

SPRING 2011

£4.00

BUILT TWO LAST

FIFTY YEARS ON THE ROAD



SCANDINAVIA TRIP REPORT - SERIES 2(A) BUYER'S GUIDE - LANDY WIDOW PT. 2





Raoul Grantham's Series 2 playing in the snow



Winter-time Greenlaning in Warwickshire.

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Important

Participation at any event or show is at your own risk. While the club is happy to draw attention to events which may be suitable, arrangement 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 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 opinion 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 are 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.

At the time of writing this the first Daffodils are starting to push their way through the soil's surface and the buds are coming on the trees all around. Spring is on its way, and I'm sure I'm not alone in saying, "It's about time!".

Spring also means that things start to gear up in the club: shows are being organised, Land Rovers are being made ready for the year ahead and I'm looking forward to lots of wonderful articles and pictures from you lot!

Onto this edition - there's lots in store for you all: we welcome some new faces to the committee and say thankyou and goodbye to some old faces, we hear from Karen Clements, in the second instalment of **Despatches From a Landy Widow...** and learn the benefits of **Steering Wheel Restoration**. The centre spread follows Andrew Cureton on the final stages of his **Scandinavia Tour** and, again, boasts pictures of some amazing views and sights.

There are also updates aplenty from the various club areas around the country, including **Anglia, Borders, North West** and the **South West** to name but a few. If you are new to the club or just struggling to find people in your area, the **Area Updates** are a great way to find out what's going on near you and to get to know your Area Organiser.

This edition also sees the start of a new feature which will be running for the rest of the year - a comprehensive **Buying Guide for Series 2 Land Rovers**. Many of us have been left confused, baffled or bemused by the thought of buying a new or first vehicle, and many people don't even know where to begin. So, it is hoped that this new guide will shed light on the do's, don'ts, what's and why's of buying a Land Rover.

As ever, we really do welcome your feedback, whether it be for the magazine or any other aspect of the club. Please get in touch.

Alys

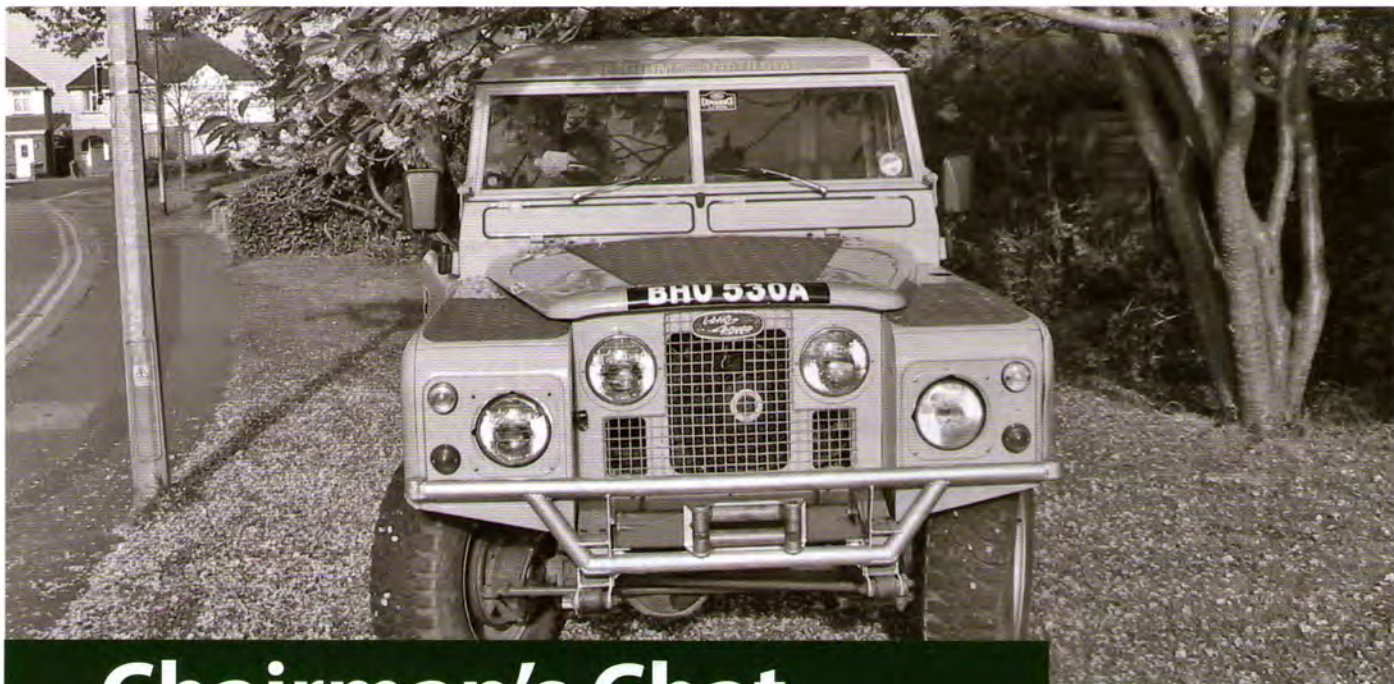
Submissions

You can send any articles, photos, adverts or letters to the Editor's email address:
editor@series2club.co.uk

Alternatively, you can post everything to the Editor at the Club's address:
 Series 2 Club Ltd. BM 7035, London, WC1N 3XX

Please make sure that any photos sent are in as high resolution as possible and that all articles, letters and adverts are checked for spellings and grammar, where possible.

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 Club phone number: 07761 708696 (no calls after 9pm)



Chairman's Chat

Words by Bob Sutton

Another winter should be behind us and I am looking forward to another full shows season. I have a dread that I will not be able to do too much to my various 'projects' as I am in the process of moving (although by the time you read this I should have already moved). But as many of you will know moving involves a lot of work, sorting everything out and making 'adjustments' to the new home. Not to mention the decorating.

One 'adjustment' that I am looking forward to with a certain amount of boyish enthusiasm is the planning and construction of a small garage/workshop. I did some research and found what I thought was the ideal building. It was reasonably priced and I could put it up in no time. When I mentioned the dimensions though I did detect a hint of disapproval. What is wrong with a 7.5m x 2.5m garage? I have to admit that it would take up most (if not all) of the plot! It did make me wonder though, what would your ideal garage/workshops include? What would you consider essential items? Please feel free to email any suggestions, if I get enough then perhaps we could pass them onto the editor for a small article.

Having also changed jobs I am focussed on the journey into work, currently it is 25 miles each way. Although following the move I will be a little closer. I know this is considered to be on my doorstep compared with some daily commutes but with the price of fuel at the moment (135p per litre of diesel round here) I am pondering on what would be my best choice. My faithful old Discovery has succumbed to the dreaded tin-worm, so do I replace it with a newer Discovery (if I can afford one)? Do I opt for a fuel efficient and soulless Euro-box? I'd love to drop a good engine into a Series 2, but time is against me. Why can't life be as simple as it was in the good old days?

Speaking of the price of fuel, where is it going to end? More importantly what effect will it have on our enjoyment of our wonderful old Series vehicles? They are not the most economical of motors, even with overdrives and careful driving. Are we going to be forced to ration our

our driving to the point where we just go out on sunny days for a gentle meander around the local countryside? There seems to be even more pressure on our collective pockets, so I guess we will all have to be a little more selective over our journeys. One thing is certain, the smile it puts on my face is certainly worth it, perhaps I'll have to stop drinking the odd pint. Now that is a sad thought! So if any of our inventive members have some suggestions that will help us squeeze a few more valuable miles from each gallon perhaps you could drop us a line. For our younger readers a gallon is a quaint old English measure (not to be confused the US gallon) that the older members refer to on odd occasions, roughly equivalent to 4.5 of those new fangled 'litres'. At which point, no doubt, somebody will point out that for years we have been referring to 3.5litre engines (those lovely V8 engines that Land Rover used, mmmm now that is a very nice sound).

I will also take this opportunity to remind you all that with the lovely warm summer coming it would be prudent to make sure you have booked up for the International, hosted by the New Forest and Solent area members. Detail and application form can be found in this very magazine, so don't delay, post it today! Speaking of which, I'd like to thank all the members involved in getting this organised, I'm sure it is going to be a fantastic weekend.

Series 2 Club Pub Meets

Come along, meet with friends, make new ones and talk about Land Rovers...

Don't forget, you are welcome at any Pub Meet - so don't feel you have to only attend those local to you.

Area	Date	Venue
Anglia	First Monday of every month	The Red Lion, Stretham, CB6 3LD
	First Tuesday of every month Tel: Alan Jones on 01603 747956	The Fur & Feather Inn, Woodbastwick, NR13 6HQ
Borders	Last Sunday of every month Tel: Simon Maltby on 01768 351007	Venue varies from month to month
	Please phone before travelling	
Central Shires	Last Saturday of every month Tel: Gordon on 01604 696132	To be confirmed
	Details posted on the forum	
Essex	First Saturday of every month Starting at 2:30pm	The Barge, Battlesbridge, SS11 7RE
	First Thursday of every month Starting at 7:30pm	The Bricklayers Arms, Little Bentley, CO7 8SL
Garden of England	Second Thursday of every month Starting at 7:15pm	Chequers Inn, Heaverham, TN15 6NP
	Tel: Sean Smeeth on 01732 763900	
New Forest & Solent	Please see the website for more information: www.series2club.co.uk/newforest	Various venues across the NF&S
North West	Tel: Karin Quarrie on 01925 722286	Various venues across the North West
Scotland South	Second Sunday of every month Tel: Felix Jarvis on 07914 288150	To be confirmed
Surrey & Sussex	Third Thursday of every month Starts at 8:00pm	The Barley Mow, West Horsley, KT24 6HR
	Tel: Michael Trower on 01483 283326 (7pm - 9pm only)	
Thames Valley East	Second Wednesday of every month Starts at 8:00pm	The Stag, Flackwell Heath, near High Wycombe, HP10 9ES
West Midlands	Third Thursday of every month Tel: Robert Eastwood on 07799 6222414	The Burnt Post, Coventry, CV3 6AW
Yorkshire	Second Wednesday of every month Starting at 7:30pm	Molescroft Inn, Molescroft, Beverley, HU17 7EG
	Tel: Dean Sadler on 01723 582792 or 07540 280470	

Spot a problem?

If you notice an error in one of our listings, or would like your Pub Meet to be added to the list, please contact the Webmaster or the Editor.

It is also imperative that you check that your local Pub Meet is happening, before you travel.

New Members

A big welcome to the newest members of the Series 2 Club

#	Name	Location	#	Name	Location
3430	Mr. I. Smith	London	3468	Mr. & Mrs. C. Weller	West Sussex
3431	Mr. A. Rogers	Staffordshire	3469	Mr. B. Williams	West Midlands
3432	Mr. & Mrs. I. Roberts	South Gloucestershire	3470	Mr. R. Leake	Shropshire
3433	Mr. & Mrs. P. Sloan	Wiltshire	3471	J. Tompson & L. Dixon-Tompson	East Sussex
3434	Mr. & Mrs. M. Wroe	Buckinghamshire	3472	Mr. & Mrs. S. Quy	Buckinghamshire
3435	Mr. J. Lee	Worcestershire	3473	Mr. S. Rose	Suffolk
3436	Dr. M. Solomon	Cyprus	3474	Mr. R. Carter	Kenya
3437	Mr. R. Muldoon	Leicestershire	3475	Mr. & Mrs. R. Mills	Norfolk
3438	C. Pickett & T. Fuller	Kent	3476	Mr. & Mrs. P. Hurst	Cambridgeshire
3439	Mr. N. Friedlander	East Sussex	3477	Mr. T. Goddard	West Midlands
3440	Mr. & Mrs. R. Reidy	London	3478	Mr. M. Noble	Norfolk
3441	A. Rose & S. Giffard	Hampshire	3479	Mr. G. Halstead	Lancashire
3442	Mr. J. Maber	Hampshire	3480	M. Scruton & L. Littlewood	Cheshire
3443	Mr. G. Ratcliffe	Hampshire	3481	Mr. D. Turner	Lancashire
3444	B. Morris & D. Whitworth	North Wales	3482	Mr. P. Norbury	Worcestershire
3445	Mr. J. Bradshaw	Cheshire	3483	Mr. A. Perry	Worcestershire
3446	Mr. K. Burnett	Co. Durham	3484	Mr. & Mrs. S. Payne	Australia
3447	Mr. & Mrs. E. Ebborn	Dorset	3485	Mr. K. Wightman	Surrey
3448	Mr. B. Yarborough	North Yorkshire	3486	Mr. S. Rookes	Devon
3449	Mr. M. Barker	Co. Durham	3487	Mr. G. Syred	Cambridgeshire
3450	Mr. A. Green	Co. Durham	3488	M. Saywood & B. Sutton	Hampshire
3451	Mr. P. Ashton	North Yorkshire	3489	Mr. S. Harvey	Norfolk
3452	I. Draycott & K. Clements	Wiltshire	3490	Mr. P. Mann	Dorset
3453	Mr. & Mrs. J. Hilson	U.S.A	3491	Messers J. & A. Sutton	East Sussex
3454	Mrs. S. Nice	Gloucestershire	3492	Mr. M. Williams	Gwent
3455	J. Barron & K. Hart	Herefordshire	3493	Mr. K. Worth	Lancashire
3456	Mr. M. Tullberg	Herefordshire	3494	Mr. D. Jessett	Cumbria
3457	R. Brettschneider	Switzerland	3495	Mr. G. Elwell	West Yorkshire
3458	U. & M. Eversmeier	Germany	3496	Mr. & Mrs. R. Shone	Staffordshire
3459	Messers A. & A. Hurst	Canada	3497	M. Drury & R. Barbour	Lincolnshire
3460	Mr. & Mrs. J. Cossmann	Western Australia	3498	Mr. R. Holmquist	Shropshire
3461	Messers S. & O. Higgins	Hampshire	3499	Messers P. & O. Case	West Midlands
3462	Mr. K. Morby	West Midlands	3500	Mr. G. Morrison	Aberdeenshire
3463	Mr. & Mrs. S. Mansfield	Gloucestershire	3501	M. & C. Pfeil	Germany
3464	P. Welsh & H. Baker	Cumbria	3502	Mr. P. Fuller	Essex
3465	Mr. P. West	Shropshire	3503	Mr. G. Harrison-Smith	Scotland
3466	Mr. N. Warne	Hampshire	3504	Mr. & Mrs. R. Carnell	Devon
3467	Mr. & Mrs. W. Arbuckle	Conwy			

Renewals can now be paid via Paypal

Membership renewals can now be paid for with Paypal, alongside all of the other existing forms of payment.

Renewal letters and reminder letters will now feature this option and please do not send payment in via Paypal until you receive your letter, otherwise this may cause confusion.

To pay your renewal via Paypal you should send payment to: membership@series2club.co.uk and make sure of the following:

- Your membership number must be included. Without it, we won't be able to process your renewal
- The method of payment must be selected as "Service"

If you have any problems using Paypal, or any of the other aspects of renewing your membership, please contact the Membership Secretary, Dave Snap at membership@series2club.co.uk.

As ever, we welcome feedback with all new changes to the club, so please let us know what you think of this new service.

Events

From big name shows, to small rural fayres, we're bound to be there...

Please contact the Webmaster or Editor to have your event featured on our events calendar.

If you have any questions about the Club's representation at shows please contact the Shows Co-ordinator.

