

SUMMER 2011

£4.00

BUILT TWO LAST

FIFTY YEARS ON THE ROAD



THE STORY OF NUMBER 4

MEMBERS' MOTORS

LANDY WIDOW PT. 3





Simon Evans cleaning his Series 2 in July 1981



Somewhere to dry out after surfing in Cornwall

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Who we are and what we do

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.

The show season is at its beginning and already there have been a number of shows well attended by the Series 2 Club and its members.

A number of our better attended shows are happening in the next week or two, so make sure you check out the **Events listings** in the **News** section.

You will also notice that the News section has expanded slightly to incorporate snippets of relevant news from within the club and from our members. If you have anything you'd like to be added as a future News article, please get in contact via the usual methods, this could also include events happening around us in the larger Land Rover-ing world.

August sees the annual International Rally, hosted this year by the New Forest & Solent area, at Sixpenny Hadley. The **International Itinerary** is available on page 14 of this edition and should prove helpful for those who are already attending, and for those who are considering making the trip.

Please also make sure you familiarise yourself with the **AGM agenda** and fill in your **proxy voting form** if you're unable to attend in person on the day.

This edition also features the third instalment of the popular "**Despatches from a Landy Widow...**", written by Karen Clements. Another great read.

Some of you will have followed, with interest, the details that have emerged surrounding the discovery of the earliest known Land Rover. James Williams, the owner, recounts the **Story of Number 4**.

This edition's **Members' Motors** sees a bumper crop of Series Land Rovers, including a very nice Series 2A Station Wagon from Africa.

Lots has been going on in the various club areas since the last edition of B2L, and you can read more on the **Area Updates** pages, along with the **Kent to Wimereux** trip report.

Finally, I'd like to say thank you to **Christian Kuranda** for the wonderful front cover shot from the Sahara and **Phil Stevenson** for the superb Forward Control rear cover sketch.

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 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 spelling and grammar, where possible.

SERIES 2 CLUB LTD. Company limited by guarantee.
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Registered Office: Blinder House, Flagg, Buxton, Derbyshire. SK17 9QG

Club email: secretary@series2club.co.uk

Club website: www.series2club.co.uk

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



Chairman's Chat

Words by Bob Sutton

With luck we will have a good summer this year, weather-wise. I'm really hoping that the Easter weekend was not it, I simply didn't get enough time to enjoy the weather.

Plans are afoot to expand the fleet, but the best laid plans do not always work out the way we would wish. So, if you see me trundling around in something that is not bright yellow the plans have succeeded.

The plans for this years International Rally are well laid and the New Forest & Solent members have been really busy. So if you have not already booked your place I'd get that form in the post ASAP. I'm already thinking of the BBQ that has been arranged! I do admit I am very easily pleased, a gathering of Land Rovers coupled with a pile of food and some choice beers and I am very happy. In case I don't get a chance, well done ladies and gentlemen of the NF&S area.

The committee are busy looking ahead for next years International, which should be in the north of the country. Several locations are being looked at as I type. We are even thinking about 2013, so put a reminder on your calendars to keep August free next year and the year after. More details will follow, hopefully we have a venue and dates ready to be announced at this years Rally (for the 2012 event).

As life moves on demands on our time changes, my recent move has meant a lot of extra work and plenty more to come. As a result I have been forced to look at how much time I can give to the club and come to the conclusion that something had to give. I'm therefore not going to stand for re-election as Chairman, time to allow fresh blood to take over the reins. So I'd like to take this opportunity to thank the committee members, past and present, for their help and support over the last two years. They have put in a tremendous amount of work to keep 'our' club running for our collective benefit. So, "thank you" guys and girls.

Before the Essex area members cheer too loudly they will not be getting rid of me as I'll carry on doing my area

organiser bit for sunny Essex. Which means this will be my last rambling "Chairman's chat". A lot has happened in the last two years. Everything from a change in Government, to escalating fuel prices (they seem to go up faster than ever), the loss of old friends and the making of new ones. Some have moved house, changed job and expanded families. The only constant seems to be that unfinished project. No, I don't seem to have made a lot of progress on the Lightweight! It has moved, and the top rail has been galvanised, the doors painted. But I have to come clean here, the painting of the doors was done by my brother and the galvanising was organised by a couple of members in Essex. Which is what the club is really all about, the common interest and 'love' of our old Land Rover products and the willingness to help each other out. I've moved quite a few bits of rust about in that time, most of which belonged to other members. Although I am sure they would describe the items as valued and useful parts, to be honest some looked so useful that I was tempted to say they had been lost in transit so I could keep them. Judging by the state of my 'shed' I don't think it would be that easy to store any more quality pieces of British engineering excellence!! Alas I have been banned from storing said items in the house, that was part of the deal. Somehow that deal has also meant the possible acquisition of another Land Rover, although there appears to be some form of conspiracy that this particular addition to the fleet will be a non-standard colour. Rest assured that I will do my utmost to ensure that the final colour will be one of Land Rovers standard colours and not bright pink as has been muted! I do fear that I may have to adopt a disguise if I cannot thwart this plan. Knowing the main conspirators I do have a back-up, just in case I am out manoeuvred.

May I take this opportunity to wish you all well for the future and hopefully I'll be able to share a drink (or burger) with more of you at various events in the coming months.

News

The latest news from the Club and Land Rover worlds

Renewals letters by email

From Mike Buss - Club Secretary

Some members may have received their first renewal letters by email. We hope that this will help members to renew their memberships more easily, and save money for the club, especially for overseas members. Recent increases in the cost of postage are significant, so this will help us significantly. This will also save time for Dave, our membership secretary! Hopefully, your questions are answered below, but you can contact me on 07761 708696 if you have further questions.

Q) What if I don't use email?

A) If we don't have an email address for you, then a paper renewal will be sent by post in the traditional way.

Q) What if my email address has changed?

A) Please update us by contacting membership@series2club.co.uk with your new email address. Please make sure that we have your membership number in the email. Otherwise, we hope you will renew when you get the posted reminder letter.

Q) What about my private information?

A) The email will usually include your email address, first name(s), membership number, first line of your postal address, and the payment due. Your private data is protected in accordance with the data protection act.

Q) My spam filter might catch the email? Or the email does not get through?

A) If the email does not reach you, then you will get a posted reminder letter. We've done as much as we can to make sure that the email gets to you - but it's not a perfect system.

Q) What about reminder letters?

A) These will be sent by post for the foreseeable future.

Q) How can I pay?

A) We take cheques, Postal Orders, VISA and MASTERCARD credit and debit cards, and have recently added PayPal payments for membership renewals.

Q) I would rather continue to have a posted renewal letter.

A) Please contact Dave on 01925 722286 or Mike on 07761 708696, and we will ensure that you won't get the email renewals.

Area Organiser vacancies

We all know that the club Areas, and the activities held within them, are a huge benefit and attraction of being a member of the Series 2 Club.

At the moment we are looking for three members to step up and take on the Area Organiser roles for:

- West Midlands
- East Midlands
- Yorkshire

If you think you'd be suited to the role of Area Organiser or would like to find out more about what the role would entail, please get in touch with Alex Thorpe, Vice Chairman at vice_chairman@series2club.co.uk or via our postal address: Series 2 Club Ltd. BM 7035, London, WC1N 3XX.

Calling all photographers!

Towards the end of this year, a Series 2 Club wall calendar will be available for sale, but at present we 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, 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.



