814430 newforest@series2club.co.uk
North America (East): Peter Monk
 T: (302) 737 0473 northamerica-east@series2club.co.uk
North America (West): Rich Williams
 T: (425) 497 9199 northamerica-west@series2club.co.uk
North West: Karin Quarrie
 T: 01925 722286 northwest@series2club.co.uk
North Scotland: Gordon Duncan
 T: 01456 415221 scotland-north@series2club.co.uk
South Scotland: Felix Jarvis
 T: 07914 288 150 scotland-south@series2club.co.uk
Severn Valley: Patrick Anderson
 T: 01666 575106 severnvalley@series2club.co.uk
South West: Rowan Gay
 T: 07762 041022 southwest@series2club.co.uk
Surrey & Sussex: Michael Thrower
 T: 01483 283326 surreyandsussex@series2club.co.uk
Thames Valley: Eric Leuzinger
 T: 01628 528279 thamesvalley@series2club.co.uk
West Midlands: Robert Eastwood
 T: 07799 622414 westmidlands@series2club.co.uk
Yorkshire: Bob Mulcock
 T: 01535 606147 yorkshire@series2club.co.uk

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 Summer issue of 'Built TWO Last'.

I hope this issue finds you all enjoying the sunshine and I would like to think that many of you have been out and about to a few of the shows that have already taken place. As you can see from the front cover one of the members has been a bit further afield already this year, thanks to **Phil Newman** for the amazing shot of his 1961 Dormobile 'Bea' on his recent trip from North Yorkshire to Africa.

From a bit further afield my thanks go to **Dennis McLaughlin** for his write up of the Corowa event in Australia and the photos of his and other military Land Rovers that he photographed while attending.

Not quite so far afield but still quite a trip for some of the members is the club International being held in Fakenham, Norfolk. I had the chance to pay a visit to the site in April and I think it will give us everything that we should want from a site and more, with some superb greenlaning on some of the most picturesque lanes that Norfolk has to offer, so if you still need to book in, time is getting short.

The club AGM will be held at the above event so if you would like to attend to have your say we will be very pleased to see you, if you can't make it the Agenda and Proxy Voting Form is in this issue.

A big thank you to the area organisers that have sent me their reports for the magazine, nice to see that people are still getting together and making use of their motors in these difficult times. Talking of making use of your motor, I am pleased to report that I have finally got 'Boom' back on the road after nine months in pieces. She is now fitted with a roof tent so hopefully my lads will make a bit more use of her this year. You can see her inside the rear cover.

This months hamper goes to new member **Malcolm Halford** for his Land Rover Mania Article which seems to prove that once you have got these motors in your blood they are there for life in one form or another, thanks to **Carol** at the **Club Shop** and **Glen** at **Paddocks** for the hamper contents.

As usual I am always looking for content for the magazine and would especially like any of your memories from the early years of the club for the Autumn issue.

Have a great summer and enjoy your motors while the weather lasts.

Andy

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

Material for the magazine to:

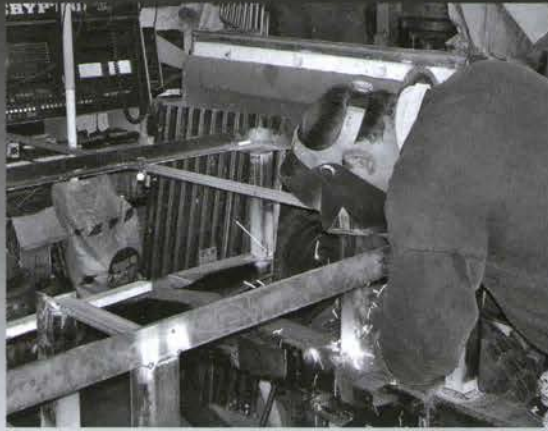
Editor: 'Built TWO Last,' PO Box 61, Aberdare CF44 4AJ

Email: magazine@series2club.co.uk

Articles and photos are welcome in any format, including handwritten. Deadline for material for the next issue is **31 August 2009.**



Chairman's Chat...



Doesn't time fly? It seems like only yesterday I was writing my first chat, and now here I am writing my last.

Demands on my time at work and at home have increased and I don't believe I am able to give the chairman's job the attention it deserves, so I've decided after two years at the top it's time to move on and let someone else take the hot seat. I am officially standing down at the AGM, so until then it's business as usual. My time as chairman has certainly been interesting and never been dull, and I hope my successor (whoever that may be) enjoys doing the job as much as I have.

So, what's happened with the Rumsey fleet over the two years I've been in charge? There have been a few changes, and some things haven't changed at all. My own 1960 Series 2 is still in exactly the same state it was two years ago, and 'Saggy', our other 1960 Series 2 is still doing sterling service with minimal maintenance. The tray back is also still going strong and has done a few shows over the last couple of years, and will with any luck have made it's commercial show debut at the CVC show at Gaydon alongside well known and well respected classic commercials from AEC, Leyland, Foden, ERF, Bedford, Commer, Volvo and many more. The 6 cylinder station wagon has developed terminal chassis rot and is now laid up until we can rake together the money for a new chassis and a rebuild, whilst 'Diddy', the Rover 3 litre powered special that appeared on the Spring front cover is awaiting some

engine work before hitting the road again. 'Brian', the 2B FC is still being used as a wheel store, but is ready to be called into action whenever needed.

We also acquired a 21 year old project, 'Ninety', during the last two years, and that is slowly nearing completion. Don't worry, I've not gone over to the soft side with a modern Land Rover. We bought it because the price was right and it might allow us to make a modest profit to help support our Series 2s. But enough modern stuff, what about the other Series 2s? We have two projects that we hope to start sometime this year. One is a 1959 4x2, yes a genuine two wheel drive Land Rover. These 4x2s were actually built for the British Army, but were not a roaring success. This is not going to be a fast rebuild as most of the body is in a bad state and the bulkhead is almost the worst I've seen. I can normally salvage a bulkhead that's in a bad way, but this one really is past it with more rust than metal. Bizarrely, the chassis is in very good condition, needing only some minor fettling. We have most of the stuff we need, so hopefully we'll be able to get on.

The other project is an early 1960's double cab. This was either a factory prototype/evaluation vehicle or a professional conversion as the work is simply too good to be DIY. Unfortunately the original registration has gone and there is no way of tracing its history. All we do know is its last job was as a breakdown recovery truck, and this is how it will be rebuilt, complete with a crane in the back. What amazes me about this Land Rover is how closely it follows the design of the current Defender double cab. I know its not a copy of the Defender because it was obviously built a long time ago, and we bought it before the Defender version was being made. Again, we have most of what we need to rebuild it and should be able to get on fairly quickly.

Of course, as some of you may know the fleet also includes a couple of vehicles that don't come from Solihull. From Dunstable there's the Bedford TK, which has now



carried several Land Rovers for us and done a couple of shows in its own right. Hopefully by the time you read this, it should have been on display at the CVC show alongside the tray back. The other comes from somewhere a little further away. This little car was built in a factory at Linwood near Glasgow that has long since disappeared. It is a 1966 Singer Chamois, which for those who don't know is the 'posh' version of the Hillman Imp. For our younger readers, the Imp was built to compete with the Mini and is a small rear engined saloon featuring an 875cc all alloy engine, a rear hatch with a small load area

behind the folding rear seat, plus a proper luggage boot (or trunk if you prefer) at the front. It is about the same length as an 88" Series 2, but is obviously narrower and much shorter, but it can manage over 40mpg. And considering its age and the size of the engine, it flies. Its great fun and a nice companion to the more sedate Land Rovers.

Well, that about wraps it up for me. Here's hoping you all have a great time for the rest of the year with your Land Rovers. I certainly intend to.

Mark Rumsey

The Club's New Members...

2833	Mr D Bleasdale	Lancashire	2865	Mr L Beswick	Hampshire
2834	Mr E Wilcox	London	2866	Mr B Pilgrim	Cheshire
2835	Mr & Mrs N Ogley	Yorkshire	2867	Mr & Mrs C Young	Shropshire
2836	Mr M Lang	Bedfordshire	2868	Mr B Wills	Devon
2837	Mr D Craven	Derbyshire	2869	Mr P Gillman	Surrey
2838	Mr D Wright	Suffolk	2870	Mr M T Rogerson	Lancashire
2839	Mr D Webb	Hampshire	2871	Mr J Rowell & Miss T Hobson	Lancashire
2840	Mr P Prendergast	Essex	2872	Mr & Mrs M Cooper	Kent
2841	Mr A W J Brooks	Devon	2873	Messrs G & B Noon	Derbyshire
2842	Messrs M & M Kitchen	Hertfordshire	2874	Mr & Mrs J Hurrell	Norfolk
2843	Mr S Leggatt	Hampshire	2875	Miss N Geary	Somerset
2844	Mr S Oughton	West Yorkshire	2876	Mr C Smallridge	Yorkshire
2845	Mr & Mrs D Dearsley	Surrey	2877	Mr & Mrs K Chidwick	Kent
2846	Mr R Evans	Vale of Glamorgan	2878	Messrs J & P Woolnough	Cornwall
2847	Mr J Fiennes	Wiltshire	2879	Mr & Mrs P Owen	Wiltshire
2848	Mr E Kinsella	Surrey	2880	Mr R Cooper	Norfolk
2849	Messrs J & P Hixson	Kent	2881	Mr R Bettell	Dorset
2850	Mr H Brown	Lancashire	2882	Mr S Rogers	Cornwall
2851	Mr C Morrill	Lincolnshire	2883	Mr A Armour	Glasgow
2852	Mr & Mrs S Crew	Hants	2884	Mr D Wheeler & Miss C Ballard	West Midlands
2853	Mr D Moore	West Yorkshire	2885	N Rainy Brown	Inverness-shire
2854	Mr R Conway	Wiltshire	2886	Mr & Mrs McEwen	Herefordshire
2855	Messrs L & C Davy	Lancashire	2887	Mr & Mrs D Collins	Devon
2856	Mr A Paton	North Yorkshire	2888	Mr & Mrs Goldsack	Cambridgeshire
2857	Mr A Munnik	Cornwall	2889	Mr J Major	Surrey
2858	Mr C Rowse & Miss R Cundy	Cambridgeshire	2890	Mr & Mrs M Grimmett	Berkshire
2859	Mr S Spriggs	Oxfordshire	2891	Mr R Lawrence & Miss V Danie	Gloucestershire
2860	Mr & Mrs R Hyde	Kent	2892	Mr M Fowles	Gloucestershire
2861	Mr & Mrs K Pearse	Bedfordshire	2893	Mr & Mrs P Morris	South Glamorgan
2862	Mr D Golding	Bedfordshire	2894	Mr & Mrs C Reynolds	Carmarthanshire
2863	Mr & Mrs K Parkinson	Bedfordshire			
2864	Mr & Mrs J Harvis	Kent			



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
East Midlands	First Monday each month from 7:30pm Alex Thorpe 07791 257205	The Beckett Arms Corringham, nr. Gainsborough
New Forest & Solent	Contact Andrew Orchard for info 02380 814430 newforest@series2club.co.uk	TBC
Garden of England	Second Thursday each month from 7:15pm Sean Smeeth 01732 763900 kent@series2club.co.uk	The Chequers, Heaverham, Kent, TN15 6NP
North West	Contact Karin Quarrie on 01925 722286	Various Meets
Peak District	First Saturday each month from 8pm Phone to confirm Chris 01298 25151	Grouse Inn on the B6054, above Froggatt
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.