2011

Date	Event	Location
30 April - 2 May 2011	Heritage Land Rover Show	Heritage Motor Centre, Gaydon. CV35 0BJ.
7 - 8 May 2011	LRO Spring Adventure	Driffield Showground, YO25 9DN.
8 May 2011	Wings & Wheels Festival	Beccles, Suffolk, NR34 8AN.
14 May 2011	Charity Road Run to France	TBC
14 - 15 May 2011	Suffolk 4x4 Show	Rougham Airfield. IP30 9ND.
15 May 2011	Land Rovers on the line	Severn Valley Railway Contact Paul Bohan - 07904 858831.
26 - 31 May 2011	ALRC Nationals	National Construction College, Bircham Newton, Norfolk, PE31 6HR.
12 June 2011	Bromley Classic Car Show	Norman Park, Bromley, BR2 9EF.
12 June 2011	Euston Park Rural Pastimes	Euston Park, Thetford, Norfolk. IP24 2QW.
18 - 19 June 2011	Dunstable Collection Open Weekend	Dunstable, Surrey, GU8 4NP.
24 - 26 June 2011	Leafers at t'pit	National Coalmining Museum for England, Wakefield, WF4 4RH.
25 - 26 June 2011	West Suffolk Country Fair	Rougham Airfield, Bury St Edmunds, IP30 9LZ.
15 - 17 July 2011	LRO Show Billing	Billing Aquadrome, Northampton. NN3 9DA.
20 - 24 July 2011	War and Peace Show	The Hop Farm, Paddock Wood, Kent. TN12 6PY.
13 - 14 August 2011	LRM Land Rover MAX show	Stonleigh Park Showground, CV8 2LZ.
19 - 21 August 2011	S2C International Rally	Sixpenny Handley, Dorset, SP5 5ND.
27 - 29 August 2011	Rudgwick Steam Show	Rudgwick, West Sussex, RH12 3EG.
3 - 4 September 2011	Norfolk Gala Day	Norfolk Showground, Costessey, Norwich.
10 - 11 September 2011	LRO Peterborough Show	East of England Showground, Peterborough, PE2 6XE.
18 September 2011	Transport Notalgia Day	Gloucestershire & Warwickshire Railway, GL54 5DT.
2 October 2011	London to Brighton Run	Assemble Crystal Palace Park. SE20 8DT.

Not all events will be attended by the Club on an official basis, nor will the Club be held responsible for errors or omissions, howsoever caused. Club members will be alerted in their normal mailings or on the club forum of special booking arrangements or discounts.

Please check the details with the organiser(s) before travelling.

Position Openings

The Series 2 Club has various position openings looking to be filled

Welcome to new our new Area Organisers

A warm welcome should be made to the three new Area Organisers for the Borders, Yorkshire and South West areas.

Dan Clements takes over from Simon Maltby in the Borders area, Dean Saddler for Yorkshire and Clive Withey is now the AO for the South West area.

Welcome to you all!

Area Organiser vacancies

The club also has a number of Area Organiser vacancies that need to be filled.

If you would like to put your name forward for an area or discuss what the roles will entail, please contact the Vice Chairman, Alex Thorpe at: vice_chairman@series2club.co.uk.

UK

East Midlands
Severn Valley
Thames Valley

Rest of the World

USA (North America East)
USA (North America West)
Northern Ireland
Eire

General vacancies

The club also has two Manager vacancies. If you would like to put your name forward or discuss what the roles will entail, please contact the names mentioned below, or the club chairman, Bob Sutton at: chairman@series2club.co.uk.

Shop Manager

After several years of running the club shop and taking it to many shows Carol Buss has decided to retire this summer at the AGM on grounds of ill-health. We wish Carol all the best and thank her for turning the shop into a profitable and successful operation. August is a few months away, so this would give time for a new manager to learn the ropes under Carol. Anyone who is interested and wants to learn more can contact Carol for further details.

Server Manager

The current postholder, Chris Scott is also going to stand down this summer, for personal and family reasons, He and Georgie are expecting their first child, so Chris will be even busier changing nappies. Chris has been helping Alan Jones run the forum and the website, along with the club email system. We need someone to manage and keep our server optimised and running properly. This is a VPS system on a Linux box using the Plesk CP and the Virtuozzo control panel. If this means something to you, then you can help us. Contact Alan Jones (webmaster) for further details.

..and finally, a "Hello!" from Frank Dunhill, the Club's Shows Officer

Well, the show season is fast approaching so it's time to service the Land Rover, clean the BBQ, save up for the beer, remortgage for the petrol and make sure the tent does not leak.

This is my first year as shows officer and I am looking forward to meeting old and making new friends at a show somewhere in the country. I know a lot of members don't like the big shows like Billing, Peterborough and the rest, but these shows give me the chance to meet and have a drink with members I don't see outside of the area where I live and also the opportunity to meet people from other clubs and overseas.

I've been a member of the club since 1999 and in that time I have had 4 series 2's. When I moved from Yorkshire to Kent I had to get rid of two of them due to lack of space etc. I now have two vehicles an 88 and a 109 camper. Most people know me from the camper (or as I call her "My Thing Of Beauty") as it use to be a lovely shade of brown!! it is now blue and it has some very unusual split rear doors and we always have two dogs with us, the unusual looking Jack Russell 'Sandy' and the barmy Basset Hound 'Monty'. The 88 was bought while I have been living in Kent, a fellow member (Loz) put me on to this which when I saw it I just had to have, but when I got it home SWMBO claimed it, registered it in her name and called it Bertie.

Last year we did lots of local shows and also tried some new experiences, we did the charity run to France in Bertie and won the prize for the most towed vehicle and the least used fuel!! And we also went to France in October for a weekend with the camper, thanks to Mick Outhwaite for arranging that fantastic weekend. We already have lots of shows booked for this year and are looking forward to seeing some of you there.

Wittsend's Web Watch

An update as to the goings on in the World Wide Web

The club runs two Internet activities, and these are:


www.series2club.co.uk

This is the club's website address on the Internet. The site is organised into several sections or pages. On here you can find all the latest news about the International Rally and various other events that the club plans on attending.

Pay particular attention to the Events Calendar. This contains all the Land Roving and club events that may interest you. It also includes the dates for the local pub meetings, various classic car shows, auto jumbles and steam fairs that seem to attract Land Rover owners.

There is an "S2C Members' Only" section. To access this I need to know your name, membership number and address, which need to be sent to webmaster@series2club.co.uk. Once you have an account you can access more club information, including details of all the various discounts you can claim.

LAND ROVER SERIES 2 CLUB



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Welcome to the Series 2 Club

"If your hinges stand proud, you're one of our crowd !"

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



upcoming events

www.series2club.info/forum/index.php

This is the ever popular S2C Forum. This is a real-time online discussion forum, where you can read, post or pass comment on various Land Roving issues of the day. We have an active "Workshop" area where you can get online help about your repairs, restorations, part numbers, etc. Often the answers come back faster than you can imagine.

The forum is split into various sections to help you find your way about. There is a "Member's Only Section" (totally different to the website area) where members can discuss club matters in private, away from the general public.

You can self-register to use the forum. If you want access to the Members' Section then you need to tell me your forum user name and I can upgrade your account.

Any problems please email me at:- webmaster@series2club.co.uk.

Happy surfing.

Alan Jones (S2C Webmaster)



Show Ticket Request Form

Everything you need to know about attending the larger shows

The club is often offered concessionary or free tickets/passes to some of the larger Land Rover shows held through the season around the country. Tickets are distributed on a first-come basis after the Stand Manager and Club Shop. Details on how the tickets are distributed are given here and are available on the S2C website.

Please complete a copy of this form, one for each show, you wish to attend. Please write clearly.

Show to attend:	
Name:	
Membership no:	
Address:	
	Postcode:
Telephone:	
Email:	
Series 2 reg no:	
Vehicle details:	
Numbers in party:	Adults Children

For Club use only:	
Date received:	Application No:
Cheque received:	Cheque paid in: Y/N
Ticket allocated: Y/N	Ticket sent (date):

Return to the club address:-
Shows, Series 2 Club, BM 7035, London, WC1N 3XX.

Shows for which we expect to receive tickets for are:-
Heritage Land Rover Show - Gaydon; 30 April to 2 May
LRO Spring Adventure - Driffield; 7 to 8 May
LRO Billing Show - Northampton; 15 to 17 July
LRM Land Rover Max - Stoneleigh Park; 13 to 14 August
LRO Show - Peterborough; 10 to 11 September

If you would like any more information about which shows the club plans to attend in 2011, please get in contact with Frank Dunhill, Shows Officer, by one of these methods:

By post: Shows, Series 2 Club, BM 7035, London, WC1N 3XX

Phone: 01797 362960 (no calls after 9pm, please)

The club attends many of the national shows, sponsored by various Land Rover magazines. You can see from the events calendar just which shows these are. Sometimes the club receives complementary tickets/passes to these shows. The actual number and nature of the concession varies between each event. It is the practise of the club to distribute these tickets as fairly as possible to you the members - free of charge.

Each show has it's own unique character and challenges in mounting a club display stand. For each show the committee will appoint a member to run the stand (stand manager); for larger shows we will need an assistant. These will normally be senior club members (not necessarily committee members) who have local knowledge and experience of the show's format. In addition the club shop may attend. These members get the first complementary tickets. The remaining tickets are then "up for grabs" and this is how the system works.

Shows Tickets Request Form

You fill it out marking which shows you would be interested in attending and post the form (you can use a photocopy if you wish) to the club's post box:- **Shows, Series 2 Club, BM 7035, LONDON, WC1N 3XX** to arrive no later than six weeks before the date of the first show on your form.

When we know exactly how many tickets for an event we have (and sometimes we are able to negotiate extra tickets nearer to the event, but there is no guarantee of that) the names of the members expressing a wish to attend will go into a hat (assuming demand is greater than the tickets we have). We will also draw a couple of "reserve" names, in case someone has a problem in attending at the last moment. You will be informed of the outcome. When we have the tickets they will be forwarded on to the attendees 14 to 7 days before the event. Those who are uncertain if they can attend will be able to collect the tickets at the gate and/or we will try and get the tickets to any reserve member on the list. If we ask you to travel there will be a ticket waiting. Please note that for some events the organisers won't release the tickets until almost the last moment.

There are some conditions.

- The tickets are for paid-up members only.
- You must arrive in a road-legal Series 2 Land Rover of some description.
- The vehicle does NOT have to be in pristine condition.
- The vehicle must be displayed on the stand as decided by the stand manager and the vehicle ready to be paraded at the show if required.
- We expect help in manning the club stand for some part of the show and help in setting up and packing things away. The stand manager will draw-up a roster and you will be asked to cover at least one slot. These duties are not that onerous.
- Vehicles that are "projects" and not finished (no tax or MOT) may be allowed to be trailed onto the stand, but only with prior permission from the stand manager and the trailer will need to be parked away from the stand.

Normally, the complementary ticket(s) is for one vehicle and a driver (and camping if the show spreads over several days). Some events allow for a driver and a passenger. Traditionally the Billing show has always been popular and demand for these tickets is very heavy, unfortunately this is one show where we are lucky to get just a few tickets. We will not issue tickets to enable large groups to attend in just one vehicle. We want as many vehicles displayed on the stand as possible, space permitting. Extra passengers will have to book and buy their own tickets. This is fair as the driver and vehicle are getting in for free, so the overall costs per party are still discounted over the full gate price. If we have spare tickets then we may be able to help, but this won't be known until the last moment. It is inevitable that some members could have a last minute hitch/problem and they can't attend a show. These things happen. We may be able to pass the ticket to one of our "reserves" and recycle the ticket that way. We do not want to waste tickets. If you have been allocated a ticket and then find you can't attend please inform the stand manager or our postal secretary so they can try to pass the ticket on. Serial non-attendees will not be allocated tickets.

We think this is the fairest way to distribute the tickets around the membership, to give everyone a fair chance of a complementary show ticket. You may be lucky and get tickets for more than one show!

This applies to the larger "magazine" shows. The club attends many more locally based shows, agricultural, steam rallies and classic car (or commercial vehicle) shows. You are notified of these through the pub meets and/or newsletters by your area rep. Sometimes a block booking is made on behalf of local members and/or complementary or discounted tickets are available. It is left to the discretion of the area rep on how these are distributed. There is nothing to stop members from anywhere contacting the local rep and asking if they can attend a show in another part of the country. Conversely, if you know of a local event, where Series 2s would be welcome, contact your local area rep and see if you can't muster a few more members to attend the event and who knows, if it goes well it could become an annual event for the area to attend.

The presence of the club at these shows is important for many reasons. It's a good advertising/recruitment opportunity for the club. It's a chance to present the club, the vehicles and members to the public; for us to wave our flag and let people know we have a thriving and active club. It also shows that not all 4x4 owners are nasty evil people as the media would have us believe. The stand acts as a focal point for members to come and gather, to have a chat and meet some of the club's officials. With the presence of the club shop, members (and the public) have the chance to buy from our range of stock, on the spot, thus saving on postage. It can be arranged for shop items to be there for you to collect if you have a special order. Some members use shows as a convenient way of meeting up to exchange parts or relay those "essential" eBay purchases.

SERIES 2 CLUB INTERNATIONAL RALLY 2011 19th - 21st August

Church Farm, Sixpenny Handley, Salisbury, Wiltshire, SP5 5ND
www.churchfarmcandcpark.co.uk



BOOK NOW!

AN INSIGHT INTO THE 2011 INTERNATIONAL.

- * FAMILY FRIENDLY CAMPSITE ON THE EDGE OF THE NEW FOREST.
- * GREEN LANING TRIPS TO SALISBURY PLAIN AND CRANBORNE CHASE.
- * NEW FOREST SCENIC DRIVE TAKING IN SOME OF THE LOCAL PUBS.
- * TRIP TO POOLE QUAY 'BEST OF BRITISH PRE AUGUST '83' ON FRIDAY EVENING. PARKING ON THE QUAY FRONT (LIMITED NUMBERS).
- * TASTE THE LOCAL BEER OVER A BBQ ON SATURDAY EVENING.
- * NEW FOREST & SOLENT MECHANICAL REBUILD TEAM CHALLENGE.
- * PLENTY OF LOCAL ATTRACTIONS FOR ALL OF THE FAMILY.
- * APPROX 40 MINUTES TO BOURNEMOUTH SEAFRONT.
- * LAND ROVER GYMKHANA
- * ..OR JUST CHILL OUT!

HERE ARE SOME OS SHEETS YOU MAY LIKE TO BRING WITH YOU.

- * OS EXPLORER SHEET 118 - SHAFTESBURY & CRANBORNE CHASE.
 - * OS EXPLORER OL22 - NEW FOREST.
 - * OS LANDRANGER 184 OR OS EXPLORER SHEETS 130 & 143 FOR SALISBURY PLAIN.
- * A MORE DETAILED ITINERARY WILL BE MADE AVAILABLE TO THOSE BOOKED A MONTH OR TWO BEFORE THE EVENT.

PLEASE NOTE. MEMBERS WHO WISH TO STAY AT CHURCH FARM CAMPSITE OUTSIDE OF THE DATES ABOVE MUST BOOK DIRECT WITH THE CAMPSITE. BEING CLOSE TO THE NEW FOREST THIS CAMPSITE CAN BE FULLY BOOKED THROUGHOUT THE HOLIDAY SEASON, SO BOOK EARLY TO AVOID DISAPPOINTMENT.

ANY QUESTIONS PLEASE CONTACT: NEWFOREST@SERIES2CLUB.CO.UK



Hope to see you there!

Series 2 Club International Rally 2011

19th - 21st August

Church Farm, Sixpenny Handley, Salisbury, Wiltshire, SP5 5ND

Booking Form

Name:	
Address:	
Postcode:	
Email:	
Telephone:	
Membership no:	
Vehicle(s) reg:	
Camping pitch: _____ x £55.00 =	
A camping pitch is a caravan plus awning, a vehicle and a "pup" tent, or a standard size tent.	
Please indicate:	Caravan <input type="checkbox"/> Tent <input type="checkbox"/>
Numbers in party:	Adults Children

Saturday Night BBQ

Please indicate how many of your party are attending at £2.00 per head, and include payment with your booking fee.

Please indicate numbers below:

___ x £2.00.

Of the above how many are vegetarian?

Rally Fee: £55. BBQ ___ x £2.00

Total: £ _____

Booking acknowledgement will be sent via e-mail where possible.

Please Note:

The booking fee is non-refundable and any bookings received after 1 July 2011 will be charged at £60 per pitch. Photocopy this form if you don't want to spoil your copy of B2L.