Wimereux Charity Run - a big success

The 2011 Charity Run saw 36 Leaf Sprung Land Rovers driving from Kent to Wimereux France in aid of two Kent based charities: St Christopher's Hospice and Dorton House and children's blind school in Sevenoaks.

To date, the money raised stands just below the £2,000 figure, with a superb £697 being raised at the special charity auction.

The event "Rally Awards" were presented to:

Best Land Rover - Richard Beddall

Most Original Land Rover - Robert Sargeant

Furthest Travelled - Roy Monk

I can't believe it got here - Glen Rowden

Congratulations to all who took part and raised money for two very worthy causes.

Stolen- 1965 Towtruck project & Defender 90

A Stockport based member, Adam Rickett, has recently had his 1965 109" Ex-Aberdovey Towtruck stolen from a small holding in Mid-Wales.

Members are urged to keep an eye out for various body panels in light blue, sign-written in yellow, a homemade recovery crane and truck cab roof. If you notice any of these panels at shows throughout the summer or coming up for sale in classified ads etc, please contact the Editor ASAP and the details will be passed onto the owner.

Another Series 2 Club member, Glenn from Liverpool, has recently had a Azure Blue Defender 90 stolen, with the registration of **M902 MEP**. If anybody sees this vehicle up for sale, being broken or being used please contact Kirkby Police Station (Liverpool) on 0151 709 6010, quoting the crime number: 0511076076.

Both of these recent thefts hi-light the importance of vehicle security and the awareness that Land Rovers are regularly targeted by criminals. If you notice any suspicious activity or suspect stolen Land Rovers or parts are being sold, please consult with your local Police force and make other members in your local area aware, via the S2C forum or by contacting a member of the Committee.

2011 Series 2 Club International

This August sees the yearly S2C International being held at Church Farm in Salisbury, Wiltshire. The rally will be held between 19 and 21 August and is being organised by the New Forest & Solent area.

There are still spaces available, so if you would like to find out how to book, please contact James Williams at new-forest@series2club.co.uk.

Church Farm is a family friendly campsite, boasting superb indoor and outdoor facilities and is close to village amenities and wonderful countryside!

Rally events include:

- Greenlaning trips to Salisbury Plain and Cranborne Chase
- Trip to Poll Quay on the Friday evening (limited numbers)
- BBQ with local beer on the Saturday evening
- Land Rover Gymkhana... and much more!

New Members

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

#	Name	Location	#	Name	Location
1307	Mr. S. Staudinger	Oxfordshire	3541	Mr. R. I. Martin	West Midlands
1821	Mr. & Mrs. M. Murphy	Lincolnshire	3542	R. Van Nifferik. & L. Vroon	Netherlands
3505	Mr. S. Hampson	Oxon	3543	Mr. M. James & Miss S. James	Co. Durham
3506	Messrs. R. & D. Miller	Kent	3544	Mr. P. Everitt	Somerset
3507	Mr. K. Joinson	Clwyd	3545	Mr. C. Nial	Suffolk
3508	Mr. & Mrs. A. Carlisle	County Down, N. Ireland	3546	Mr. J. Byrne	Gloucestershire
3509	Mr. R. Allen	Avon	3547	Mr. S. Thorpe	Oxfordshire
3510	Mr. & Mrs. J. Harding	Cheshire	3548	Mr. G. Evans	West Sussex
3511	P. Allard & M. Stain	Derbyshire	3549	N. Harrison & K Eling	East Yorkshire
3512	Mr. S. Bell & Mrs. S Joynes	Worcestershire	3550	Mr. B. Alldritt	Rutland
3513	Mr. & Mrs. W. Pritchard	Merseyside	3551	Mr. D. Mack	Leicestershire
3514	Mr. B. Saunders	Monmouthshire	3552	Mr. & Mrs. K. Darby	Shropshire
3515	Mr. A. Faller	Germany	3553	Mr. A. Adam	Gloucestershire
3516	Mr. & Mrs. W. Nesbitt	U. S. A.	3554	Mr. M. Hasker	Berkshire
3517	Mr. & Mrs. C. Spillane	Conwy	3555	Mr. D. Shone	Derbyshire
3518	Mr. M. Sidwell	North Yorkshire	3556	Mr. M. Connor	West Yorkshire
3519	Mr. P. Roberts	Cornwall	3557	Mr. D. Hall	West Midlands
3520			3558	Mr. K. Daniell	Kent
3521	Mr. & Mrs. J. Farr	Gloucestershire	3559	Mr. I. Caldwell	Hampshire
3522	Mr. S. Groves	Bristol	3560	Mr. T. Wade	West Yorkshire
3523	T. Satchell & M. Wilson	Isle of Wight	3561	Messrs C. & A. Proctor	North Yorkshire
3524	Mr. & Mrs. P. Mauriello	New Hampshire, U.S.A.	3562	Messrs. R. & P. Foster	North Yorkshire
3525	Mr. & Mrs. G. Marshall	Oxon	3563	J. Brackenbury & H. Ralls	North Yorkshire
3526	Messrs J. & N. Wright	West Midlands	3564	Messrs. R. & L. Forbes	North Yorkshire
3527	Mr. R. Terry	Dorset	3565	Mr. R. Flynn	Yorkshire
3528	Mr. C. Merry	Oxon	3566	M. Shorter & K. Welander	Derbyshire
3529	Mr. T. Lankester	Berkshire	3567	Mr. L. Howard	West Sussex
3530	Mr. J. Thorne	Hampshire	3568	Mr. & Mrs. K. Myles	North Yorkshire
3531	Mr. J. Amos	Warwickshire	3569	Messrs. M. & F. Merry	Wales
3532	Mr. D. Wieringa	Netherlands	3570	Mr. H. Kay	Scotland
3533	Mr. M. Baby	North Yorkshire	3571	Messrs A. & P. Hennessy	Nottinghamshire
3534	Mr. B. Green	Isle of Skye	3572	Mr. M. Breach	Wiltshire
3535	Mr. M. Watson	Lancashire	3573	Messrs. A. & A. Ross	Somerset
3536	Messrs. D. & L. Hall	Lancashire	3574	Mr. & Mrs. T. Chapman	Derbyshire
3537	Messrs. R. & D. Thorley	Cheshire	3575	Mr. N. Randle	Dorset
3538	Mr. J. Lyes	Oxon	3576	Mr. & Mrs. D. Walton	Northamptonshire
3539	Mr. P. Booth	London	3577	Mr. P. Proctor	Cambridgeshire
3540	Mr. & Mrs. D. Walker	Shropshire	3578	Mr. & Mrs. L. Bell	Morayshire, Scotland

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.

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.

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
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.
19 June 2011	Raby Castle Classic Vehicle Show	Raby Castle, Staindrop, Durham. DL2 3AH.
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.
2 - 3 July 2011	Essex Summer Camp	Gosfield, Essex. Contact Essex AO, Bob Sutton for more information.
2 - 3 July 2011	Newbury 4x4 Summer Show	Newbury Showground, M4, J13. RG18 9QZ.
9 - 10 July 2011	Woodcote Rally	Woodcote village, Oxfordshire. RG8 0PG.
15 - 17 July 2011	LRO Show Billing	Billing Aquadrome, Northampton. NN3 9DA.
17 July 2011	Darling Buds of May Show	Buss Farm, Bethersden, Nr. Ashford, Kent. TN26 3EQ.
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.
31 August - 4 September 2011	Great Dorset Steam Fair	Tarnat Hinton, Dorset. DT11 8HX.
3 - 4 September 2011	Coast - to - Coast Run	Blackpool to Whitby. Contact NW AO, Karin Quarrie,
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.

