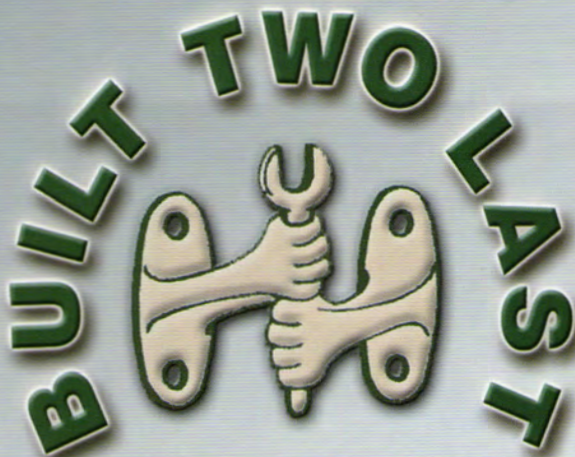


Winter 2009

£4.00

25th
Anniversary



Special
Edition



SERIES 2 CLUB



AWARD WINNING MAGAZINE • WORLD CLASS WEBSITE
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Featured on the Club website



Featured on the Club website



XHR 370 - The vehicle that inspired the formation of the club



Enjoying the Autumn sunshine



Series 2 Club

PO BOX 61, Aberdare CF44 4AJ

Club Officers

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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 Andy Cresswell
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West Midlands: Robert Eastwood
T: 07799 622414 westmidlands@series2club.co.uk

Yorkshire: Bob Mulcock
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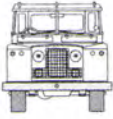
Borders: Simon Maltby
T: 01768 865631 borders@series2club.co.uk

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 Winter issue of 'Built TWO Last'.

Well, here we are again, already at the end of another year and this is certainly a year I will remember. Yet another major job completed on our motor with the new engine and gearbox fitted and yet another change in colour. Hopefully by the time you read this my son will have taken over ownership of our Landy and will have passed his test. My other son has gone to the darkside and now is the proud owner of a Series 3 which we hope to start the restoration on this winter and have it ready for him when he is old enough to start driving. Oh the joy!! Another one to look after.

This issue is the **25th Anniversary Edition** and my thanks go to **Ross Floyd** the founder of this great club for his write-up and memories of the early days in the centre pages. You can see XHR 370 inside the front cover which is Ross's landy that sparked our club into life. Things have moved on at a steady pace since those early days, but the love of our chosen vehicle still seems to be going strong, with more restoration reports in this issue and reports on the varied shows that you have all attended throughout the year.

I am sure we all cherish our vehicles but there seems to be a huge amount of vehicle thefts being reported in the Land Rover press and across the various landy related forums

these days. **Eric Leuzinger** has looked into this for us and got us a discount on one of the more advanced forms of protecting our vehicles, please take a look at his article. Thanks Eric.

Thanks also goes to **Richard Garner** for the front cover photo, I have been holding onto this all year to use it for the Winter front cover, thanks also to those who have sent me photos for the magazine, I am getting short of content again so please think of the magazine on these cold nights when you can't get out in the workshop and put pen to paper and let me have that article you have been meaning to send for ages.

You will also see that we have the booking form in for the **2010 International**, please don't leave it till the last minute to book, the sooner we know the numbers the more we can organise for you do in this wonderful location, I am certainly looking forward to this one and I am hoping to spend a couple of weeks touring the country to get to and back home from the Lakes.

This issues hamper goes to **Keith & Sarah Fossey** for their bulkhead repair article. The work looks outstanding and I am sure I will be putting some work their way in the future, thanks to **Carol** from the club shop and **Glen from Paddocks** for their generous donations for the hamper. Please try your hand at **Vaughan's** crossword and make me chuckle with your entries for the caption contest, also you will find a **souvenir fridge magnet** inside this issue to celebrate the 25th Anniversary, thanks to Carol for organising these. That just leaves me to wish you all a very happy Christmas and prosperous New Year. Thanks for your contributions throughout the last year and feel free to fill my letter box in the coming one.

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 **30 February 2010**.



Chairman's Chat...



It only seems like yesterday that I was writing for the Autumn edition of B2L. Here I am again, trying to put my thoughts into some form of order, with typical Autumnal weather battering the windows.

It is a good excuse to avoid the wind and rain. However I have to remind myself that as you read this there is the possibility of frosty mornings or possibly even snow on the ground. At this point I know that some of our readers will be thinking, 'possibly' whilst they look out over a glistening white carpet. Equally some will be basking in 20 or even 30 degrees of glorious sunshine. Such is the breadth of our membership, truly world wide. Should we be surprised by this? Not really, when you consider that the vehicles we love (or love to hate) so much are found all around the world. In some very strange, exotic and hostile places. Due in no small part to the engineering simplicity of the post war period that produced engineers that could make the best out of very meagre resources. Something that we are all drawn too. At least that is my excuse when I just stand there and stare at a Land Rover, "I'm admiring the engineering beauty." Or just taking a bit of a breather.....

I trust at this point there are a large pile of goodies under your Christmas tree (or on the floor in your garages), ready to be admired/caressed/cooed over, until you get around to fitting them to your pride and joy. As we

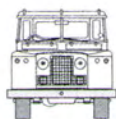
come to the end of another year we tend to look back over the year, remembering those impromptu gatherings, long chats around a BBQ or fire (with glass in hand, of course). Which, inevitably leads on to thinking of what is to come in the New Year.

With these thoughts in mind I would like to take this opportunity to say a huge "Thank You" to **Julie and Ben Stock** (with a lot of help from Levi, their son). The Stock family have looked after the club membership for some time now, doing a fantastic job. For those that attended the International at Fakenham it is down to the sheer hard work put in by Julie, Ben and Levi that the event went so smoothly. I must also add that our clubs IT guru, **Alan 'Wittsend' Jones** was the other member of the hard working team. However, Julie now needs some time to herself and her family so the post of membership secretary will be vacant as from the end of December. Don't worry, we have matters in hand for the interim. We are, however, looking for someone to take on the role from the summer. So, do you have some spare time? Do you want to help out? We are more than happy to discuss the 'in and outs' of the job, so don't be put off by the title and you'll be dealing with a lot of really great people (strangely they all like Land Rovers).

I have to admit that since the last time I put pen to paper (or finger to keyboard to be more precise) I have not actually managed to pick up a spanner. So the infamous lightweight remains in the garage exactly as it was, sad and in need of my attention. This situation is something that I really must rectify, otherwise I will not be able to face the ribbing during the coming show season.

If all goes to plan you should have this copy of B2L before the end of December, which leads me to wish all of you a very Happy New Year! I'll see some of you at the Thetford New Year green lane run (now an essential part of the calendar) and even more of you at other events throughout the year, not forgetting the highlight of the year – the International in Cumbria.

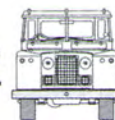
Bob Sutton



PUB MEETS

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

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



Historic Land Rover Run

Kent to Le Touquet
15th May 2010



This is a Charity Run open to all marques of Leafsprung Land Rover up to 1975 and is a day trip starting in Kent with a run to the coast, then travelling by ferry to Calais at 10am, followed by a run down the scenic French coast to Le Touquet, returning to Dover at approx 9pm.

Cost of the trip, including Ferry, Tee-shirt, and Vehicle Rally plaque is just £35, of which £15 is a donation to the charity.

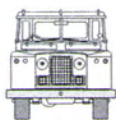
This is a fantastic opportunity to join us in raising money for the Multiple Sclerosis Society (MS), and enjoy a great day out at the same time!

Due to the historic nature of this event, and in keeping with the wishes of our sponsors, we are limiting this to Leafsprung Land Rovers only, pre 1975, no coilers or hybrids. Places are also limited to 35 and will be allocated on a first come first served basis.

For further details, application and sponsorship forms, please contact:

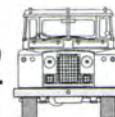
Peter Wales at Peter.Wales@xcellentdelivery.co.uk or,
Sean or Hazel Smeeth at hazelsmeeth@aol.com

P.S. Don't forget that you can still sponsor this event, even if you are unable to take part!



Events Calendar 2010

Date	Event	Contact & Details
Jan 1st	Thetford New Year Greenlaning	Check Forum
Feb 7th	The 9th Newbury Classic Car & Bike Show & Jumble - M4/J13 RG18 9Q2	
Apr 25th	Drive It Day	FBHVC Events all over the country
May 1st - 2nd	Gaydon Heritage Show Gaydon CV35 0BJ	
May 8th - 9th	LRO Spring Adventure Driffield YP25 9DN	
May 21st - 23rd	Birmabright Weekend Kutna Hora, Czech Republic	Jan Hyrman 1960SeriesII on Club forum
May 28th - 31st	ALRC National Rally, Newnham Park, Plymouth, Devon, PL7 5BN	www.alrc.co.uk/NationalRallies/2010/
Jun	Essex Summer Camp	essex@series2club.co.uk Date to be confirmed
Jun 5th - 6th	Woolpit Steam Warren Farm, Woolpit, Suffolk	
Jun 12th - 13th	33rd Aldham Olde Tyme Rallye & Fayre - Essex	essex@series2club.co.uk
Jun 19th - 20th	LRO South West Royal Bath & West Showground Shepton Mallett	shows@series2club.co.uk
Jun 26th - 27th	Wings, Wheels & Steam Show Rougham Airfield, Suffolk IP30 9ND	
Jul 3rd - 4th	Leafers at t'Pit, Wakefield, Yorkshire WF4 4RH	www.leafersatpit.org.uk
Jul 10th - 11th	Woodcote Rally Woodcote, Oxfordshire, off A4074	
Jul 11th	Darling Buds Classic Car Show Kent	kent@series2club.co.uk
Jul 16th - 18th	LRM Landrovermax Newark Show Ground	shows@series2club.co.uk
Jul 16th - 18th	LRO - Billing	shows@series2club.co.uk
Jul 21st - 25th	War and Peace Show Hop Farm, Paddock Wood, Kent	www.thewarandpeaceshow.com



Aug 13th - 15th	Series 2 Club 2010 International Westmorland County Showground Junction 36/M6	shows@series2club.co.uk
Aug 28th - 30th	Manby 4x4 Show Manby, Lincs	
Sep 4th - 5th	Norfolk Gala Norwich NR5 0TT	
Sep 11th - 12th	LRO - Peterborough	shows@series2club.co.uk

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

WANTED

The Club will be looking for a **Membership Secretary** in the New Year, if anyone would like to take on this very important role within the club or discuss what is involved please contact either the Secretary or Chairman via the club address.

The Club's New Members...

3045 Mr A. Lawrence & Miss S. Page Nottinghamshire	3066 Mr & Mrs N. Wyper Derbyshire
3046 Mr & Mrs T. Speller Essex	3067 Mr & Mrs T. Curtis Wiltshire
3047 Mr L. Gill Essex	3068 Mr & Mrs D. Blackborow Wiltshire
3048 Mr D. Hine Oxfordshire	3069 Mr & Mrs J. Owen Hants
3049 Mr & Mrs P. Norbury Lancashire	3070 Mr J. Anderson Cambridgeshire
3050 Messrs E. & S. Cater-Clavell Lancashire	3071 Mr M. Sigers Northamptonshire
3051 Mr T. Meade & Miss J. Gilson Northamptonshire	3072 Mr D. Rowlands Oxfordshire
3052 Mr & Mrs E. Batchelor Oxfordshire	3073 Mr S. Bergh Ireland
3053 Mr D. Sugg & Mr W. Coates North Somerset	3074 Mr M. Chaney Bedfordshire
3054 Mr & Mrs R. Boyce Tyne & Wear	3075 Mr H. Chalmers Buckinghamshire
3055 Mr M. Hawkes Norfolk	3076 Mr & Mrs J. Newby Lancashire
3056 Mr A. Capewell West Midlands	3077 Mr P. Broster & Miss K. Rigby Lancashire
3057 Mr G. McPolin Lincolnshire	3078 Mr & Mrs J. Chapman Lanarkshire
3058 Mr R. England Oxfordshire	3079 Mr C. Barrow Lancashire
3059 Mr & Mrs G. Fuller South Ayrshire	3080 Mr & Mrs J. Hampshire West Sussex
3060 Mr G. Hawkins Bedfordshire	3081 Mr & Mrs G. Holloway North Somerset
3061 Mr M. Allen Essex	3082 Mr B. Jones East Sussex
3062 Mr A. Burns Gloucestershire	3083 Mr P. Curotto West Yorkshire
3063 Mr P. Morris Northamptonshire	3084 Mr & Mrs A. Gunner Essex
3064 Mr L. Harrison & Miss K. Park Cornwall	3085 Mr P. Coldicott Northamptonshire
3065 Mr P. Vance Essex	3086 Mr H. King Buckinghamshire
	3087 Mr M. Stuttard London
	3088 Mr P. Betts East Sussex
	3090 Mr S. Thorpe Oxfordshire
	3091 Mr R. Wheeler Essex



The Adventures of a First-Time Restorer

I have a problem.... I have a huge problem that cannot be diagnosed by a doctor, cannot be treated and I know I am not the only one in this world with this problem.