Please send completed forms with cheques payable to the "Series 2 Club Ltd." to:-

International Rally, Series 2 Club, BM 7035, London, WC1N 3XX.

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 James Williams on 07989 101458.



Currahee

Words by Ross Macfarlane

This is a very appropriate title with the adventure we are about to embark on.

On the 18 June 2011 we will be participating in the Help For Heroes 4X4 European Rally. So why is this title appropriate? Currahee is the motto of the 101st Airborne, which is an Indian Cherokee word meaning "Stands Alone". On this adventure we will be retracing the path taken in WW2 from the D-day invasion to the end of the war taken by the 101st Airborne. As we "stand alone" with the only classic vehicle taking part in the rally, our Series 2A 1963 88, this will be an endurance challenge for the Land Rover and for us.

On 18 June we will start the Rally at a location in North Wiltshire driving along the byways on Salisbury plain. After this spot of off roading we head for the ferry port at Portsmouth where we board the overnight ferry for Caen.

Once in Caen we drive to Pegasus Bridge, or Benouville Bridge as it was previously known, made famous by the action taken by the British 6th Airborne Division on 5 June 1944. The attack, part of Operation Tonga, was lead by Major John Howard.

After a visit to the museum we then drive to Arromanches, on the Normandy coast, which during the D-day landing was designated Gold Beach as part of Operation Overlord. After visiting the museums and the battlefield sites, we head off to St Pont Du Hoc. This is four miles from Omaha Beach where the American Army Ranger Assault Group made a cliff assault on the German fortifications on the cliff top. We pay our respects to at the US cemetery.

After an overnight in Arromanches we visit the St Marie du pont which is where 1st Lt Richard D Winters of the 101st Airborne lead the famous attack on the German gun emplacement at Brecourt Manour. Then on to St Mere Eglise which was the first town to be liberated by the allied forces. We then move onto Carentan - this was an essential city to the allied invasion as it linked Utah and Omaha beaches, this was taken by the 101st airborne on the 12 June 1944.

Another night stop in Arromanches we have an early start in order to drive to Arnhem a distance of approx 450 miles. The drive to Arnhem is along the famous highway 69 otherwise known as Hells highway, the

route taken by the British XXX Corps during Operation Market Garden on 17 September 1944. Operation Market Garden was a plan hatched by Field Marshal Bernard Montgomery and was to be the largest Airborne assault of the war.

After an overnight stop in Arnhem we spend some time looking at the Airborne museum and visit the war grave at Oosterbeek to pay homage to the men who fought in Operation Market Garden. We complete the day with a drive over "A Bridge To Far" and some 4x4 scenarios back on Hell's Highway.

After another night in Arnhem we head towards Belgium through the Ardennes forest to the famous town of Bastogne. Bastogne is where the 101st Airborne where surrounded for eight days in sub zero temperatures as part of the Battle of The Bulge on 20 December 1944. We spend three nights in Bastogne with one day of rest in the middle. On the last day in Bastogne we tour round the various battle fields at Bois Jacques, Halt station and finish with Easy Companies' foxholes overlooking the village of Foy.

After our last night in Bastogne we

then head South into Alsace in France. This area is famous for it's wine but also this is where the French built fortification after the First World War to defend against the Germans called the Maginot line.

We carry on to Haguenau, this was the site where Easy Company fought some of their final battles of the war. Also Technical Sergeant Morris Crain gained a posthumous Medal of Honor for his gallant action providing covering fire while his men escaped to safety.

We drive into Germany through the beautiful Schwarzwald (the Black Forest) and night stop in Calw-Altburg. The next morning we move on from the Black Forest and head towards the Bavarian Alps. We stop at Landsberg where we visit Dachau. This concentration camp was a site of one of the most nefarious acts against mankind during the war.

Our Journey continues south-east through Bavaria along the scenic Alpenstrasse and arrive at our destination Berchtesgaden. This area was where the Nazi senior officers made their homes. The 101st airborne enjoyed the fine wines and spirits stored in the Nazi officers' homes vast cellars when they liberated the town.

After night stop in Berchtesgaden, the final day of the rally ends at Adolf Hitler's Alpine retreat at The Eagles Nest. This was liberated by the American forces in May 1945. We have our final meal and prize giving and another night stop in Berchesgaden.

Our plan for the return journey is to head to Bullay on the banks of the river Mosell and stop for a couple of nights for a bit of R and R. As the Nürburgring is close by we might even take the old Landy for a drive round and set a new lap record!

The last morning at Bullay will be an early start for us as we need to be at the Dunkirk ferry terminal for about midday as my daughter has her school prom that night.

My Vehicle Preparation

Besides all the usual oil, greasing and water I have several jobs in order to make, what I hope will be, a trouble free trip. The engine was replaced last year with one from Turners so shouldn't give me any trouble. I have both front half shafts to replace and at the same time I am going to upgrade the front brakes to the 11" drums twin cylinder. I will also fit free wheeling hubs. Both front windscreens need replacing and as I have a set of heated screens, bought on the forum, these will also be fitted. The other major work I am thinking of doing is having the radiator re-cored. It is not in too bad condition but I have had several repairs carried out which seem to be holding at the moment.

Due to the noise when driving at any sort of speed I have a comms unit to be fitted. I got this on Ebay and it's the type used by motorcycles. I can put my phone, Ipod, GPS and CB through this clever little box. This will enable us to have interphone, listen to music, receive phone calls, GPS voice and chat on the CB. I managed to buy two headsets for

this unit as motorcycles use separate units inside their helmets. For securing the equipment required for the trip I am going to use aircraft seat track bolted to the floor of the rear tub. I can then use straps over the equipment and secure to the seat track.

This adventure will not only combine our interest with Land Rovers, but will also help a charity we feel very passionate about. This is why we have paid all the expenses for the trip ourselves so what ever sponsorship money is collected will go to The Help For Heroes charity. We have set a target figure to reach of £3,500, but obviously we would like to exceed this if possible. We think as we are the only classic vehicle to take part this year we will attract a lot of media attention which, for any potential corporate sponsor, would make an ideal advertising platform. If anyone may be interested in either corporate sponsorship or personal sponsorship please get in touch or make a donation on our donation web page..

It's our intention during the rally to do some kind of live update on a blog or something for anyone that's interested in our progress.

Ways to get in touch with Ross and Jannice...

Our donation page: www.bmycharity.com/s2a

Blog: seriesteam.wordpress.com

Email: macfross@aol.com

Telephone: 07753 805511

Twitter: @seriesteam / **Facebook:** Series Team - Help For Heroes

H4H 4X4 European Rally: www.h4hrally.co.uk

Some interesting statistics...

Distance to destination:
1,800 miles approx.

Berchtesgaden to Southampton:
914 miles approx.





A Blast from the Past

Words and pictures by Sandy

My job involved running a Technical Library for NATO involved with munitions without going into too much boring detail!

Part of the work involved indexing information of historical natures and whilst going through a file I came across lots of images of various items of ordnance, with the Cuthbertson included in two of them. I believe that the date of the photos to be from the very late 1960s to very early 1970s.

The vehicle was in use by one of the RAF Bomb Disposal Fights (Now 5131 RAF Bomb Disposal Squadron). The wings of the vehicle were painted bright red, the tub also bright red. The remainder of the vehicle would have probably been RAF Blue.

Bright red wings have been painted on Navy, Army and RAF vehicles used by Bomb Disposal (Now referred to as Explosive Ordnance Disposal or EOD) since WW2 to identify the mission, although this colour scheme is no longer used due to the need for camouflage.

The two men, in the main picture, are lifting a 60 pound Practice Warhead, which was still attached to the 3 inch motor, and placing it on the pile of rocket motors and warheads already dumped there.

The 3 Inch aircraft rockets were developed during WW2 by the UK, designed to be launched by aircraft against ground and sea targets. The 3 Inch designation is the diameter of the rocket, the length is about six feet, with four metal fins. The warheads could contain explosives, flares for target illumination etc. The concrete practice warheads were either 60 or 30 pounds in weight and are

purely designed to simulate the weight of a live head so that the pilot can practice firing the weapon at a target on a range.

During my military career, probably in about 1974, I was involved with a tasking at Orfordness and we borrowed a Cuthbertson Land Rover, from the RAF Team who were working there, for a few hours to drive across the shingle in order to destroy a German WW2 500kg SC bomb that had been uncovered by the sea. I had a short drive of the vehicle, but cannot say if it is the one in the images and whether the actual body colour was blue or olive green.



No Regrets...

It's comfy chair time,
Down at the Monxton workshop.
The landy sits wearily,
On her worn-out tyres.
Looking sullen.

I've made up the list
- the easy list of 'what I have to do'.
This is the one that you smile at,
In later days to come.

The list that says, "you couldn't even guess."

She looks so forlorn,
She's been here before.
A previous owner started the task,
Then gave up too quick.

Too much to ask.

But this time is different,
She'll smile again - I'm sure,
Her motor still runs, Look!
See the oil on the floor.

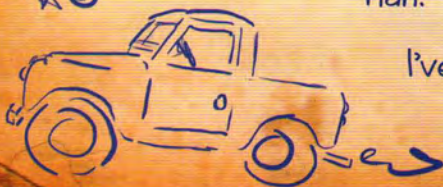
Weeping axle seals,
No wipers, nor blades,
My wallet takes flight,
- Disappears in a haze.

I price up the parts,
New seals, bulkhead repair, paint.
Look out for new doors, windows
And floors.

Why do we do it?
I'm not really sure,
Must be charisma,
While it makes us all poor,

But when THAT day dawns,
And an MOT she gets,
That huge cheesy grin says
"Nah.

I've got No regrets!





Calling all photographers!

Towards the end of this year, a Series 2 Club wall calendar will be available for sale, but at present I don't have any pictures to put in it, and this is where you come in!

If you have a photo which you would like to see in our club calendar in 2012, then enter this competition!

There is no specific theme, pretty much anything goes provided it conforms to the rules of the competition. The 12 entries chosen for the calendar will each win a free copy of the calendar, and the picture judged to be the overall winner will receive a special first prize as well, and that picture will appear on the cover of the calendar.

Please contact Phil Stevenson, the Anglia Area Organiser for further details, or visit the Anglia Area website.



Dunsfold Collection Open Weekend 18th & 19th June 2011

At the Springbok Estate, GU6 8EX



We are having a club stand at this show and have been allocated 10 passes for this show, which in my opinion is the best Land Rover event of all. If you are interested in attending please apply through the club's Shows Officer. It will be first come first served so get in quick! Otherwise it will cost £6 per person. Camping is also available on site from the Friday at £9.50 per night per unit.

Please note: Camping is extra, a free show pass **does not** entitle you to free camping, all moneys raised from this goes to the Merchant Seaman's Charity on whose land the show is held. All camping must be pre-booked directly with Dunsfold - please download a form from their website and send to the following address:

Dunsfold Collection
Alfold Road
Dunsfold
Surrey
GU8 4NP.

Any issues please give us a call, as we are stand managers for this event.

Sean & Hazel Smeeth
Tel: 01732 763900

Tales from the VRO Office

Words by Dave Dutton



As usual busy, busy in the VRO Office with some interesting vehicles passing through - some of which I will mention below.

First though, I want to bring your attention to a new piece of legislation which has been on the horizon for a couple of years but will come into force in 2011. This is Section 22 of the Road Safety Act 2006 which introduces a number of new provisions relating to insurance, including a new offence of 'Being the registered keeper of a vehicle, the use of which is not insured'. There has been a lot of scare mongering about this legislation but this is what it means to us:-

Vehicles stored off road pre-SORN, are not applicable to this legislation, however all other vehicles since are. The bottom line is if your vehicle has been used on the road since January 1998 and you decide to cease using the vehicle and store it off road, the vehicle must be insured unless you SORN it. I have placed information from FBHVC for your info:-

“ At present, it is only illegal to use, or keep, an uninsured vehicle on the road - provided it is off the road, it doesn't matter whether it is insured or not. However, once the new regulations come into force, and Section 22 of the Road Safety Act of 2006 commences, it will be an offence to keep an uninsured vehicle unless it is SORNed (or has been off the road since before the SORN system began in January 1998).

The obvious caveat is the risk that a properly insured vehicle may not show up on the MID (Motor Insurance Database) for some reason, such as being one of many vehicles on a multi-vehicle policy. Owners can check that their vehicles appear on the insurance database by checking at www.askmid.com - and we recommend that everyone should make that basic check shortly after each insurance renewal. ”

More interesting vehicles have been passing through the VRO office, either to have the original registration reinstated (DVLA V765 Scheme) or to have the date of manufacture proven for an Age related registration issue by the respective DVLA local office.

One vehicle which I am dealing with is one of the Series 2B Forward Controls which was originally part of a CKD order for the South African Army. These vehicles were stored by the SA Army unused until sold on, then converted in the early 1990's into campers (Over-Lander in this case). The problem being that as Land Rover classed the vehicles as incomplete (CKD vehicles were kits of all the major parts crated out to be built with local content i.e. glass, tyres, trim and some electrics etc.) and did not keep records of them. Therefore, one cannot date the vehicle by normal means, but there are other ways. it just takes a lot more delving and of course time (thanks for your patience, Paul).

Regarding my previous reports of the influx of Series 2A Marshall Ambulances; the first club member (Rob) contacted me regarding his Series 2A Marshall Ambulance: this vehicle is interesting as it's a late (1972 build) vehicle and numbered just 30 from the end of S2A production. Then Dean and Avril with their vehicle, a little earlier but still from the last batch (1972).

Also, after a lot of work and thanks to artwork from some time ago by James and Tim (thanks), I have now received the new VIN plates which feature over the page from this update.

One final matter, although my club role as VRO necessitates me keeping contact with DVLA, I would like to make it quite clear that I am not employed by DVLA and I do not represent DVLA in any form.

Spring will soon be here and I hope to achieve more on WJN shortly VRO duties permitting. Finally, thanks to John, for his researching assistance recently.

For all VRO related enquiries please contact Dave Dutton at: vro@series2club.co.uk, via the club postal address: VRO, BM 7035, London, WC1N 3XX or on 07985 001725 (no calls after 9pm please).

Repro Chassis VIN Plates for your Series 2/2A

New stock of chassis VIN plates are available for order now

Orders can be made by the order form on the forum or by contacting VRO via the club postal address or vro@series-2club.co.uk.

All chassis/VIN plates are initially only available to club members @ £15 inc. P&P.

Tyre Life Plates are available from the VRO or Club Shop @ £5 inc. P&P.

When ordering chassis/VIN plates please make sure to include your membership number. Failing to do so could result in your order being refused or delayed.

During research into chassis VIN plates many variables have been found, so the most common have been reproduced to cover the majority of our popular vehicles.

Series 2
(same for 88"/109")
1958-1961



Series 2
(same for 88"/109")
1958-1961



Series 2A (early)
(88")
1961-1967



Series 2A (early)
(109")
1961-1967



Series 2A (late)
(88")
1967-1972



Series 2A (late)
(109")
1967-1972



Tyre life plate
(All models)



Repro Chassis VIN Plates Order Form

Make sure to read through the form thoroughly before ordering

Vehicle Registration No:	Chassis no:
---------------------------------	--------------------

The Club is registered with the Driver and Vehicle Licensing Agency (DVLA) as the only authenticating body for historic Series 2 and Series 3 Land Rovers constructed up to 31 December 1972. As such it is entrusted by DVLA to have adequate procedures in place and the experience to authenticate such vehicles. Therefore, the Club will need to be fully satisfied that the vehicle in question is a genuine Series 2 / 2a Land Rover before a replacement chassis plate can be supplied.

Please note:

1. We are unable to supply blank chassis plates
2. In order for a replacment chassis plate to be supplied a photocopy of the V5C (which clearly shows the 'Rover' eight or nine digit chassis number and the name and address of the vehicle's keeper) must be submitted together with the appropriate fee. A new chassis plate will only be sent to the name and address of the person shown on the V5C as the vehicle's keeper
3. The Club will keep a record of all transactions, requests and supplies of chassis plates and will on request make these records available to the authorities, i.e., the Police and/or the DVLA
4. The supply of a chassis plate is at the Club's discretion.