Series 2 Club AGM 2011

Everything you need to know about this year's AGM

Series 2 Club Ltd - Notice of Annual General Meeting

Registered Number 2451020

The Companies Act 1985

By order of the Board of Directors

Notice is hereby given of the Annual General Meeting of the Company to be held at the Club International, Sixpenny Handley, Dorset, SP5 5ND, on Sunday 21 August 2011, commencing at 2.30 pm.

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

Notes

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

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

Agenda for the Annual General Meeting of the Series 2 Club Ltd

To be held on August 21, 2011, 2.30 pm, at Sixpenny Handley, Dorset, SP5 5ND.

1. To receive apologies for absence.
 2. To approve the minutes of the last Annual General Meeting of the Company.
 3. To deal with matters arising from those minutes.
 4. To appoint Messrs. James Stewart and Company Chartered Accountants, as accountants of the Company and to authorise the Directors to fix their remuneration.
 5. To receive the accounts.
 6. To empower the committee to conduct a trial to evaluate paid advertisements in the club magazine including creating a post of Advertising Manager and amending rules as necessary to conduct this trial.
 7. To amend rule 15 to read:
"ABSENCE FROM COMMITTEE: Any member of the Committee who absents himself from three consecutive meetings, without sufficient reason in the Committee's opinion shall be understood to have resigned his position. He may seek re-election at the AGM. Area organisers are not required to attend committee meetings, though may choose to do so. However they are strongly encouraged to maintain regular contact with the committee and submit a short written statement on club activities in their area at least twice per annum."
- To appoint Directors, Officers and Committee members.
(Note under Article 35, one third of the Directors shall retire, but may be reappointed. No new person shall be appointed as Director at any general meeting unless not less than fourteen nor more than thirty five clear days before the date appointed for the meeting notice executed by a member qualified to vote at the meeting has been given to the Company of the intention to propose that person for appointment, together with notice executed by that person of his willingness to be appointed).

- a. Roger Horne has retired as a director, and seeks re-election.
- b. Alan Jones has retired as a director, and seeks re-election.

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

Bob Sutton, Chairman
 Carol Buss, Shop Manager
 Chris Scott, IT Systems Officer
 Simon Maltby, Borders Area Organiser
 Toby Farlow, Anglia Area Organiser
 Richard Clarke, Thames Valley Area Organiser
 Rob Eastwood, West Midlands Area Organiser
 Gordon Duncan, Scotland North Area Organiser

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

{None have been received}

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

- c. Kevin Fletcher, Peak District Area Organiser
- d. Paul Mercer, Thames Valley Area Organiser
- e. Phil Stevenson, Anglia Area Organiser
- f. Dan Clements, Borders Area Organiser

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

- g. Felix Jarvis, Scotland South Area Organiser
- h. Michael Trower, Surrey & Sussex Area Organiser
- i. Sean Smeeth, Garden of England Area Organiser
- j. Ivan Plachy, Europe Area Organiser
- k. Mike Buss, Secretary

The following members are seeking election for roles:

- l. Jon Hayes seeks election as Chairman.
- m. Dan Clements seeks election as Advertising Manager, should item 6 be approved.
- n. Scotland North Organiser, should an application be received.
- o. Shop Manager, should an application be received
- p. IT Systems Manager, should an application be received
- q. West Midlands Area Organiser, should an application be received.

9. To receive information about the 2012 international rally.

10. To receive the Document detailing Committee Member Reports for the year.

11. To set a date and venue for the 2012 AGM.

12. To conduct A.O.B.

Items for A.O.B must be received in writing to the company address 14 days prior to the date of the A.G.M.

Note:

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

Proxy Voting Form

For the Series 2 Club Ltd AGM 2011

I/WE _____

of _____

Mem. No. _____

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

_____ of

or failing him/her, the Chairman of the meeting as my/our proxy to vote for me/us on my/our behalf at the Annual General Meeting of the Company to be held on Sunday 21 August 2011 and at any adjournment thereof. This form is to be issued in respect of the resolutions mentioned below as follows (the numbering follows the numbering of Agenda items)

Resolution 2	FOR/AGAINST/ABSTAIN	Resolution 4	FOR/AGAINST/ABSTAIN
Resolution 6	FOR/AGAINST/ABSTAIN	Resolution 7	FOR/AGAINST/ABSTAIN
Resolution 8a	FOR/AGAINST/ABSTAIN	Resolution 8b	FOR/AGAINST/ABSTAIN
Resolution 8c	FOR/AGAINST/ABSTAIN	Resolution 8d	FOR/AGAINST/ABSTAIN
Resolution 8e	FOR/AGAINST/ABSTAIN	Resolution 8f	FOR/AGAINST/ABSTAIN
Resolution 8g	FOR/AGAINST/ABSTAIN	Resolution 8h	FOR/AGAINST/ABSTAIN
Resolution 8i	FOR/AGAINST/ABSTAIN	Resolution 8j	FOR/AGAINST/ABSTAIN
Resolution 8k	FOR/AGAINST/ABSTAIN	Resolution 8l	FOR/AGAINST/ABSTAIN
Resolution 8m	FOR/AGAINST/ABSTAIN	Resolution 8n	FOR/AGAINST/ABSTAIN
Resolution 8o	FOR/AGAINST/ABSTAIN	Resolution 8p	FOR/AGAINST/ABSTAIN
Resolution 8q	FOR/AGAINST/ABSTAIN		FOR/AGAINST/ABSTAIN

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

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

Notes re; Proxy Voting

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

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

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

Treasurer's Report

From Vaughan Hartridge, S2C Treasurer

The Club's end of year accounts for 2010-11 have been examined and approved by an independent chartered accountant and submitted to Companies House.

I am pleased to report to the membership that members' funds stand at £35,703 representing an increase of 37.9% over last year's figure. Much of this significant increase was attributable to an 11% growth in our membership over the year and our International Rally held at Westmorland which eventually came in well under budget.

We also had an unexpected higher amount of commission of £2,412 from Footman James insurers as a result of our members using their services.

We shall be using our funds to retain our subscription rates at current levels, to meet increased postal charges and magazine costs and to purchase some new club banners.

SERIES 2 CLUB LIMITED COMPANY LIMITED BY GUARANTEE

BALANCE SHEET

31 JANUARY 2011

	Note	2011 £	£	2010 £	£
FIXED ASSETS					
Tangible assets	4		3,280		1,920
CURRENT ASSETS					
Stocks		3,226		2,372	
Debtors	5	200		1,126	
Cash at bank		<u>30,022</u>		<u>21,733</u>	
		33,448		25,231	
CREDITORS: Amounts falling due within one year	6	<u>1,025</u>		<u>1,274</u>	
NET CURRENT ASSETS			<u>32,423</u>		<u>23,957</u>
TOTAL ASSETS LESS CURRENT LIABILITIES			<u>35,703</u>		<u>25,877</u>
RESERVES	8				
Profit and loss account			<u>35,703</u>		<u>25,877</u>
MEMBERS' FUNDS			<u>35,703</u>		<u>25,877</u>

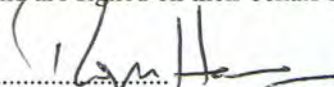
The directors are satisfied that the company is entitled to exemption from the provisions of the Companies Act 2006 (the Act) relating to the audit of the financial statements for the year by virtue of section 477(2), and that no member or members have requested an audit pursuant to section 476(1) of the Act.