I am obsessed with Land Rovers. I dream about them. I am conditioned to spot one 200 yards off and then feel a strange magnetic attraction to get closer and have a look even if it's just bog standard. I cannot live without them. I have a picture of one as my screensaver. I have Land Rover mugs and a Land Rover money box.

Is it catching? Only between certain persons it seems. My wife seems to be completely resistant to them and has now perfected the art of looking like she's interested when really she's thinking about something else. I think she must be glad that our garage is 50 metres from the house.

I think it all started when I was born and on leaving the hospital I was taken home in a Series 3. That journey must have sparked something as, since then, 28 years ago, I have never been far from a Land Rover.

When I was a boy I didn't have toy cars I had toy Land Rovers and couldn't wait till I could drive and own my very own. Once I had passed my test I did just that and have had several Land Rovers since, but I was never fully happy as my main ambition was to restore a Series 2 on my own. I wanted to save one that otherwise would have been scrapped and give it a second chance of another 40 -50 years on the road.

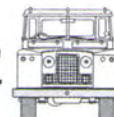


On 20th November 2008 I did just that. I bought myself a decrepit, rusty, poorly, neglected Series 2 for £300 and I was the happiest man alive.

I spent the 6 months before researching what to do when looking over a prospective purchase, learning all the rules and points to pay attention to, the do's and don'ts and then I ignored them all. I viewed it in the rain. I didn't test drive it apart from a quick shuffle on the driveway. The chassis was rotten, the bodywork dented, it leaked like the Titanic and you could see the tarmac through the bulkhead. But it was love. I felt sorry for it and personally responsible. I wanted to give it another 42 years of life so a deal was struck and it was mine.



Now before I started this project I had no mechanical skills, no tools, I just wanted to make this Land Rover something nice to look at and a bit of fun. I vowed I would not be a rivet counter. I am now halfway through the

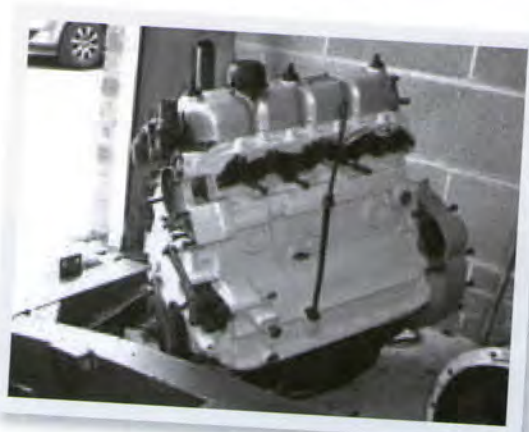


restoration and I have to say I now count rivets, dream about them and have become very, very picky about getting it just right.

I got the motor back to the yard and the first thing I did was name him. I don't know why but it felt like the right thing to do as in that short journey time we had a bond. Looking at the registration I called him 'Wurzel' although sometimes I wonder if I should have called it 'Christine' in reference to the Steven King movie with the possessed demonic car (you will understand why).

I checked the vehicle over with advice gleaned from internet, the forum and my dad. The chassis was shot (not a problem, as I intended to get a galvanised one) but the engine and gearbox seemed sweet as a nut. The bulkhead needed new corners, pillars, feet and foot wells but could be saved. I started the strip down. Starting early with high spirits and lots of motivation only to find that the first nut I tackled would not budge, I moved on to the next but that wouldn't budge either and so the trend was set for the entire strip down.

When the time came to taking the engine out, a daunting task considering the most mechanical thing I have ever done before was building a wind up car in woodwork at school. It came out surprisingly easy the problems came when I attempted to load it onto the trailer. That went well but I placed it on the rear and the trailer flipped sending engine, gearbox and trailer flying - not a good day.



Strip down finished, I managed to transport everything back to the garage at home to start refurbishing and cleaning ready for assembly. I cannot tell you right now how sick I am of cleaning and painting parts. It is a horrible job with little to show for hours and hours spent bent over the workbench.

6 hours was spent degreasing and jet washing the engine and gearbox in the rear garden. I ended up having to jet wash and degrease myself after that. 42 years of dirt ½ inch thick in places. I couldn't believe it. The axles were more of the same but eventually they came up well and the pain was worth it.



So far I have a rolling chassis with the newly painted engine and gearbox in. The bulkhead has been shot blasted and turned out to be very religious (holey) and in the process, ripping the headlining on my Freelander while getting it home.

When I came to do the bodywork I couldn't have prepared myself for the



mighty task that was ahead, of stripping the original paint. I couldn't and still can't believe how hard it was. It was like it was sprayed on with Magic. I guess the MD of Nitromors is hoping I will consider another rebuild after this one as I imagine my sole purchases of his product have kept the company afloat during the global recession.

I now estimate the Landy will be ready for Spring/Summer 2010. I have given myself a deadline of Billing. There is still an endless list of jobs to do but I'm still smiling and that's what is important. I have been keeping a list of what I have spent but to be honest I'm scared to add it up and don't think I ever will. This is a 'Labour of Love' and money isn't more important than getting 'Wurzel' back to his former glory.

Doing this restoration has taught me a lot in the last year:

- ☛ Always wear gloves with Nitromors as it burns
- ☛ Always make sure your trailer is stable
- ☛ Don't get oily marks on the wife's new towels
- ☛ Have a ready supply of old clothes as I have gone through 4 pairs of tracksuit bottoms already

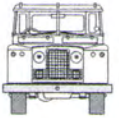
Seriously, owning a Series 2 certainly is a life changing experience. I am no longer allowed in the house with oily clothes without undressing on the doorstep. I have forgotten what my nails looked like without oil under them, I have forgotten what soft supple hands are and I have to keep repeating to myself "WHAT DOESN'T KILL YOU ONLY MAKES YOU STRONGER" and if I go to someone's house it seems odd to see a garden without bits of Series 2 dotted around. I think a Series wing makes a lovely garden feature don't you?

I wouldn't change it for the world though and I cannot wait to be driving the Land Rover out on the open road with the roof off and the screen down. Members of the Series 2 Club have all been fantastic, offering advice and answering questions or letting me crawl over their vehicle as a reference point.

It's amazing to see how people just can't help but fall in love with them too. When I started my friends didn't understand, but now they can see it taking shape they regularly ask me how it's going and it has already been requested for two weddings in summer 2010. Fingers crossed I'll be able to fully convert them when it's done.

I almost don't want it to be finished though, I'm having way too much fun. The cut hands and scratched arms, missing fingernails and ingrained oil will be sorely missed when 'Wurzel' is finished. I'm already on the look out for the next one I can save, as the thought of not continuing brings me out in cold sweats.

Hopefully by the Summer issue I'll have posted the second part of this wonderful journey and have a fully restored Series 2 just as it was when it came of the production line.



Land Rover Service Newsletter

No.19 (dated February 1962)

Item 99	SUBJECT:	FRONT AXLE AND STEERING LEVERS																																																																																																																																							
	MODELS:	Land-Rover Series IIA.																																																																																																																																							
	MODIFICATION:	Introduction of $\frac{7}{16}$ in. (12 mm) studs for the steering levers in place of the $\frac{9}{16}$ in. (9 mm) studs used previously.																																																																																																																																							
	PART NUMBERS:	<table border="0" style="width: 100%;"> <tr> <td>Front axle assembly, 4.7 ratio</td> <td>....</td> <td>1</td> <td>532059</td> <td>R.H.D.</td> <td rowspan="2">} 88 standard</td> </tr> <tr> <td>Front axle assembly, 4.7 ratio</td> <td>....</td> <td>1</td> <td>532061</td> <td>L.H.D.</td> </tr> <tr> <td>Front axle assembly, 4.7 ratio</td> <td>....</td> <td>1</td> <td>532089</td> <td>R.H.D.</td> <td rowspan="2">} 88 reinforced type optional equipment</td> </tr> <tr> <td>Front axle assembly, 4.7 ratio</td> <td>....</td> <td>1</td> <td>532090</td> <td>L.H.D.</td> </tr> <tr> <td>Front axle assembly, 4.7 ratio</td> <td>....</td> <td>1</td> <td>532060</td> <td>R.H.D.</td> <td rowspan="2">} 109 standard</td> </tr> <tr> <td>Front axle assembly, 4.7 ratio</td> <td>....</td> <td>1</td> <td>532062</td> <td>L.H.D.</td> </tr> <tr> <td>Front axle assembly, 4.7 ratio</td> <td>....</td> <td>1</td> <td>532091</td> <td>R.H.D.</td> <td rowspan="2">} 109 reinforced type optional equipment</td> </tr> <tr> <td>Front axle assembly, 4.7 ratio</td> <td>....</td> <td>1</td> <td>532092</td> <td>L.H.D.</td> </tr> <tr> <td>Housing assembly for swivel pin, R.H.</td> <td>....</td> <td>1</td> <td>531005</td> <td></td> <td></td> </tr> <tr> <td>Housing assembly for swivel pin, L.H.</td> <td>....</td> <td>1</td> <td>531004</td> <td></td> <td></td> </tr> <tr> <td>Special stud, $\frac{7}{16}$ in. (12 mm) for steering lever and bracket</td> <td>....</td> <td>4</td> <td>531043</td> <td></td> <td></td> </tr> <tr> <td>Stud, $\frac{7}{16}$ in. (12 mm) for steering lever</td> <td>....</td> <td>12</td> <td>531003</td> <td></td> <td></td> </tr> <tr> <td>Swivel pin and steering lever complete, R.H.</td> <td>....</td> <td>1</td> <td>530988</td> <td>R.H.D.</td> <td></td> </tr> <tr> <td>Swivel pin and steering lever complete, L.H.</td> <td>....</td> <td>1</td> <td>530989</td> <td>R.H.D.</td> <td></td> </tr> <tr> <td>Swivel pin and steering lever complete, R.H.</td> <td>....</td> <td>1</td> <td>530990</td> <td>L.H.D.</td> <td></td> </tr> <tr> <td>Swivel pin and steering lever complete, L.H.</td> <td>....</td> <td>1</td> <td>530991</td> <td>L.H.D.</td> <td></td> </tr> <tr> <td>Swivel pin and bracket complete</td> <td>....</td> <td>2</td> <td>530992</td> <td></td> <td></td> </tr> <tr> <td>Shim .003 in.</td> <td></td> <td>As reqd.</td> <td>530984</td> <td></td> <td></td> </tr> <tr> <td>Shim .005 in.</td> <td rowspan="4">} For swivel pin bearing</td> <td>As reqd.</td> <td>530985</td> <td></td> <td></td> </tr> <tr> <td>Shim .010 in.</td> <td>As reqd.</td> <td>530986</td> <td></td> <td></td> </tr> <tr> <td>Shim .030 in.</td> <td>As reqd.</td> <td>530987</td> <td></td> <td></td> </tr> <tr> <td>Locker for swivel pin nuts</td> <td>....</td> <td>8</td> <td>531001</td> <td></td> <td></td> </tr> <tr> <td>Nut ($\frac{7}{16}$ in. B.S.F.)....</td> <td>....</td> <td>16</td> <td>2836</td> <td></td> <td></td> </tr> </table>				Front axle assembly, 4.7 ratio	1	532059	R.H.D.	} 88 standard	Front axle assembly, 4.7 ratio	1	532061	L.H.D.	Front axle assembly, 4.7 ratio	1	532089	R.H.D.	} 88 reinforced type optional equipment	Front axle assembly, 4.7 ratio	1	532090	L.H.D.	Front axle assembly, 4.7 ratio	1	532060	R.H.D.	} 109 standard	Front axle assembly, 4.7 ratio	1	532062	L.H.D.	Front axle assembly, 4.7 ratio	1	532091	R.H.D.	} 109 reinforced type optional equipment	Front axle assembly, 4.7 ratio	1	532092	L.H.D.	Housing assembly for swivel pin, R.H.	1	531005			Housing assembly for swivel pin, L.H.	1	531004			Special stud, $\frac{7}{16}$ in. (12 mm) for steering lever and bracket	4	531043			Stud, $\frac{7}{16}$ in. (12 mm) for steering lever	12	531003			Swivel pin and steering lever complete, R.H.	1	530988	R.H.D.		Swivel pin and steering lever complete, L.H.	1	530989	R.H.D.		Swivel pin and steering lever complete, R.H.	1	530990	L.H.D.		Swivel pin and steering lever complete, L.H.	1	530991	L.H.D.		Swivel pin and bracket complete	2	530992			Shim .003 in.		As reqd.	530984			Shim .005 in.	} For swivel pin bearing	As reqd.	530985			Shim .010 in.	As reqd.	530986			Shim .030 in.	As reqd.	530987			Locker for swivel pin nuts	8	531001			Nut ($\frac{7}{16}$ in. B.S.F.)....	16	2836		
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COMMENCING NUMBERS:

'88' R.H.D. models from 24101876a onwards.
 '109' R.H.D. models from 25101786a onwards.
 '109' L.H.D. models from 25400867a onwards.