<p>Please supply me with [tick as appropriate]:</p> <p>A reproduction chassis/VIN plate* <input type="checkbox"/> - £15</p> <p>* I enclose a photocopy of the V5C <input type="checkbox"/> - £5</p> <p>A reproduction 'Tyre life/wear' plate <input type="checkbox"/></p> <p>I enclose a cheque/Postal Order (payable to:- Series 2 Club Ltd) for the above for £</p> <p>Signed: _____ Date: _____</p>	<p>Name [please PRINT]:</p> <p>Address:</p> <p>Postcode:</p> <p>Tel no:</p> <p>Email address:</p> <p>Membership no:</p>
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Please send this form and cheque to: Vehicle Registration Officer , Series 2 Club Ltd., BM 7035, London. WC1N 3XX or email vro@series2club.co.uk



Members of: The Association of Land Rover Clubs - The Federation of British Historic Vehicle Clubs - A DVLA Listed Club
 Company Registered in England No. 02451020 - Series 2 Club Limited - Private, limited by guarantee.
 Registered Office - Blinder House, Flagg, Buxton, Derbyshire , SK17 9QG



Episode 2: Getting to know you

Words by Karen Clements



The first trip you make in a Classic Landy is the most enjoyable you will ever make. It's not the pride in the workmanship, the joy of being in an historical piece of machinery, the sheer joie de vivre; it's the fact that ignorance is bliss...

I did enjoy the fact I was in the Landy - there is something about being in it that just makes you smile. It's lovely to see the smiles on other people's faces. I was even OK with the fact that I was on a motorway, sans seatbelt, not quite sure if the door would stay closed (I was constantly testing the strength and rigidity of the handle...). I didn't know any better - seatbelts weren't fitted, so it was legal...

The first thing we had to do, and probably the only thing that didn't cost anything, was to bestow a suitable name. This was easy, as HWAGHW has decided that BEY C sounded quite like Bessy. She looked like a Bessy - not flash, not a faddy, just reliable and steady (oh, how wrong that was!). So Bessy she was. Had we been more au fait with the urban music scene, we would have known that 'B' was what Beyonce was known as, and indeed, what Bessy used to be called, but we were honest - she looked more like a Bessy than Beyonce.

At this point, it was not hubby's knowledge of the intricacies of automotive engineering or historical relevance that formulated his ever-increasing list of things to be done; the list was writing itself due to the obvious nature and urgency of the numerous problems. Which, on the plus side, negated the need for any list-editing on our part.

It was at this point that completely new worlds opened up. The first was the world of acquiring parts. At first, this was a completely alien, hostile environment, but one I couldn't help but admire. I looked on it like transposing the human body into the workings of the vehicle. I am a scientist, and it was the only way I could make remote sense of what was going on, or maintain any remote interest in it, but do what works for you! So I'd ask hubby what the lungs were and did

that smoke mean that it was the equivalent of a chest infection, or something a bit more serious. Once I could do that, I could work out whether we were looking for a trachea or an oesophagus (on the plus side, it also meant I had an innate sense of the serious damage you could do if you got the wrong one!).

The main thing that helped, though, was the fact that I can find my way round a website. I could follow what was going on (sometimes), but mainly it came down to two things: what do we need to buy? Where can we buy it? That would seem simple enough; I'm not a great shopper (yes, read it and weep - hubby landed himself a truly rare specimen!) so like to get the job done with the least possible fuss. If we need it, source it, find possible outlets, find the most reputable at the best price, buy it. The first complication was the battle between authenticity versus new. I am not even going into that particular minefield; it was, to us at that time, uncharted territory due to the blissful ignorance of the new owner. Hubby had already entered into the world of 'The Forum', but only as a dabbler; he didn't yet own a Landy at the time and had the luxury of dipping a toe in. Dabbler he may have been, but he was also aware of this particular bone of contention; now he had to pledge his allegiance. We had to make purchases and we had to buy with a conscience.

It was here that I became aware of a surprising new world; the world of angst. What were, in my mind, simple consumer decisions had now become a complicated series of considerations. An over-complicated series of considerations that had to be weighed up, deliberated upon, then laid open to the general consensus. A time-consuming, over-complicated... You get the picture...

Now in my mind, and my medical analogy, the correct intervention usually leads to a full recovery; not so in the world of the classic Landy. The correct intervention often leads to the discovery of another problem, needing its own diagnosis and intervention. And more angst. I also had to

accept the fact that we weren't dealing with interventions by top surgeons; sometimes it felt that the local witch doctor was carrying out their own version of medicine with the associated rituals, handed-down knowledge and blind faith.

Once the diagnosis was made and the possible solution decided on (in our case, all solutions were no better than 'possible') and purchased, the last, and possibly most frustrating world was entered; the parallel space/time continuum of the Landy repair.

Now, I may not be an enthusiastic shopper, but I am irritatingly methodical. Everything that is needed for a job should be considered and purchased. Even remote possibilities should be at least considered in my world. That way, when the task is commenced, it proceeds with seamless ease as everything is there, ie, physically there, and is where it will be needed. Not only does the job proceed seamlessly, it does so in a timely fashion. It takes less time and that time can be estimated, reasonably accurately, with the caveat that no unseen problems arise (which they wouldn't in my world, as they would have already been considered). This is the crux of 'Landy time'.

Now I am not saying that all delays are due to bad planning. Some are due to 'over-angst' at the purchasing decision stage leading to a complete lack of ordering of a specific part until the vehicle can no longer be used. Some are due to 'angst-induced procrastination' - sometimes it is just too scary to risk ordering the wrong thing and the purchasing decision is put off until collective consensus = (what HWAGHW thought it was) / (what an expert thinks it is) x (the part that should fix it). These are all variable parameters that can be used to calculate a Landy Widow's guide to 'Landy time', but the general assumption is that all initial necessary purchases have been made.

A job will take '5 minutes' only when hell has literally frozen over. This will never happen - do not delude yourself it ever will. A job will take '20 minutes' only when you're cleaning

up after the main slog and everything mechanical has actually been done. This is the only time you will ever have control over. For everything else, the concept of time doesn't really exist in real terms; Landy time is best measured in terms of measures of sustenance needs. A 'one-cuppa' job is a short job, one which is punctuated by one offer of liquid refreshment and approving encouragement.

A two-cuppa job takes a bit longer, but not too much longer. The second cuppa is a warning that the one-cuppa job has gone on too long and a reassessment of remaining time

is needed. The encouragement has lost the 'approving' aspect, unless it was a genuine two-cuppa job and all parties were in agreement prior to commencement.

A 'lunch-break' job is pushing it and should only ever be attempted if express approval has been sought and alternative arrangements have been made for the Landy-widow's time, or it is an unexpected unforeseen event. In which case, the approving encouragement may be substituted by genuine sympathy. A 'lunch-break' job will never be followed up by any

further offer of sustenance, no encouragement will be given and temperatures will plummet if completion is not seen as 'imminent' as soon as lunch has been eaten and tools have been taken up.

For anything that is expected to last longer than a 'lunch-break' job, best book it into a garage, or book a spa day for the Landy widow; for once, either option is equally acceptable.

Look out for the next episode of Despatches From a Landy Widow... in a future edition of Built Two Last.





Southwest by Series

Yorkshire to Cornwall and back in a day



Words and photos by Dave Hall

I've done a few long-distance trips by series motor, 410 road miles in a day being my furthest up to this point but that was in mid-summer, from south of Le Mans to home in Yorkshire. This time was a little different - winter in England and in motors that are devoid of heaters.

In October 2009 I'd rebuilt my 1962 2a 88, with the help of four friends from the OLLR forum, onto a galvanised chassis and she'd done very few miles since. I made a half-hearted attempt to sell her at the Leafers At T' Pit show last year but there were no takers and so having my Tdi-powered 88 and a van at my disposal, she languished all through the winter without so much as turning a wheel. It seemed a shame to leave her unused and when Matt Fowles, a.k.a. Brianthesnail96, asked me if I'd sell her, I thought about it and said that I would, providing I could find a suitable 109 replacement. After posting a wanted ad on the club forum and on OLLR I was given the telephone number of a chap who was selling a 109 - 320 miles away in Cornwall! I spoke to the seller and he seemed an OK sort: a middle-aged gent who wasn't likely to have ragged the motor around pay 'n' play sites or anything silly and from the description and photo provided it seemed like a genuine motor so a viewing was duly arranged. When I say

'viewing' it was almost nailed on that I'd buy it because, as it happens, I wouldn't be able to get home otherwise. Matt had planned to catch a train to Yorkshire and stay overnight in a B&B before driving the 88 home the next day but I had to point out to him that he was being a bit of a poof as it was a mere 175 miles back to his home in Gloucestershire and that he would have no problem driving it straight back the same day if I met him at the railway station. With the 109 being for sale in Cornwall I then offered to deliver the motor to Matt if he would then give me a lift in it to Cornwall - he, being up for an adventure and it being an arrangement that saved money and suited us both, agreed.

The morning of Saturday the 29 January saw me up early, flask and sarnies packed, and scraping ice from the windows of the 88 by 7am. I ought to add at this point that the motor is a 2 1/4 diesel and if the things you read on internet forums and Land Rover magazines are true about those engines, I'd either not make it and be going home on the Big Yellow Taxi, or I'd still be on the way next week. Be that as it may, I filled the fuel tank and set off down the M1. Some three hours later and after a non-stop run I arrived at the arranged meeting place, just off junction 13 of the M5. I was absolutely

freezing! A previous owner had cut a hole in the bulkhead in order to fit a heater that must have been fitted with the wrong motor and as there was no heater in there at all now the wind blew straight in.

The first thing I did was to bale out and run for the conveniences and then sat in Matt's mate's modern and warm car.

After bolting in the passenger seatbelt and stuffing the readies in my inside pocket (I always insist on proper paper money - I don't do paypal, cheques, bankers drafts or any of that rubbish), I gave the new owner a quick guide to what does what. You see, she was originally a petrol-engined motor that was fitted with a diesel in 1999 and, of course, every old Land Rover has its little foibles and no two drive the same, do they? We then set off, with me at the wheel, to the services one junction down, where we swapped and Matt got to drive his new motor for the first time. This gave me the opportunity to shove a mat over the bulkhead hole and keep some of the draught out - It wasn't actually much better but thoughts of the 109's heater keeping me toasty on the return trip kept me going.

We kept up a steady 50 - 60 mph on the M5 and A38 and after an uneventful run we entered Plymouth. We were heading for the ferry across the Tamar because it made the trip slightly shorter and we'd still have to pay a toll if we stayed on the main road. Besides, it was something different and made it feel like a real road trip. The last ten miles took an age due to the very narrow Cornish roads but we eventually reached the destination some two hours later than I'd planned.

The owner of the motor that I'd come to view invited us in for a cup of tea and boy were we glad of it! At this point, dear reader, I must confess that the motor I was intending to buy was not a Series 2 but was, in fact, a Series 3. Nevertheless it's still a Series and all Series were created equal in the eyes of the Lord (unlike coil-sprung motors, which are the work of the devil). The seller was very surprised to see us roll up in a Land Rover that was ten years older than the one he was selling and was even more surprised when I said that I intended to drive my new purchase home - he'd been expecting me to

roll up with a Discovery or similar and a large trailer!

To be honest, I think he thought the pair us to be barking mad and when I first spoke to him on the phone he was at pains to point out that the vehicle had no power steering or any mod-cons and couldn't understand why I'd want to come all the way from Yorkshire to see it - he'd never driven more than 40 miles at a time in it and from the old MOT certs. It seems that the trip home would put on the equivalent of 2 years mileage for him.

I must say that I didn't do quite as much crawling under it as I would normally but then the galvanised chassis pretty much guaranteed that there wouldn't be any rot so after a general look-see under the bonnet (where there were no oil leaks) I took her for a test drive of about six miles and decided that I'd buy. After getting the price, which was already a bargain, down some we shook hands and went to fill in the V5. I was now the owner of a K-reg. A-suffix, genuine tax-exempt Series 3. I do still have a 2A 88 so I won't be excommunicated from the club just yet.

Matt and I then set off for Plymouth, where we stopped for a bite to eat at his girlfriend's house.

When we got outside the sun had long since set and I had to put the headlights on - fortunately all the exterior lights worked but the dash illumination didn't so I had no idea what speed I was doing. We left in convoy at about 6pm and headed back toward the A38. It was a very slow trip back due to the 109 not having an overdrive and me probably having too much mechanical sympathy - I really didn't want to thrash an engine that had only been rebuilt 4000 miles ago - still, it kept the fuel economy figures up.

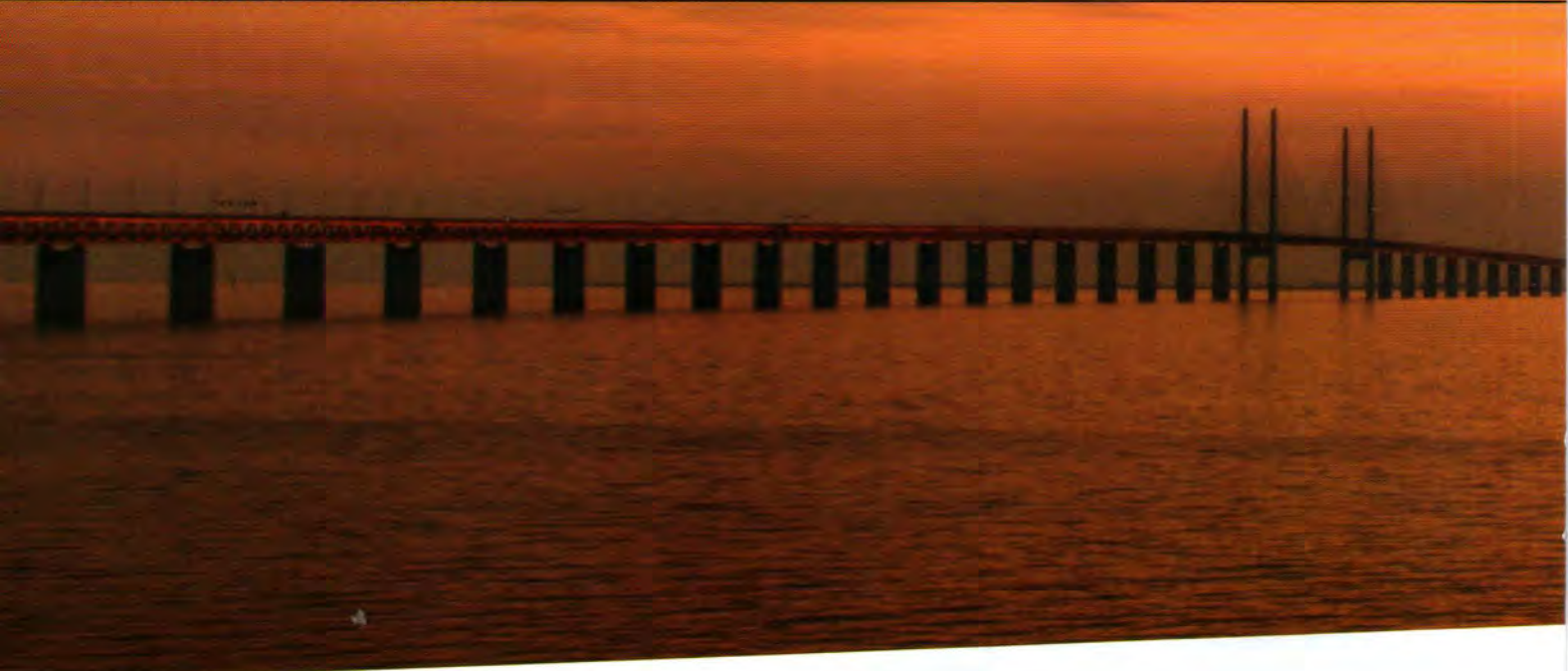
I'd switch on a torch every now and then and point it at the speedometer, which hovered between 40 and 47mph all the way up the dual carriageways and motorways. By the time we were about 20 miles out of Plymouth I realised that there was something wrong with the heater - it didn't work! So I was resigned to freezing my toes off for the next 300 miles but after another 30 or so miles I'd had enough and pulled off the road to see if anything could be done. Not only was the blower not working but the heater valve was shut. You see Series 3s, being all

modern 'n' that, have a remote cable-controlled heater valve and whilst the lever moved in the cab, the valve didn't - and they call that progress. After removing the cable and hitting the valve with an adjustable spanner, it opened. So now I had warm water in the cab heater, which slightly took the chill off but not by much.