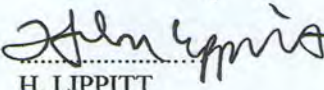
The directors acknowledge their responsibilities for:

- ensuring that the company keeps adequate accounting records which comply with section 386 of the Act, and
- preparing financial statements which give a true and fair view of the state of affairs of the company as at the end of the financial year and of its profit or loss for the financial year in accordance with the requirements of section 393, and which otherwise comply with the requirements of the Act relating to financial statements, so far as applicable to the company.

These financial statements have been prepared in accordance with the special provisions for small companies under Part 15 of the Companies Act 2006.

These financial statements were approved by the directors and authorised for issue on 7/5/11, and are signed on their behalf by:


R. HORNE


H. LIPPITT

An Introduction

From Chairman candidate Jon Hayes (and his Land Rovers)

At the time of writing this, I have just formally registered my intention to stand for club Chairman at this year's AGM and as such I thought it would be a good idea to introduce myself to those who do not know me. For those who attended the International rally last year, it was I and my wife who organised and ran the gymkhana, so you may have seen me running around with the microphone and trying to not get run over by the ever increasing speed of the competitors! I currently have three Series 2s and two Series 3 (sorry) and for some strange reason I seem to have a special affliction for 6 pots in particular. Sadly only a couple of mine are on the road at the moment but I am slowly working my way through the others and hope that I can get one back on the road a year.

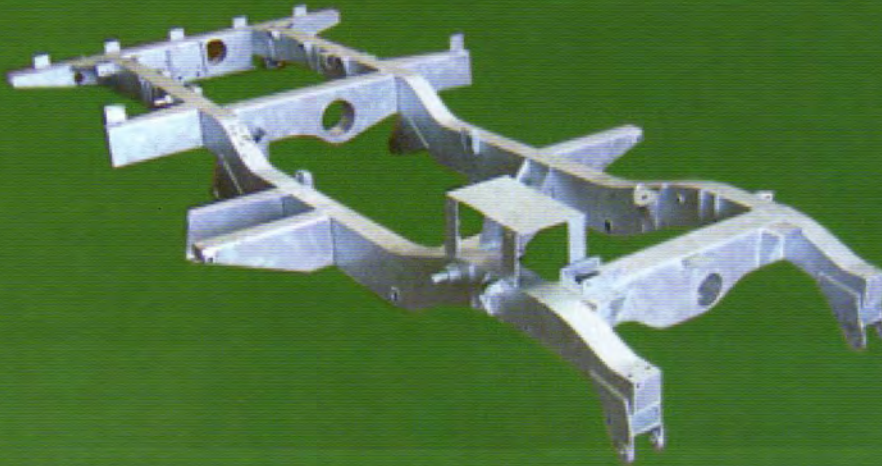
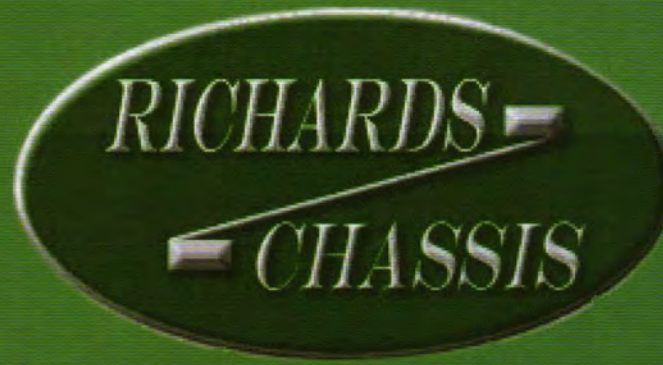
As well as being married to another Landy fan (Carol), I have two young sons who are such fans of Series' that they have even worked out between them which ones are theirs, as well as mine. It's just a shame they don't feel their ownership extends to any of the cost or weekends of work crawling underneath!

I guess it was inevitable that both I and Carol would be drawn to old Land Rovers as we both come from farming backgrounds and so grew up around Land Rovers, tractors and the like. In fact some of Carol's earliest recollections are of bouncing across fields in an old Series 2 and I can be especially proud in that it was also a Series 2 6 pot as well!

We try and attend as many local pub meets and shows/ steam fairs as possible and some of you will know me from the forum, where I go by Chairmanron (no pun intended, it has been my internet name for many years and stems from a series of stories from my work).

I have been a club member for a few years now and have been overwhelmed by the friendliness, good spirit and seemingly never ending help that everyone in the club extends to each other and I am hoping that I will now get the chance to give something back to the club. If I am voted in, I hope that I can continue the good work conducted by Bob Sutton and the committee and look forward to helping to keep the club the friendly and helpful family that it is.





5% discount for Series 2 Club members

Type	Price
88" Series 2/2A - A to C suffix	Starting from £1,030
88" Series 2A - D to H suffix	Starting from £1,030
88" Series 2A Lightweight - D to H suffix	Starting from £1,150
109" Series 2/2A - A to C suffix	Starting from £1,460
109" Series 2/2A SW - A to C suffix	Starting from £1,460
109" Series 2A - D to H suffix	Starting from £1,420
109" Series 2A SW - D to H suffix	Starting from £1,420
109" Series 2A 6cyl - D to H suffix	Starting from £1,490
109" Series 2A 6cyl SW - D to H suffix	Starting from £1,490
109" Series 2A 1 ton - D to H suffix	Starting from £1,710
109" Series 2A 1 ton SW - D to H suffix	Starting from £1,710
109" Series 2A 1 ton 6cyl - D to H suffix	Starting from £1,740
109" Series 2A 1 ton 6cyl SW - D to H suffix	Starting from £1,740

Contact Richards Chassis to discuss your specifications and needs.

Tel: 01709 577477

Web: www.richardschassis.co.uk

Address: Unit F2, Swinton Bridge Industrial Estate, Whitelee Road, Swinton. S64 8BH.

Advertising in Built Two Last - You may notice one or two Series Land Rover specific adverts cropping up in the magazine from now on. Visit page 46 to find out more about the advertising trial or contact the Editor for more information and to give your feedback.

International Itinerary - Sixpenny Handley 2011

New Forest & Solent AO / Event Organiser: James Williams

To give you some idea of what to expect at the 2011 Rally the New Forest & Solent team have put together the following itinerary for the event. None of this is compulsory! So you can do whatever you want if none of this takes you're fancy. Remember too, that this year the event is on a rally field which is part of a pukka campsite with all the usual facilities, including play areas for the children.

Thursday 18 August

The rally field will be available from Thursday evening for those traveling from afar. The cost of staying on the Rally Field an extra night is £8.00 and should be made payable to campsite upon arrival.

Friday 19 August

12:00 onwards: Historically, the majority of members begin to arrive between 12:00 and 17:00.

17:00: Convoy to Poole Quay from Sixpenny Handley

Each Friday evening throughout the summer months Poole Council run the 'Quay for my Car' event - More information can be found by visiting: <http://bit.ly/poolquay>.