REMARKS:

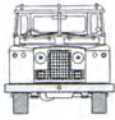
The latest type complete axle with $\frac{7}{16}$ in. (12 mm) studs can be used on any earlier Land-Rover Series II or IIA model. All other parts are not interchangeable, and both early and late types must be serviced.

A swivel pin stud conversion kit Part No. 532329 is available from our Parts Department should it be considered desirable to modify earlier axles with non-pendent ball joints, to the $\frac{7}{16}$ in. (12 mm) stud type. See Land-Rover News Letter No. 18, Item 92 for further details.

IMPORTANT. The spigot length of the new steering levers has been modified so that the use of shims at the bottom position is no longer necessary. Adjustment for resistance to rotation of the steering levers should be carried out by adding or subtracting shims at the top position only.

A smear of suitable sealing compound should be applied to bottom face of the swivel pin housing and to the steering lever before assembly.

This instruction does not apply when fitting the swivel pin stud conversion kit referred to above.



Vehicle Security – a worrying trend?



Recent discussions on the Series 2 Club forum and on other Land Rover web forums has shown there is an increasing trend in the theft of four wheel drives vehicles.

In the past it was newer vehicles that were stolen, often for the export market. In my locality a few years ago Land Rovers were stolen for ram-raiding purposes using the vehicle as a battering ram to penetrate shop-front security screens, leaving the poor LR buried in the back of the shop while the raiders drove off with the loot in a quicker vehicle, also stolen for the job. However in recent months, with the increasing desirability of our vehicles as restored or part restored classics, there has been a very worrying increase in the theft of Series Land Rovers.

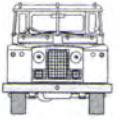
The very characteristics of Series 2s, that appeal to so many of us, make our vehicles very vulnerable and easy to break into and take away. The doors can be opened easily using a spanner and a screwdriver, popping them off their hinges. Steering wheel locks can be removed by undoing the pinch bolt on the steering wheel. Alarms and immobilisers can be bypassed by tracking simple wiring. The whole vehicle can be dismantled in a matter of a hours with a simple tool kit.

So what can we do to protect our beloved vehicles? For my part, 'AJH', my '61 88", now resides behind a pair of padlocked 6' high gates. I used to get a few 'ne'er-do-wells' lurking around asking daft questions like, "Is that a galvy chassis mate?" Now they drive past and all they see is my 2003 Vectra (boring but insured, and I'm not emotionally attached to it). As I've rebuilt and restored items I have also marked them in 'secret' ways. 'AJH's chassis had my postcode stamped into it in a special place. The Overdrive is stamped with my name. I'm gradually marking up other things. If 'AJH' is nicked I want to make sure that it is difficult for the scumbags to sell bits on. I also use a Strong Arm steering lock and an electrical cut off to further make life difficult for the thieves. I know that if they really want to they have it, but I'm not going to make it easy for them. *I'd love to hear more from Club members about clever solutions for Series 2 security. Either write to me via the club address or e-mail thamesvalley@series2club.co.uk*

I decided to investigate further some solutions regarding vehicle security. In my searches I came across **SmartWater**, of whom I'd heard before. See next page for more product information from them...

I'm sure you will agree, a very worthwhile product.

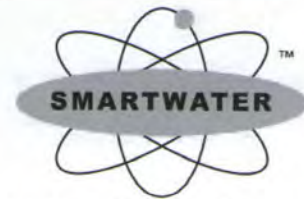
Having contacted SmartWater, I have negotiated, on behalf of the membership a **20% discount** on orders through their webshop. This discount will be available not only on SmartWater vehicle products but also on their domestic products should members want to protect homes and contents. The reputation of SmartWater is increasing; it's deterrent



credentials are well known, but what it certainly ensures is that the scumbags get caught. In addition many insurance companies offer discounts for its use.

To obtain your discount visit the SmartWater webshop at:

www.smartwater.com
or telephone 0800 298 6838
quoting the code: LR120H (case sensitive)



I'm definitely buying a vehicle subscription and a domestic kit. I might even buy some for the Vectra

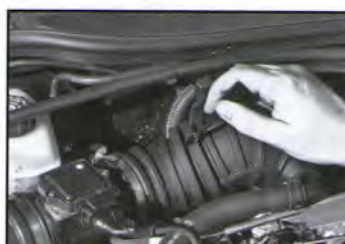
Eric Leuzinger
 Thames Valley

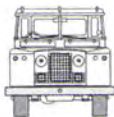
SmartWater: Proven to deter crime

When you subscribe to SmartWater, our scientists will create a unique forensic solution that is exclusively registered to you. This can be used on your cherished vehicles or other rare collectables that no amount of insurance could ever replace. Your SmartWater solution is simply painted onto your valuables, assigning them with a forensic code that is traceable back to you alone. Then, most importantly of all, you display SmartWater warning signs to alert criminals that your property is protected by SmartWater.

The SmartWater brand is very well known to criminals because teams of SmartWater crime prevention specialists partner with the Police on covert operations, stop and searches, raids and other activities to continually raise awareness of SmartWater. These operations have led to the successful conviction of over 600 offenders. For this reason SmartWater is far more than just a property marker, it is a powerful and longstanding criminal deterrent.

SmartWater's crime prevention teams will work on your behalf 365 days a year to put continual pressure on criminals and heightens their fear of SmartWater. So when they see the warning signs in your window and on your valuables they will think twice about committing a crime.





The International Rally 2010

13th to 15th August

Westmorland County Showground

All members have the marvellous opportunity to attend the 2010 International held, for the first time, in the Lake District.

Just a few minutes from Junction 36 of the M6, lies the home of Westmorland Agricultural Society, where we will be staying. We have scenic drives, off roading available as an extra a mere 5 minutes away (check out www.homescales.com), treasure hunt, quizzes, gymkhana events and a children's bike trial all planned.

This is the social event of the year and a chance to mix with other members who are also as mad about their vehicles as you. It's a chance to move bits around the country and more importantly a chance to explore the beauty of the Lake District. For those who live in northern parts, you have an opportunity to attend an international near you, the closest yet in fact! For those who live in the South, grab the chance to extend your trip and stay for longer. There is a small friendly camp site a minute from our International site. Alec Parker, the owner, a tiny but friendly lady, will book you on the field by phone only and asks that you leave it tidy and don't play ball games. Tents and Caravans welcome: Little Acre Caravan Park, Crooklands, Near Milnethorpe, Cumbria, LA7 7NN, 01539 567214. Quote landrover when you ring as I have spoken to her and she has agreed to keep you all together. Prices seem to be flexible where families and small children are concerned, so speak to her and arrange costs with her.

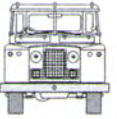
Kendal is only 6 miles away and has many facilities, as you would expect in a town. Local points of interest might include The Lakeside and Haverthwaite Railway, Jennings brewery in Cockermouth, The Bluebird exhibition in Coniston - have a ride on the Gondola too and a pint in The Sun. Brockhole has free entry, gardens and adventure playground but may be under redevelopment next year. Low Sizeberg Barn, up the road from the event field, has good farm shop and excellent café, you can watch the cows being milked while you eat. Leighton Hall is also worth a visit and often has vehicle events on. These are just a few of the attractions of the Lake District.

Put the date in your diaries, and send in the booking form as soon as possible. There are 10 electric hook ups available, which will go to the first 10 people to request them on the booking form.

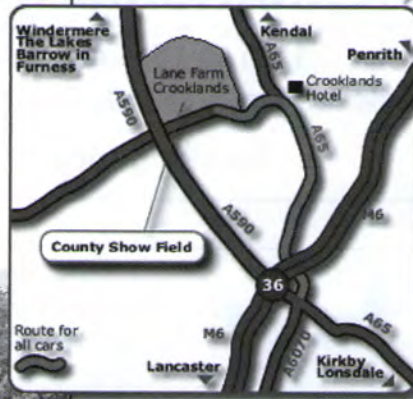
Cost for the weekend is £65 per camping unit, off roading has been negotiated on a 'pay and play' basis Sat 10am till 1pm for £20. Homescales have never done this before and only use their own vehicles usually, hence the time restriction.

Looking forward to seeing you all there.

Karin



**Book your place
now to the
social event
of the year**

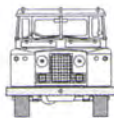


- *great greenlaning*
- *beautiful countryside*



Westmorland County Show Ground

- *space for camping and events*



SERIES 2 CLUB 7th INTERNATIONAL RALLY 2010

13th to 15th August
Westmorland Showground, Cumbria, LA7 7NH

Booking form

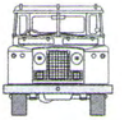
Name:
Address:
Postcode:
E-Mail:
Telephone:
Membership No:
Vehicle/s Reg No:
Camping Pitch - a camping pitch is a caravan plus awning, a vehicle and a 'pup' tent, or a standard tent. Extra vehicles will have to be parked in the car park. x £65* =
Please indicate: Caravan <input type="checkbox"/> or Tent <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"/>
Off-road Course Booking We have access to a local off-road course (5 minutes from camp site). Booking is Extra to the basic Rally Fee, at £20 per half day, per vehicle. Pay on the day, at the gate. Note: You off-road at your own risk. The S2C are not organising or marshalling this facility. Please check box if you intend to off-road <input type="checkbox"/>
Please note: The booking fee is non-refundable and any booking received after July 1st 2010 will be charged at *£75/pitch. Photocopy this form if you don't want to spoil this issue of B2L. Day Pass for Saturday's events and evening entertainment = £20 per vehicle Pay at the gate.

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 phone Jack Pies on 01954 123456.



THE AUTOCAR, 18 APRIL 1958

39

Two new LAND-ROVERS consolidate a 10-year lead

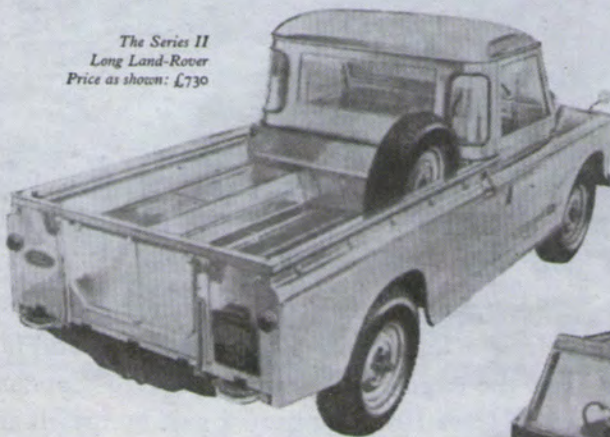


By Appointment
to Her Majesty Queen Elizabeth II
Manufacturers of Land-Rovers.
The Rover Co. Ltd.

Series II models introduce:

**better looks... higher performance
... easier handling... greater comfort**

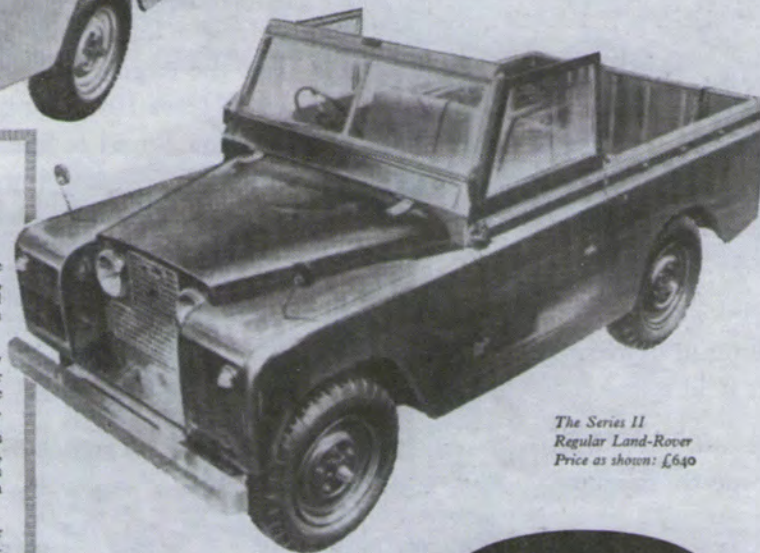
The Series II
Long Land-Rover
Price as shown: £730



During the past 10 years, 4-wheel drive Land-Rovers have won an unrivalled reputation for toughness and reliability. Year by year, there have been modifications and improvements and today, more than 200,000 are in service around the world. Now come the Series II Land-Rovers to consolidate Rover's 10-year lead in the design of go-anywhere vehicles. Both regular and long wheelbase models are now built to the new specification and are available with petrol or diesel engines.

Important new features

- ★ The bodies of both models have new lines—smoother, more flowing, easier to keep clean. The successful corrosion-proof alloy bodywork is continued.
- ★ The long-wheelbase model now has a 2½ litre, 77 b.h.p. engine for still more impressive performance and a new cab with big rear windows.
- ★ Deeper, softer seats and squabs on both models give extra comfort, while improved suspension also helps to ensure smoother riding, both on the road and across country.
- ★ The new designs permit smaller turning circles for extra manoeuvrability.
- ★ Easier bonnet opening is provided by single bonnet catches as fitted to Rover cars, while tail-board fastening is also simplified.
- ★ Both models are now available in a range of 6 attractive colours—bronze green, light green, fawn, dark grey, light grey and marine blue.