We set off again and all was uneventful after that. Matt peeled off at junction 13 and I continued on my way, wishing it was summer and that I had an overdrive.

Apart from a few niggles it's a good Land Rover and I'm quite happy with it. Matt also seemed chuffed with his new motor except for first day he went to work in it and the dash caught fire but that's another story...





I took a steady tour through south Lofoten and though the weather was dull it's still an awe inspiring place, with mountains rising straight out of the sea and small villages clinging to what little relatively flat land there is. After a trip to Utakleiv beach - white sand and turquoise sea, just like a tropical paradise except colder and, of course, no palm trees - I paid a visit to Lofotar the Lofoten Viking Museum, built on the site of an ancient Viking settlement complete with Viking hall and Long-boat moored on the lake - well worth a visit.

Another night, another campsite - Sandsletta. This one had a very good cafe / restaurant. Eating out can be very expensive in Norway, but this wasn't too bad, so some of the local delicacies just had to be tried and very nice they were too.

Next came a damp four hour drive down narrow country roads, even in the rain I found myself driving around with a permanent grin, to Harstad and the Trondenes fort battery Adolf Kanonen museum - a fully restored 406mm naval gun battery and well worth a visit.

I found a quiet little campsite at Annamo, near Bierkvik, which meant I would be well placed for the next leg of the journey.

The good weather was back again and we were back on the mainland heading north up the E6, but this stretch was quite scenic. At the RV87 we turned off for a detour, it would be one of the last chances as the E6 is really the only option this far north.

We then followed the RV87 past Dividalen, along almost silent forested roads in the warm afternoon sun, a lazy afternoon drive, perfect!

We headed back onto the E6 for an hour or two before stopping for the night. As I was settling down for the night there was a loud rumbling, I went outside just in time to see a number of boulders the size of small houses thundering down a steep 1000ft slope less than 1/2 km from the campsite - a sobering reminder of the rugged wildness of this place despite it's apparent summer tranquility.

Onwards and upwards, well northwards, along the E6 again to Alta, passing roadside Sami camps selling local goods to tourists and the occasional herd of wild reindeer.

The weather started to really get foul as we headed east from Alta to Lakselv. Over the high arctic tundra, the temperature dropped fast as the driving rain increased. It was extremely bleak so I really didn't want to break down up there and it was quite a relief to find a comfortable bunk house on the Tana estuary, as there was no way I was putting a tent up in that.

A beautiful morning followed and we were off north again for the last time. I couldn't go past Nordkapp without paying a visit though it's not the reason for this trip. The run up is very enjoyable but the toll for the tunnel and bridge to the island is very high, as is the fee to enter the North cape centre. Though, if you take advantage of the two days camping it includes it's not too bad - not that

there's a campsite - you have to pitch your tent on the gravel car park!

I met up with Henrik and Onja in the carpark, who had just bought their first Land Rover - a 110 - and had driven it up north a couple of days after buying it. I decided to stay one night and try to get a photo of the Midnattsol but ended up with a photo of the 11pm sun, as cloud cover moved in. A dozen coaches rolled up at 11.45 and drove off again at 12.30 which just about sums the place up.

It was then back to the Tana river again and then east on single track gravel roads before dropping back down to the E6 to Kirkenes for the night.

The next day I headed for Grense Jacobselve on the Russian border. The track down to, what amounts to, a church and a couple of houses was pretty rough.

Being the north east tip of Norway, it was all downhill from there, back to the border point where I decided to try and apply for a permit to cross for a few hours, as the area is a national park on both sides of the border. To my surprise it was quite easy to do, although a little bit expensive. I spent a couple of hours in Russia, which in this area is very much like the Sami areas in Scandinavian countries.

Yet another glorious day came, but despite it the mood was a little down. It shouldn't have been but it was. I headed west to Neiden and the Munkelva river, which was in spectacular flood. It was then time to start heading back south, this time into Finland, driving through a relatively flat

Dancing under the midnight sun

Words by Andrew Cureton

wooded landscape interspersed with numerous lakes and rivers. Lapland is mosquito paradise along with midges, clegs and a huge breed of horsefly, so wandering around in the woods is not a good idea. I found this out the hard way when I was chased back to the Land Rover by a swarm of Lapland wildlife, all eagerly in search of a full english breakfast! A stop at Ivalo for the Innari Sami museum was a must followed by a shopping trip into town for a few things for home, including an excellent set of filleting knives and some dried Reindeer meat and smoked fish from the Sami stalls.

It was then on to Karasjok (the Sami capital) for the night. I spent the evening with Henry and Beate who were up here in their 110 - you see more 110s than any other Land Rover in the north, as the Norwegians seem to really like them. In the campsite's communal Lavvu - something that is common on campsites in Lapland - we cooked sausages wrapped in potato 'lompa' - a kind of potato based wrap/tortilla - on the central open fire, washed down with a glass of wine or three.

I headed south again and then west back into Norway. but not before stopping at Kilpisjarvi for an hour or so. As I dropped down off the highlands and back into Norway I managed to find a secluded campsite and also the first technical problem of the journey: the flange bolts on one of the rear hubs had worked loose, so the flange needed removing cleaning and re-sealing - a quick and simple, if

messy, fix.

Dull grey skies greeted us next morning so there was no point hanging around and we headed south to Narvik, where the decision was made to stay at the little campsite at Annamo which we'd used on the way north.

The next two days were supposed to be warm and sunny according to the owner and since it had been nothing but driving for nearly a week it seemed a good idea to stay here for a couple of days and enjoy the countryside, fishing, walking and taking photos.

Not much walking on the second day though - it was 32 C in the shade! What a difference a day makes though - 10 C and very wet, but no matter as the next few days were to be a long haul south, as I was hoping to get down to the NLRK rally in Numedal for a couple of days.

After a long drive I stopped at Sandvik, just north of Mosjøen, followed by another long days drive - this time stopping once more at Eikesdal, where I hoped to get a chance to drive the toll road as the weather had prevented it on the way north.

For two days Eikesdal provided an excellent respite from the long distance driving. As planned, the first thing to do was explore the toll road, which runs in a loop from Sunndalsøra to Aursjøen reservoir and then back to Eikesdal. This unsurfaced road was originally put in for the construction of the reservoir - the views are excellent, although,

dropping back down into Eikesdal was a bit hairy in places. I also had a lazy day, walking and fishing in the area, which was finished off with an evening - along with a few others - eating from a campfire by the side of the lake. They really do make you welcome there.

Then came another long drive south in dull weather over Trollstigen, which was in full flood but unfortunately covered in mist, and to Geiranger again but this time because it was the most direct route. This time I headed down the west side of the Jotunheimen national park, on the E5, across the end of Sognefjorden to Lærdalsøyri, finally stopping at an excellent, quiet, little farm campsite east of Borgund.

The sun was out again the next morning and there was only four or five hours driving to do so there was time to visit Borgund Stavkirke - one of the oldest and probably the most unusual churches in Norway, covered in ornate carvings and beautifully preserved.

As we continued south I spotted a farm on one of the mountain passes selling home made brown cheese 'Geitøst' and various home tanned skins - it proved to be an expensive but worthwhile stop.

After a few hours of driving through high valleys we dropped down into Numedal and, eventually, the village of Flesberg for the NLRK jubileetreffe where the next few days would be spent.

The rally site was excellent and located next to the local school whose

facilities were used throughout the rally. They were the complete opposite of the mobile showerblocks and portaloos frequently found at rallies in the UK.

I set up camp and made a start on a curry. There's something about rallies - wherever they are held - as soon as you start cooking people start turning up wanting to talk, so what takes an hour at home usually takes two to three at a rally! First were Henry and Beate (who I met in Karasjok), followed by Tony Reed and his pristine Series 2 Dormobile. Then Kjetil and Lafterolf from Fosen. It was a long evening.

On the Saturday morning of the rally there was a parade through several local towns and villages, followed by a photo session in a local quarry, after which we returned to the rally site and wandered around talking to people, which seemed to be what most people were doing on the last full day of the rally. In the evening there was a communal barbecue which brought everyone together and was an excellent end to the 35th anniversary meeting.

On Sunday morning I said my goodbyes and set off towards Oslo, then south on the E6, before eventually stopping for the night near Halden.

One thing I had not done before starting this trip was to plan something for the last week and now I was regretting it. The weather was dull and wet and I was at a loose end. I considered visiting the Gransfors Bruks axe forge in Sweden but it was just too far away to be practical. However, things sometimes have way of working out and the next morning I received a text from a Scotsman living in Sweden, suggesting I pay a visit for a day or so. The only problem was they were in Malmo - 400 miles south - but what the hell! I'd nothing else planned and I'd have to do half of that to get to Goteborg for the ferry.

So, after going shopping for a few Norwegian delicassies to take home I set off down the Blue-Green road tourist route, south into Sweden before joining the E6 and making a dash south for Malmo. I finally arrived in the early evening and ended up staying with Tony and Tina for two days.

The first day, after repairing the dip beam on the indicator stalk - which

had managed to short itself out, we met some of their Land Rovering friends and after a bit of a drive around a few of us went down to the Denmark bridge for the evening to photograph the amazing sunsets they get there, followed by a 1am tour of Malmo.

The following day, after a run out to a local stately home and a walk around the lake, some bright spark suggested going over the bridge to Denmark - so we spent an enjoyable evening in the historic centre of Copenhagen.

In the morning I thanked them for their hospitality and headed back north towards Goteborg staying approximately one hour east of the port. This gave me just enough time for a spot of shopping for various bits and pieces for home.

Finally, it was the last morning in Scandinavia and time to head for the ferry. Unfortunately, Goteborg is a nightmare to navigate through towards the ferry port and the ferry I was heading for was not signposted, so it was stressful, but eventually I found it. It is, however, easier to get through if you are coming off the ship, as the E6 is well signposted. After a couple of hours in the sun waiting to board the ferry we were finally leaving for home. The crossing was uneventful and we finally reached Immingham at 10pm. Strangely, the trip ended the way it had begun with a nighttime drive along the M62 - arriving home just before midnight. A quick cup of tea and then bed seemed a bit of anticlimax after a six week adventure, but I think the end of any journey feels that way.

Reflecting on the past 6 weeks; overall it had been surprisingly successful, with only two small problems with the Lightweight. Not bad for 6,500 miles in a 42 year old Land Rover, which - despite being heavily loaded - was still relatively easy to drive, though due to the high centre of gravity a little care had to be taken on some of the un-surfaced tracks. The Lightweight managed to return an average of 20mpg, not bad for a V8. On the downside, for this journey a Lightweight is not really big enough. A 109 would probably be a better choice, as there's nothing more annoying than having to unload half of your gear just to get a beer!

This had been the first holiday in the Lightweight, so many things that

had to be bought or sorted out for the trip would be used for any subsequent tours. So, next time the preparations won't need to be as extensive, at least that's the theory.

The mobile internet had been a major pain, due being sold the wrong Sim card near Oslo, despite taking the netbook into the shop and telling them exactly what I needed to use it for, but that sort of thing can happen at home too. Another thing that was not a success was the lack of planning for the final week of the trip - although things worked out pretty well I really should have had some plans or ideas of what I.

Finally, the last major problem was the drop in the exchange rate. Which, although fortunately, wasn't bad enough to cancel the whole thing, did mean that several side trips and activities which had been planned in the north couldn't be accomplished, but that was out of my hands.

All in all the whole journey had been far better than I really could have hoped for: the weather was far better than expected, the Lightweight had performed beyond expectations and there had been too many unforgettable sights and experiences to list them all.

Much of this wouldn't have been possible without the help and advice from the local Land Rover clubs and forums - in particular the NLRK (Norwegian Land Rover Klubb) and the Norwegian Land Rover forum members who are all justifiably proud of their country.

There are too many people to thank individually - If I did, it would fill half a page, so all I can do is say thank you to all those who I met en route and all those whose help and advice made this journey a reality.

The only real problem is I now have an even longer list of places to see and things to do for the next tour!

If you have been on an adventure yourself, why not send it in? Contact the editor at: editor@series2club.co.uk



Looking out over the water at Grense Jacobselve (top left) and the carpark camping at Nordkapp (top right). The stormy skies (centre left) are a stark contrast to the wonderful sunshine of a new morning (centre right).



A view at Borgund Stavkirke (bottom left) and the view of Goteborg Fort from the ferry home (bottom right).

Series and Steam

At the Great Dorset Steam Fair



Words by Keith Thorpe

Some Series 2 Club members will be aware that trying to exhibit a Land Rover at the GDSF has been a lost cause, but this, I am glad to say, is slowly changing. For a long time myself (willyeckerslike) and latterly my sons Alex (5988) and Andrew (Box on wheels) have exhibited various commercials, fire engines and steam engines with some of our Land Rovers as support vehicles. In the process we have made good friends of Dave & Pauline Hillier who run the commercial section at the GDSF.

In 2005 I got permission to run a small section devoted to Autotrucks and small industrial trucks and we sneaked a few Series Land Rovers in as a backdrop. Last year this became a rather noticeable area of interest, so we were asked in 2010 if we would take all the Land

Rovers from the commercials and make a separate display next to our Autotrucks. As you can see from the photos it went rather well and was very well received.

For 2011 we are going to increase the display by approximately another six vehicles so there will be an opportunity for a few Series 2s.

There are however strict guidelines;

- Vehicles must attend all five days of the show and parade any three out of those five days
- Vehicles must be roadworthy and insured, because full road traffic regulations apply
- Vehicles must be in an original specification (ie not heavily modified) - not necessarily concours!
- Vehicles must be on the display area by 10am and remain until 5pm each day.



Out and About

Unfortunately at this stage, a club entry will not be allowed owing to GDSF being let down badly in the past by clubs not keeping their word on displays etc. This will hopefully be reviewed in the future but remember there are other Land Rover clubs potentially involved not just us.

The plan for 2011 is to broaden the spread of models with a few more Series 2s and try to make the line up more varied with prototypes and rarities encompassing everything from 1948 to 1972, and maybe beyond.

This year we had Mick Rivett's R14 pre-pro Land Rover of 1948, which has attended for at least eight years, Stuart Hibberd's Series 2 SWB FFR with full clansman radio and his Series 2A Forward Control prototype, Roger Goldsack's 2A 109 ex-AFS Station Wagon, my South African CKD 2B safari camper and approx 15 other Series Land Rovers.

The dates for 2011 are Wed 31 August to Sunday 4 September, so it is possible to combine the Series 2 Club International in Dorset on Friday 19 August to Sunday 21 and turn up at Tarrant Hinton on the 26 August. Camping is on a separate exhibitors area, which has marked pitches and includes showers, toilets and even a shop. Because the site is so large there is even a tractor-bus service around the perimeter of the site (approx 2 miles from the top of the steam ploughing hill to the craft tents)

To enter you can apply to:-
The Commercial Section
The Great Dorset Steam Fair,
Dairy House Farm,
Child Okeford,
Blanford Forum,
Dorset,
DT11 8HT.

Please enclose a photo and some history/details of your Land Rover and we will do our best to accommodate you, but please remember it is still early days and we cannot dictate terms. The GDSF will always be primarily a steam rally, albeit the biggest in Europe and even the commercial section has over 400 exhibitors.

If you have never been as a visitor give it a try, you will be amazed and even if you can't spend the full week there you can always visit for a few days and stay in the public camping area .