Goings on in the Garden of England...

The area has been busy since the last report, as the show season has begun in earnest.

We kicked off the season with a trip on Easter Sunday to Willisborough Windmill. This was a family day out and was very well attended, with some members making the trip up from the coast to join us.

The windmill was opened early specially for us, and we enjoyed a very interesting guided tour, followed by a ploughman's lunch. The afternoon was spent chilling in the sunshine and chatting about landies!



Our next event was on the May bank holiday, we were invited as guests of the Invicta Land Rover Club to join them on their stand at the Kent county show, at the Hop Farm, Paddock Wood, for the second year running. And yes, I know we took our Series One, she likes the occasional run out and visiting her bigger and younger sisters! It also put more of a variety of Solihull products on their stand!

This is a very pleasant show, with plenty to see and do, from the Birds of Prey displays, dog show, agricultural vehicles and the inevitable stands, selling the usual bits and pieces. Of course we had to sample the cheese, the pickles and defiantly the caramel vodka! We took cooking equipment, and the bacon sandwiches went down a treat!





We then had a green lane day, organised by Richard Dickinson, and well attended as everyone remembered the success of the previous green lane run. We were even joined by some of our Essex neighbours; it was great to see them! We were lucky again with the weather, and the woodland areas of the run were truly spectacular, as the bluebells were in full flower and providing a stunning display.

We stopped half way for a great pub lunch, and must have been there for about two hours, the time just flew as we socialised! We were all left with memories of a great day, and looking forward to the next time. Our thanks again to Richard Dickinson for the time and effort put into planning such an event.



The following day was a trip to the Bluebell Railway in East Sussex, for the Southern at War weekend. Again this was designed to be a family day out and was also attended by members from outside of our area, it is great to see people who we may not meet up with so often.



Our pub meets are also going from strength to strength, with more people attending and new members appearing on a regular basis. We welcome any one who wishes to come along to these or any of our other events, the dates of which are all to be found on the micro site.

You could also give us a call on the phone number at the front of the magazine. It is always nice to see new faces. Please also remember that you can visit any meet, not just the one for your area!





Events Calendar 2009

Date	Event	Contact & Details
Jul 4th - 5th	Leafers at t'Pit, National Coal Mining Museum, nr Wakefield. Yorkshire	www.leafersatpit.org.uk
Jul 10th - 13th	The Swiss Series Meet	info@domainemaisonblanche.ch or call 0041 79 204 18 72 Please contact Editor for more details
Jul 11th - 12th	Woodcote Steam Rally (nr Reading)	thamesvalley@series2club.co.uk
Jul 11th - 12th	Ardingly Vintage & Classic Vehicle Show, South of England Showground, Ardingly, Nr Haywards Heath, West Sussex	www.ardinglyvcvshow.org.uk
Jul 17th - 19th	LRO Show Billing, Billing Aquadrome, Northampton	shows@series2club.co.uk Some passes may be available through club – use shows form on page 37.
Jul 17th - 19th	LRM Show Newark Showground	shows@series2club.co.uk Some passes may be available through club – use shows form on page 37.
Jul 22nd - 26th	War & Peace Show, the Hop Farm, Paddock Wood, Kent.	01304 813945
Aug 2nd	Classic Car show Imperial War Museum Duxford Cambridgeshire	Julian Robinson 07854 046392
Aug 7th - 10th	The Series 2 Club 25th Anniversary Rally, Fakenham Racecourse, Fakenham, Norfolk.	anglia@series2club.co.uk or club address (see booking form on page 19.)
Sep 6th	Norfolk Gala Day	Phil Stevenson - 07736 841000 landroverdefender8@hotmail.com
Sep 12th - 13th	LRO Show, Peterborough	shows@series2club.co.uk Some passes may be available through club – use shows form published in next issue.
Sep 18th - 20th	Les Temps du Series at Bannegon Castle, France	www.le-temp-des-series.com
Sep 26th - 27th	Abingdon 4x4 Show, Dalton Barracks, nr Abingdon, Oxfordshire	thamesvalley@series2club.co.uk
Oct 4th	London to Brighton Land Rover Run	kent@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.



THE SERIES 2 CLUB – CLUB RULES

See pages 20 - 22 for further details of this meeting.

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

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

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

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



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

Club Rules as originally agreed at the AGM on 13th August 2006, revised at the AGM on the 29th July 2007.

SERIES 2 CLUB LTD

NOTICE OF ANNUAL GENERAL MEETING

Regd. No. 2451020
The Companies Act 1985
By order of the Board of Directors

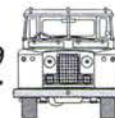
NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Company to be held at the Club International, Fakenham Racecourse, Norfolk on Sunday 9th August 2009, commencing 2.30 p.m.

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

Notes:

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

Blinder House, Flagg, Buxton, Derbyshire, SK17 9QG



**AGENDA FOR ANNUAL GENERAL MEETING
of the SERIES 2 CLUB LTD to be held
on August 9, 2009, 2.30 pm at Fakenham Racecourse**

1. To receive apologies for absence
2. To approve the minutes of the last Annual General Meeting of the Company
3. To deal with matters arising from those minutes
4. To appoint Messrs. James Stewart and Company Chartered Accountants, as auditors of the Company and to authorise the Directors to fix their remuneration.
5. To approve the accounts
6. **To modify the structure of the committee, by changing rules 7 & 8:**

Rule 7

Remove existing rule and replace with:

COMMITTEE: The Committee shall consist of the following club officer posts:

Chairman	Secretary	Treasurer	Membership Secretary
Postal/Shows Co-ordinator	Magazine Editor	Vehicle Registrations Officer	
Technical Officer	Information Technology	Shop Manager	
Area Contact Liaison Officer			

In addition the Committee will appoint Area Contacts, who will provide the main links for the membership to the Committee. The Area Contacts will be supported in their work by the Area Contact Liaison Officer. Area Contacts are not required to attend Committee meetings but may be invited to attend by the Chairman or Secretary if this is necessary. Officers may form their own sub-groups in order to assist them in their work. Members of these sub-groups may deputise for the officer in his absence and vote on his behalf.

Rule 8

Remove existing rule and replace with:

QUORUM OF COMMITTEE: The quorum of the committee shall be at least 50% of the Committee. Where a committee member holds more than one post then he shall count for the quorum only once.

7. **To appoint Directors, Officers and Committee members**

(Note under Article 35, one third of the Directors shall retire, but may be reappointed. No new person shall be appointed as Director at any general meeting unless not less than fourteen nor more than thirty five clear days before the date appointed for the meeting notice executed by a member qualified to vote at the meeting has been given to the Company of the intention to propose that person for appointment, together with notice executed by that person of his willingness to be appointed)

(Note 2. In compliance with this Article, in fact, two directors have retired, Catriona and Brian Crelling. They have not sought re-election.)

The following Club Officers and Area Organisers have resigned through the course of the year or announced their intention to stand down at this AGM:

Mark Rumsey, Chairman
Chris Bentley, Vice Chairman
Norman Smith, Historical Records Officer
Ben Stock, Membership Secretary
Wendy Kempster, Secretary
Alex Thorpe, East Midlands Organiser
Jim Leslie, Scotland South Organiser
Peter Monk America East Organiser
Rob Hancock as Cymru Organiser



The following persons have indicated that they will formally apply to become directors of the Series 2 Club Limited, and hereby stand for appointment, subject to application:

Note: Formal applications cannot be made more than 35 days prior to the AGM.

- 7a. Alan Jones
- 7b. Sean Smeeth

The following members have been co opted onto the committee through the course of the year and their positions need confirmation at this AGM

- 7c. Felix Jarvis, Scotland South Organiser
- 7d. Patrick Anderson, Severn Valley Organiser
- 7e. Michael Trower, Surrey and Sussex Organiser
- 7f. Toby Farlow, Anglia Organiser

Items 7c. – 7f. will not require voting if item 6 approved.

- 7g. Mike Buss, Secretary

The following members are seeking Re-Election on to the committee

- 7h. Simon Maltby, Borders
- 7i. Sean Smeeth, Garden of England
- 7j. Ivan Plachy, Europe
- 7k. Andrew Orchard, New Forest and Solent Organiser

Items 7h – 7k will not require voting if item 6 approved.

- 7l. Andrew Cresswell, Magazine Editor
- 7m. Rob Hancock Postal Secretary (& Shows Co-ordinator, if item 6 approved)
- 7n. Carol Buss, Shop Manager

The following members are seeking election for roles:

- 7o. Bob Sutton, Chairman
- 7p. Julie Stock, Membership Secretary
- 7q. Andrew Cresswell, Historical Records Officer
- 7r. Rob Hancock, Shows administrator
- 7s. Vice Chairman, should a nomination be received
- 7t. East Midlands Organiser, should a nomination be received
- 7u. America East Organiser, should a nomination be received
- 7v. Cymru Organiser, should a nomination be received

Items 7q to 7v will not require voting if item 6 approved.

- 7w. Karin Quarrie, Area Contacts Liaison Officer

Item 7w will not require voting if item 6 is not approved.