The Series II
Regular Land-Rover
Price as shown: £640

**There's no substitute
for the 4-wheel drive
PETROL or DIESEL**



THE ROVER COMPANY LIMITED · SOLIHULL
WARWICKSHIRE and DEVONSHIRE HOUSE · PICCADILLY · LONDON
CV7-209



Central Shires news...

The last of the season's local vintage steam rallies and country fayres have just finished with Central Shires members present at a string of local shows in and around Northamptonshire enabling several pub awning meetings to take place.

These include Lamport Festival of Country Life, Stoke Goldington, Bolnhurst, Lamport Railway, Earls Barton, Old Warden and Kettering. Oh and the most important show of the year at Yardley Hastings organised by Gemma and yours truly.



The strong turnout at Earls Barton enabled us to have a club stand and represent the Series 2 in several visits to the arena during which much frivolity was had with the commentator but unfortunately the pump on 'Flame', Pete & Chris Days Series 2 fire engine, was not quite powerful enough to cool the commentator during the heat of the day.



Several members have been hard at work on their vehicles including Cat and Brian who now have the engine and gearbox fitted to 'Captain Flack' Cat's 109" thanks to a visit by myself and Gemma. Stuart & Sue also had to have their cylinder head refurbished between the shows to guarantee completing the trip to Fakenham, next step is the refurbishment of the block.

In between the shows 5 members made the trip to Fakenham with 3 members travelling in convoy and the journey there and back. Along with the excellent organised events held at Fakenham several members made a separate journey out to Holkham beach.

We also have 2 new members who joined in the beer & BBQ's at the local rallies, welcome to 'Frenchy' and Dave & Diane.



With the nice weather September has brought 3 members took an impromptu drive around some local green lanes before they close for the winter. One lane passed the top end of Santa Pod enabling us to have a free view of some racing before it became apparent we had caused a delay to the racing.

Gordon Kettell

Only LAND-ROVER offers you:

- ★ *Reliability and toughness born of eleven years' practical experience in all conditions and climates.*
- ★ *A light-weight, non-corrodible, alloy body that defies the worst of weather.*
- ★ *A choice of engines — Petrol or Diesel.*
- ★ *A choice of chassis lengths — Regular or Long.*
- ★ *A choice of 9 body styles, 8 colours and 76 optional extras for specialised duties.*
- ★ *A draught-proof canvas hood or truck cab, both with rubber-sealed doors and sliding glass windows.*
- ★ *Ample ground clearance over rough country.*
- ★ **AND SUCH BRILLIANT PERFORMANCE.** *The new 2½ litre petrol engine developing 77 b.h.p. gives vivid acceleration, a road speed of over 70 m.p.h. and a maximum drawbar pull of 4,000 lbs. Recent developments of the Rover Diesel have produced an engine which is outstanding for its economy, reliability and quiet running.*

Below are some of the 9 styles of rust-proof alloy body available in the Land-Rover range.



Regular Land-Rover
—Station Wagon



Regular Land-Rover
—canvas top



Regular Land-Rover
—hard top



Long Land-Rover
—Station Wagon



Long Land-Rover—Truck cab

There's no substitute for the 4-wheel drive Petrol or Diesel




By Appointment
to Her Majesty Queen Elizabeth II
Manufacturers of Land-Rovers.
The Rover Co. Ltd.

THE ROVER COMPANY LIMITED · SOLIHULL · WARWICKSHIRE
and DEVONSHIRE HOUSE · PICCADILLY · LONDON



Eastnor

2009

WET!

Carol and I took Wagon, our LWB van, and our caravan down the A49, and across to the site on the Friday afternoon. After a little confusion as to the location of our stand, we found that a couple of club members were already there!

We just got the marquee set up when the rain started. We were fortunate to have a camping area adjacent to our stand, and to be between a main camping area and the central ring.



There was about 2" of rain on the Friday night! Our stand was on higher ground, but some of the lower lying areas of the site, and the area around the central ring, were quite wet. As the weekend went on, we found that we'd been lucky to have the location – some campers got washed out!

By Saturday morning, we had 12 land rovers on the stand. The organisers asked for us and a number of other leafers to place vehicles in the ring, for the show start. This was to reduce the churning up of the routes in and out of the showground. In the meantime, we got the shop set up.



After a fairly long while in the ring, we retreated to the stand. It rained off and on for the rest of the day, and it's fair to say that the show was generally quiet.

On Saturday evening we engaged in a barbecue and a few drinks, in the time-honoured manner!

Sunday morning saw no improvement in the weather – it rained!

Visitor numbers were still low, but the weather improved in the afternoon. The area around the central ring was a huge mud pit, though.



Wagon went for the easy route home – about 40MPH up the M5 & M6!

Mike Buss



Piece Hall Gathering 2009

Piece Hall is an 18th century building which was originally a location for fabric trading when weaving was still a cottage industry.



It's now a setting with a number of small specialist shops and cafes in Halifax town centre. It has a large courtyard, which is a setting for a variety of events through the year, and has hosted an annual celebration of all things Land Rover most years.

The gathering was started in 1998 by Mark Strangways to mark the 50th anniversary of Land Rover in the north of England. In the first year there were 45 vehicles, which has increased to 125 vehicles this year.

The gathering differs from most events in two respects - firstly it's completely free, and second there's no distinction - anything with a Land Rover badge is welcomed, this year spanning from a 1948 Series 1 to a 2009 Discovery and Defender. This year there were about 20 Series 2's along with a good selection of Series 1's, as well as Series 3's, Defenders, and groups from the Discovery and Freelander owners clubs.

Rarities this year included a very complete Pink Panther, a nearly complete Vampire



(101" radio vehicle), as well as a Series 1 107" pickup. Mark Strangways has organised this event since it's beginning with support from Copley Land Rovers. This year Karin Quarrie and Dave Snape ran the day with the help of other Series 2 Club members, but Mark plans to run the event next October if the Piece Hall is available.

www.piecehall.info/
www.copley.landrover.co.uk/
www.series2club.co.uk/

Mike Buss





Tales from the VRO Office

Short and sweet are the tales this issue of B2L, so due to the small amount to tell I have raided my archives and the Land Rover Service Newsletters that are published elsewhere in this magazine.

We have almost concluded a West Country V765 case – that is DVLA have the papers and will hopefully re-instate the Vehicle Registration Mark before the end of November, this tale has a fine ending and epitomises what the club is all about. The applicant (a club member) had her vehicle inspected by Ross Floyd who discovered various holes in the floor of the tub in a Harvey Frost manner. Ross then discovered the vehicle was equipped with the Aeon Auxiliary spring assisters and duly noted the vehicle would have been fitted with said Harvey Frost crane. The applicant discussed this with me during a routine e-mail at which point I let on that I knew another club member had the same for sale. After a quick trip up country it was gloves on and crane loaded – deal done and one Series II will be looking as it was in 1961 – eventually.

WJN is sheeted up for the winter, however one of my winter jobs is restore the steering wheel and get the original 'Clearhooter' horn working again. I also need to cut back and polish the wheel rims ready for tyre fitting in the Spring. In the meantime I am looking forward the Kent Group Christmas dinner in December and the Essex Group Christmas dinner in February and my 'proper' Christmas dinner will be 'up north' when I look forward to spending time with all my Series II friends much north of Essex.

Have a great Christmas and hope you all get the Series parts you wished for.

David DUTTON

For all VRO enquiries try vro@series2club.co.uk
or 07985 001725 (not always on but try again).

Goings on in the Garden of England...

The Garden of England events have been ticking along nicely in the couple of months since our last report, with the pub meets growing each time.

The last one was attended by a total of 18 people, and is becoming great fun. If you haven't been to one yet, you are welcome to join us! We don't only talk about Land Rovers either!! We have had a presence at the Peterborough Land Rover show, the London to Brighton Run and the Farnham Rural Life Centre Land Rover Day, so plenty going on even at the tail end of the year!! Our thanks to those who organised these events. We will cover our Christmas meal event in the next issue!! Don't forget to check the micro site for the latest details of events, we will add to this as dates are confirmed. Have a happy Christmas and a prosperous new year!!

Hazel & Sean



Archives from the VRO Office (October 1961)

Featuring the numbering changes from the Series II to the Series IIA.

Item 73 SUBJECT: VEHICLE AND UNIT NUMBERING (Policy item)

REMARKS:

A new system of vehicle and unit numbering is being introduced on the Land-Rover; at the same time the designation of the model will be indicated on the vehicle number plate. Full details of the new scheme are given below:

Current production Land-Rovers are now known as "Land-Rover Series IIA" models; this designation is incorporated on the vehicle number plate attached to the dash panel above the gearbox cover for both the Petrol and Diesel Land-Rover models.

Changes in the Series number will take place from time to time.

The revised numbering system has eight digits with a suffix letter, in place of the nine digits previously used.

The first three digits represent the type and model, the remaining five digits indicate the actual serial number of the vehicle or unit and the suffix letter will be used to indicate design modifications, which in the main are non-interchangeable, which are not necessarily obvious but are of importance when servicing the vehicle.

The system will start with a suffix letter 'a', in small type, on the vehicle number plate, and on all units.

24561

LAND-ROVER SERVICE NEWS LETTER No. 15—continued

As these suffix letters will be used in the Parts Catalogue against changes to which they are applicable, this system has obvious advantages for Distributors and Dealers when ordering parts for a particular model, as it will only be necessary to look for a suffix letter change instead of going through a whole range of numbers, to ensure that the correct replacement is obtained.

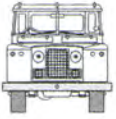
IMPORTANT.

- (a) There are considerable changes specified for the Land-Rover at the commencement of the revised numbering. Full details follow in this News Letter.
- (b) There will be no seasonal change of numbering as used with the nine-digit system.

The complete range of chassis and unit numbers are detailed below:

LAND-ROVER SERIES IIA MODELS

Model		Vehicle and Chassis commencing numbers	Engine commencing numbers	Gearbox commencing numbers	Front Axle commencing numbers	Rear Axle commencing numbers
Home R.H.D. Export R.H.D. C.K.D. R.H.D. Export L.H.D. C.K.D. L.H.D.	} Series IIA 88 Petrol	24100001a	25100001a	25100001a	24100001a	24100001a
		24200001a			R.H.D.	
		24300001a				
		24400001a			24400001a	
		24500001a			L.H.D.	
Home R.H.D. Export R.H.D. C.K.D. R.H.D. Export L.H.D. C.K.D. L.H.D.	} Series IIA 109 Petrol	25100001a	25100001a	25100001a	25100001a	25100001a
		25200001a			R.H.D.	
		25300001a				
		25400001a			25400001a	
		25500001a			L.H.D.	
Home R.H.D. Export R.H.D. C.K.D. R.H.D. Export L.H.D. C.K.D. L.H.D.	} Series IIA 109 Petrol Station Wagon	26100001a	25100001a	25100001a	25100001a	25100001a
		26200001a			R.H.D.	
		26300001a				
		26400001a			25400001a	
		26500001a			L.H.D.	
Home R.H.D. Export R.H.D. C.K.D. R.H.D. Export L.H.D. C.K.D. L.H.D.	} Series II 88 2½ litre Diesel	27100001a	27100001a	25100001a	24100001a	24100001a
		27200001a			R.H.D.	
		27300001a				
		27400001a			24400001a	
		27500001a			L.H.D.	
Home R.H.D. Export R.H.D. C.K.D. R.H.D. Export L.H.D. C.K.D. L.H.D.	} Series IIA 109 2½ litre Diesel	27600001a	27600001a	27600001a	25100001a	25100001a
		27700001a			R.H.D.	
		27800001a				
		27900001a			25400001a	
		28000001a			L.H.D.	
Home R.H.D. Export R.H.D. C.K.D. R.H.D. Export L.H.D. C.K.D. L.H.D.	} Series IIA 109 2½ litre Diesel Station Wagon	28100001a	27600001a	27600001a	25100001a	25100001a
		28200001a			R.H.D.	
		28300001a				
		28400001a			25400001a	
		28500001a			L.H.D.	



The EARLY DAYS

The Series 2 Club started on 13th June 1979 when I bought my first Land Rover. I just didn't know it then.

While XHR 370 wasn't anything special, I was dimly aware that the Series 2 had only been produced for a short period before being overtaken by the 2a, and while it would not have altered the purchase, it seemed a bit more interesting. Back in 1979, the Series 3 had only been in production for 8 years and headlights in the grille Land Rovers were not particularly rare - and a common sight at farmers markets and club events.

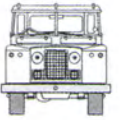
Over the next five years, I was a member of the All Wheel Drive Club, nearly joined the Series One Club and became increasingly frustrated that there was no club for what I believed would be a future classic. With no particular result in mind, in the Autumn of 1984 I wrote a letter to 'Off Road' and '4 Wheel Drive', which was the main magazine at the time, suggesting that anyone interested in forming a club for Series 2 Land Rovers could write to me.