We have arranged a guest spot for up to 30 of our Land Rovers at the 'Best of British' evening. Arrival is strictly from 6.00pm until 9.00pm and parking is free - giving you the opportunity to browse a usually spectacular range of other pre-1983 vehicles. The quay is a lovely spot with plenty to do: restaurants, fish & chip shops, pubs, cafés etc. It also overlooks Browsea Island and the Sunseeker Boatyard. Poole Quay is approximately 22 miles from the rally site - so you can either join in the convoy or simply turn up at your leisure - just mention the Series 2 Club on arrival at the Quay and they will direct you accordingly. Access to the Quay is via New Orchard and then High Street. Maps will be provided at the rally to help with the route. Approximate postcode is BH15 1BW.

Those not wishing to attend the Poole Quay event are more than welcome to join me for a pint in either the campsite bar, or the pub just 200m down the road. We will also be able to recommend places to eat locally should you require. Please be aware that there is only one pub in Sixpenny Handley.

Saturday 20 August

09:00 - 18:00: Organised Greenlaning Trip Salisbury Plain

Leaving promptly at 9am, this trip will take you across Salisbury Plain, coming back via Stonehenge. We plan to stop at a pub for lunch, but members are more than welcome to bring a packed lunch, if desired. Please be advised this is a full day out, we aim to have you back at the campsite for 6pm in time for the BBQ and quiz. We will be stopping at a petrol station just outside Salisbury en route so that everyone can fill up.

10:30 - 16:00: New Forest Scenic Tour

This trip is aimed at those looking to explore and see the best bits of the New Forest. You are free to leave the tour at any point along it's route. You will travel through the centre of the New Forest passing through Burley, Brockenhurst and the Ornamental Drive. There will be stops for Ice Cream and various pubs along the way. We aim to finish at Lymington, leaving you the afternoon to explore and make your way back to the campsite. Local members will be available and be happy to advise you on where to go if you wish to leave the tour.

Please note, for those not wishing to partake of these trips there will be local members on hand at the rally site to advise on local greenlanes within a relatively short distance from the rally site. If you want to do something completely different there will also be a list of attractions and places of interest within a 30 mile radius of the camp site.

18:00 - 19:00: BBQ

For those who have purchased BBQ tickets the BBQ will be available between the times above.

20:00 - 21:00: The Series 2 Club Annual Quiz

General Knowledge quiz aimed at the whole family, to be completed in teams.

21:00: Head to the pub and try the local beer

Other:

Local members will be able to advise you on Green Lane routes around Cranborne Chase, close to Sixpenny Handley for those who want to take it easy and explore the local area by themselves.

The Rally Field is extremely large; there will be plenty of area for kids to play football/cricket. If you have kids, then it's certainly worth bringing a football.

Sunday 21 August

Sunday we have left fairly free for as we have assumed that most of you will want to go off and explore the New Forest, or perhaps head to the coast at Bournemouth. Therefore the only events occurring on the Sunday are as follows.

11:00: New Forest & Solent Team Challenge

13:00: Land Rover Gymkhana

Test your Land Rover driving skills!

14:30: Series 2 Club AGM

Annual General Meeting. Series 2 Club Members are welcome to attend.

Monday 22 August

Members are welcome to stay on the Rally field the Sunday night if required, but are advised that they must pay the campsite £8.00. Members must be off the Rally field by mid-day Monday.

If you have any questions or would like further information about the 2011 International Rally, please get in touch with James at: newforest@series2club.co.uk.

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



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 trailered 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.

Tales from the VRO Office

Words by Dave Dutton



Chassis VIN Plates

The time since the last "Tales..." has been busy, mainly due to the new Chassis/VIN plates. These have proved to be very popular - so much so that there are not many S2A late 88" left, so don't delay as we will not be re-ordering for some time.

Vehicles passing through the VRO

The usual Spring rush of V765 and Proof of Age seems to be slowing which will give me a chance to get some more sorted on WJN. On the V765 front, I am dealing with a really nice, reasonable original condition 1959 S2 88 petrol fitted with a Harvey Frost crane. Hopefully, this will be restored to its original condition with the garage logos etc when the official papers are granted.

Another Series 2 has just been inspected and accepted by the club but, as usual, the owners contacted us after restoring the vehicle so a lot of detail was lost. The bulkhead was corroded beyond redemption, so the owner used a Series 3 item and retro fitted it to near Series 2/2A specification as far as possible. It really looked very convincing without any of the plastic and the centre instrument panel and so much better than just replacing the original with a stock Series 3 item. If you find a vehicle without documentation and want help, PLEASE contact VRO office **before** pulling it to bits.

DVLA and suspect vehicles

I note there are sometimes comments, on the forum and elsewhere, regarding the matter of modern (coil sprung) vehicles being used with the identity of Series 2/2A vehicles and not a lot being done about it. It is becoming known how big the problem is with DVLA now routinely contacting the club for advice on vehicle identity when particular vehicles have been brought to their attention for inspection. The most recent being a standard Defender 90 with the identity of a Series 2A - the only S2A part being the Chassis/VIN plate.

FBHVC news

Some of you will have experienced problems in the last couple of years when notifying DVLA of an engine change, and the subsequent requirement of obtaining a letter from this office or a garage confirming the new engine number.

The FBHVC club has taken up this matter on behalf of member clubs with the DVLA Policy Group, resulting in updated policy to the effect that Historic Vehicles subject to engine change will be dealt with the issue of a corrected Vehicle Registration Certificate V5C. It may be that this policy change does not filter down to some Officers at Local Offices, if you have any problems let me know.

WJN

The Station Wagon roof is complete. Current projects: the Station Wagon sides (on hold due to the aluminium fabrication that rests on the drain tray and clips over the drain tray and lower window aperture crumbling into dust and the newly fabricated items slightly over size and useless), fuel pipes, rewiring and steering wheel refurbishment.



WJN's refurbished SW roof with side and unobtainable pressing in window aperture.

Continuous Insurance

The new vehicle insurance law is here, don't get caught out!

Stay insured - stay legal

The below information is a cut down version of what is available on the Directgov website. Please visit the website to familiarise yourself with the new law and for more indepth reading: <http://bit.ly/s2cinsurance>.

If you're the registered keeper of a vehicle, it must be insured at all times.

The only exceptions are:

- If you have made a SORN (Statutory Off Road Notification) for the vehicle
- Vehicles that have been kept off-road since before SORN came into force on 31 January 1998 - unless they are brought back into use

From the end of June 2011 Insurance Advisory Letters (IAL) will be issued to the registered keepers of uninsured vehicles.

Are classic cars affected?

The change in law will affect your classic car if it's taxed but not insured. If you have a vehicle that was manufactured before 01 January 1973 that has a 'nil value' tax disc, it is still considered by DVLA as taxed. So, you should make a SORN if it's uninsured and keep it off the road.

How does this affect pre-SORN vehicles?

Vehicles which have been kept off-road since before SORN came into force on 31 January 1998 are exempt from this law unless they are brought back into use. If you want to bring the vehicle back into use, you will need to tax and insure it.

How does this affect a vehicle used only in the summer?

If you have a vehicle that is not insured, but which is still taxed you could face a penalty. This includes motor caravans, motorbikes and classic cars - all vehicles that people sometimes leave uninsured for part of the year.

Where does the new law apply?

The new law will apply in England, Scotland and Wales. It will not apply in Northern Ireland, the Channel Islands and the Isle of Man.