8. To amend the club rules to correct a discrepancy.

Note. This is to make the changes noted below under Rule 31, removing “or such higher amount as an individual member agrees to contribute so that the total of all members’ contributions aggregated together will not be less than five pounds per member” and change the amount of liability to ONE pound from five pounds.

Rule 31

to be replaced with:

LIABILITY: The liability of members shall be limited by Guarantee. Every member of the Club undertakes to contribute to the assets of the Club in the event of the same being wound up while he is a member (or within one year after he ceases to be a member) for the payment of debts and liabilities of the Club contracted or incurred before he ceases to become a member, and of the costs, charges and expenses of winding up, (an amount as may be required not exceeding) the sum of one pound. All matters relating to the winding up of the Club shall be conducted in accordance with the Articles of Association.



9. To provide information about the 2010 international rally
10. To receive the Chairman's Report
11. To receive the Treasurer's Report
12. To receive the Director's Report
13. To receive the Secretary's Report
14. To receive the Membership Secretary's Report
15. To receive the Vehicle Registration Officer's Report
16. To receive the Technical Officer's Report
17. To receive the Shows Co-ordinator's Report
18. To receive the Magazine Editor's Report
19. To receive the Webmasters Report
20. To receive the Forum Administrator's Report
21. To receive the Shop Manager's Report
22. To receive the Historical Database Archivist's Report
23. To receive Area Organiser's Reports
24. To set a date and venue for the 2010 AGM
25. To conduct AOB.

Items for AOB must be received in writing to the company address 14 days prior to the date of the AGM.

NOTE: Only Club members will be allowed into the AGM & Membership cards will need to be shown to gain access. Voting will be carried out by raising membership cards.

Dirty Weekend

A few shots from the Thames Valley dirty weekend at Sibbertoft





PROXY FORM SERIES 2 CLUB LTD

I/WE _____
of _____
Membership No. _____

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

_____ of

or failing him/her, the Chairman of the meeting as my/our proxy to vote for me/us on my/our behalf at the Annual General Meeting of the Company to be held on Sunday 9th August 2009 and at any adjournment thereof. This form is to be issued in respect of the resolutions mentioned below as follows (the numbering follows the numbering of Agenda items):

Resolution 2	For/Against/Abstain	Resolution 7k	For/Against/Abstain
Resolution 4	For/Against/Abstain	Resolution 7l	For/Against/Abstain
Resolution 5	For/Against/Abstain	Resolution 7m	For/Against/Abstain
Resolution 6	For/Against/Abstain	Resolution 7n	For/Against/Abstain
Resolution 7a	For/Against/Abstain	Resolution 7o	For/Against/Abstain
Resolution 7b	For/Against/Abstain	Resolution 7p	For/Against/Abstain
Resolution 7c	For/Against/Abstain	Resolution 7q	For/Against/Abstain
Resolution 7d	For/Against/Abstain	Resolution 7r	For/Against/Abstain
Resolution 7e	For/Against/Abstain	Resolution 7s	For/Against/Abstain
Resolution 7f	For/Against/Abstain	Resolution 7t	For/Against/Abstain
Resolution 7g	For/Against/Abstain	Resolution 7u	For/Against/Abstain
Resolution 7h	For/Against/Abstain	Resolution 7v	For/Against/Abstain
Resolution 7i	For/Against/Abstain	Resolution 7w	For/Against/Abstain
Resolution 7j	For/Against/Abstain	Resolution 8	For/Against/Abstain

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

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

NOTES RE: PROXY VOTING

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

A proxy need not be a member of the Company. If this form is returned without any indication as to how the proxy shall vote, the proxy will be free to vote on any particular matter as he or she thinks fit, or to abstain from voting. Please initial all alterations made to the form. This form must be deposited not less than 48 hours before the meeting by posting to the Company at:

BLINDER HOUSE, FLAGG, BUXTON, DERBYSHIRE, SK17 9QG



Central Shires news...

Its been a bit quiet in the area, the weather not helping thing's, but that's not to say the members have been quiet.

Cat and Brian have been busy in the cow shed working on 'Captain Flack', Cat's 109" truck cab, I've had to overhaul the cylinder head on my 109", 'Phillipa', after it started to run on 3 cylinder's, then get it ready for it's MOT. Others are getting ready for the show season, as I write this, our first show is only 2 weeks away, May 2nd-4th at Rushden. Need to sort the caravan out yet....for more show detail's in our area, go to our area website: www.centralshiresarea.webs.com

At the end of March, we had a road run, starting and finishing at the Rose & Crown pub in Yardley Hastings. Starting just after 3.00pm, the route covered 42 miles, all on tarmac, stopping off for a brew at Pitsford Reservoir, returning to the Crown at about 5.30pm, where the landlord had prepared us our own menu. Many thanks to Andrew and his staff. In all there was 8 Series 2's, 1 Discovery, 16 members and 4 guests for dinner, and it was also nice to see some new faces on the day, plus also, special thanks to Stuart and Sue, who came back from Taunton, went home, jumped into their Series 2 and joined us for the run.



We have also attended our first show of the season, Rushden Cavalcade, plenty of Land Rovers on show, a good mixture of S1s and S2s, 4 members from our area made the effort, and a good weekend was had by all.

Gordon
Central Shires Area Rep.



25th Anniversary International Rally 2009

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

Things are well underway for the event.

A nice steady stream of bookings are coming in with a good handful of faithful international followers mixed with some new attendees who have only recently joined the club. The more the merrier, so if you haven't booked yet please get your forms in so as not to be disappointed.

On the Friday evening we are planning a road-run to Wells-next-the-Sea, which is actually a mile inland now, due to silting, with an opportunity to have a fish and chip supper for the early Rally arrivals and hopefully a visit to the local Lifeboat station and sunset photo opportunities. Saturday is Green Lane day with mapped out greenlane runs that can be taken as an organised group or with route maps so you can go it alone. In the evening we will be holding our traditional quizzes, Feeling Cyril's Bits and the Pub Quiz. Sunday we will have some traditional 'field' events, including a Gymkhana driving test, autojumble and the Vehicle Line-up parade.... For those staying over to Monday morning we will be providing some BBQ type food and evening entertainment.

Don't miss out

Pitches are limited so be sure to book your rally weekend soon using the booking form opposite. You'll have the option of arriving



early or staying extra days on the rally site for an additional fee, or you could move on to another site/location in the area to complete your holiday.

If you require help in booking extra days our **Rally Administrator, Julie Stock (01954 202221)** can advise and liaise with the camp site. **Don't delay, book NOW.**





**SERIES 2 CLUB
25th ANNIVERSARY
INTERNATIONAL RALLY 2009**

Friday 7th – Monday 10th August
Fakenham Racecourse, Norfolk, NR21 7NY

Booking form

Name:	
Address:	
Postcode:	
E-Mail:	
Telephone:	
Membership No:	
Vehicle/s Reg No:	
Camping Pitch - a camping pitch is a caravan plus awning, a vehicle and a 'pup' tent, or a standard tent. Extra vehicles will have to be parked in the car park. x £60* =	
Please indicate:	Caravan <input type="checkbox"/> or Tent <input type="checkbox"/>
Numbers in party:	Adults <input type="checkbox"/> Children under 16 <input type="checkbox"/>
Please tick if you require (at no additional cost but first come first served):	
Electric hook-up <input type="checkbox"/>	Hard standing <input type="checkbox"/>
Day Pass for Saturday's events and evening entertainment = £20 per vehicle Pay at the gate.	
Please note: The booking fee is non-refundable and any booking received after July 1st 2009 will be charged at *£75/pitch. Photocopy this form if you don't want to spoil this issue of B2L.	
Booking acknowledgement will be sent via E-Mail where possible.	

Please send completed forms with cheques payable to
"Series 2 Club Ltd" to:
International Rally, Series 2 Club, PO Box 61 Aberdare CF44 4AJ

For further information or if your group does not fit this pricing structure
please e-mail the Rally Administrator at rally@series2club.co.uk
or call Julie Stock on 01954 202221.



Treasurer's Report AGM August 2009

THE CLUB'S YEAR-END ACCOUNTS for 2008-09 have been externally audited and submitted to Companies House. Whilst rising postage, printing and stationary costs have been experienced over the past year and future expenditure needs to be carefully monitored in these areas, I am pleased to report to the Membership that member's funds of £19,709 represents 10.8% increase over last year's figure.

Vaughan Hartridge
Treasurer

SERIES 2 CLUB LIMITED - COMPANY LIMITED BY GUARANTEE BALANCE SHEET - 31st JANUARY 2009

	Note	2009		2008	
		£	£	£	£
FIXED ASSETS					
Tangible assets	4		1,205		1,245
CURRENT ASSETS					
Stocks		2,465		2,433	
Debtors	5	1,923		-	
Cash at bank		<u>15,392</u>		<u>14,368</u>	
		19,780		16,801	
CREDITORS: Amounts falling due within one year	6	<u>1,276</u>		<u>254</u>	
NET CURRENT ASSETS			<u>18,504</u>		<u>16,547</u>
TOTAL ASSETS LESS CURRENT LIABILITIES			<u>19,709</u>		<u>17,792</u>
RESERVES	8				
Profit and loss account			<u>19,709</u>		<u>17,792</u>
MEMBERS' FUNDS			<u>19,709</u>		<u>17,792</u>

The directors are satisfied that the company is entitled to exemption from provisions of the Companies Act 1985 (the Act) relating to the audit of the financial statements for the year by virtue of section 249A(1), and that no member or members have requested an audit pursuant to section 249B(2) of the Act.

The directors acknowledge their responsibilities for:

- (i) ensuring that the company keep proper accounting records which comply with section 221 of the Act, and
- (ii) preparing financial statements which give a true and fair view of the state of affairs of the company as at the end of the financial year and of its profit or loss for the financial year in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Act relating to financial statements so far as applicable to the company.

These financial statements have been prepared in accordance with the special provisions for small companies under Part VII of the Companies Act 1985.

These financial statements were approved by the directors and authorised for issue on and are signed on behalf by:

.....
R Home

.....
H Lippit



“Congratulations”

We all wish CYMRU area members Chris Mock and the lovely Hazel, all the best as they embark on their new lives together.