During the following month I had about ten replies, and a phone call from David Bowyer introducing me to the Association of Rover Clubs and offering to help with introductions and publicity at Land Rover. This immediately raised a thorny point - you can't operate a marque club without permission from the trademark holder, so I wrote to Solihull asking for permission to use the name and asking if they knew the difference between a Series 2 and a 2a. The letter that eventually arrived admitted that there was no one who knew on any difference, except the change of engine size on the diesel model (which actually was the only change 'on the day') but that the Company always welcomed enthusiasts. And so, just before Christmas 1984, the Series 2 Club (aka Ross 'n Gill Floyd) sent out membership application forms and asked for the huge sum of six quid to join the Club.

The response wasn't shattering but we were soon involved in applying to the ARC for membership, as it seemed to be the thing you did. However we needed a minimum of 25 members. I applied for membership and was advised that our application would be considered in 3 months time at the next meeting. In the meantime, I had people's money and hadn't done anything with it. One prospective member wrote a rude note to ask what was happening and Gill and I decided to produce a newsletter. This was six sides of A4 produced on my Spectrum computer with its microscopic keyboard and printed on a 9 pin dot matrix printer. We only had ten members so we printed the entire lot on the computer and posted them in hand written envelopes.

At this time we had a lovely chap from Stourbridge who joined and offered to become Membership Secretary. Unfortunately his paperwork skills were not the best and we had a number of members who never received a reply to their application. Not being able to



SERIES 2 CLUB

Membership Application Form.

Name:
Address:

*Phone Numbers

Vehicle Details
Type: Land Rover Series ... or other
Date of first registration:
Chassis Number:
Engine Number (if known):

80	86	88	90	109	109	110	Other		
1/6	2/2	2/2	2/6	2/2	Patrol	Defax	Other		

Type of body:
Original Extras:
Subsequent modifications:
Is the vehicle in regular use?
History if known:

Register Details



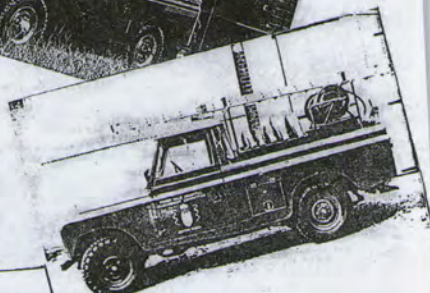
Name:
Address:

*Phone Numbers:

NOTE: These details will be entered in the register and circulated to members UNLESS requested to the contrary.

Self Help Breakdown Services
The club will be running a self help system, so those members able and willing to provide any help, be it technical, towing or any other way, please offer details of hours available and distance etc. below, which will be circulated to members.


Please return to the membership secretary: D.A. Head, 46, Redling Green Road, Stourbridge, West Mids.
Cheques payable to: The Series Two Club.
Membership is subject to the rules and regulations of the Club.

SERIES TWO CLUB

The first membership application form

SERIES TWO CLUB



Thank you for your enquiry about the Series 2 Club.

We are a national club catering for all those with an interest in the "traditional" Landrover - the majority of these have headlights inset into the radiator grille between the wings and all of them are the "big" Landrover which superseded the series 1.

A Brief History

Series 2 vehicles were produced with Petrol and Diesel engines between 1958 and 1961. Petrol engines were 2286cc and Diesels were 2052cc - wheelbases were 88 and 109".

Series 2a production began in 1961 and continued until 1971. From 1968 vehicles had headlights in the wings but still retained the distinctive wire mesh radiator grille. Petrol and Diesel engines were 2286cc with an optional 6 cylinder petrol engine of 2652cc from 1967.

In 1968 the distinctive Army Landrover - airtransportable as "lightweight" was produced although in standard road trim this was no lighter than ordinary Landrovers. It could however be stripped down so that it could be carried by a helicopter hence the name. The lightweight was not available to the public except as Army surplus. Although there are minor differences between the series 2 and 2a, these are very few. On series 2a models gear ratios are slightly different, diesel engines are of slightly greater capacity and the chrome headlight surround was abandoned.

The Club


The club aims to be friendly, to provide help and assistance to people needing advice, spare parts, and perhaps buying or selling a vehicle for the first time. We produce an occasional newsletter (distributed free to members) and display vehicles at suitable venues where practical. Contributions to our newsletter in the form of articles, information, questions - including photographs, are welcome. From time to time we hold meetings for members and as the club develops these should become more local. We have a venue for an annual camping weekend. There is a great deal of technical expertise and historical information in the club. If joining it does nothing else, it should increase the enjoyment you get from your vehicle and Landrovers in general.

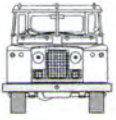
SERIES TWO CLUB

The Series 2 Club covers those with an interest in series 2 & 2a Landrovers and derivatives produced between 1958 to 1961 and 1961 to 1971.

The general aims of the club are:
to increase members enjoyment of their vehicles
to provide a register of series 2 & 2a vehicles
to encourage interest, use and restoration of series 2 and 2a and "special" vehicles and to provide a focal point for enthusiasts of the marque
to arrange occasional meetings
to assist in the location of spare parts
to provide a source of technical expertise, knowledge and information
to display vehicles at shows where appropriate
to issue occasional newsletters (free to members)

Subscription Rates
U.K. £5.00
Europe £9.00
Overseas £12.00
All above fees are per annum
Joining fee £2.50
Family Membership: main fee plus 50pence extra per family member
Membership becomes due for renewal on February 1st each year. Members renewing after March 15th without good reason will be deemed to have left the club and will be asked to submit a joining fee with their subscription.
Members joining after February will be asked to pay a subscription at a rate of 50pence per remaining month, but those joining after Christmas will be asked for the full subscription but will have the remainder of the year included free of charge.





work out why we were not getting responses to the application forms caused some concern and when I finally worked out what was happening, we found paperwork and cheques over 6 months old – not a good start.

During this time Jerry Bright offered to become treasurer and Frank Myatt joined along with Steve Ashton and Gordon Lord and this group became the core of the Club for the first few years. Ann Khors was our first newsletter editor, and Jerry’s secretary at BT, where he was a senior accountant, used to type up all the hand written copy that was sent to Ann on a 5¼ floppy disk!

Joining the ARC was another case of how to use words to achieve an objective. We officially needed 25 members but only had 15, however it seemed to be important to belong, so when we were summoned to Solihull to make our formal request to join and were asked how many members we had, I replied quite honestly that the next membership number would be 31. This had the desired effect and within a short time we had well over the minimum number anyway. They never knew we had only issued odd membership numbers for this very reason!

Having joined the ARC we began to increase membership and with it came the usual growing pains. My Spectrum computer – and a micro drive for storage, just couldn’t handle the data, so we borrowed an Amstrad 1512, purchased a copy of Dbase 4 and I learned to program from scratch, creating a somewhat creaky but operational system which enabled us to print renewals and newsletter stickers.

At this time we did renewals en masse in April, and while the Club ran from PO Box 1609 Yatton, everything came through my letterbox. Renewals produced a huge influx, everything had to be checked and updated, by hand, money banked and cards and confirmations sent out. It was a complete nightmare with piles of papers, wrong cheques, wrong amounts, illegible paperwork and a host of other things. It would never have operated without Gill, my Land Rover widow who did a huge amount of the behind the scenes work and never asked for recognition or reward. We moved out to a garden shed, and then when winter set in and condensation ruined the hard drive, it was back

SERIES TWO CLUB



Secretary:
Ross Floyd,
2 Brockley End Cottages,
Cleeve, Avon,
BS19 4PP England.

PRESS RELEASE

Please find enclosed a copy of our membership application form.

The Series Two Club has just been formed and we hope to appeal to owners and enthusiasts of Series 2 and 2a vehicles. We have also begun a register of vehicles covering Landrovers produced between 1958 and 1971.

We are in need of a substantial increase in membership so that we can apply for membership of the Association of Rover Owners Clubs. Any publicity that you feel able to provide would be very much appreciated as would any ideas or suggestions on the organisation or running of the Club.

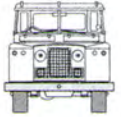
If you could spare a few lines to mention the Series Two Club, we would be most grateful !

Yours faithfully

Ross Floyd

November, 1985.

Press Release



inside. We boarded out the loft to form an office – complete with five foot head room, no windows, killer beams and reached up a tiny ladder and squeezing round a roof timber – already the Club had outgrown our family home.



ARC National - 1980's

together and then stapling around 6000 double sided pieces of paper, then insert them into a flimsy plastic bag, stick on the label, seal it up and put it in a box. It used to take a couple of evenings and poor Gill usually spent an afternoon finishing things off when I was at work. Those evenings were a complete riot and on several occasions I recall all the collators being on the floor crying with laughter. Happy days.

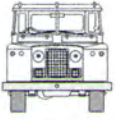
Then we had to post the Club magazine. To this day I don't know how we got away with it – possibly there were too many for the Post Office to return. Each magazine was massively over the second class postage weight but they all went out with the minimum postage. After bagging, they were stamped and Gill and I would set off to fill every local country pillar box in the area. We stuffed each one until no more would fit inside. This was a late night activity, and apparently our assaults on the British Postal System were infamous in the local sorting office. But not one was ever returned, perhaps as we were careful not to include an obvious return address.

Another vivid memory was the second National we attended as a Club. I recall this for many reasons, ripping the wiring out of the caravan and driving home from Plymouth with no rear lights in pouring rain, our German shepherd going

The magazine was another major hassle until we had it commercially printed. Prior to that we produced the whole thing on an old Gestetner machine. This leaked ink everywhere and used dot matrix stencils that ripped and smudged. Once we had the correct number of pages, done reprints, cleaned up the spilled ink and had lots of tea, collating would begin. This involved any club member who could be leaned on to come round and help in the mindless task of putting



The next ARC National



out into the wild night and collecting every pitch marker he could find and bringing them back as trophies, and driving a newly painted vehicle through axle deep mud to reach the trade stands.

However one particular memory stands out – the only time I have ever been drunk. I'm a lifelong teetotaler but never object to anyone else having a tippie as long as they can hold it. Visualise a howling gale, a pouring wet Saturday night and a battered rally field. Add the chaos of new arrivals being unable to find their pitch markers on a wet grassy hillside when these numbered wooden pegs were in our awning and Asdic was terribly pleased with himself, and our caravan quickly became the focus of Club activity. You can only get so many people in a 12 foot van, especially when you have a huge dog, but club members came from all directions and I think we had about a dozen on board and a sub-committee knocking it back in the awning. The rule was that people held their alcohol up to the steamy window and if it looked palatable they were let in. As the majority of those inside seemed to have slithered into dipsomania, no one was refused. Everyone except me was drinking, and the fumes must have reached almost explosive levels, because when I was tasked with going to the all night burger bar at the bottom of the field, I could not remember my name, I couldn't stand upright and apparently I forgot what I had been sent to collect. It didn't last long and fresh Cornish air soon blew away the problem, but I'm told it wasn't a pretty sight, particularly when I tried to explain to the lady cooking the food that I was teetotal. The amazing thing was that none of the others had hangovers. There had been a full technical discussion on roll bars and another on the British military presence in Suez, both conducted with slow deliberation, while whisky and some evil punch with an octane rating like Avgas was consumed from plastic beakers. It was all entirely coherent,



Off-roading in the Mendips late 1980's



terribly civilised, and the next morning everyone was up bright and early, while our caravan awning looked like the aftermath of a ram raid on a duty free outlet.

Another thing the Club pioneered in the early days was private site off roading. It's all the rage now, but Series 2 Club started it. We hired the woods behind Bristol Airport from Fountain Forestry and for £2 per vehicle we were allowed to use the logging tracks. We just formed a convoy and drove round the site making use of all the routes so that we never drove the same section in the same direction more than once. Everyone got muddy, but in controlled conditions, and we learned about driving off road responsibly. Sadly in later years this did get out of hand and caused a lot of problems as the insurance company declined to cover 'action events' and we had to call a halt. There was a huge amount of ill feeling and it was the reason I left the Committee after 10 years.

That episode aside, it was a happy time. The Club was run as a team. We had a superb Treasurer in Jerry who always had his finger on the pulse, Frank Myatt was our Membership Secretary and was the perfect club figurehead as well as being a lovely person, Peter Lamb took over the Newsletter and turned it from a few sheets of duplicated paper into a professional magazine, the Club Shop sold oils and fast moving items at a massive discount to members. We had Helen and Chris Lippitt, Gordon Lord and Roger Horne who were the more mature and wise voices, and we had Dave Lockyer with his lovely 2b forward control who was our equipment officer – being a professional joiner, he made us a complete display stand that could be dismantled and carried round in the club trailer. And there was always Dave Dutton and Jackie – Diesel Dave as he was known – always welcome guests in our cottage, reliable, knowledgeable and willing to turn their hand to anything that needed to be done from rushing off to get another gallon of milk to rescuing a broken down club member from the wilds of Somerset. Oh, and behind my back, they all called me 'Monty'.