Special Tool 600300

Special Series 2 Club price: £44.50 inc delivery (Normally £49.50)

Almost essential if you want to fit a Fairey overdrive to a Series Land Rover or to remove the transfer box, this EN24 steel tool accepts a 1/2-inch drive or 30mm socket or spanner - so can be used to undo/torque up the special nut without damaging it.

Please quote your Series 2 Club Membership number when ordering.

Tel: 07989 101458

Website: www.hnjengineering.co.uk

Email: sales@hnjengineering.co.uk

Advertisement



Episode 3: I want that one...

Words by Karen Clements



Once the first necessary purchase has been made, that's it, you're in. It's like an offer you can't refuse from the Mafia. Unless you buy an air freshener an ignore everything else you see, hear or feel for all time, you will never make one individual purchase for a Land Rover.

We did have a running engine when we got Bessy, but like our lovely Patterdale, Bessy liked to mark her territory. Everywhere. (I've just found out that leaking oil is known as a Landy Marking its territory - I really should pay more attention!) We therefore had to make the first purchase - a replacement engine. Significant purchase in my book, and to my mind, one that would solve the immediate problem and allow HW-GHOW to put his wallet away. Not quite the case. To go with the engine, obviously (to other people, not necessarily me), you need to get the wiring to go with it. An oil catcher - new engine minus no oil to catch, surely? A temperature gauge, not just any one, mind, a capillary one. We also needed an alternator - of course, and finally a new exhaust system.

Purchasing complete, negotiations took place as to how long this would

take to put together, make our Landy perfect and let us take to the open road. If only. At this stage, I should clarify that we are dealing with the purchases - I'm saving getting them actually into the vehicle for the five novels I'm trying to secure my book deal on.

The dripping outside from the engine was soon matched by the drips on the inside. I was informed that this was condensation. Bessy wasn't originally a hard-top (I found out - a bit of history always helps the cause) If Bessy were to be restored to her original state, the drips would stop! What magical transformation must ensue to make this happen? We buy a tilt. A what? A canvas roof (my translation). And by chance, we could get a deal on one. What luck! And once we bought that, we put it on... What do we put it on? The hood sticks. The what? Of course, hood sticks. And that's it?

Erm... It actually became apparent that the back door didn't fit any more. Which was a shame as it was actually really good for getting the food shopping in and out. No, we had to get a new tail gate, and paint for it (obviously). And a roll bar. That one I understood the need for, as I had

become quite attached to the seat belts now we had them...

'Essential' purchases took one of two guises - essential for the vehicle to go, or essentially a bargain! Or, the cheeky option, something that wasn't even necessary, but if you had it, life could be easier for the limited time/occasions you used it. I'll divide opinion here - tyres would seem to be straightforward - you need them for the vehicle to go. Fair enough. I also take the point that road tyres would not be as good in the mud as mud tyres - the clue's in the name. My point is that major supermarkets are generally found in purpose-built site, with roads and parking spaces. Not much mud. Which negates the need for mud tyres, bargain or not.

Similarly, a heated windscreen. In the summer. They were, however, purchased, as were the paint, inner tubes, balancing and various sundries.

By this time, I was getting used to detecting when the subject of a new 'necessary' purchase was about to be raised. After selling the idea of Landy ownership to me in the first place on its economy and reliability, as well as the general overall splendid condition what 'wouldn't need much' (I wasn't



naïve, just disinterested), HWAGHW couldn't say that something was necessary to make her run better. Every potential new purchase was for me. To make *my* journey a more comfortable driving experience. (I wasn't naïve, just delusional.) Most things would go some way to making this a more pleasant experience, at some point in the year and at some location they'd actually be necessary. I was used to the noise, and for the length of the journeys we were making, acceptable. We were never in a particular rush, so pottering about was fine, especially as it was our only choice. That's when we went on to 'theoretical travel'. Improvements, not for our current travel, but potential journeys that would now open themselves up to us. We could go and see family further afield, quicker and quieter. But how could we do such a thing? With a Fairey overdrive! A fairy what? No, not fairy, well, it

sounds like fairy, but it's a Fairey overdrive. As in the lights? HWAGHW was becoming frustrated with my lack of understanding of the spelling. My frustration was with the whole concept of the need for this thing. Although, I had heard the word intermittently; I just chose to ignore it. That way the imminent purchase of such a potentially expensive item wouldn't even be up for discussion.

As it was, HWAGHW did get his way. It was duly purchased. As was the necessary complementary items that always followed up the initial purchase; in this case, the clutch gear, gaskets and breather kit. (You'll gather that I had no idea what these additional purchases were, or how much they cost, otherwise none of them would have been made and you'd be reading about how to make a macramé cup holder.)

There is more to the extensive list, all of which has been purchased and some of which has been used. Sometimes even on the Landy! I am, if nothing else, adaptable. A welder is 'needed', so it was purchased, along with the mask, gloves and various sundries. The small hole was fixed. However, I was promised that the welder would be something I could use. I'd be able to make all sorts of interesting things once I'd mastered welding. Result! Unfortunately, there is rapidly becoming less and less room for all these purchases. Double result! Whilst HWAGHW has been looking for things to buy, so have I. Except my purchases have been a bit pricier - welding courses, business premises and a new house with a garage! The last one might be a bit tricky to pull off...