Luckily Hazel seems to love landy's, so there's harmony in the household. The wedding was in full Series 2 fashion; from the landy Chris re-built in 2000 to the Land Rover themed wedding cake.



Rob Hancock
Cymru Rep



Land Rover Mania

Time to put pen to paper about my introduction to Land Rovers.

For many years now I have intended to put into print my introduction to Land Rovers and to chart the progress of various ownerships, with suitable illustrations of the vehicles that have passed through my hands in the 38 years since I became addicted to Land Rovers. And now having just become a member of the Series 2 Club it seems an appropriate time to put pen to paper (or digit to keyboard) and send it in to the club mag. Previously, the photographs have always been the stumbling block, how to retrieve the many photographs in their various forms, be they prints, transparencies or polaroids, but now with the wonders of digital photography and a nice new photo scanner (which hope I learn to use in time) attached to my computer, I now feel equipped and ready to dive in.....so here goes!

It was in 1970 that I made a discovery that was to change my life forever, and that of my wife to be, who I had not even met at that time. I saw a Land Rover for the first time, a willow green Series 2a 88" Station Wagon, it belonged to a colleague at work, and it was love at first sight. The Land Rover, that is, not the colleague. That was it, I had to buy a Land Rover but they were not as easy to come by in those days, and I certainly could not afford a station wagon. Eventually I located a small selection at a back street dealer called 'Overland Motors' (no longer in existence and not related to any



present day company of similar name that may exist) where I purchased a green 88" Series 2 Estate Hardtop (**386 SKM**). I will never forget that first serious drive of a Land Rover through the streets and traffic of Croydon on a Saturday morning. Its already in top gear, doesn't it go any faster than this, I thought, peering over the bulkhead and surrounded by what seemed like an enormous noisy metal box. I drove this for some months before finding some serious corrosion in the dumb irons, and traded it in with the same company for a grey 109" Series 2a Station Wagon (**PNO 892 D**), which came complete with straw in the lockers.



By this time I was what you might call an experienced Land Rover driver, but my abiding memory of the drive home with this monster was glancing behind me and being aware of the vast expanse of vehicle and rows of seats stretching, as I thought then, into the distance. This vehicle proved to be a good, trouble free buy, and gave good service, especially in lugging tons of ready-mixed concrete and mortar around when my brother and I built a



the work area to maintain flexibility of one's fingers. Strangely enough, this novel method of replacing the shells was very successful and the vehicle went on to cover many thousands of miles, certainly it was still running well when I sold it on. It also suffered that other 'six pot', scourge, that of cracked valve inserts, which necessitated their removal by cold chisel, and replacement with new Stellite inserts. This is a tricky operation because dangerous chips can fly during the removal, and the new ones, which are very brittle, can crack during insertion. This too was done in situ, but by a mechanic who knew what he was doing.



All of these happenings so far described are taking place over a period of many years, and in the course of which I had also developed an interest in military vehicles, but not being content with something easy to manage, I ended up with an armoured scout car. The more astute reader will have noticed that this is not a Land Rover product, but was in fact a 1945 Daimler Mk 3 Armoured Scout car that later became registered as **818 FUE**. It was approximately 10'0" long, 4'0" high, 5'0" wide, and weighed in at 3 tonnes. It was not long before it started to form trenches in the concrete floor of the garage. I will not dwell on this vehicle as it is worthy of an article all on its own, but I

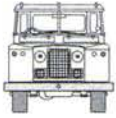
include the picture purely because I like to see it.

But having mentioned things military, it could not be long before a Lightweight Airportable came on the scene, and sure enough I came across one in a scrap yard at Singleton (I'm quite sure that anyone that forages in scrap yards will know where I mean). So one Saturday morning saw my brother and I trotting off to Singleton in the 'six pot' Station Wagon with an Ifor Williams goods trailer in tow to collect this new unregistered project. It was a very straight complete vehicle, and came a bit like a kit of parts as the vendor kept throwing in all the bits that went with it, mostly new. The paintwork, which had obviously been applied in typical army fashion with a broom, was horrendous, but it ran well aside from an erratic tickover, which was easily cured by fitting a new volume control screw.

It took only a week to put the Lightweight back together and through its MoT, after which it was adorned with the civvy plate of **Q 292 CPE**. For some months I used this vehicle virtually in its original army trim, and when visiting army displays, I frequently gained some amusement from being directed by the 'squaddies' to park in the 'real army' parking area.

I fitted **Q 292 CPE** with the creature comforts of a complete station wagon top, trim, rear door, and overdrive, and used it uneventfully for some years, during which I met the second 'love of my life', my wife. I know she won't be offended by this because she always says that **MXC 9 D** is my first love!





At this point in time my new wife (not that I ever had an old wife!) and I developed a renewed interest in caravanning, and I decided to use **MXC 9 D** as a tow car, because it was considerably more comfortable than the "lightweight" (comfort is a relative thing !), but fitted a Rover V8 engine, Range Rover diffs, and Fairey overdrive, so that it would be more capable of towing a 22' 0" caravan at a reasonable speed. It was also the time that I parted company with **Q 292 CPE**. This towing arrangement worked well for a few years, and we covered many thousands of event free miles, until that fateful day when returning from Much Wenlock in one hit. All was well until we got stuck in local race traffic trying to get over Walton (on Thames) bridge. By this time, things under the bonnet (not to mention inside the cab) were starting to get a bit hot, the engine suffered the occasional bit of vapour lock, and then just as we approached the roundabout the gearbox decided that it liked whatever gear it was in (probably 2nd), and did not wish to change into anything else. I turned off out of the traffic at the first opportunity, and just potted along for a while, hoping to cool thing down by a little air movement. This seemed to do the trick and much to my relief, full use of the gearbox returned. That gearbox (and engine) is still in use today (approx 94,000 miles), and still all original components, nothing has been changed. That's what I call a tough cookie!

This experience convinced me that I had to upgrade the tow car, and what better than a Range rover. Enter **E 825 LNR** (later registered as **ROV 204**), a 1988 Cypress Green Range Rover Vogue, complete with a Wood & Picket interior of cream and dark green leather trimmed with walnut and with emerald green carpets. Complete with air conditioning, this was indeed palatial travel, especially after a 2a, but unfortunately, many years later, body corrosion and chassis rust became a never ending problem and we had to part company.

It was no great problem to find a replacement as I was already seriously attracted to Defenders, and it was not long before a 1998 Epsom Green Defender County Station Wagon (**R 242 XRA**, this too became **ROV 204**) appeared on Keith Gott's web site. As with **MXC 9 D**, this too was love at first sight. The Defender was everything that I dreamed of and very soon adorned the front drive, but after many years and following retirement the conscious decision had to be made to look for a more economical means of transport while the Defender was still holding it's value, and so it was that I opted to buy an ordinary car (guess what the registration number is!), safe in the knowledge that **MXC 9 D** was still in garage, waiting in the wings you might say!



I will conclude with just a brief history of **MXC 9 D**. It was first purchased as a 'utility' in 1966 by a Mrs. Hazel Bradley of Solihull, and gained it's station wagon top and trim in November 1967. The first change of owner took place in November 1969 to a Mr. John Pattinson of Sevenoaks, who sold it on to Mr. Henry Woodley of Windsor on the 19th of November 1971. (Destiny seems to favour November so far!)

At some stage it came into the hands of a Mr. G. Kent of Upper Halliford before being purchased by myself on the 4th of June 1975, at which time it was as it appears



garage. He also caught the Land Rover bug, but that's another ongoing story! My original ideal of an 88" Station Wagon still lurked in the back of my mind, and was immediately awakened when I saw an advert by a chap who wanted to swap a 1966 Limestone Series 2a 88" Station Wagon (**MXC 9 D**) for a van or "anything fairly large that might convert to a camper." What could be better for the purpose than my 109" Station Wagon! I promptly contacted him and arranged to go and compare vehicles.



This turned out to be a rather strange experience. He was not interested in my Land Rover, but was desperate to get rid of his. I had already had a drive and crawled around underneath, like you do, and all seemed well, but before I could make an offer he dropped the price. While I deliberated, he dropped the price still further, and by this time I was becoming a little suspicious that it may be stolen or something equally dodgy, especially when it turned out that he had two log books for it. Anyway after some enquiries and not a little agonising I agreed to purchase the Station Wagon for £450.00, this was in 1975. Some years later I refused an offer of £2,200 for the vehicle.

So, at last I had the Station Wagon of my dreams, but when I drove it home I discovered why he was so desperate to move it on. It had not been noticeable during the short test drive, but when fully warmed up, it was quite clear that all was not well in the clutch/gearbox department. OK, so now we are on a new learning curve! I had found my way around the easy stuff like springs and hubs and things, but had never got inside the oily bits. Oh, how this was to change in the future. Anyway, the die was cast; there was no way I would relinquish my prize, the clutch or gearbox or whatever had to be sorted. This was the first of many driveway repair jobs, so it was out with the seat box and floor panels, hey, this is easy. The gearbox proved to be a little more entertaining, but with aid of an engine crane the gearbox was removed through the passenger door. It soon became clear that some one had already had a go at the clutch, but had used the wrong components. I forget the precise details, but it was clear that it would require a new driven plate, so it seemed like an ideal opportunity to upgrade to a 9 1/2" diaphragm clutch. Its worth mentioning that in the photograph may be seen high level indicators, blanked off lights, car type side lights, and rubber buffers, all of which formed part of the modification to fit jerry can holders on the front wings. The holes for the fixing screws are still evident in later photos.



At one stage in its lifetime it required the rear cross member to be replaced, so I had a fully boxed in model specially fabricated for me in 2mm steel, and considered replacing the bulkhead, all of which necessitated taking it off the road, so I purchased a Green Series 2 88" Estate Hardtop (**704 GKT**), which was for sale locally, in order that I would be able to move the station wagon to some local specialists. This



Estate proved to be a diversion all on its own, and the first hint that it may require a little attention was when my brother assisted by driving it home along the A217 Brighton Road, and was found to be 'tacking' from kerb to white line because the steering relay was almost seized solid. OK, so now we also know how to change steering relays, not to mention rear doors, gearbox chassis member, replace broken gearbox layshaft (this broke some months later), and replace passenger door after it has swung open just as I was reversing through the gateway (not a pretty sight!) Aside from these teething troubles this old vehicle worked well for me and also lugged a caravan about. Many years after, I came across it on display at a steam rally at Blindley Heath in Sussex, where the later photograph was taken, but whatever the colour, I would recognise those roof vents anywhere!