Keith Thorpe's South African CKD 2B safari camper on display (below) and Roger Goldsack's 2A 109 ex-AFS Station Wagon (inset) that many members will have seen at various shows and International meets.



You can find out more about the Great Dorset Steam Fair by visiting their website: www.gdsf.co.uk or by phoning 01258 860361.

Historic Land rover Run Kent to Wimereux



2011 Charity Land Run open to all marques of leafsprung Land Rover's registered before 1975. A day trip starting in Kent with a run to the coast, then travelling by ferry to Calais at 9.50am, followed by a run down the scenic French coast to Wimereux, returning to Dover at approx 8.30pm. Cost of the trip, including Ferry (driver and up to 4 passengers), Tee-shirt, and a Vehicle Rally plaque is just £40, of which £20 is a donation to the charity.

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.

This year there is also a chance to ride as a passenger in JOH, a 1948 Series 1 Pre-Production (No 11) – note there are no seat belts in JOH so you travel at your own risk. The place in JOH will go to the winning bidder, with all proceeds going direct to the Charity Fund. Email your Charity bids direct to Peter Wales.

For further details, an 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!

To sponsor us online, please visit: <http://uk.virginmoneygiving.com/team/Solihull>

Anglia

Area Organiser: Phil Stevenson

It's shaping up to be a busy year of shows, and I am in contact with several organisers at the moment to try and get stands sorted for us as a club.

Amongst these shows are the ones which have become regular and popular features on our events calendar, and a few new ones which I hope may prove to be worthwhile.

The first show is on May 8, the Wings & Wheels Festival at Henham Park. This is a new one for us, and as I write this, I haven't finalised details yet so keep your eyes peeled on the club forum and Anglia area website for further details, or email me at anglia@series2club.co.uk to register your interest.

Euston Park Rural Pastimes (12 June) is another popular event in our region, and you can apply for this one right now. Details are on the club forum, or once again you can contact me and I will email you an application form. We don't have a 'stand' at this event, as all vehicles are allocated a peg number, but the organisers are very good at trying to park us all together. It is vital that you mark the application 'Series 2 Club' (not Land Rover Club or other variations please) and they will do the rest. Deadline for entries is 1 May.

Other events can be found in the events listing at the front of the magazine, on the forum and on the club main website as well as the area site.

Hopefully most of the Anglia members reading this will be aware that I have been sending out email newsletters towards the end of each month. If you haven't been receiving these it could be because I either don't have your email address, or it isn't the correct one. If you haven't received any newsletters and would like to, please send me your email and make it clear that you wish to be added to the list.

I am afraid that it is impractical to send newsletters by post, this is due to the excessive costs of printing and mailing, both in terms of money and time. So if you wish to be kept up to date with the news and events in the Anglia region, please ensure I have your correct email address!

Borders

Area Organiser: Dan Clements

Well, since the last Borders area roundup there have been a few changes and a couple of successful pub meets over in the North East of the area. Firstly, Simon Maltby has now stepped down as Borders Area Organiser after several years of sterling service to the club and area and I (Dan Clements) have taken over the mantle and hope to keep up Simon's good work. Big thanks to Simon from all his fellow members in the Borders Area and we look forward to seeing him at future pub meets and events in his new capacity as an un-hassled member! By the time the magazine is published we will have squeezed in a pub meet at Armathwaite, over here in the West of the area, and hopefully we will be buzzing with ideas for the coming year. We are looking at adding a third venue into the mix for pub meets in the coming months, a mid region venue to give further opportunities to the membership to meet up. This is currently being discussed, but the current favourite venue is the Twice Brewed Inn located half way along Hadrian's Wall, with good campsites in the area this might even attract some folk from further afield. This and future Borders events (hopefully some local car shows) will be posted on the excellent club events calendar on the club website, so check in regularly to keep up with the schedule.

The Bowes Incline Hotel was the venue both the November and January pub meets and it is good to see the increasing support with new members turning up at every meet. The weather in November was predictably cold and wet but this did not dampen the spirits of the brave souls who turned up. As the first meet in the North East there was some trepidation from Les and Yvonne as to the predicted turnout. Upon arrival, they were pleased to see fellow Series 2 Club members Janice, Brian and family; and Ian, Fiona and girls joined soon after by Alan and Marion, Janine and Dave. After what was agreed to be a most enjoyable Sunday lunch, four more visitors entered the car park in their Series 2 Landies.

In between showers there were opportunities for sporadic bonnet lifting and landy chat. In total there were 18 people in seven vehicles, one Defender 90 and one Defender 110, and five Series 2s.

The five Series 2 consisted of a 1959 SWB pick up belonging to Mick and Liz, accompanied by Ronnie and Jill in their 1968 SWB pick up 200Tdi. Janice and family journeyed from Bedlington in their 1967 SWB rag top, UNU a 1967 LWB hard top (as featured in the last B2L journeying to Cairo) with Les and Yvonne's 1971 lightweight. A little mention to Phoebe and Emily (Ian and Fiona's daughters) whose presence made it a truly family affair and who brought enough colourings to keep mum and dad occupied.

15 members and their families with four non-members, who wished to introduce themselves, turned up for the January meet at the same location. The Bowes Incline once again provided a splendid food menu with wines and ales (for those not driving) and an enjoyable lunch was had by all.

Everyone enjoyed catching up after the busy Christmas and New Year period and once again it was fantastic that the event was supported so well. There was the usual 'heads under bonnets' and deep discussion of how various technical matters were best achieved: the weather was kind this time so everyone was a bit more inclined to stand around talking Landies. After lunch there was a fun picture quiz and a Land Rover model to make for those who preferred their Sundays in the warmth of the pub, rather than with noses under a bonnet. Rest assured it won't be long until the next pub meet at this venue, so keep an eye on the calendar, and if possible make the effort to come down and say hello at the next meet.

A Borders Area Drive-it day has been organised by Les and Yvonne for Sunday 17 April 2011, meeting at Herrington Country Park (at the bottom of Penshaw Monument) from about 10.00am to travel from 11.00am. The intention is to travel along the seaside route to South Shields and back, stopping along the way at certain points to view the seaside scenery and to have a fish and chip lunch. Anyone can use the country park or visit Penshaw monument before or after we set off on road trip. For those unfamiliar with the area, the address for Herrington Park is: Chester Road, Penshaw, Houghton Le Spring, Tyne and Wear. DH4 7EL .

I know that the folk over in the NE will support Les and Yvonne with a good turnout and this is a good opportunity for some new faces to tag along and have an enjoyable day out. It is good to see growing support for the activities in our area and I for one look forward to meeting you all at events over the spring and summer months. Being in a huge rural area where a great many Series 2s are still used as run-arounds and work vehicles, I am sure we will gradually see our numbers swell in the area as our presence around the region increases. With such a big area, it will always be difficult to accommodate everyone in the far reaches, but rest assured we will try and make events as accessible to all the membership as possible.



Central Shires

Area Organiser: Gordon Kettell

Mid December saw 13 members meet up at the Rose and Crown for a end of year meet up and Christmas meal, despite the bad weather we had in the weeks leading up to it. A great evening was had by all, a great way to finish off another year.

Not much happened for most over the festive period, one or two folks from this area made the trek to the annual Thetford road run.

Late January saw us on the road again, starting at the Red Lion (22 for bacon butties) and ending up at the Chequers at Houghton Conquest for lunch, with 11 Series 2s meandering there way across Bedfordshire. The weather was on our side - clear but chilly, with a stop off at Roxton Garden Centre for a leg stretch, two and four legs.

With the show season fast approaching, entry forms are now appearing through the letter box, a list of dates will be on the forum and the area web site, www.centralshires.webs.com.



Essex

Area Organiser: Bob Sutton

February the 5th saw the annual Essex Christmas dinner, held in the Chequers at Goldhanger (nr Maldon). Fine food washed down with fine beer or two (or wine for those that prefer the grape). We were so welcoming that we even had six hardy souls who braved the crossing and came up from Kent.

The leaflets for the shows have started to drop onto the doormat, Essex area members will be notified in a newsletter, but any member is more than welcome to come along, just keep an eye on the forthcoming events listed in the magazine or on the website.

The world famous Essex summer camp is now booked for the weekend of 2 and 3 July, located at Gosfield in the heart of Essex with some really fine lanes and pretty villages. The camping site is flat and comfortable, I would say it's also quiet but when we start to enjoy ourselves it can get a little noisy. Where else can you wake up to deer walking through the fields?

We also have the Aldham rally over the weekend of the 11 and 12 June and the West Bergholt Historic Vehicle Rally on the 30 and 31 July. Please get in touch if you like to come along, even if only for the day.

Garden of England

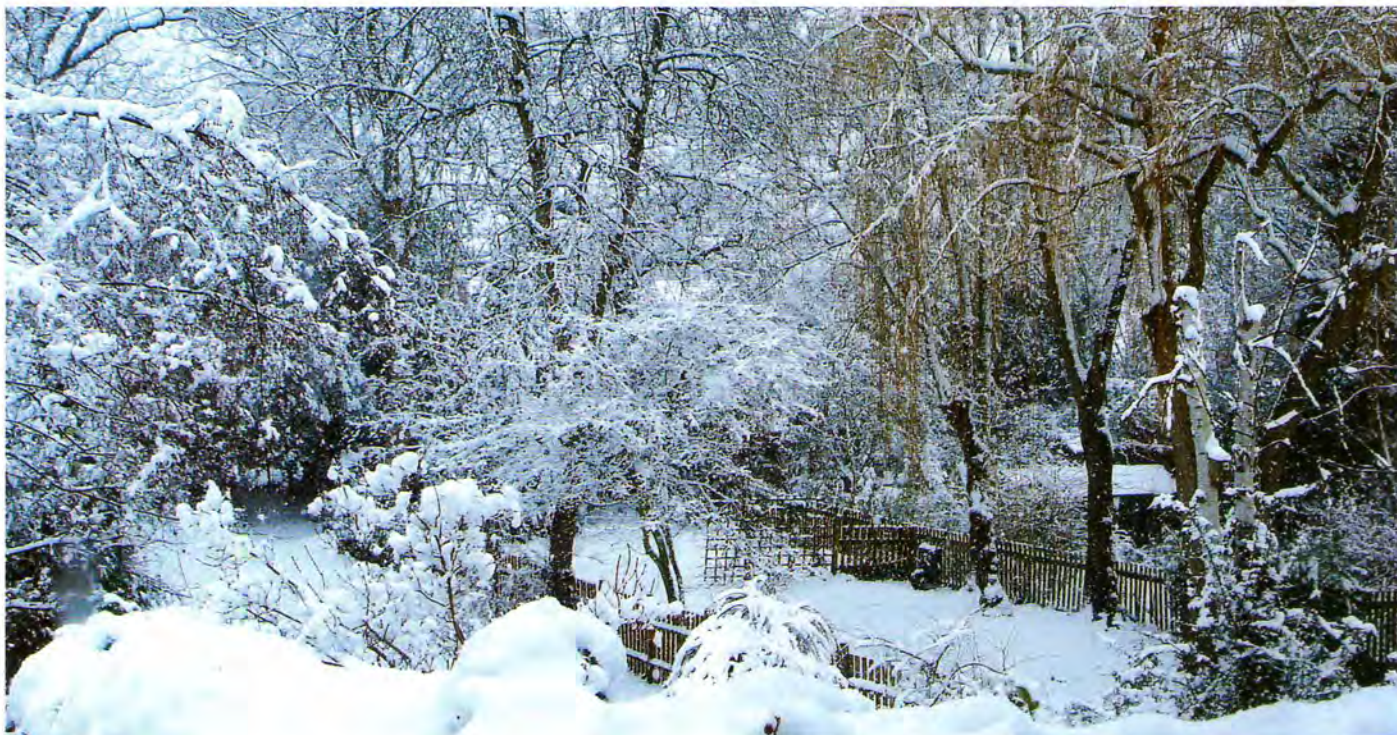
Area Organiser: Sean and Hazel Smeeth

Last time we sat down to write this we were anticipating our Christmas Meal. Well, it did happen, just slightly later than we expected!

It was postponed to January, due to heaps and heaps of snow, and whilst most of us would have happily made it in our Landies, we couldn't say the same of the chefs and waitresses, in less enlightened vehicles! We eventually had a fantastic meal, with the biggest turnout that we have had so far for the Christmas meal, so great to see everyone there, including some members who made the journey from Essex!

Some of us also went over the water to visit our neighbours in Essex for their Christmas meal, great food and even better company, so thanks for the invite! A few of our number also visited Brooklands.

Our micro site has now been updated, and our events are coming together for next year, please take a look if you would like to join us! If you don't have internet access, please contact us, on 01732 763900, and we will send you a copy.



New Forest & Solent

Area Organiser: James Williams

For the latest New Forest & Solent Pub meets visit the events page on the New Forest & Solent Microsite at: www.series2club.co.uk/newforest

Email Address Reminder

We now use email as the primary point of contact regarding local events/activities happening in your area. Can all members who **DO NOT** receive emails from myself please contact me via newforest@series2club.co.uk to ensure that I have your current up to date email address so that I can add you to my mailing list.



North West

Area Organiser: Karin Quarrie

Christmas dinner was a grand affair with a distinct lack of snow - disappointing! We had had an unusual amount of snow in Warrington, that was missing for the festive meal. We all met at The Wellington Park Hotel in Leyland, where we were greeted by festive tables and a room to ourselves. Snow had stopped us from dropping off a deposit, but the hotel were happy to accommodate us despite this, and meals were ordered by e mail and phone calls. Once again, just enough raffle prizes were donated to allow one each for adult and the children received a selection pack each. Much fun was had selecting unknown prizes as all arrived wrapped. Many thanks to all those who took part in this and donated prizes. A few arrived by Land Rover to advertise the fact we were there, by small oil spots in the car park.

Of course just after that we got snow. Five inches and temperatures around -15 most nights. No drips from Betsy's roof as it was frozen, but the most amazing orchestra of cracks as metal flexed and ice cracked.

Driving to Chester one cold morning, I scraped the ice from the windscreen, mirrors and rear window - the windows were of course frozen shut! By the time I had reached the dual carriageway, all windows were frozen again and as I drove I was scraping ice from the inside of the windscreen. To get onto the motorway, I had to open the door and check that there was nothing in my blindspot, though luckily (no surprises) not at high speed! It certainly made driving interesting.

I have to say though Land rovers were everywhere and all sorts of different ones, which probably never normally come out. The cars just slid all over, but all the Series' started, and stayed out on the road. A triumph for Series Land Rovers!



South Wales

Area Organiser: Alan Spolton

I have been looking after the area for just over a year now. While the area has been quiet for a long time previous to this, I hope that with your involvement we will be able to make the area more active in the future.

To this end I would welcome any members, either new or current contacting me with any ideas they may have for events within the area, for example local shows to attend. Due to the large area I appreciate that it may not be possible for you to travel to some events, and would welcome any members who are interested in running an event local to them, (wherever it may be within the area), contacting me so that we can make the appropriate arrangements.

I look forward to developing the area into one of the more active areas within the club with your support.

I can be contacted on southwales@series2club.co.uk or via the club postal address: South Wales, BM 7035, London, WC1N 3XX.

South West

Area Organiser: Clive Withey

Hi, my name is Clive Withey and I have just taken on the role of area organiser for the South West Region covering post codes EX, PI, TA, TQ and TR.

My first recollection of a Land Rover was seeing a local farmer in, what I now assume was a Series 2, as it was in the sixties. It wasn't so much the Land Rover I remember, it was the fact that the farmer was a pretty short bloke and needed a cushion on the seat so he could see out of the windscreen - even with the cushion you could only just see his head. I recall my Mum in fits of laughter over this, which I expect is the real reason the memory has stuck with me. Now it is me trying to see out of the windscreen, although I haven't resorted to cushion yet!

My first four cars were classics: an Austin A-35 in 1978, followed by two A-30s and a Triumph Herald 1200. A string of company cars followed and as I no longer had the time for cars I got into classic motorbikes and now own five (All now on SORN's due to the Landy taking over!!).