A final happy memory of the early years are the 'Park 'n Eat' meetings at Bristol Docks. There was a superb catering kiosk on the dockside and long before the area was trendy, Brunel's Buttery fed the local taxi drivers and plain clothes police during the week but at the weekends was fairly quiet. We used to have a Saturday lunch meet there, usually combined with off roading at the Airport. We would meet mid morning, park up on the quayside, kick tyres and eat delicious home cooked meals on china plates balanced on the wing of a Series 2. Leaving aside the eating competitions that we used to have – not good when followed by an off-road drive on leaf springs – those events, usually on a grey winter's day, typify the early days of the Club. Good friends, good food, dogs, kids of all ages, laughter, the odd breakdown, Dave Dutton trying to tow start Pete Lamb's 88" with a Ford Escort, standing around using the flat wing top as a dinner table, a quick internal rewire of a dead 109, and mugs of strong tea on the bumper. It is what having a Series 2 all is about.

It was all a long time ago and while I still have the original Land Rover and a very early Forward Control, much has faded into distant memory. Being asked to attend the 25th celebrations, although family issues (aged parents) prevented us from attending, really brought it all back. I'd like to take this opportunity to thank Dave Dutton and the Committee for thinking of us – a real lump in the throat.

So there we are. A few personal memories of the early days. Good friends, some sadly



now departed, laughs, drama, hard work, but one of the most satisfying things I've ever done. Gill was the unsung hero, catering for fifty people, doing the clerical jobs, cooking a BBQ with a baby under one arm and fending off itinerant Europeans who arrived unannounced, wanting to stay in the 'Club House'. Above all, it was a team. I've written this in the first person, but don't be deceived. We were a group of friends and families. We didn't always agree and at times the Committee wanted to strangle me, but it worked, it put the Series Two on the map – and like Land Rovers, it was part of my life.

Ross Floyd

The club was never scared to get involved with the politics of the day as can be seen in the newspaper cutting below....

Angry car fans' plea to Major on sell-off

PUT THE BRAKE ON FOR ROVER!



ANGRY Land-Rover fan Ross Floyd has called on John Major to halt the sale of British car giants Rover to German firm BMW.



Mr Floyd, chairman of the national Land-Rover Series Two Club, has written to the Prime Minister in protest.

He said he was "absolutely horrified" when he heard of the £800 million deal.

The 36-year-old from Yatton, near Bristol, claimed the move had shocked club members and many British car fans.

"Almost everyone I know was stunned and a number of people seemed to be in a state of mild shock," he said.

"Many seem to feel a sense of bereavement and I too feel sad and bitter."

British Aerospace has sold its 80 per cent stake in Rover.

BMW will acquire all Rover's car models – including the Land Rover, the Mini, the Metro and the top Rover 800 series.

But Mr Floyd says the move will spell economic disaster for Britain.

"First it was shipping, then mining, now vehicles Rover and Land-Rover were symbols of British resurgence – now they are gone," he said.

Mr Floyd set up the Land-Rover club ten years ago for owners of Series Two vehicles – built between 1958 and 1971.

There are now about 500 members worldwide.

Mr Floyd said thousands of motoring fans proud to drive British cars had been alienated by the deal.

"Rover is a symbol of Great Britain and this has struck at the very heart of British self-esteem," he said.

"A hundred years of innovation and excellence – sold off faster than a used car."

Mr Floyd has written to Mr Major to ask him to call off the deal.

"If he does not the British will never forgive him," he said.

Report by ELISABETH SPEIGHT

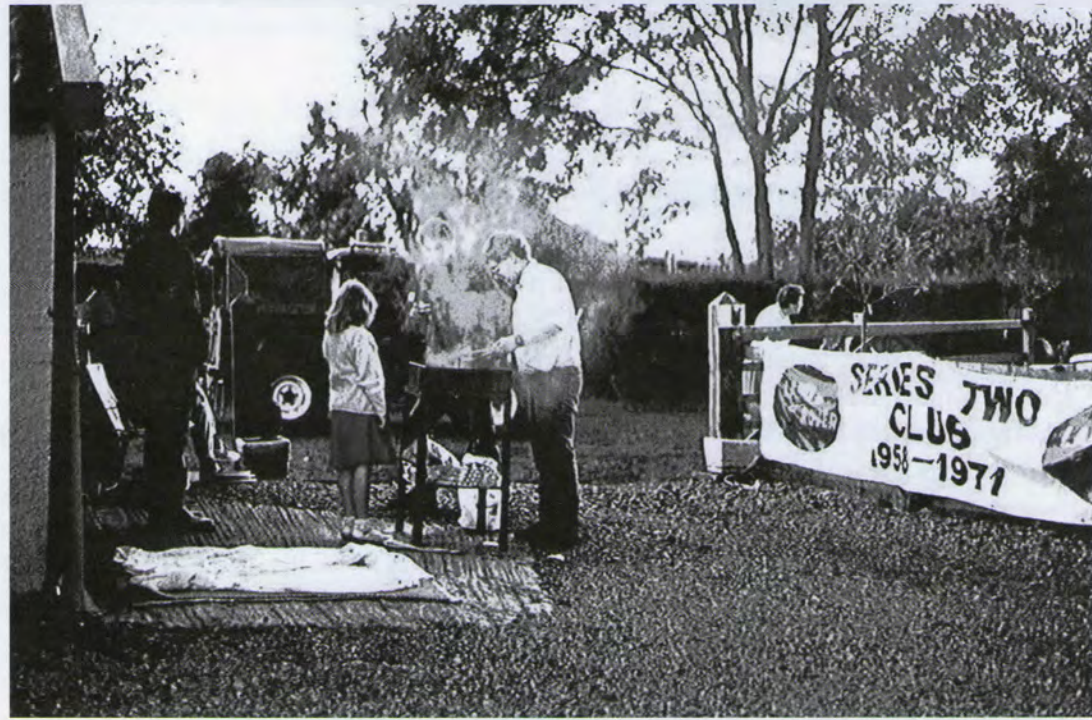
John Major: Asked to halt sale

PROTESTERS: Ross Floyd, left, and Steve Ashton of the Land-Rover Series Two Club

Sale of Rover to BMW – sadly, we were correct too!!"



The club was not so hot on health and safety in the early days!!



BBQ at our place—we lit the thing with blowlamp and an airline!

Ross & Gill's daughter Katie used XHR 370, the vehicle that was the inspiration for the beginning of the Series 2 Club as her wedding vehicle this year...



Katie & Lee's wedding with the help of 'XHR370'



Not quite Africa or Bust

...but it's a start!

OK, the title is overstating things a little, but most of you will remember the write-up about Phil's (PJKR) trip to Africa. Which I have to say did go some way to giving inspiration to us.

We had spent rather more than we (I) had planned on 'Dormy's' re-build and had ended up spending most of our holiday money too. It was my wife's fault as she encouraged me to do it (she was fed up looking at 'Dormy' sitting on the front drive). Anyway, we then decided we might as well get some of the investment back and have a camping holiday instead. About this time the dates of the International were released (we already knew the location) and the great thing was we were able to work that into our itinerary as well.

On Sunday the 26th of July we set off on the first leg of our journey and drove non-stop some 200 miles to the Yorkshire Dales. Off along the A17 we then headed north on the A1. Turning onto the A64 took us past York and to Malton where we then headed for Pickering. Worryingly most of the southbound A64 was nose to tail with stationary traffic. I guess lots of people were heading home from Scarborough but fortunately it didn't actually affect us.

Up to now it had all been single and dual 'A' road but soon it got really interesting. Our planned stop was a farm campsite just a mile outside Rosedale Abbey and it was here that we spent the first three nights of our holiday. The weather was a bit changeable, one morning dry and sunny but with rain in the afternoon. The next day completely the reverse! It gave us enough of a chance to go walking (fair-weather types) but we also took 'Dormy' out and about when the showers came on.



Rosedale in North Yorkshire where we stayed three nights

had seen on a previous walk. This had warning signs of 30% (1 in 3 in Series 2 money) and ultimately climbed out of Rosedale onto the top of the moor at a place called Chimney Bank. This was quite some road that as well as being incredibly twisty, just seemed to get steeper and steeper! We were doing

Taking a trip along an up-down winding single-track road toward Rosedale End, we came across three Land Rovers in a field. A closer look revealed a S2 windowless hardtop (bashed in), plus a S2a and a S3. Seemingly all abandoned by the farmer probably when they each came to the end of their working lives (broke down).

Back at Rosedale Abbey I followed a small road that we



S2, S2a & S3 rotting in field. Shame about the damage to the very rare windowless hardtop.



our best to climb the road in 2nd gear with my right foot to the floor, when a particular tight right turn coincided with one of the steeper sections. Not taking any chances I immediately doubled down to 1st (and fortunately didn't fluff it) and then continued up the remainder of the way still on full throttle and not really sure if we wouldn't need low range. I did get some satisfaction from watching the people-carrier that had been tailgating us, when he fluffed his gear change and actually stopped!

After a bit of a walk along Chimney Bank, we saw a very bright orange painted err... Series 3. This turned out to be an early Series 3 body on a very boingy chassis. A quick look at the tax disc confirmed it was in the 'Historic' class - doesn't seem the wisest of moves to paint the thing bright orange! Anyway, our return trip took us back down Chimney Bank, which was performed again in 1st gear but with fairly regular check-speed application of the brakes!

Leaving Rosedale on Wednesday took us up and over the moors as we headed out of Yorkshire towards Middlesbrough and then the A1 north to Berwick upon Tweed. Here we wandered around in the early evening. Next day we took in one of the local castles and some border history. Then with the tide times just right, an opportunity to dip 'Dormy's' tyres in the sea with a trip across the causeway to The Holy Island. This seemed to be absolutely mobbed by pilgrims - or maybe they were just the curious (not sure which camp we fit into).

Moving on from Berwick on Friday gave us our only moment of worry when, having driven down a fairly long hill and reached the bridge across the Tweed, 'Dormy's' engine just died. We coasted to the other side and pulled into a minor road. Got out, had a look (nothing obvious), restarted the engine and it has never missed a beat since - very strange!

Next it was on past Edinburgh and up to Dundee. There is one part of the M90 that has a fairly long steep downhill and I let 'Dormy' wind itself up. Obviously the speedo only reads to 75 but the satnav does read higher! Three nights were then spent in Dundee at Mum's. We took a trip across the Tay Road Bridge to Fife to meet up with S2 club member, Dan Mayberry and his friend, Jock. A bit of discussion carried on about the Simon BBC electronic ignition that we have both fitted to our respective motors. Conclusion - well worth it (sorry riveters).

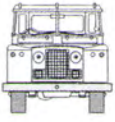
Monday saw us heading past Stirling where 'Dormy' was first registered in February 1967. 'Dormy' was actually out of dispatch in August 66 (thanks PJKR), so must have spent a few months at Martin & Walter being converted. Over to Glasgow to pick up the M74 south, then the M6 and on to Carlisle. For you Southerners the M74 would be a very



*The Abbey ruins on Lindisfarne -
The Holy Island*



Campsite at Berwick on Tweed



strange experience. Three-lane motorway through rolling hillside and you are one of the very few vehicles on the road, in daylight!



*Dan Mayberry's SWB with Dormy
(we were in the bar).*

A day in Carlisle let us explore most of the historical sites. Funny, the border area stories were very similar to those at Berwick. Our next day included an amble around Talkin Tarn Country Park before moving, on Thursday, to Sheffield and our daughter's.

Friday was the day to travel back to Norfolk and the International. This time we had an extra passenger, our grandson in his booster seat in the front (only 2 seatbelts). He wasn't very well over the weekend but we still got out greenlaning (and wetlaning) before heading the very short 40 miles home on Monday.

The whole trip covered over 1,000 miles and with the petrol used, worked out at an average 20mpg. I thought this was quite a healthy figure considering some of the roads we had driven around on and all the stuff we were carrying!

Already looking forward to the Lake District next year!

Ian MacLeod



*Visiting Talkin Tarn Country Park
near Carlisle.*



Green-road run and fords near Fakenham.