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

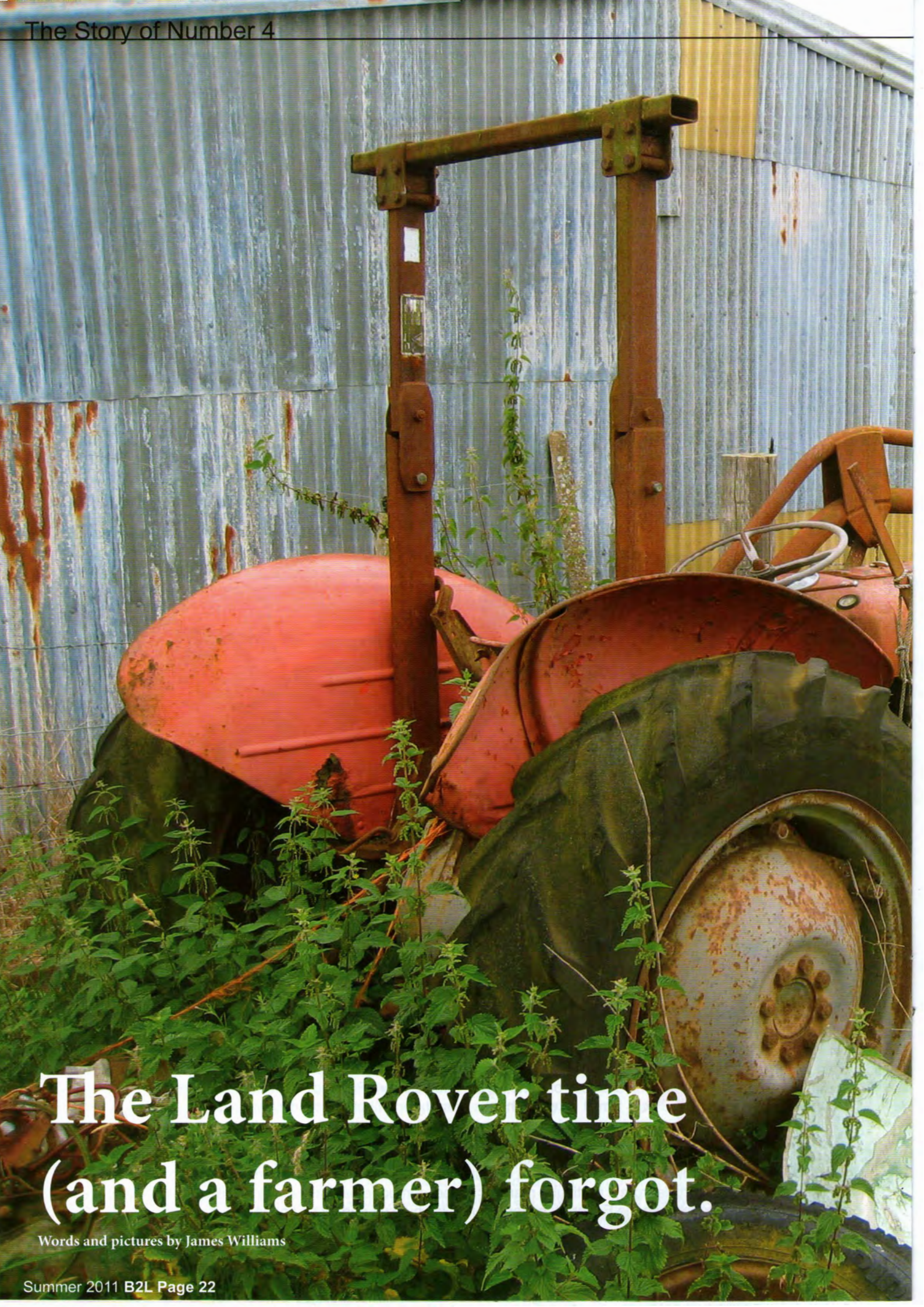


Congratulations to Karen!

As a way of thanking Karen for her great (and continuing) series of "Despatches from a Landy Widow" stories, the Series 2 Club would like to award her with a hamper of Land Rover goodies from Paddock Spares and a bunch of flowers, as a small token of thanks from the members and Editorial team.

Many thanks again Karen for all of your hard work and great stories!

In addition, we hope to reward further exceptional contributions to the magazine with similar hampers. So, if you have particularly enjoyed an article from a particular member or feel someone has provided a great service to the club, via the magazine, get in touch with the Editor at: editor@series2club.co.uk and let us know!



The Land Rover time (and a farmer) forgot.

Words and pictures by James Williams



Continued overleaf >

The Story of Number 4

It was the first week of August 2009 and I was minding my own business at work. My mobile phone beeped as I received a picture message through from my Mum. It was a blurry photo of some old Land Rovers in a field. I was surprised because usually it's me finding the stricken, old Land Rovers in the local area. My Mum had somehow managed to find some that I'd missed; I was both impressed and annoyed at the same time!

I text her back asking where they were. Her reply was simply: "That's for me to know and for you to find out!" So, naturally, I got on the phone to her straight away while simultaneously firing up Google Earth on the computer for a better look!

A plan was soon hatched to head down and see the Land Rovers in my 109". I wanted to see what the situation was and if there were any for sale.

When I met the owner, a few days later, I mentioned that I was looking for another project to work on as I'd recently finished rebuilding my 109". He said he was happy to sell some of the Land Rovers and let me have a wander around his field for a few minutes. I spotted two Series 3's and a late Series 2A. Heading over to look at the 2A, I also noticed another Series 2 hidden around the corner of a barn, behind an old tractor. I was intrigued because the Land Rover

looked like it had been there a long time and was clearly in need of rescue.

When the farmer re-appeared he told me he had to go out and see to his cattle so we arranged to meet up the following week so I could take another look and potentially buy a Land Rover.

During the week, I uploaded pictures I'd taken of the hidden Series 2 onto the Club forum. It didn't have a number plate so I was unsure of its exact age and wanted to find out more. Members on the forum were quick to confirm that it was a Series 2 (and not a 2A as I had thought might be the case), making it pre-1961. A few members were adamant it was of 1958 vintage and said I should have noted the Vehicle Identification Number (VIN) in the cab. Doh! I'd been in such a rush taking photos that I'd completely forgotten about that. No problem though, I made a mental note to check the number when I went back.

The second visit soon came around and the farmer let me take another look around his field. I made a beeline for the Series 2 this time. It was the oldest Land Rover there, in original condition and the one most in need of rescuing; I'd already decided it was the project for me.

A few things were immediately obvious about the Land Rover: the industrial custom bumper and bullbar

fitted to the front of the vehicle, its support running through the grill - which was welded to the front cross member - and the fact that the front valance had been replaced by a large plate of steel.

I noted down the VIN number before returning to the farmer and asking if I could buy one of his Land Rovers. He queried which one so I said, "The one behind the barn." His reply was "There isn't one round there!". "Yes there is," I said, "the one behind the barn with the tractor in front of it." The man stared at me for a few seconds before looking very surprised and saying: "Sugar! Is that still there?!" I was speechless; this chap had so many Land Rovers he'd actually "lost" one on his own farm!

We both then walked over to the Series 2 for a closer look. "Blimey, it's still there" he gasped and, stunned that he still had it, the farmer sold me the Land Rover at scrap value, no quibbles.

Still not knowing much about it, I proceeded to ask him a few questions. I found out that the Land Rover had been there for over 10 years, there were no number plates for it and the farmer didn't have any paperwork. It had been there so long, I don't think he could even remember how it got there! Anyway, this didn't bother me, so I arranged to collect it a week later.





After my second visit, I got back on the Series 2 Club Forum to see if anyone could help identify my new Land Rover from its VIN. I found out that the number identified it as a 1960 petrol model, however, I knew that couldn't be true because it had a 2 litre diesel engine in it.

One week later and I was back at the farm, complete with trailer, ready to collect my new project. The farmer winched his old tractor out of the way for me using his main, running Land Rover and we then dragged the Series 2 onto the trailer.

I think one of the most exciting bits of buying a new Land Rover is when you get it home and get to take a through look at it. Usually for me this involves a Pressure Washer but in my new delicate and rusty Land Rover's case I opted for hot soapy water, a dustpan and brush!

After cleaning it up, I decided to see if I could reveal the chassis number. I looked under the driver's side wheel to see if the dumb iron had been replaced. It hadn't, which was excellent news, because it meant that there, somewhere underneath all the surface rust, was the chassis number. I spent the next three hours painfully exposing it, using a combination of old toothbrushes, fine-wire brushes and emery paper!

I knew something was up when I exposed the first few numbers '146' and then, with some more scrubbing, '1468'. This translated to mean the Land Rover was a Home Market, Diesel, 1958 build. It was now very clear that the VIN plate didn't belong

to the vehicle it was on.

I continued to carefully expose the rest of the chassis number. Time had gone on and the night was drawing in, I'd had so much tea I couldn't drink anymore and I just wanted to go inside, warm up and have some dinner. But I couldn't stop because the chassis number was reading '1468000' and there were just two more digits to expose.

Now I'll be honest with you, I wasn't expecting any sequences of zeros at all in the chassis number; this was clearly a very early vehicle. I would have been happy with any chassis number pre-1960 but the zeros just kept on coming! I started wondering if I was seeing things - I was pretty tired by that point - so I asked a neighbour to double check and, sure enough, he confirmed that I'd read the number correctly.

Another painful hour later and I'd exposed the entire chassis number, with the last digit being a real pain to clean. The chassis number ended up reading '146800004' which, to my total amazement, meant it was the first home market Series 2 ever produced.