My wife went out and bought me a Royal Enfield 250 for my 40th Birthday and then my Landy for my 50th, which I have now owned for nearly three years. It is an ex-military 2A 88 with the registration GUF 963D, and I go by the name of GUF4 on the forum simply because I am the 4th owner. For my 60th I am asking for an E-Type Jag, I got an Airfix E type for Christmas and will let you know if the real thing comes about in seven years time.

GUF is by no means pristine and never will be - I do all the work myself but only in between earning money and the renovation our house and only in nice weather as I don't want to get cold anymore.

I don't know too much about the history of the South West area apart from the fact that it has been pretty dormant for a while. I did contact the last area organiser when I first got GUF and he told me that interest was dwindling and he wasn't sure if the pub meets would start again, the next time I contacted him he told me he had given up the role.

I am based just outside Taunton, Somerset and to start with I will do my best to get a pub meet organised close to home.

My personal feeling is the area is simply too big for one pub meet, so it would be great if between us we can sort another two other pub meets - my first thoughts are one for Devon and one for Cornwall. I will be very grateful to hear from anyone who would be prepared to help with this and I can see on the forum that a few of you Devon and Cornwall guys are chatting about trips out.

Given that not much has been going for a while and that I have never done anything like this before I think things will, for sure, need to be one step at a time. Moving on from the pub meets I hope we can sort some Green Lane trips, camping weekends in different Counties within the SW, along with drive outs to places of interests and shows etc. Hopefully we will get to a point where the members of all three counties can get together.

As soon as I have organised a suitable pub to meet I will contact all SW members, either via email or post if email is not applicable with the info. It will also be posted on the forum. I am really hoping there will be sufficient interest, especially as there are a fair few of us in the South West. Once the Pub meets are up and running we can take things from there.

In the meantime I look forward to hearing any other ideas that you may have and what it is you would like to do. If anyone knows of any shows that could be of interest I will be grateful to here of these as well.

I can be contacted via email at: southwest@series2club.co.uk, via the club postal address: South West, BM 7035, London, WC1N 3XX or on the forum, under the username GUF4.

New Years Run

Words by Phil Stevenson

Once again the Anglia region members (along with members from other regions) gathered in a chilly car park on the first morning of the New Year for the annual (and now traditional) first greenlane run. Somewhere in the area of thirty vehicles turned up and split into smaller groups to head off into the forest.

Several members who normally attend were unable to due to winter illnesses, most notable amongst these were Paul Cupit (of Pickles fame) and Alan "Wittsend" Jones. Thanks must go to Alan however, for having sorted out routes once again, while Pickles' absence meant we were able to enjoy a breakdown free day!

Wet weather meant that sections of the tracks were rather muddy and slippery but nearly all had a nice hard surface a couple of inches lower. The beauty of the tracks around Thetford Forest is that if you don't fancy tackling some bits of it there is usually an alternative route around the bumpier or muddier bits!

After the mornings activities we descended upon The Deer's Leap pub in the centre of Thetford for liquid refreshment and a spot of lunch. I can highly recommend the steak baguette and chips! After lunch, and the opportunity to catch up with friends, we headed off to do the afternoon lanes.

By the end of the day, there were many slightly mucky Land Rovers with contented, tired owners making their way home from the forest. I am sure that this event will happen again for 2012, and I for one am already looking forward to it!



Buying a Series 2(A) Land Rover

Words by Alex Thorpe and thanks to S2C members for their photos

Over the next few issues we are going to provide a guide summarising some of the main points to consider when buying a Series 2(A) Land Rover, broken down into the major components. With these vehicles being between 39 - 52 years old, many having tens of owners there are many pitfalls that can leave the unwary buyer with a lot of work to do to get a vehicle to the condition they thought it was in when buying it. This can be more of a problem with Land-Rovers than many other vehicles with the aluminium body combined with them being a robust vehicle hiding many problems that would have sent other vehicles to the scrap yard years ago.

In order to keep these guides to a sensible length it is not possible to go into a lot of detail, or even cover all of the points. As such these guides will aim to cover what I consider to be the main points relative to each area, not to provide a definitive guide to all the possible problems and items to check (that would fill a few years worth of B2L's). When considering a purchase it is therefore advisable to do further research on the possible problems applicable to the vehicle you are considering (especially if it is one of the rarer models). You will be able to find further information on a particular problem or question via the club technical officer or the club forum, or one of the many manuals available. It is strongly recommended that if you are unfamiliar with Series 2(A) Land Rovers you take someone who is along with you to inspect your potential purchase (you may be able to find a willing volunteer via your area organiser or the club forum), or even better get it professionally inspected.

The chassis and bulkhead

Everyone has probably heard or seen mentioned somewhere that they don't rust. Anyone who has owned a Series Land Rover, for any length of time, will attest to that fact that that couldn't be further from the truth, even when considering the aluminium body (though technically this doesn't rust, it does still corrode).

Some of these problems are easy to spot as soon as you see the vehicle, others not so, particularly bulkhead problems. As well as assessing the condition of the components it is worth establishing whether there of an appropriate age to be on the vehicle or not.

Are the components correct

Establishing if the components fitted to the vehicle are those you would expect for it's age is important, not just from an originality point of view, but also to satisfy yourself the vehicle is the one the documents claim it is. The chassis and bulkhead can allow quite accurate dating of a vehicle if the details are known. It is not possible to cover these detail changes and the time lines of the changes here, however they are detailed on the club forum. Details of acceptable changes to the standard vehicle are not discussed here as these will vary from country to country. It is worth familiarising yourself with the relevant rules in your country before viewing a vehicle to avoid buying something that does not comply with them, and may cause you problems in the future.

The chassis - Corrosion

Made from a mild steel and subjected to road muck, and off roading debris (and often filled with mud by driving through muddy water), the hard to reach parts of the chassis are the ideal place for corrosion to start. As a general statement the chassis will rot everywhere. Check it all. In my experience, 109 chassis rails seem to suffer badly from the bulkhead back. This corrosion needs repair panels fabricating as none are available for this area. 88 chassis rails seem much better, only really being a problem from the rear bump stops back. A rear quarter (or half if you can find one) chassis can be purchased which will rectify this problem. The areas around all four bump stops are prone to corrosion as mud can be trapped here, so check these areas carefully. The rear spring mountings onto the chassis rail of an 88 are also prone to corrosion, as

these also trap mud and water. While looking at the main chassis rails check the front dumb irons (front of front spring mounts), another common area for corrosion. While checking these, if they have not been replaced check the chassis number matches (Location is shown in the front of the manual). Corrosion in this area can often stretch as far back as the front cross member and steering relay mounting. All outriggers on both 88 and 109's rot as do the chassis cross members, check them all. Replacement outriggers are readily available (with the exception of 109 bulkhead outriggers, which are harder to find - I've only found them via my local LR dealer). If paying someone to do the work the costs of replacing these can quickly add up, so bear this in mind as well as the parts cost. The rear cross member will also happily rot, this is usually quite obvious, however beware of chequer plate covers, they could be hiding a rotten cross member. Replacements are available however fitting can be time consuming due to poor access to the top of the chassis.



A couple of examples of classic chassis corrosion (above).

The bulkhead – Corrosion

As with the chassis there are many places the bulkhead can, and often does rot. The most common problem area being the footwells, these are subjected to muck and salt from the outside and condensation from the inside, made worse if floor mats are fitted. Inspect these carefully, from both sides, it is not unusual to see a repair over the top of the rotting original - if this is the case plan for it's replacement properly. Check carefully where the splash panels join (from under the bonnet) as this again forms an effective trap for muck and water, slowly rotting the panel. Repair panels are available in varying degrees of accuracy depending on what you want. Check any repairs here have been welded, and are not panels bolted/riveted over the rust. Door pillars and mounting feet also rot. The latter can only be seen from underneath. Check both the inside and outside of the door pillar. These commonly rot when the drain hole in the base blocks (even if yours are not rotten, check this is clear, or they soon will be). Repair panels are again available for these areas. The top corners of the bulkhead near to the windscreen mounts also rot, again repair panels are available. The top rail of the bulkhead and area around the vents rot where the seals mount, and on later vehicles the wipers. These areas are difficult to repair, with no panels being available (if anyone knows otherwise please let us know). These areas are a complex shape with a double skin, so check them carefully for corrosion.

Inspecting the components

The first thing to remember here is that a vehicle having an MOT does not mean that it is not suffering these problems. For example, carpets in the footwell can conceal rust from the tester (they cannot dismantle any of the vehicle to check), or chequer plate on the rear cross member can conceal rot. So check it as you would a vehicle without an MOT.

When considering a project, the condition of these components may well be poor, and in this case the corrosion in many of these areas will be easy to see. At the other end of the scale the vehicle may have a new galvanised chassis (and maybe bulkhead - check it for warping, it is a potential problem when galvanising them), then these areas should be solid (BUT galvanising does not guarantee there won't be rust, so it's still worth checking).

The difficulty comes with vehicles which fall within these two categories. These vehicles have often been patched up to pass MOT after MOT, and it can be difficult to assess their true condition.

- Look for any obvious bodes, the old tricks of fibreglass repairs, wire mesh and filler all apply here - if an area looks repaired then check it is steel - a magnet is good for this.
- Check welded repairs have been done well.
- Check the panels are welded on if they should be, for example footwell repairs should be welded not riveted (or glued...yes I've really had that one, similarly check what looks like weld is, silicon sealant covered in under seal can be made to look quite like it ...I've had that on a vehicle as well)
- Check the position of repair parts, such as door pillars, outriggers, dumb irons etc. The workshop manual provides measurements locating all of these components.
- Be wary of freshly applied under seal, it may well be completely innocent, but it could also be hiding things.
- Be wary of large patches welded over the chassis. These are not ideal as the corrosion continues behind the plate, weakening the metal it is attached to, leading to another plate being added and so on. Ideally the rust should be cut out and replaced by new metal.
- When checking repaired footwells

check the strengthening plate around the pedal box's has been replaced, this is often left off.

Conclusions

This guide provides a introductory summary of the aspects I would consider to be the main ones to look at (well those that I've not forgotten about!)when looking at a potential purchase with respect to its chassis and bulkhead, and will hopefully help you in choosing a suitable Series II(a). It is worthwhile re-iterating the point that it is advisable for anyone not familiar with the vehicles to either take someone along who is, or even better get the vehicle professionally inspected.

Part 2 of the Buyers Guide will be available in the next edition of B2L.



More shots showing the various forms that rot can take within the chassis and bulkhead (above and left).

Overdrives- The Benefits, Buying and Fitting

Words by Alex Thorpe. Photos by Alex Thorpe and Tony

The benefits

Having had a look around the various internet forums, or taken your Series 2 out on a motorway having been used to a modern car, you may well have concluded that you need an overdrive, but before we look at the things to look for when buying one, do you really need one? Below are some things to consider while deciding if it is really worth purchasing and fitting one. This article is based around the choice of a second hand Fairey overdrive, though some aspects will be applicable to other overdrives.

Fuel Economy - While the OD reduces engine speed significantly, and this is often sighted as a reason for improved economy, it is necessary to use a larger throttle opening as the engine has less power at the now lower speed. As fuel consumption is dependant on engine speed and load (thus indirectly throttle opening) there will be a speed above which the lower engine speed afforded by an overdrive benefits economy, and below which it reduces it. My experience (with a non-standard 2.25 petrol) is that this point is around 50-55mph (this will probably be slightly lower for a standard engine). With a second hand overdrive being around £300+ it is worth considering the use you will put the vehicle to and the payback time of it.

Noise - Another of the reasons for an overdrive is that the reduced engine speed reduces the noise from the engine. While it is indisputable you will reduce engine noise, unless you buy a new overdrive (such as the Roverdrive from Rockymountain Spares [1], or a new Fairey unit from Rovers Down South [2]) or are very careful with your second hand purchase you could very well cancel out any engine noise reduction with increased transmission noise from the overdrive. If at all possible test drive it, otherwise, are you any good at gambling?

Wear on components - Another often sighted benefit to the overdrive is reduced wear on components. While the speed of the engine and spinning parts in the gearbox may be

reduced, this does not necessarily result in reduced wear. The components are still transmitting the same power, so at a lower speed will be transmitting more torque. Will you do enough mileage for it to matter?

Flexibility - Probably one of the main advantage points of an overdrive comes where the Land Rover is required to operate under varied conditions, for example cruising at 70mph on a motorway, but also pulling a trailer, with the standard engine. In this case a high ratio diff, would severely compromise the latter use, while the standard gearing prevents the former. In this case having the flexibility of both sets of gearing is a big advantage. Similarly the overdrive can act as a splitter gear when running heavily loaded, helping performance up hills. But if your engine isn't one of the standard engines and can cope with the higher gearing then a better solution maybe a high ratio transfer box, or higher ratio diffs. Likewise if you don't require the vehicle to be able to operate under such varied conditions then, either the standard gearing, or a permanently altered gearing (e.g higher ratio diffs) could again be a better (cheaper) solution.

Reliability - Buy a good one and it won't give you any problems, buy a bad one and it can cost you a lot of money to fix it (if you can get parts, availability for the Fairey unit is reasonable, others older ones not so, it is worth checking before making a purchase if you are looking at any of the others). Properly maintained there is little to worry about. They have a relatively small oil capacity, so it is essentially that the oil is changed as per the manufacturer's recommendations. Due to this small capacity external leaks, or leaks internally into the transfer case can very quickly lead to them running low and, the associated potential damage.

Will it fit your gearbox - while this might sound quite obvious, it is worth a check. The overdrives will not fit the '1 Ton' transfer box, so check that you don't have one before purchasing an overdrive.

Buying an Overdrive

Now that you've decided you really do want an overdrive there are a few things which you should look out for when buying one;

- Has the overdrive been maintained properly - ask the seller how many miles since its last service (service interval is 6000miles). Check the oil level, as previously mentioned these units have a small oil capacity so even small leaks can quickly lead to low oil levels, and potential for expensive damage. Check the colour of the oil, if it looks burned it may have been run low on oil, or not been serviced for a long time
- As with any purchase check the general condition, has it been all nicely cleaned up (possibly hiding major oil leaks) or is it still slightly dirty from use
- Check for oil leaks, there are two main seals, one between the output gear and casing and one between the mainshaft and output gear. Replacement seals are available (around £20), but the unit needs dismantling to fit them. Leaks from the selector shaft or rear cover only require the replacement of O-rings to fix, and are quick jobs to do. These could however be bargaining points
- Test it, If at all possible go for a run with it in the vehicle. Listen for any untoward noises (rattles, bangs, whining when engaged or disengaged - both are common). Check it holds the gears while going from drive to overrun and back. Check for smooth engagement, they are fitted with synchromesh and should engage smoothly. Synchromesh can wear leading to crunching on engagement/disengagement. Check it at sensible speeds, whining in particular may not be evident around town at 30mph. If you can't do that as its been removed then at least turn it over by hand with it engaged and disengaged. It should run smoothly and quietly. Any roughness or clatter could be an indication of problems
- Check the input splines to the unit very carefully. This is a common area for wear. While a small amount of wear will lead to some transmission backlash, as the wear increases

(and it will, once noticeably developed), it will reach a point at which the splines fail. Once this has happened you have no drive. You will also need a new clutch sleeve and mainshaft (both are available). The clutch sleeve is relatively cheap to replace (£75 [1]), but be aware that if this is worn and needs replacing the mainshaft will almost certainly be equally worn. Replacing the mainshaft (£182 [3]) involves a complete strip of the overdrive. Figure 1 and Figure 2 show an example of wear to the clutch sleeve and mainshaft (this is an LT95 overdrive, but the principle is the same). This unit is highly likely to fail in the near future. The splines should be of a uniform shape (as shown in Figure 3 and Figure 4). If there is noticeable wear in these splines, walk away and find another, better, overdrive or be prepared for an expensive rebuild

- Try to ascertain the use the unit has had, if its spent its life being a V8 towing, it will probably be in a worse condition than one that's been sat behind a 2.25d (given similar maintenance)
- Check that it is complete. Does it come with all of the linkages and levers, and if your fitting it to a 6 cylinder check the appropriate bracket is with it (the original fits both, but the manual recommended the removal of the part needed to fit it to the 6 cylinder if fitted to the 4 cylinder).