*The River Tay from the top of Dundee Law
(which is actually an extinct volcano).*



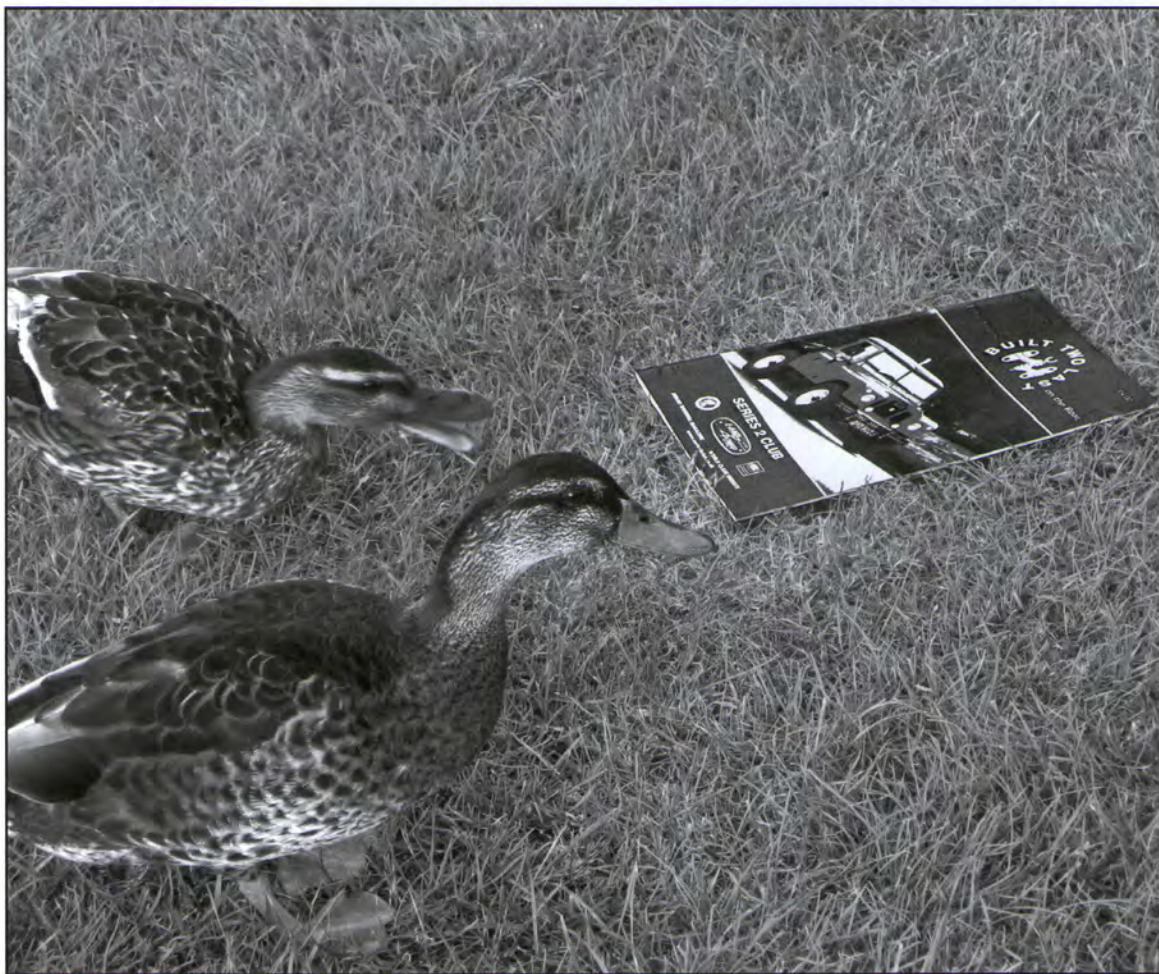
Green-road run and fords near Fakenham.



CAPTION COMPETITION

Here is a chance for you to win either a Series 2 Club teddy bear or a Series 2 Club umbrella.

Please send your caption for the photo below, taken at this year's International to the club address and mark it 'Caption Competition' and state which prize you would prefer.



All entries must be in by January 31st 2010 and will be judged by myself when I have received them. Good luck!

Editor



LRO Show Peterborough, 11th-12th Sept

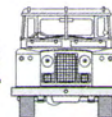
Love was in the air

We had a fabulous turn out and response to this show, ending up with some 20 Series 2s on the stand. As ever space was tight, as land grabbers always seem to beat us to the site and pinch some of our 'land'.



In the sultry, autumnal sunshine love was all around or so it seemed. We were asked to parade our vehicles in the ring. 'Pickles' and Jerry Thurston kissed and made up and we got a good reception driving round. We also had a little doggy action which was very educational. Maybe we'll hear the sound of little paws padding around. Perhaps a new line for the club shop – Series 2 puppies. The sunshine brought the crowds out in great numbers and there seemed to be more traders out as well. There was a steady stream of visitors/club members to the display, the shop did well and we signed up a few new members.

'Pickles' is also due to be a TV star as they were interviewed by a TV crew. The rest of us evaporated when they wanted someone to present an overview of the Series 2 Club. This left Toby holding the microphone. Not sure which channel this was for (Channel 4 ??) but it would have to be shown after the watershed. Once again we had two great campfire evenings with a huge supply of wood, along with eating and drinking treats. The BBQ went very well with no major culinary disasters from your reporter.



Thanks to all those who came and brought a vehicle, special thanks to Clifford who came with his missus, despite her recent accident, we wish her well for a speedy recovery.

Alan Jones



Me & My Motor

ALN 238B - a bit of it's history - by Roger Turpin

ALN 238B was new in 1964 to Home Office as one of a batch of six (ALN235B to 240B) for the Auxilliary Fire Service and used by them for four years then put into store in Marchington in April 1968.

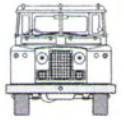


All AFS vehicles were stored in various states of readiness for future use ... Green Goddess pumps, Bedford RL hose carriers, Commer Q4 GS vehicles and Austin Gypsies. According to the vast pile of papers I have from Marchington the Land Rover did about 8 miles per year to and from the MOT station and then laid up again. It was released to Lincolnshire Fire Brigade in 1997 with 21000 miles on clock. They had it for two years and then disposed of it.

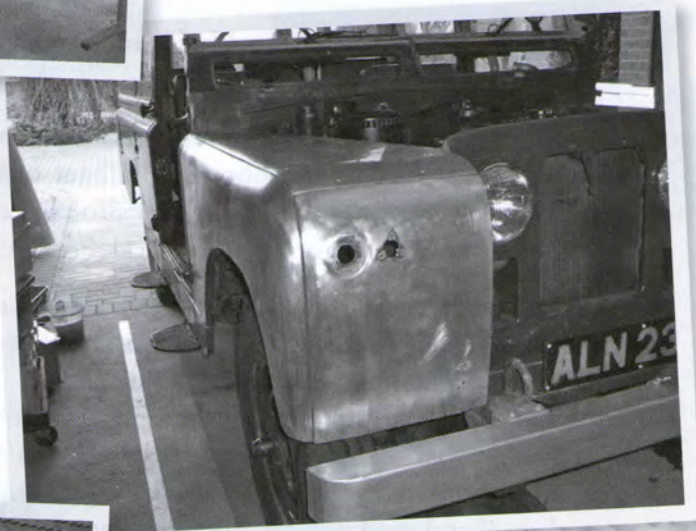
I bought it from a Mr Houldershaw who'd had it eight years and probably put 2000 miles on it during the time. It had 25,100 miles on it in 2007! Whilst it had an MOT, there were the usual Land Rover things to sort - brakes, electrics etc, but the worst thing was that some kind soul had brush painted it from the rear doors forward - probably Marchington - most of it was flaking off, but other areas were hard on there! I sorted the problem with 10 litres of paint stripper and an aluminium scraper... tedious to say the least.

The photos attached show the repaint in its various stages.





It had etch primer then two coats of zinc chromate primer and then three coats of Dacrylate Vehicle and Machinery Enamel.... nice to work with and a reasonable finish straight from the gun.



Mileage is now 32,000. An 1,100 mile round trip to West of Ireland this year knocked it up a bit! Apart from that not much more to say apart from great weekend at Fakenham and I must say that as a 'Green Lane Virgin', I thoroughly enjoyed myself, just means I'll have to get another '2' more suitable for the future!



Our Historical Records Archive & Members Vehicle Database

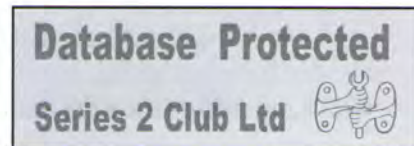
We have copies of every Newsletter and Magazine the club ever issued which we are gradually adding to the clubs website, right back to the first one issued in the winter of 1985.

Many of these were kindly donated by the clubs founder, Ross Floyd and have proved to be an excellent source of information on the clubs members and their activities in the early days. Committee meeting minutes, AGM minutes, financial reports etc also fill the archives allowing reference to them as required.

Our 'Members Vehicle Database' was started over 10 years ago on October 13th 1999 and contains details of many Series 2 vehicles owned by club members, some with photographs. We currently have information on more than 1,700 vehicles and over 1000 photographs on file. The vehicle details are retained at present on the clubs computer within a database that allows searches using the chassis number, vehicle registration, build date etc.

We are in the process of obtaining a more up-to-date database that will make searching information even easier, with hopefully, a faster turnaround for enquiries and with a facility for electronic storage of photos. We can also advise members on how to research the history of their vehicle.

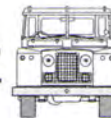
The original vehicle forms submitted are also retained and any photographs received are filed in vehicle type order for easy access and reference. **'Database Protected' window stickers** are issued to each new vehicle added onto our database which provides a visual deterrent to potential vehicle theft. This information has proved invaluable in cases of stolen then abandoned vehicles allowing us to trace and contact vehicle owners quickly to ensure the return of their cherished Landy. Remember that this information is not released or passed on to anyone without the vehicle owner's prior permission being sought and obtained. Your details are secure with this requirement being sacrosanct.



If you would like to add your vehicle details to our database and receive a 'Database Protected' window sticker, just copy the form opposite, fill in the details and forward it on to me at the club address or email at the address on the bottom of the form.

We are always grateful to receive any information you have and can send to add to our archives as they constantly prove an invaluable historical reference resource for all things Series 2 and Series 2 Club. Also if you have any Series 2 related literature that you would like to donate to the club archives it would be gratefully received.

Andy Cresswell
Historical Records & Vehicle Database



Vehicle Details for the Series 2 Club Vehicle Database



(Office use only)	
Membership Number:	
Database Ref No:	
Date processed:	

Please assist the club by completing the form with the details of your current vehicle(s) which will be added to our database archive for future reference. The database is a useful tool in comparing model variations and factory specifications over the S2 production run. It can help owners in getting the detail correct on their vehicles. Please send a 6" x 4" photograph(s) or as an email attachment, which may also be displayed on the club's website. Upon receipt of this form you will receive a "Database Protected" window sticker which may act as a visual theft deterrent and may help in returning the vehicle to you if it were ever "lost" or stolen. Completion of this form is not a condition of membership.

PLEASE USE BLOCK CAPITALS

Chassis Number:	Build or Registration Date:
<small>The chassis number can be found stamped on a metal plate fixed on the driver's side of the bulkhead. Include the full number and any suffix letter. The engine number can be found stamped on the front left hand side of the block. Both numbers should be recorded on your registration document (V5C).</small>	
Registration Mark:	Original Mark (if applicable):
Military registration (if applicable):	
Original Body Colour:	Original Body Type:
Current Body Colour:	Current Body Type:
Engine Type:	Engine Number:
Fuel Type:	
Optional Extras:	
Modifications:	
Additional Information: <small>(use separate sheet if needed)</small>	

Name:	
Address:	
Postcode:	Telephone:
Email:	
Signature:	Date:

None of the information will ever be released to a third party (or club member) or external organisation without your specific permission. You can request to have this information removed at any time. If you have more than one Series 2 vehicle, please note the details on a separate sheet and include all photos, or email the form and images to:- vehicle_database@series2club.co.uk

Enclose with your Membership Application Form and send to:-
 Series 2 Club
 PO Box 61,
 Aberdare
 CF44 4AJ

(September 2009)



Bulkhead Repair

Now I am a member of the S2 Club, having finally succumbed to the Land Rover bug, it's time to do an article on the restoration of a S2a bulkhead as part of a total restoration project, one of two (one to keep and one to finance the other).

This is a job not many people feel up to tackling and is one that more often than not needs doing. Most of the ones we have seen in circulation have been repaired in the past on the car, which is always difficult, takes ages to do and hardly ever gives great results, a bit like chassis repairs.

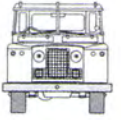
We have been working on cars for many years together, (and come to think of it not just cars, we've rebuilt campers, boats, houses, anything really that presents a challenge) 'we' being Keith and Sara, and still manage to get along happily with no more than the occasional shouting match and flying mug. You tend to learn very quickly not to break things when you have to replace them yourself though.

This is probably a good place to mention tools and safety equipment. To do a job like this you need a few hand and power tools such as sharp drills, tin snips, hammer and dolly, panel chisel, tape measure, dividers, hacksaw, angle grinders with both cutting and grinding discs (the new 1 mm thick cutting discs are magic!), access to welding equipment either oxy-acetylene or mig/tig or both, and most importantly, gloves, overalls (never use electric welders with bare skin exposed or you will find out why the day after) ear defenders and face shields.

As we are starting from a heap of rust on wheels we have stripped down the whole vehicle and are rebuilding everything from the ground up, so we are repairing this bulkhead in it's bare and basic form with no complications from attached bits and bobs. You don't have to get the whole thing shotblasted but it helps to show up all the really bad areas. We are doing the repairs first as we will be galvanising and we don't want it sitting around too long unprotected.

The first thing to do is measure between fixed points such as the centre of the windscreen mount bracket and the main chassis mount under the door pillar. Laying a straight edge along the front of the door pillar so it passes the windscreen bracket should leave a gap of around 10 mm between it and the bracket. Make a note of as many details, with rough sketches if possible, before you take up the cutting disc, it's easy to forget just where it all should





go when it's not there any more. It's also a good idea to do one side at a time so you still have something to refer to.

We will start with the footwells, rather than cut them off I prefer to take the time to drill out all the spot welds on the joins with the panels you are leaving in place, and then carefully separate the sections with a panel chisel and hammer.