I am not sure of the precise chronology now, but somewhere about this time the need to own a Series 1 came upon me, whereupon I purchased a Green Series 1 Estate Hardtop (**RNX 717**). This ran well and needed but a little cosmetic work to tidy it up. It later had a more extensive cosmetic job when I sold it to a friend of my brother..... he still speaks to me whenever I see him! This vehicle seemed to have a mind of its own, and would decide what its maximum speed would be, and having reached that speed any attempt at pushing the accelerator pedal had no effect aside from making the exhaust note louder. It had another trick on frosty mornings, when it would travel for about a third of a mile before the engine died, usually in exactly the same place. This proved to be as a result of condensation forming in the venturi and then freezing. After a minute or two it would fire up again and run without further problems for the rest of the day.

This reminds me of another little gem that provided some entertainment one evening when driving out to my favourite spare parts man. The engine was running smoothly, it would idle and it would rev freely, but it would not climb any incline and any attempt to accelerate would cause the engine to misfire and cut out completely. On lifting off the gas, the engine would pick up and run. After a very erratic journey, which fortunately was mainly level or downhill, I reached my destination and took the opportunity to have a poke round in the engine department. Eventually, I discovered that the earthing pigtail to the CB points had frayed and parted company at the terminal, with the result that when at rest the pigtail made contact and the engine would run, but any action that caused the automatic advance to cut in would move the CB mounting plate which in turn broke the circuit and stopped the engine.....it sounds obvious now, but was a real head scratcher at the time!



I'm not sure now how it came about, but I decided to replace the Series 2 Estate with a Limestone Series 3 six cylinder Station Wagon (**MHO 972 L**). Now this was a handful in confined spaces, but very pleasant to drive once you got it rolling. This too performed impeccably during the test drive, but very soon exhibited rumbling ends and main bearings once I had bought it, but provided much entertainment in replacing said bearing shells in situ in the drive with frost on the ground. This was achieved by blocking the vehicle as high as possible and working on one's back under the engine with a strategically placed fan heater blowing across



in the rather fuzzy Polaroid picture enclosed. It remained as in the photograph up to the time when the Aeroparts capstan winch was changed for the Turner drum winch that may be seen today. The next major change was the fitting of 205x16 radial tyres on long wheelbase rims with stainless steel wheel nuts, together with 'diesel' front springs (both driving side camber) to compensate for the additional weight of the winch, as well as standard 'long wheelbase' rear springs (both driving side camber) to beef up the back for towing the Ifor Williams goods trailer. The use of the same camber springs on each side was to produce a level ride instead of the nearside down which always resulted when the auxiliary tank was full (that doesn't happen much these days!!) Somewhere about the same time, the MAP freewheeling hubs were replaced with the Fairey version, together with a Fairey overdrive, and the whole braking system was plumbed with Kunifer 10 copper brake pipe. The rear cross member has been replaced with a purpose made model fabricated from 2mm steel (the original is about 1.5mm) and completely enclosed to prevent mud etc packing inside. The bulkhead has been replaced by a brand new one, but at the time this was carried out they were hard to find and unfortunately I was only able to find a 2b type with a 2b windscreen. This new bulkhead was shot blasted and zinc sprayed before the paint job went on.

At the time of fitting the bulkhead, the engine was changed for a Rover V8, this engine was quite spectacular, but it very quickly became obvious that it would be necessary to change the final drive ratio and this was achieved by the fitting of 3.5:1 Range Rover diffs (but I still have the original 4.7:1 2a diffs). I found the Stromberg CD175 carbs a bit tedious to tune, so cut the top off the inlet manifold and fitted a Weber 40DFI twin choke carburettor with a K&N filter. This actually was a Mike Wolfe conversion.

So that is the story so far. The intention had been to put my old friend back on the road during 2008, but various domestic problems ensured that this was not to be. In the meantime, a chance meeting with another local Series 2 enthusiast, who introduced me to

the club at a Moxton meet (thank you John, I am indebted to you) resulted in my joining the ranks of the club, and I have to say how enjoyable it was to meet and chat with other enthusiasts. With any luck I may be ready in time to make the next Moxton meet.

If anyone out there recognises any of the vehicles illustrated, I would be delighted to hear from them and to know that some of my old friends are still running (or not).

Malcolm Halford
(2803)



*A nice family group.....This is how a front garden should look!
922 ALR is currently dismantled and may possibly end up broken.*



Tales from the VRO Office

Another success to report!

The months since the last edition of B2L have flown by with more success stories to tell. The first being a tale of DVLA records not giving up the right information when required. Kent Area Rep Sean Smeeth bought an early Series II 2ltr (manufactured July 1958) without current documentation. DVLA stated no record existed for the Vehicle Registration Mark (VRM) of the vehicle, therefore I went to work, discovered records still existed in Hertford an Authenticated Copy of which was duly obtained by Sean. A V765 (re-instate VRM) was completed only for DVLA to return stating a record for the vehicle already existed and all we needed was a replacement V5C! Success, but a lot of work for nothing.

In the meantime David Brooks from Oxfordshire contacted me regarding obtaining a 'Age Related VRM' in respect of his Series II. David provided me with a photograph of the stamped in VIN commencing 146-9-000-- This meant the vehicle was an export (RHD) petrol SWB manufactured very early in the 1959 model which commenced in September 1959. I made a cursory check with Gaydon and Richard came back with a date of acceptance by dispatch of 22nd April 1958. This makes this vehicle not only one of the first Series II's but one of the very first export models. I asked Richard to check but he confirmed the records as correct and the vehicle was one of a batch of twenty (the first 20 exports). The vehicle was also fitted with the 2286cc OHV which in theory was only fitted to the 109" (LWB) models at that time. When the vehicle was checked over the fitment of the OHV engine was confirmed and it was seen that it was numbered as one of the first OHV engines. So how come the 1959 model year VIN and specification. Well David was issued with a 1958 VRM and I will be enquiring into this strange batch of vehicles – watch this space.

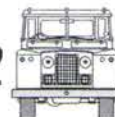
Finally, Patrick Evans from Sheffield asked me to assist with his Series IIA Marshall Ambulance, a 1972 build (one of the final Series IIA's) why do people think Series IIA production stopped in 1971 when the Series III came out? A 1972 VRM was duly issued by Sheffield DVLA with no fuss, no extra inspections another excellent result and the vehicle looks great as well.

I make a request to all applicants for Proof of Age and V765 applications to please send me the documentation I ask for on the information form I send out (this includes the fee) as failure to do so causes me more work and time wasting. It maybe applications will be refused in the future in this case.

WJN actually looks like a Series II again thanks to Chris Bentley, Andy Block and Vaughan Hartridge over the Easter weekend. All the big stuff that I had not been able to manage is done (bar a little chassis adjustment) so I can get on with the manageable (for me) jobs – hence lots of noise this weekend as I fettled one pair of good deep sills from two. Thanks again to you all.



David Dutton
vro@series2club.co.uk



**Federation of British Historic Vehicle Clubs
News from Newsletter No.2 2009
and the FBHVC website: - www.fbhvc.co.uk**

FBHVC CAR SCRAPPAGE SCHEME STATEMENT

The Budget finally brought an end to the uncertainty about car scrappage – but is it necessarily all bad news for classic car owners?

There are restrictions built into the scheme and it is voluntary on both sides: car manufacturers and dealers do not necessarily have to sign up for it and individuals do not have to use it. It is also for a limited period until March 2010, or earlier if the funding runs out. To be eligible for the scheme the car intended for scrapping has to be over ten years old and roadworthy with an MoT.

The FBHVC remit is to look after historic vehicles over 25 years old and so at first glance this scheme would not appear to affect our members, as most vehicles that age would be worth more than the effective £1000 provided by the scheme, but of course we have to remember that these younger vehicles just might be the classics of the future as well as the future of our members' hobbies or businesses. We do not have the power to oppose the scheme but we are determined to fight to keep our vehicles on the road and preserve our motoring heritage. With the help of our member clubs we can only hope to influence anyone who is considering scrapping an historic vehicle by education and example. Our vehicles are not the 'old bangers' at which the scheme is aimed – they are well maintained and cherished and we have a wealth of statistics that prove that classics do not contribute significantly in any way to pollution and greenhouses gases.

We ask all our members to help spread this message and preserve our motoring heritage as well as uphold the freedom to drive our vehicles.

BAYFORD & CO LTD SLASHES LEADED PETROL PRICE

Bayford & Co Ltd, the only DTI-approved licence holder for leaded petrol in the UK, has been working hard this winter with their new blending partner, to increase efficiency within their blending and supply chain. The result: a reduction in the price of leaded petrol by up to 65 pence per litre (£2.95 per gallon in old money) for leaded petrol in 2009 compared to 2008.

Jonathan Turner, an enthusiastic supporter and collector of veteran, vintage and classic cars and CEO of Bayford & Co Ltd said, "During the winter, we've focussed on ways to reduce the cost of leaded petrol for our customers. By increasing efficiencies throughout the blending and supply processes, we've managed to reduce the price of the leaded blending process by 25-35 pence per litre (ppl). When you add this saving to the current cheaper global price of fuel, approximately 20-30 ppl cheaper since its peak in the summer of 2008, it's a great time for retailers and customers alike to be buying leaded petrol."

Contrary to speculation last year that Bayford were going to stop the supply of leaded petrol in the UK, Turner says: "Bayford & Co Ltd are as committed as ever to our leaded petrol customers and will be equally so in the future. We believe it is important for Britain's motoring heritage that this fuel continues to be available."



For more details on the supply of leaded petrol, please contact: Bayford & Co Ltd.
Tel: 0845 456 6300 www.leadedpetrol.co.uk www.bayfordgroup.co.uk

Consultation on Regulations for the Introduction and Operation of a Scheme for Continuous Insurance Enforcement of Statutory Motor Insurance

On 20 January the above long awaited consultation was published. Already there have been misleading reports about its content in the media!