Fitting the Overdrive

Fitting of the overdrive is in itself a relatively simple task, instruction manuals are available on the internet [4]. There are a few points worth mentioning here;

- The gearbox mainshaft nut must be torqued to 100Lb/ft, a special tool is available to fit this nut (Part no 600300). It is essential this nut is correctly tightened, if it is slack it will allow movement of gearbox parts, and potential gearbox damage
- The standard nut lock tab will require the unused tabs cutting down, if this is not done they protrude above the clutch sleeve splines preventing the overdrive being fitted
- The splines of the clutch sleeve use a special lubricant (Anti Scuff Paste), it is essential that this is used (A normal grease, or oil is not a suitable alternative - these cannot withstand the conditions in this contact, and will lead to bare metal contact) to

prevent wear to the splines as shown in Figure 1 and Figure 2

- Once fitted, it would be a useful precaution to change the oils (transfer box and overdrive) after a short mileage, to remove any metal particles which may be present from the gears running in
- You must also remember to tell your insurance company you have modified your vehicle.

Summary

Fitting an overdrive to a series Land Rover can in many cases be a worthwhile addition, however it is not necessarily the perfect solution to making life with a Series 2 better that it may first seem. As with any upgrade to the vehicle there are always drawbacks, and advantages, which need to be considered on an individual basis.



Figure 1 – Damaged Clutch sleeve



Figure 2 – Matching mainshaft



Figure 3 – New overdrive Clutch sleeve



Figure 4 – New mainshaft

Overhauling the Fuel Lift Pump - Clarifications

Following last month's article a couple of points have been raised which it would be beneficial to mention here: It would seem that two different repair kits are being supplied under the same part number, one of which is not suitable for this pump. Thanks to the club member who raised this and found a supplier of the correct item [1]. It is therefore worth clarifying when ordering that the kit is suitable for an original Series 2 pump. No mention was made of the seal between the diaphragm and pump lever, in the case of the pump under consideration this seal was in good condition and therefore did not need replacing. If your pump leaks oil from the vent hole in the lower casing this seal is likely to be the cause. If anyone knows a part number for this seal, or a particular kit containing it we would appreciate them letting us know so that this can be passed on to other members. [1] http://shop.dingocroft.co.uk/acatalog/Fuel_Pumps.html

The overdrive is a relatively complex component, and as such there are plenty of areas where problems may arise (particularly considering many of these units are well over 30yrs old), the above article outlines some of these, but my no means all of them - while these checks are a good starting point it is still worthwhile getting a potential purchase checked by someone familiar with them.

References

- [1] http://www.rockymountainspares.co.uk/?page_id=41
- [2] <http://www.faireyoverdrive.com/>
- [3] <http://www.johncraddockltd.co.uk/store/results.php?s=rtc7168>
- [4] <http://landroverv8.com/manuals/seriesIIoverdrive.pdf>

Steering Wheel Restoration

Words and pictures by Ricardo Fragoso

I'm sure that some of you have a steering wheel that has developed some cracks over time and through usage. I will try to explain a simple but effective way to restore it.

First step:

The whole steering wheel must be cleaned thoroughly - white spirit or similar will remove any grease and grime. You must make sure to remove all of the dust from inside the cracks. If you have one, use a compressor to do this part of the job.

Second step:

Get a tube of acrylic glue and apply a little bit inside the crack. This type of glue is very liquid, so apply just a little on each time and let it dry a few hours. Then repeat: more glue and more passing of the hours until the glue is dry and hard. Do this until all the cracks are completely closed. This is a patient work but will be well worth it. A syringe with a fine gauge needle is very useful to get the glue deep inside the cracks. If the crack is very tight (hairline, but still big enough to warrant repair) you can try to open it a little bit with a scalpel or razorblade - this will enable the glue to reach deep within the crack, instead of sitting on the surface.

Having repeated step two on all of the cracks on your steering wheel you will have ensured that structure is now reinforced and secure for many more years of motoring.

Third step:

Using a very soft sandpaper (180 - 240 grit), start to sand away at the excess glue that may have worked it's way out of the cracks and onto the surface of the wheel. Do this until the shape is flush with the original and the surface is very smooth. Pay attention and do not sand the steering wheel material itself, as it's very soft and will mark easily.

Fourth step:

Your steering wheel is now ready to be painted. You can either do this by taking it to a professional paint shop or you can do it yourself.

If the steering wheel still has a fair layer of the original paint on it you may want to take the time to smooth this out with very fine sandpaper (240+ grit), thus removing any uneven surfaces and chips etc. Once the surface of the wheel is smooth, give it another clean down with white spirit (or similar) and apply two thin layers of primer and four thin layers of acrylic paint and, if you wish, a couple of thin layers of lacquer for a hard wearing finish.

Fifth step:

All that remains to do is clean the wire spokes (on earlier models) with polishing wax and there you have it! Your steering wheel looks brand new again.



If you would like more information on the process of restoring a steering wheel or feedback on how Ricardo carries out his restorations, please feel free to contact Ricardo Fragoso via email: ricardo.fragoso@confidentia.pt.

In the next edition of Built Two Last, keep a look out for a Technical Article on Overdrives: the benefits, buying and fitting.

Club Discounts

A comprehensive list companies and services offering a discount to S2C members

We have negotiated a number of discounts on products and services for club members.

If you know of any errors or additions that need to be made to this list, please contact the Webmaster or the Editor, and please remember that we can make no guarantee on these products and services offered, or their quality - that is for you to determine.

Ashtree Land Rover International Bulkhead repairs and panels	5 % off for members
Britcar (UK) Ltd Genuine, OEM, Pattern Land Rover parts	Trade prices for members. Sign up at: www.brit-car.co.uk and contact them to receive the discount.
Craftmaster Paints Leading company for Heritage Transport	10% off for members S2C members need to quote their membership number with their order.
Dingocroft General Land Rover parts	Will vary with the amount spent and your attitude.
Dinitrol Rust treatment	Members must quote the discount code:- LROV2 (or the name of the Club) to receive the discount. Orders can be taken on-line at www.dinitrol.co.uk or by phone on 01234 273388.
Fascinating Finishes Paint and painting materials	10% off for members Email: info@kpaints.co.uk
Footman James Car Insurance	10% off for members Phone, speak to a real person and give ref LRS2 at the end.
Footwell repair panels Now offering more bulkhead repair panels	Speak to Les :- lescromie@googlemail.com , he will do a deal for members.
JA 4x4 Land Rover servicing, repairs and spares	10% off for members Excludes new chassis.
KR Classics Series steering wheel covers	£3 off list price for members Email: rrogchaplin@aol.com
Richards Chassis Period replacement chassis	3% off list price to members
Opie Oils Vehicle oils	15% discount on all oils, greases, fluids & other service items. Delivered to your door. Mention FBHVC discount and use the code: FBHVCOFFER at the checkout.
Quo Digital Mapping software	15% off to members Quote code HFGEC6 at the checkout, only available online.
SmartWater Hi-tech anti-theft deterrent	20% off for members on all orders made over the Internet You will need to enter this code:- LR120H.
Tinley Tech LPG Conversions and installations	5% off for members

Club Shop

From grille badges, to bottle openers and t-shirts, the S2C has something for everyone...

Please send your order, plus a cheque, for the total amount, made payable to the 'Series 2 Club Ltd' to the shop address: **PO Box 201, Runcorn, WA7 3WS.**

- Post and packing charges (for UK destinations) are included in all prices.
- Overseas purchasers, could you 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.

Boiler Suit



Colour: Green or Blue

Size: State chest size

Price: £33.00

Fleece Jacket



Colour: Green

Size: M to 4XL

Price: £23.10

Polo Shirt



Colour: Green

Size: M to 4XL

Price: £13.80

Safari Shirt



Colour: Khaki

Size: M to 2XL

Price: £24.80

Sweat Shirt



Colour: Green

Size: S to XL

Price: £17.70

Baseball Cap



Colour: Green

Size: One size

Price: £8.85

Technical Publications on CD-ROMS

DVD ROM LHP20v - Series 2 model (1958 - 1961)

DVD ROM LHP21v - Series 2A and 2B models (1961 - 1971)

Each DVD ROM has the original Workshop Manuals, Parts Catalogues and Owners Handbooks.

Complete contents on the S2C Website.

Price: £24.00 each

Drawstring Bag

Black bag, with the club logo in gold.

Price: £4.65

Umbrella



Price: £18.00

Bottle Opener



Price: £3.90

S2C Brass Badge



Price: £8.30

Teddy Bear with Logo T-shirt



Price: £7.00

Tax Disc Holder



Price: £1.84

Brass Keyring



Birmingham logo

Price: £5.00



Solihull logo

Window Stickers



Price: £1.50 each

S2C Sticker

Price: 75p each

S2C Ice Scraper

Price: £1.84 each

Trade Directory

Doing a rebuild? Just trying to get your old shed through the MOT?

Some particular parts may be difficult to find, so we've compiled a list of contacts that may be of use to you.

We don't warrant the suppliers, so you will need to satisfy yourself that their products and services are up to scratch.

This information can also be found on the Series 2 Club website, and we try our best to keep everything up to date, but if you notice an error or would like a supplier added to the list please contact the Webmaster or the Editor.

CHASSIS

Richard's Chassis

Tel: 01709 577477

Web: www.richardschassis.co.uk

ENGINES

Cox & Turner Engineering

Tel: 01935 826816

Web: www.coxandturner.co.uk

RPi Engineering

Tel: 01603 891209

Web: www.v8engines.com

Steve Parker (Engine conversions)

Tel: 01706 854222

Web: www.steve-parker.co.uk

Turner Engineering (4 cyl engines)

Tel: 01342 834713

Web: www.turner-engineering.co.uk

TRANSMISSION

Ashcroft Transmissions

Tel: 01582 496040

Web: www.ashcroft-transmissions.co.uk

SUSPENSION

Rocky Mountain (Parabolic springs)

Web: www.parabolicsprings.com

BRAKE AND CLUTCH

Automec

Tel: 01280 822818

Web: www.automec.co.uk

ELECTRICAL

Auto Electric Supplies

Tel: 01584 819552

Web: www.autoelectricsupplies.co.uk

Autosparks (Wiring looms)

Tel: 0115 949 7211

Web: www.autosparks.co.uk

Holden Vintage & Classic Ltd.

Tel: 01885 488488

Web: www.holden.co.uk

Vehicle Wiring Products

Tel: 0115 9305454

Web: www.vehicleproducts.co.uk

Vintage Motor Spares

Tel: 01692 535802

Web: www.vintagemotorspares.com

FUEL SYSTEM

Burlen (Zenith & SU Carbs)

Tel: 01722 412 500

Web: www.burlen.co.uk

Carburettor Exchange

Tel: 01525 371369

Web: www.carbex.demon.co.uk

Tinley Tech (LPG systems)

Tel: 01954 719002

Web: www.tinleytech.co.uk

CORROSION MANAGEMENT

Dinitrol

Tel: 01234 273388

Web: www.dinitrol.co.uk

Rustbuster

Tel: 01775 630958

Web: www.rust.co.uk

NUTS AND BOLTS

LR Fasteners

Tel: 01204 302589

Web: www.landrover-parts.net

Namrick

Tel: 01273 726708

Web: www.namrick.co.uk

Screwfix

Tel: 0500 414141 (freephone)

Web: www.screwfix.com

Spalding Fasteners

Tel: 01522 753444

Web: www.spaldingfasteners.co.uk

EXHAUST SYSTEMS

Rimmer Bros

Tel: 01522 568000

Web: www.rimmerbros.co.uk

TRIM AND HOODS

Exmoor Trim

Tel: 01984 635060

Web: www.exmoortrim.co.uk

LaSalle (Interior trim)

Tel: 01974 831659

Web: www.lasalle-trim.co.uk

Woolies Trim

Tel: 01778 347347

Web: www.woolies-trim.co.uk

REPAIR PANELS

Ashtree Land Rover International

Tel: 01264 333021

Web: www.ashtreelandrover.com

Classic Land Rover Accessories

Tel: 01761 490491

Web: www.classiclandrover.co.uk

YRM Metal Solutions

Tel: 01388 488150

Web: www.yrm-metal-solutions.co.uk

GENERAL PARTS

Brit Car (UK) Ltd

Tel: 01206 804604

Web: www.brit-car.co.uk

Brookwells

Tel: 01752 343443

Web: www.brookwell.co.uk

Dingocroft

Tel: 01494 459964

Web: www.dingocroft.co.uk

DLS

Tel: 01629 822185
Web: www.dls-uk.co.uk

Dunsfold

Tel: 01483 200567
Web: www.dunsfold.com

John Craddock

Tel: 01543 577207
Web: www.johncraddockltd.co.uk

Rovers North

Web: www.roversnorth.com

Paddock Spares

Tel: 08454 584499
Web: www.paddockspares.com

TOOLS**Difflock**

Tel: 0845 1259407
Web: www.shop.difflock.com

Frost Auto Restoration Techniques

Tel: 01706 758258
Web: www.frost.co.uk

MISCELLANEOUS**Baines** (Rubber mouldings)

Tel: 01892 543311
Web: www.coh-baines.co.uk

Framptons (Number plates)

Tel: 02392 264755
Web: www.pl8s.co.uk

Gower Oaks (Instruments)

Tel: 0800 7312456

Speedy Cables (Instruments)

Tel: 01639 732213
Web: www.speedycables.com

Toylander (Scale Land Rover kits)

Tel: 01767 319080
Web: www.toylander.com

Vintage Tyres (Avon tyres)

Tel: 01590 612261
Web: www.vintage tyres.com

Insurance

If you own concourse vehicle or an old rat, you'll need insurance...

The Series 2 Club can not recommend one single insurer, but we have provided you a list of the various companies out there who may be able to provide you with a quote.

Remember to shop around and don't settle with the first quote you get.

Adrian Flux

Tel: 0800 5053000
Web: www.adrianflux.co.uk

Allstyles Car Insurance

Tel: 01206 821330
Web: www.allstylescars.co.uk

Carol Nash

Tel: 0800 8047955
Web: www.carolnash.com

Footman James

Tel: 0845 4586745
Web: www.footmanjames.co.uk

Lancaster

Tel: 01480 484801
Web: www.lancasterinsurance.co.uk

NFU

Tel: 0800 282652
Web: www.nfumutual.co.uk

Peter Best

Tel: 01621 840400
Web: www.peterbestinsurance.co.uk

RH Specialist Car Division

Tel: 01277 206911
Web: www.rhclassicinsurance.co.uk

Sureterm Direct

Tel: 0800 9992300
Web: www.sureterm.com



FOOTMAN JAMES
Insurance specialists. At your service.

Discounted insurance rates for Series 2 Club members.

Contact Footman James on:
0845 223 6146

Quote reference: LRS2
(to ensure Club Discount is applied)



Series 2 Club

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07761 708696 - www.series2club.co.uk

CLUB OFFICERS

Chairman	Bob Sutton
Vice Chairman	Alex Thorpe
Secretary	Mike Buss
Membership Secretary	Dave Snape
Postal Secretary	Stuart Abram
Treasurer	Vaughan Hartridge
Magazine Editor	Alys Rackham-Wyatt
Vehicle Registrations Officer	Dave Dutton
Historical Records Officer	David Barker
Technical Officer	Mark Rumsey
Shows Officer	Frank Dunhill 01797 362960
Shop Manager	Carol Buss
Webmaster	Alan Jones
IT Administrator	Chris Scott

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Memberships	membership@series2club.co.uk Tel: 01925 722286 or 07891 484910

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westmidlands@series2club.co.uk
Tel: 07799 622414

Please keep your phone calls to sensible times, between 6 & 9pm is best, unless you have made a prior arrangement.



Bernard Cooper's LAH having a rest in the snow



Fording at Glandford Mill, Norfolk

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