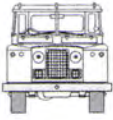
The best way to use a chisel is to run it along the seam rather than across, as this helps prevent distortion. After you have removed the rotten panels, you must grind off any lumps of old weld, then dress the edges with a hammer and dolly or any large block of steel to straighten the remaining metal, being careful not to hit it too hard otherwise it could stretch and wrinkle. When using a hammer and dolly remember that the dolly (lump of steel) should be at least twice the weight of the hammer or you will be wasting your energy. If you find in the course of work the metal has stretched, you can heat the area to cherry red and then cool with a wet rag, repeating until it goes flat again.

Now try the new panel in place. We did not want to put the standard repair footwells straight in as they did not come with the three pressed ribs or the strengthening section around the pedals, and as we all know car manufacturers do not spend an extra ha'penny on features that are not absolutely necessary. So we spent the time separating the old strengthening panel from the old footwell, fitting it onto the new one, and also hammering out the three ribs in the lower footwell.

This was done on the bench between two long pieces of steel bolted down with about 15 mm gap, clamping the footwell over the top in the correct position, and using a 12 mm round bar as a former, hammered it into the gap to form the ribs.

We then clamped the lower edge of the footwell to the bench with another solid bar of steel on the top leaving about 6 mm sticking out, then slowly worked backwards and forwards with the hammer to fold the edge over in a 90





degree bend downwards. This makes the edge much stronger, but don't forget to leave both ends flat to clear the returns on the edges of the bulkhead. The footwell can be installed: clamp it well in various places with g-clamps or vice grips and tack in place by mig or gas.

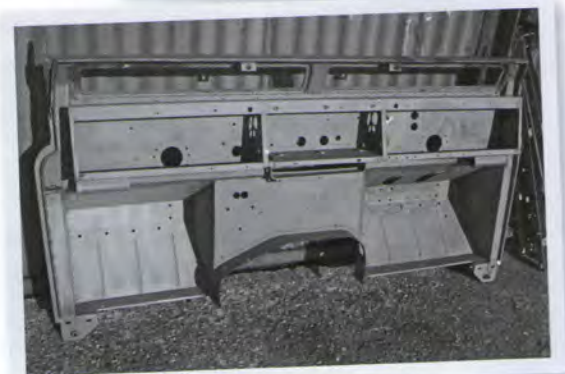
Assuming you also need to replace the door pillar, now is the time to set this up, The door pillars may have arrived in two pieces as ours did, so weld them together first, matching up the holes for the hinges. At this stage you should drill a set of 6 mm holes along the footwell edges about 30 mm apart to weld through later. I would not weld them on yet. At this point it would be a good idea to get the other side up to the same stage, then bolt the door pillars to the chassis, place the bulkhead in position and get the measurements right. If you measure from the windscreen bracket to a point on the chassis you can make sure it is straight on both sides and upright (90 deg to the chassis). If things are all right, there should be about a 15 mm gap between the door pillar return and the lower edge of the footwell.

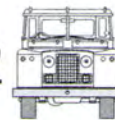
Now you can weld through the holes you drilled to take the old panels off, adding extra welds along the edges if you think necessary but make them tidy with the grinder afterwards. After you have done all this and got the idea how metal behaves under heat and stress you can tackle any other little holes that may be lurking around the edges. Sometimes if it's a very small hole you can just clean the area and fill with weld, other times you will have to cut away the affected part and make up a new piece with some sheet steel. It's really not best practice to stick a patch over the top as we see so often, it may be strong enough but the rust is still there underneath doing what it does best....spreading.

There is now a choice of how to finish the bulkhead, we chose to shotblast and galvanise, but you could simply prime and paint.

Be aware if you do go for hot dip galvanising that the panels can twist and distort during the process and you may have to do some remedial persuasion with large clamps and/or panel beating. Priming and painting can still go over galv, as long as it is the correct type of paint. Your local paint specialist will help with this.

At the end of the day, it has taken about a week to strip down and repair the bulkhead, and yes this was quite a bad one with lots of rot along the top and sides, and we are fussy with getting it all fitting together nicely, but don't expect to get away with a weekend if you are going to do this yourself, even if yours looks quite reasonable to start with. If you're going to make the effort to do it, take your time and don't be afraid to ask for help



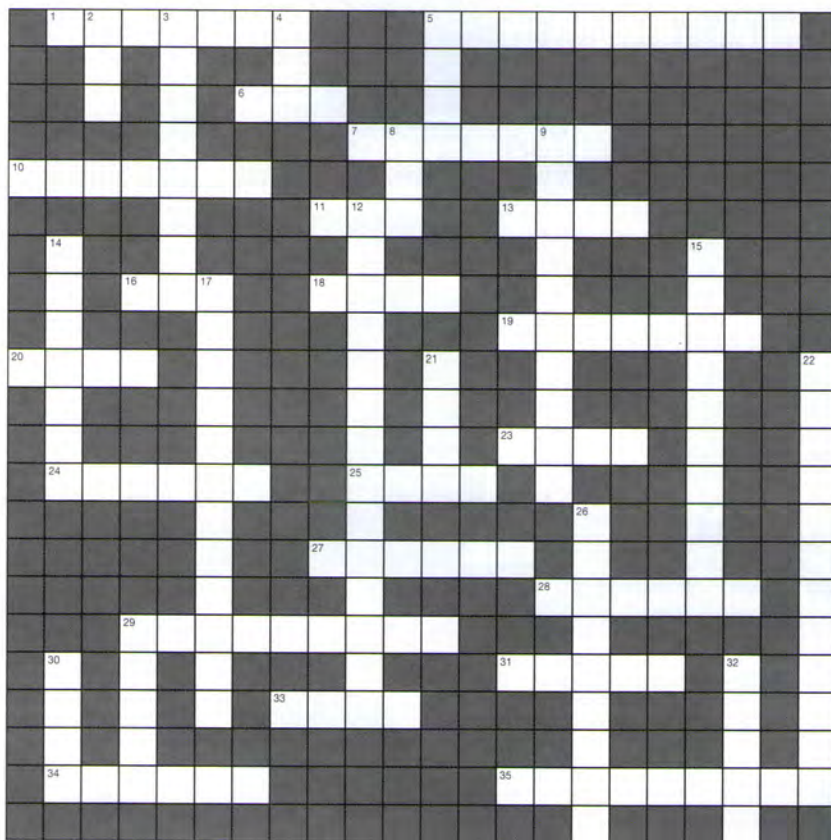


with the bits you don't feel sure about, there will always be someone in your area with more experience than you (so they tell us). The other way of getting a good job is to do all the donkey work yourself with the nuts and bolts and then get someone like us to rebuild your bulkhead for you. Good luck and remember sometimes it's harder than it looks!

Sara and Keith Fossey

Membership no. 2975 Tel 07749 877 214
Project Vehicle Services, Bradfield, N. Essex

Crossword



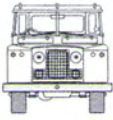
Across

1. "Good King Wenceslas last looked out on the feast of -----" (7)
5. To test the strength of anti-freeze you'd use a ----- (10)
6. Doing a 100 m.p.h. (3)
7. What must you clear on your vehicle on frosty mornings? (7)
10. What birds don't vote for Christmas? (7)
11. An award from the Queen. (3)
13. "---- the lonely ..." (4)
16. What's left after burning (3)
18. What you feel when you eat too much (4)
19. One of Santa's reindeers (7)
20. "The Grand Old Duke of ----" (4)
23. What most Series Land Rovers do when it rains (4)
24. What water does when it freezes in your engine (6)
25. Snow, snow, thick, thick ----- (4)
27. Lapland is mainly in the ----- Circle (6)
28. A luxury fitting for early Land Rover (6)
29. "----- roasting on an open fire" goes the popular Christmas song. (9)
31. What Oliver Twist asked for a second helping of (5)
33. What you would do under the mistletoe (4)
34. Santa's preferred means of transport (6)
35. In the mid-1950's two Series 1 Land Rovers crewed by fresh graduates from Oxford and Cambridge drove overland from London to where? (9)

Down

2. To be classed as a 'historic' Land Rover it must have been 'constructed' on or before the 31st December 197-? (3)
3. Hoping for lots of these at Christmas (8)
4. A type of officer. (3)
5. An item tested during your MOT (4)
8. --- Station Zebra was a famous Cold War era film (3)
9. The term used when a Land Rover is especially prepared for very cold countries (10)
12. A must have vegetable for the Christmas dinner (7, 7)
14. Ebenezer ----- was famously mean at Christmas (7)
15. How many years old is the Series 2 Club? (6, 4)
17. The Club wishes you a (5, 3, 4)
21. In Centigrade units, the temperature at which water freezes (4)
22. Gaydon, home of the Heritage Motor Museum, is located in which county? (12)
26. Whose speech would you traditionally listen to on Christmas day? (3, 6)
29. You have a paddle, all you need now is one of these (5)
30. Units of electrical resistance (3)
32. You wouldn't want one of these in your back garden (5)

from
**Vaughan
Hartridge**



Club Shop

Technical Publications on CD-ROMS

Price (incl P&P)

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

£19.00

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

£19.00

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

Boiler Suit with Club Logo

Fleece Jacket with Club Logo



Blue & Green
state chest size
£33.00



Green - m to xxxxl
£23.10

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

£13.80

Polo Shirt with Club Logo

Safari shirt with Club Logo



Green - m to xxxxl
£13.80



Khaki - m to xxl
£24.80

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

£10.40

Sweat Shirt with Club Logo

Baseball Cap



Green - s to xl
£17.70



£8.85

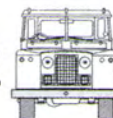
Window Stickers

Coasters



Available as External or Internal in the styles above
£1.50

set of four
£6.10



Club Shop

Drawstring Bag



£4.65

Umbrella



£18.00

Bottle Opener



£3.90

Teddy Bear



wearing a Tee Shirt
with S2C Logo.

£7.00

Stainless Steel Radiator Badge



£7.50

Series 2 Club Brass Badge



£8.30

Tax Disc Holder



£1.84

Key Ring - LR brass



£5.00

Pen

£1.00

Window Sticker - S2c

.84

Hoodies with Club Logo

£18.50 including postage

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

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

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

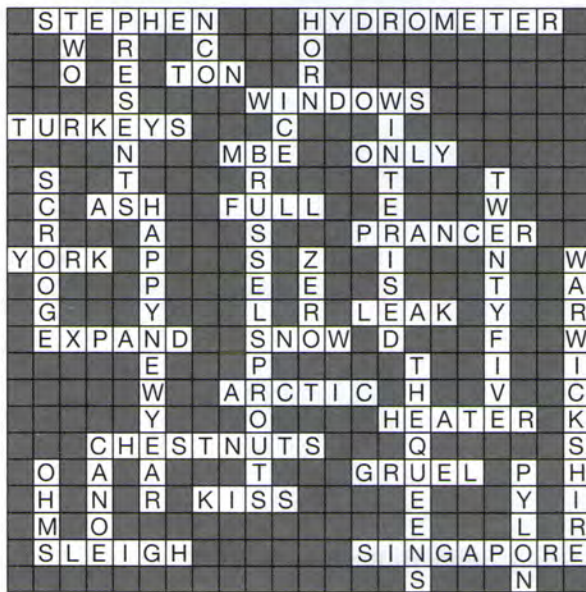
PO Box 201, Runcorn, WA7 3WS



Odds & Sods

For Sale
1962 SWB
 Nice Original Motor
 No Mod's No Extra's
Contact: Michael Gilbert
01483 275143

For Sale
 Pair of front axle to shock absorber plates for Series 3 LWB, suffix E onwards £5
 Top Shock absorber bush 90/110 (Pack of 4) £5
 Series 3 Lightweight left hand drive steering arms (from front axle) (pair) £25
 Rifle clip - genuine & unused £10
 Defender front left hand sill panel - genuine & unused £10
 Defender rear left hand sill panel - genuine & unused £3
 Series 2a complete windscreen - genuine & unused £60
 Smiths speedometer (579168) possibly 6 cylinder - genuine & unused £35
 Re-galvanised Series 1 windscreen frame, Unsure of model-Telephone for details £20
 Lucas 6 way military switch (each) £20
 Push Rods 2.25 litre diesel - genuine & unused Pack of 4 £5
Ring Chris Mock: 01792 897719



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

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

BRAKE AND CLUTCH:
 Automec 01280 822818
 www.automec.co.uk

ELECTRICAL:
 Auto Sparks (wiring looms)
 0115 949 7211 www.autosparks.co.uk
 Vehicle Wiring Products 0115 9305454
 www.vehicle-wiring-products.co.uk
 Holden Vintage and Classic Ltd
 01885 488000 www.holden.co.uk

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

FUEL SYSTEM:
 carburettor Exchange 01525 371369
 www.carbex.demon.co.uk

Burten (Zenith Carbs) 01722 412 500
 www.burten.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:
 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

Dunfolds 01483 200567
 www.dunfolds.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
 Diflock 0845 125 9407
 www.diflock.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.



Photo by William Pusey



Photo by 'Effortless' on Forum