In his statement the minister, Jim Fitzpatrick emphasised the necessity to reduce the number of uninsured drivers, but unfortunately the statement did not go on to mention the exemptions provided in the consultation. The new regulation will allow the DVLA vehicle register to be compared with the Motor Insurance database held by the Motor Insurance Bureau and follow up instances where the registered vehicle appears to be uninsured. This is designed to have benefits for road safety, increase the accuracy of the respective databases and ultimately may lead to a reduction in insurance premiums.

Vehicles that have been taken off the road and are subject to SORN are specifically exempted, as are those which have not been used on the road and were last taxed before 31 January 1998 (the pre-SORN category).

In the consultation it is also stated that there is an expectation that 5% of those records flagged up will actually be insured, but not correctly entered on the database - and so we repeat here our statement from a recent newsletter that private individuals can check whether their own vehicle is on the MID by contacting ASKMID on www.askmid.com.

Paint

Regulations to introduce a licensing scheme to allow the continued sale of cellulose based products have been expected since a consultation in 2007, but it seems there has been a change of plan.

The "Consultation on Implementation of the Paint Products Regulations 2005 Addressing Monitoring and Enforcement Issues" was published on 6 January, proposes to avoid a licensing system by allowing the continued sale of non-compliant products for authorised purposes under a code of practice.

The full consultation can be downloaded from:

www.defra.gov.uk/corporate/consult/paint-products/index.htm

Responses are due in to DEFRA by the end of March.

FBHVC's legislation team will be considering the consultation at its meeting towards the end of February. Please e-mail the secretary if you have any comments.

With thanks to the FBHVC



Essex Chat...

I guess by the time you are reading this issue of Built 2 Last the world famous Essex Summer camp has already been held.

You'll have to wait until the next B2L to find out just how much fun you missed out on, unless you attended!

So far this year we have attended the **Manningtree School Classic Car show**, I know that Manningtree is as close to the Suffolk border as you can get without getting your feet wet. The day was gloriously sunny, if a little windy, with nearly 400 classic cars of all shapes and ages. We turned up with five vehicles, all organised at the last minute. As it was enjoyed so much I am hoping to get organised and make it an official Series 2 Club event for next year. So, an early date for your calendar 2010 – April in Manningtree!

So what else have you missed? **The Battlesbridge Classic Car and Autojumble?** Held on the 10th May. Due to editorial deadlines I'm afraid I have to type this report up just before the event, so you'll have to wait until the next edition for more details. But if it's as good as last year you'll have missed a good day out, this time in the south of the county. I'll see about organising a club stand at next years event (I think I need a secretary).

April has been a very good month for the weather, drier than last year. So I couldn't resist a last minute green lane excursion. Arranged at the very last minute we managed a couple of hours on the last evening of April. The bluebells were outstanding, the views stunning. A refreshing and relaxing drive.



The two pub meets have been well attended, with new faces at both the northern and southern meets. Those extra attendees were welcome additions and we look forward to seeing you more often – you know who you are! If anybody wants to have a pub meet nearer to their home I see that we could have a possible 'hole' in the southwest of the county, bordering north London in the Enfield area. If you are interested, please let me know and we'll see what can be arranged.

I hope that we'll be seeing more of you at the International at Fakenham, after attending a pre-event training day the site looks fantastic. So make sure you've got your forms in, it will be a really good way of celebrating the clubs 25th Anniversary and have a relaxing weekend in good company.



Bob Sutton



Gaydon, Warwickshire Heritage Land Rover Weekend 2nd - 3rd May 2009

Glorious weather, great landys and good friends.

To get ourselves organised for this event, from our pub meet we all discussed this and a few of us decided to display vehicles on the stand so I collected details for those who wished to display, and posted them in one envelope to our postal secretary. The vehicle passes arrived in the week prior Gaydon to all who were attending, well, except Andy (they had heard about his mobile chimney). We decided that Andy could turn up however, and he did display on the stand in the end.



Sunday morning 8am, I set off from home to go to Gaydon in my wife's car (another story, see V6 to 2.25 does go next issue). 8:05 I realised I had forgotten my hat. 8:10 I set off with my hat - I knew it was

going to be a gorgeous day as I

trust the weather forecast and it was lovely in Warwickshire on Saturday. We all managed to arrive before 9:30 and get the stand set up, we had a traditional vehicle display line-up of 9 Series 2s (8 of ours, 1 trade) next to Anchor Supplies. We couldn't have hoped for a better location - right across from the brewery stand. However, as we were all driving, we couldn't take a massive advantage of this special bonus. I did have 'one for the road' after lunch, it would have been rude not to.

I turned into the Heritage Centre and had to stop and talk to every attendant on the way in, as I wasn't in a Land Rover, so had to recall the same tale over and over. Andy was behind me coming down the drive, he must have wondered what the hold up was (I must turn up in a Land Rover next time). Once parked up, we set up our stand complete with a selection of shop items. After a short while, a man came up to me and accosted me to talk to Lynn Bowles who was commentating the show in the morning. I talked about the stand, and some of the vehicles, and got asked the question of questions - what's the difference between a Series 2 and a Series 2a, I had to quickly move on.





The day flew by with several visits from prospective members, and old members alike, some stopping for a chat, others with technical problems like running rich. The heritage run came right by us and was a delight to watch, the museum was well worth a visit as usual, and there were plenty of interesting stands and interesting vehicles to browse. We had 9 vehicles on our stand, 1 trade, and 8 from the club.

JAC a new acquisition of Paul Bohan, 2¼ petrol SWB hardtop in a pale blue rather original looking from Birmingham, only been owned for a week or two.

XWV...A was a nicely restored example owned by John Dyke, restored over a few years with his father Ian. There was a PTO winch and PTO at the rear which had a few people round it throughout the day, and even a few questions from members such as where can I find a bottom PTO so I can keep my overdrive?

AWD was certainly the most talked about vehicle by the commentators, as Dave Harkness had information in the window about this vehicle which had lived in Gaydon all of it's life prior to Dave recently buying it. It's in original condition and unrestored, or at least that's what Dave tells me.

DOG was the most recognised vehicle, with several locals visiting saying they had seen it around Coventry. This is another Paul Bohan 'special', though now he has JAC, Paul's Grandad will be after 'The Dog' back!

HPA...K is a lovely Searle Carawagon owned by John Horne, this stunning example was first owned by Lady Sopwith-Pilkington and has travelled over 15,000 miles to Cape Town. Indeed John still takes her on long runs, including his recent excursion on the Series 2 Club Coast-to-Coast run. John wouldn't have made it to the show if it weren't for the outstanding nature of club members rallying to his rescue of a bust wheel cylinder (well done Skip!). John's Carawagon was the most visited Land Rover, it's going to take John a while to wipe the windows of all the hand and nose prints.



TAC owned by Simon Kimber was freshly painted by roller and was commented to have an excellent finish. Simon has owned her since she was 3 months old and she certainly gets looked after - he bought yet more paint from the paintman to finish some other bits on her.

TNX is ex-military and owned by Alf Butler, it was a 2a almost lost to a Hawthorn hedge - only the bonnet was sticking out when he found it. The rear tub is not original to this vehicle, though Alf must be an extreme bargain hunter, or very lucky, the tub was only 99p.

TNV...F Built in '64 and not registered until '67, both front wings and rear tub are military, this 'special' (or chimney as I call it) is on it's 4th engine, though Andy Parker says he's only responsible for the demise of this engine. I'm not sure who's responsible for the paint job though, I think he will take some tips from Simon though on roller usage.

The day ended after 4pm with trade stands packing away, just as the sun really shone after being behind clouds for most of the day. I'm not sure how the day went by so



quickly, I must have been having fun! We all chatted as we slowly packed away after a great day out at Gaydon. We are looking forward to what next year's show may bring, we are also looking towards our next show together soon.

If you have any news you would like to get to other members, including news of local shows, or somewhere you would like to take the Series 2 Club in the West Midlands, please get in touch with me (details inside the front cover), or drop in to the pub meet sometime at the Burnt Post South of Coventry on Kenilworth Road (A45) on the corner of Wainbody Ave North.

Robert Eastwood

West Midlands Area Organiser - westmidlands@series2club.co.uk

New Forest & Solent Update...

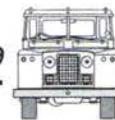
Well, the summer weather arrived just in time for our first club display 2009.

The Spring Vehicle Meet held at Wyke Down nr Andover enabled five members to display their vehicles and we drew plenty of attention from the public, perhaps a couple of new members as well. Glorious sunshine throughout the day and up to thirty car clubs represented with a good selection of auto jumble stalls. A good day was had by all.

February saw a good turnout for the Monxton workshop day and there were various vehicles on the ramp undergoing inspection, lots of advice naturally and a serious number of 'mechanics' checking the oil level in one Series 2 rear diff.



Andrew Orchard



My Mate, Jock Innes

An inspiration to all of us Land Rover enthusiasts.

It all started one night 3 years ago, when I was in Asda shopping and I happened to be browsing through the classified ads paper (as you do) looking for landy bits for my '67 2a. An ad popped up saying Land Rover Series 2 parts for sale and the number was local to me, so I phoned. This quiet voice answered and I asked what bits he was selling, and he said "a lot of bits so come and have a look."

Well I didn't need to be asked twice, and as it turned out he lived only about 10 minutes from me. The first thing that surprised me was the two Land Rover vent flaps fixed to the gate with the house name painted on, so through the gate I went only to be greeted by an immaculate '59 Series 2 sitting in front of the house (and a big wolfhound called 'Morag' which was a bit unnerving). Anyway I parked up and went across to the open garage and was greeted by this chap who after I introduced myself, he said "call me Jock."

He took me into his garage which was/is a neat and well organised landy workshop. The first thing I spotted sitting on the bench was the green bible, he saw my eyes light up right away and said "do you know how much that's worth?" I said "£45-£50" he said "it's yours for £20," so, needless to say, I snapped it up.

He went on to tell me how, since he retired 20 years ago he had bought and restored various Series 1,2,3 Land Rovers, but was looking to sell his stock of spares as he was beginning to get a bit fed up. I bought one or two bits and pieces and said I could advertise on the club forum for him.

I started to take him with me to the meets, we would load up my van with his stuff and take it with us, everyone had a good rummage and bought a few choice items. After a couple of meets I could see that Jock was getting fired up and regaling everyone with his experiences. Every time we came home I could see he was buzzing with excitement and he along with Betty, his wife, told me that had I not come along when I did, he was giving the Land Rovers up, but now his head was full of plans.

Jock and Betty kindly agreed to a meet at their place, which was a big success (mainly because of Betty's home cooking) also due to quite a good size turnout. They also insisted that I could bring my S2a through to their place to work on, so we agreed that we would both get our landys ready and take them for their first MOT's together, which after one or two hiccups we got our green slips (and first free road tax).

We blasted about in my 2a to various meets/road runs etc, and we were at a meet thrown at Jim (the Jannies) house and Jim had bought an S3 and was toying with the idea of fixing it





up, but due to time constraints he decided to sell it. Well it was like a red rag to a bull. I saw Jock's eyes light up, a deal was struck. But Jock phoned me that night to tell me that he had changed his mind, so I bought it and before long the S3 was on its way to Fife to Jock's place, where we stripped it and proceeded to fix it up whenever I could spare time from work and Jock worked on it sometimes during the day also. But alas due to time constraints myself, it grew to a standstill and it was sold on to a bloke who was retired and looking for a project.

One evening I got a call, it was Jock phoning to tell me that he had bought an unfinished restoration project, consisting of 2 complete Land Rovers, parts and a shiny new galvy chassis which was delivered to his house for the princely sum of £500. When I went through to see him I could tell that he had a plan in mind..... to build an 88" pickup similar to the style of mine, but wanted a diesel one and as luck would have it, Jim had a ratty old 88" diesel that he had bought, which Gordie, again due to time constraints, was selling, so again a deal was struck and it wasn't long before 'The Highlander' was on a trailer on its way to Jock's place.

Well it wasn't long before the chassis was sitting on wheels and new springs, then it had sprouted an engine and gearbox, but it ground to a halt as the bulkhead was beyond repair and the ones that came with the other stuff were of no use as one was an S3 one and the other was rotten also. In came Gordie to the rescue with a repairable bulkhead which after a good run to the highlands and back to Fife it went up to Montrose to fellow member and friend, Sandy Greenlees, along with the rad panel to be shot blasted and expertly repaired.

When they came back they were sprayed (by Jock himself) with bronze green, along with the rest of the body panels, and assembled.

He scoured the local shows and auto jumbles for glass light/indicator lenses and other wee authentic touches.

The project ground to a halt again for a brief period as Jock had problems with back pain and was confined to the house to recover, but he fought it and it wasn't long before he was back in his workshop working away, even taking flak from Betty and the family about going out too soon.

Again one night the phone went, it was Jock, he had bought another failed restoration project, which was a good source of spares and goodies, consisting of overdrive, Exmil





doortops, to name a few, anyway the diesel was put on hold while this landy was stripped and the good bits stored away, the remainder being scrapped to recoup some of the money.

Well, at the time of me writing this, Jock's diesel is about 99% finished and is running like a sewing machine, and he's hoping to have it at the Scottish Gathering and other shows we might be attending this year.

This man of 80+ years continues to be an inspiration to all of us as Land Rover enthusiasts. So, to round this small story off, I would just like to say it is a great privilege to have made good friends with Jock and Betty who have taught me a fair bit about landys and to thank them for the help and encouragement, they have, and continue to give me.



Dan Mayberry
S2c member 2008

Shows Ticket Request Form

Please complete a copy of this form for each show you wish to attend.
When completed please return to the Club address no later than 6 weeks prior to show:
Series 2 Club Ltd. PO BOX 61, Aberdare, CF44 4AJ

SERIES 2 CLUB 2009 SHOWS BOOKING FORM

Show to attend:	
Name:	Membership No.:
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	Postcode
Tel. No.:	
E-mail address:	
Vehicle Details (including reg no.)	
No. of Adults:	
No. of Children (please specify ages):	
<i>If you would like to receive your tickets by Recorded Delivery please contact the Postal Secretary to arrange this.</i>	
For Club Use Only	
Date received:	Application Number:
Ticket Allocated: Y / N	Ticket sent (date):
Rec. Del. No.:	



Me & My Motor

Featuring Ian McLeod and his Series 2 Station Wagon...

Hi, here are some before and after pictures of my 1959 SII Station Wagon. I bought the SII in 2007 - a one owner vehicle - and it was restored over a one year period by the Land Rover Centre in Huddersfield who did an excellent job as, I hope, the pictures show.



My interest in Land Rovers began well before I could drive and was consolidated by learning to drive in my uncle's rather unusual articulated SII.

This picture shows me on my first driving lesson a very long time ago.





Ian McLeod



Corowa 2009 New South Wales, Australia

G'day all, this is a short story about our recent trip to Corowa in South Western New South Wales Australia, to attend the 30th Annual G.P.A. Swim-In.

This was an event that was started off 30 years ago by a group of military vehicle enthusiasts who had a particular interest in the WW2 vehicles and in particular the US Amphibious Jeep, they decided (back then) to hold the event in Corowa for a number of reasons, but the main reason was to get the vehicles, wet!! After all they can float. The event is now the biggest (and getting bigger) military vehicle gathering in Australia.

For those who don't know me, my name is Dennis McLaughlin (Staffordshire lad) and I live in NSW Australia. My wife and I have been attending the gathering at Corowa now for the past 7 years, you could say, we are new at this. I have had Land Rovers since 1969, but really got the bug for ex-military types after the 40th anniversary of the Land Rover which is held every 10 years in Cooma, NSW, back in 1998, I really had a hankering for one of those Land Rovers, well, now I have 7 fully restored, and 9 Land Rovers in total.



Series 2A 109 SASR Long Range Patrol Vehicle

I started planning this trip about 14 months before hand, I had put my mind to building a replica of a SAS Series 2A 109 Long Range Patrol Vehicle (LRPV), I had the vehicles and I say vehicles because it is a composite of 2 Land Rovers, the chassis is a S2A 109 with the chassis extensions as fitted to all Series 2 (109) and S2A 88" & 109" and the S3 109, this is the same as the one ton chassis.

Both vehicles were stripped down to their basic components, all the S3 mechanicals were retained, the rest was either scrapped or given away, as I only have a small back yard, as Nathaniel aka 'Devonblue2A' can attest to as he has been here,

anyway back on track, the project has taken some time what with rain, heat and short on spare cash etc, anyone who has restored a Land Rover will know what I mean.

The Land Rover was starting to look like some awesome vehicle, but it had a few little niggling problems that I couldn't fix in a short time frame mainly because of the cash side of things, and it was getting awfully close to the week of the GPA swim-in, so I made a decision that I would take another of my fleet, I decided to take my S2A 109 Ambulance aka 'Bloodbox'. This required some thought as to what to take out of the vehicle and what to leave in it so as to mount a display if the chance arose.

In the back of the vehicle I have three mannequins, one female with the rank of Captain (Reg/nse), one soldier with head and chest wounds (prone on stretcher) and one KIA in a US style (1966) body bag, all the gear that I house in this vehicle is from the era 1963-1976, it all functions as it should, I also have radio comms/gear and lots of webbing etc. Actually I have enough medical and surgical equipment to set up a forward field hospital, no kidding



my hobby has got out of hand, and you may have guessed it, I'm also a Registered nurse.

All the necessary permits were arranged through my car club to drive the Land Rover the 1,500 kilometre round trip (900 miles approx), this also meant buying a E-tag to use the motorways etc in Sydney, instead of having to use the normal roads with heaps and heaps of stop start traffic lights.

After some careful thought on what to remove and what to leave in the vehicle, we took 'Charly' our standard poodle to the local kennel, for the duration, our other little poodles (toys) stayed at home, my youngest daughter looked after them, we set off from Cessnock that afternoon at approx 1640hrs.



My 'Bloodbox'

We were about 15 minutes from home, the engine gave a shudder just like I had turned off the ignition and turned it straight back on, I was puzzled as it had never done that before, we pressed on ignoring it only to have it do it again about 45 minutes later, same thing, we kept going.

We were now on the F3 heading South towards Sydney, I looked across at the instrument cluster, and to my horror I noticed the fuel gauge was down below 1/2 tank. We called into the first service area along the freeway. I was thinking that maybe its just the gauge reading a tad inaccurate, I was so relieved when that was the case, it only took about 14 litres of fuel, (mental note to self 'must look at that later'). We pulled out of the service area and continued our journey towards Sydney.

We made good time to the end of the F3, 2 hours 20 minutes, not bad for a 2 ton Land Rover with the co-efficient of drag equivalent to a block of flats, we had to navigate our way through the maze of roads and traffic until we came to the Motorway which would drop us off on the southern side of Sydney, it took 50 minutes, wow I thought that was money well spent, we pressed on.

It was well and truly after dark, and thankfully 'Lucas' Prince of Darkness stayed at home in bloody bed, he must have forgot about us going away, but one of his cohorts namely Bosch had other ideas. I kept a close eye on the amp meter as it was reading a slight discharge, not much but enough to deplete the battery I thought. We pressed on southward all the time thinking, I will need to stop for fuel (the Series 2 A's in service with the Army at the time all had twin 11 gallon tanks with a fuel tap on the heel board) I only ever use the rhs tank in all my vehicles.

I stopped for a short break after 5 hours behind the wheel to fill the rhs tank again, whilst we were stopped a chap asked if I could give him a jump start, on all the bowsers there are warning signs about turning off ign etc anyway I couldn't get his vehicle going, his starter solenoid was US ++, after moving away from the bowsers and having a stretch and a yawn I drove out onto the F5 and kept heading south, my wife was getting a little concerned about me getting tired and falling asleep, I assured her that I was fine, we pressed on, the traffic was light except for trucks B doubles and plenty of them. At around 0100hrs we had passed Yass (country town) I assured my wife that I would pull off the highway. At Jugiong (small town), we took the turn off and found a quiet spot.



It was cool outside, with a stiff breeze that blew straight through you, anyway I re-arranged the back of the vehicle and allowed my wife to settle in on the bottom stretcher, she pulled the rugs up around her, I locked the drivers door and the rear doors, climbed in via the passenger door locking it behind me, off with my boots and most of my clothes, because I can't sleep with clothes twisting up around me, it was quite comfortable inside the Land Rover down in the wilds of the Southern Highlands.

It took me some time to get to sleep, being woken by the sound of diesel engines and jake (engine) brakes on the hills not to distant from us, and again at around 0400hrs by Kookaburras laughing loudly at the coming dawn, I quietly told them to reset their internal clocks and tried to go back to sleep waking again at around 0630hrs, I lay there for a while thinking about how we were in this vehicle enjoying it, and about the real purpose of the vehicle, I woke my wife at around 0700hrs and told her to get a move on.

Breakfast consisted of weet-bix (weeta-bix to you people I think) and cold milk, that's what I have every morning, but this morning no cup of tea. We hit the road after stopping at the toilet block about 1/2 mile down the road, that parking area was chocka full of grey nomads (retired people travelling around the country), we rolled on down the F5 by passing Albury/Wodonga (twin cities on the Murray river) and passed into the state of Victoria, finally arriving in Corowa at approx 1130hrs. We had previously booked our accommodation in Corowa so we checked into the motel, unpacked some of our gear and headed off to town for lunch.

Well what can I say the town was buzzing with Jeeps, Studebakers, Blitzes (Chev/Ford) Motor bikes and Land Rovers, it looked like we had driven onto the back lot of a movie set.

After lunch we walked up the street and of course met people that we knew through our involvement with ex-military vehicles etc, after finding out who was camped where, we set off to visit. Rain had been predicted, but so far it held off, the humidity was stifling, then it let go and bucketed down, well, we all know you cannot control the weather.

I had arranged with 2 other fellow REMLR members to go into Bandiana to browse through Tooles disposal warehouse, this is a giant Quanset hut full of webbing and other ex-military gear, all very expensive though! I did buy a few things and parted with more than I wanted to, then it was off to the Army museum of Transport, where we had a look at the awesome collection of vehicles and firearms etc, I had spoken to the curator prior to going there and got his permission to get up close and personal with a 1919 Browning 30 cal machine gun, I took a lot of photos of it from all angles and took some precise dimensions as well to help me make a replica one day hopefully!!

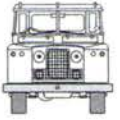


Series 2A workshop truck



Series 2A 88 Gun-buggy

Whilst there we were given access to records of vehicles, these records hold all the data about ARN's (army rego/numbers) who had the vehicle what happened to it chassis numbers/engine number etc etc, Richard and Ian took lots of photos of the manuals, and were given to copy a disc with about



10 manuals already copied what a time saver that was, it also allowed me to have a look at some vehicle they were restoring slowly (101 Land Rover etc).

After a few days of meet 'n greet, it was Saturday, the day of the parade. We drove up through the town to fill up prior to leaving (after the swap meet), there I saw 2 LP2A's aka Bren Gun carriers in the drive thru at McDonalds, that's something you don't see everyday, shame I was driving and didn't get a pic, we were all designated an area to park up and wait until told to start up and move off, the parade had 200 vehicles in it I was told, but I did read somewhere that there were 192. Land Rovers were there in bigger numbers than in the past, and I think this is due to the fact that they are a little easier to acquire than some rusty old WW2 truck that you will pay big dollars for and may never find all the bits to fully restore it, and it was good to see younger people, male and female, getting involved.



Lining up for Parade

Andrew, owner of the Bronze Green Bloodbox wanted to travel home with company so he elected to travel with us, we had 3 Bloodboxes together at one stage. We left Corowa at approx 1220hrs (Saturday) now we had 2 travelling in convoy back up the F5. We certainly got asked some questions whenever we stopped.

The rain continued to follow us home, it always seemed to be just in front of us which I didn't mind, until we stopped in Yass for tea, and the heavens opened up and didn't let up for the remainder of the journey. Andrew followed us along the Motorway into Sydney, where he headed off to his place in Baulkham Hills. We arrived home at 0015 hrs Sunday after 12 hours behind the wheel, a quick shower and into bed, the morning would bring its own set of problems, unpacking the Bloodbox and repacking the kit back into it and not getting anything wet.

I enjoyed the trip as I have in the past, and looking forward to taking the LRPV next year, if I'm still alive and can afford to go, well that's it in a nutshell.

Cheers, Dennis

PS we drove approx 1,100 miles and never lifted the bonnet once... good old 2 1/4 litre petrol engines.

After the parade was over the swap meet was held, and there were some good buys in there and some very expensive ones as well. I bought 6 used tyres, they came off a LRPV, ex Afghanistan, one tour of duty over there the vehicles are rotated back to Australia to a full service/rebuild, tyres replaced whether they have been on the road or not, two of them were new (spares) the others you cannot even tell that they had been used. I had to re-arrange the back of the Bloodbox, I managed to fit all 6 tyres in the back, but I lost the bottom bunk, so now we had to come home in one hop.





2008 Wheel Tappers and Shunters A tale of two S2 basket case rescues

May 2008: The old Lady having grown tired of weeding around the immobile Land Rover bolted out of the house sporting a broad smile and a bottle of champagne.

Twelve years earlier her son had recovered the SWB as payment for a bad debt towing it back to the family house and then promptly moved to New York leaving the Land Rover abandoned and unregistered. I had phoned him in NY and agreed a price of £250, noting the lack of mobility and paperwork.



First registered on 1st Jan 1961 the SWB was dragged out of its resting space in the garden and winched on to a trailer towed by Dave's Discovery sporting, as it later turned out, a registration transferred from a 1959 109. Previously blocked in by a pile of builders sand, the SWB's cracked tyres had luckily held air and the wheels rolled over the remains of the sand. After being towed for 3 miles on the trailer the SWB was put into temporary dry storage in a barn awaiting later transfer to Suffolk.

Cobwebs, dry leaves and green slime hid an original unmodified, Series 2 88" with straight panels, original engine and gearbox. It still sported its original registration number and brass screws on the top of the windscreen indicated that it once was a rag top. Cobwebs covered a later SU carburettor in the engine bay. The starter motor turned the engine over but it refused to start agreeing only to shake rust out of the chassis. The bulkhead looked restorable but the driver side had rusted with rain water dripping down the roof gully drain hole. The original grey seats were later sold for £50 reducing the cost to £200.

Unloading the SWB in the barn 'Dave, the trailer' queried the purchase of such a basket case. When I said that I was in the Series 2 Club (as if that explained it) Dave mentioned that he had a Nov 1959 109, chassis no 15190006, sitting in a another barn that he would only sell if someone researched its rarity and value. In the early 1990's Dave had rented a large barn and filled it with old cars that he hoped one day to renovate. A few weeks later I viewed its original brown log book and copied Dave on the S2C forum responses to a query on the chassis number. In order to keep the price down the tailored conclusion was that 1958 model 109's are the only truly rare 109's. This was a 1959 model.

Weeks passed, feigning disinterest in the 109 I was helping a friend replace his 2a SWB's clutch when Dave rang to invite me to view the 109. Arriving at the remote barn I was



presented with tightly packed rows of old cars 5 deep with no possibility of walking between them. Dave asked "Crawl or climb? It's right at the back, tight to the wall." Using the strongest parts of car roof gutters and wings to step on, I gingerly climbed over an assortment of Series Land Rovers of various ages, a scattering of 90's, early Range Rovers, a speedboat, various split screen Morris Minors and an early Volvo 244. Reaching the 109 it was covered in boards supporting an array of Series Land Rover spares. It was so difficult to see and so tightly packed in position that all I could do was peer in through the drivers door window and squeeze between the front wing and the wall to view the front chassis. This proved totally rusted, I wrote the chassis off as scrap and looked suitably crest fallen at Dave. It was an act, I could have bitten his hand off. After deciding to take a gamble on a largely unseen vehicle, days later we agreed a price and I waited for 7 weeks before the wheel tappers and shunters extraction from the barn occurred.

Finally fully viewing the LWB in the open it turned out to be a straight 109 truck cab with tatty original paint work, a seized petrol engine no. 151900119, original solex, a hole in the side of the rear tub for a manual crane winch, unmodified and very original. The chassis was rotten, the bulkhead solid except for one rust hole in the drivers floor, and a replacement Scottish non transferable registration. Other features include flat glass amber lights, a swan neck exhaust, Birmingham badges, 3 bolt tail gate, vents with screws, correct indicators and push button horn armature etc. Closer inspection of the records showed that its had spend its first 2 years on a farm near Chepstow, stickers in the cab alluded to travel to Africa which was followed by service as a garage tow truck before being sold on and put in to storage from 1998 to date. It has been suggested that the tow truck was retired when the manual Harvey Frost crane and metal cable tow line were banned by the UK Government in the 1980's/90's.



As I write the 88 is being sympathetically restored and the 109 is dry stored and waiting with a grey Canadian one piece door leaning against it, an earlier find. The intent is to retain the character by not repainting the bodywork but to focus on the chassis, bulkhead and mechanicals.

Recently another 109, chassis number 15190008 has also surfaced in the hands of another S2C member and 151800034 has recently been for sale on eBay.

Its fun peering over hedges, digging around old barns and through boxes of bits at autojumbles as you never know what is going to turn up. A chance conversation can lead to one man's scrap being another wifes furrowed brow.

Chris Stevens
Member 1981



Club Shop

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Odds & Sods

Plea from Membership Team

This is a request for everyone who either moves, changes email address etc. Please can you write to me via the Club PO Box and let me know. I have had a few people over the past few months saying they have not received their magazine or renewal forms. We have at present 1132 members and that number is growing weekly. Also please accept my apologies if your name/address/email address is spelt wrong. Please if you are correcting anything use capitals as this is easier to read. Finally please when sending a cheque for your renewal remember to sign and date it, as I have had a number of cheques to sort out.

Thank you for your help in all of these matters.

Membership Team

Land Rover Gear Club Offer

We have been contacted by Martyn Angus the manager of LRC Collections offering Club Members a 20% discount on non sale items. When you place an order just enter **CLUB09** in the Media Code Box and you will automatically receive the discount.

Web Address: www.landrovergearshop.com

For Sale

- Oil cooler from ex military landrover (No pipework) £20
- Zenith copy Carburettor, used for less than 500 miles before changing to diesel £60
- Diesel exhaust manifold (side exit) £20
- Landrover Gear shirt (xs) white, still in wrapper £7.50
- Landrover Gear shirt (xs) sand, never worn £5.00

Contact Andy the Editor

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.autoelectricssupplies.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.



Andy & Ben Cresswell's 'Boom'



Koos Ockeloen having a swim