'Number 4', as the Land Rover then became known, was built on the 31 March 1958 and dispatched on the 11 April to Rover Co Ltd, Seagrave Road, London. Oddly enough, chassis numbers 1, 2 and 3 were completed later than Number 4; perhaps they were pulled aside for rework on the production line. With the chassis number now known, I moved on to trying to get the paperwork sorted.

With no history or number plates, it was time to get the Club involved again.

John and Richard, two very helpful Club members, organised a Vehicle Inspection for me. They visited Number 4, thoroughly studying it over the course of an afternoon, fuelled on tea and biscuits. As a result of the inspection, I found out that the only non-original items on the Land Rover were the truck cab, tailgate and 1959 2 litre diesel engine. It was noted that the vehicle was in remarkably good condition considering its age.

Finding out for certain that Number 4 was actually as old as I thought was great news, however, it had slightly altered my restoration plans. I'd been hoping to find a pre-1960 short-wheel base to restore; nothing too significant, just a nice example of a Land Rover. Instead, I'd gone and landed myself with a very historic vehicle that needed restoring to the highest possible standard. A Land Rover I had to make look exactly like it did on the day it left the factory.

Still, I had some time to get used to this change in plans because I couldn't start work on the vehicle until I had the V5c (I didn't legally own the vehicle without this); I had to wait to be assigned an age-related plate.

Meanwhile, there was another surprise in store for me. The Club actually managed to source the original registration for Number 4, which was great news and meant that I could have the original number plate. However, an online DVLA check said that the vehicle registered to the plate

The Story of Number 4

was currently taxed and on the road! Number 4 was most definitely neither of these things. Somebody was out there, running around, using Number 4's registration!

This upshot meant that the DVLA and Police had to get involved. Both vehicles had to be inspected and I was informed by the Club not to touch Number 4 because it was now considered evidence! It was very

frustrating not being able to begin work on the Land Rover, but what could I do?

A few weeks later, I finally received a phone call from the Hampshire Stolen Vehicles Unit. They wanted to inspect Number 4 and thankfully were going to come to my house to do this; I had been concerned I'd need to tow it to an inspection compound. The Police Officer who came out to look

over Number 4 was extremely knowledgeable of Series Land Rovers and was more than satisfied with my vehicle so, two weeks after he submitted his report to the DVLA, I was posted the V5c. Hooray! It was excellent news; work could officially begin on the restoration of Number 4.

And so the story continues...

I would like to thank the Club VRO Officer, John and Richard for their help in the above. I hope I will be able to do Number 4 justice by restoring it to its original, beautiful condition and make you proud of your part in its colourful history.



Interesting facts about Number 4....

Engine: 146902062
(a replacement engine of the correct type but 1959 build)

Transmission: 141800328

Front Axle: 141801155

Rear Axle: 141801718

Windscreen glass date: First 1/4 of 1958

Fuse box: March 1958

Original one piece floor panel

Original aluminum Seat box

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Confessions of a Land Rover owner





Grace the 2A Pt. 2

Words and photos by Chris Bradley

I was weaving a Spitfire MK9 through the valleys of the Lake District. It was about noon on a glorious warm spring day. I banked to starboard, looked down and could see a train of Series 2 Land Rovers crossing the moors and raising a small dust cloud as they pressed on. I circled around losing height and throttled back to around 120 knots. I slid the canopy back, made a low, slow pass and saluted to those waving back at me from the Land Rovers below... Then I heard a voice say 'Are you going to work today? It's seven o'clock.'

What a night! I lay awake most of the time wondering where our "Grace" had gone (If anyone reading this missed the first thrilling instalment of my spiral towards bankruptcy, Grace is our Series 2A Project). The answer was in fact that most of Grace was at Anfield Plain municipal dump. Some of her was behind the shed out of sight, and what we had left wasn't worth mentioning. Except to say that it was 40 years of neglect and filth, the likes of which I had never seen before, including a trip down an NCB training pit. Black stuff that stuck to your fingers like paint. Oil, I guess, that had been cured into something more horrible than a full nappy overdue for changing.

Stripping a Land Rover is quite easy. All you need is an angle

grinder! That way you don't have to worry about which spanner you need to use, and little problems like 9/16" is too small, 11/16" is too big, and out of frustration you start asking your Son stupid questions like 'have we got a 10/16" spanner', and him looking at you like you'd just lost the plot. Probably! Strangely enough, 16mm seemed to come in handy now and then, until I got the angle grinder in my hands. Then all bolts were the same. Equal, as it were. Just some bolts took a little longer than others. A bit like 'Animal Farm' if you're old enough to have ever read it. I seem to remember the pigs doing a bit better.

At this point I would like to stress to anyone considering restoring an old Land Rover a couple of very important points: a) make sure you have **full** permission - where applicable. b) have a full set of AF and metric sockets inc. 16mm and 18mm. A set of AF combination spanners. Oh, and an Adjustable. Something the Germans call "An Englander". Don't ask! (Land Rover seemed to like to put odd sized bolts very near to something that prevented you from getting a ring over it). A gas burner, vice, punches, circlip pliers, valve spring compressor and piston insertion tool. That should get you about up to where I am now. And last but not least. c) **DO NOT** under any circumstances throw

anything away you take off during dismantling.

Unless of course you've just put an angle grinder through it. That's three... The reasons will be revealed in the coming chapters.

Another important element in restoration is knowing where to draw lines. Metaphorically I mean. Having a rusty component in your hand and deciding whether to restore it, if it's possible, or just replace it. The term 'Restore' suggests making something like it was when it was new, and sometimes a lot of time can be spent on this when it would be more prudent to just buy new.

Don't be put off tackling a Fairey Overdrive. Just be careful when you dismantle one. All the bits drop out and begin erratically going off in different directions, so you're left with a hollow casing and no idea where the bits came from. Stay low and over a crumpled towel or something to arrest the bits. Over the page is a photograph to show how it should be assembled on the input shaft in case you have not seen one before, like me. If however you like jig-saws and were thinking of getting one as a Birthday present, don't bother, just let the bits drop out, this job will keep you amused for days.

After we overhauled the overdrive we went on systematically with the FWD which was simple enough.

The transfer case and output drive shaft proved a bit of a challenge, especially the way you remove shims in order to take up any play out of the taper bearing. We took the output shaft out, but if I did this again and the bearings and gears were ok, I think I would just do the shims and oil seals. Some force is needed to re-insert the shaft and it's a bit tricky getting it all back together.

The main four speed box turned out to be straight forward surprisingly. There was damage evident to a bronze bush which had decided to operate in three parts instead of a whole. I believe this to be a fairly common problem. One of the gears was worn and this was replaced, as were all the bearings, seals and tab washers. Lots more black stuff was removed using brake cleaner. My favourite chemical so far.

New springs for the reverse gate were purchased and the linkage and springs etc for the one with the yellow knob!

I struggled at first to get a new rubber grommet for the thrust bearing operating shaft. They said they don't make them any more. I tracked some down eventually and decided to buy two, just in case (Of what I am not sure). Someone once said to me that I should buy land. Apparently there not making any more! That makes sense. I just couldn't afford any. Not sure I can even afford rubber grommets.

Although I am hoping to keep Grace authentic, there are a couple of things that I have decided to upgrade in the interests of best practice. The first one is to add a take-off to the gearbox breathers, which are basically just holes to let water in, and

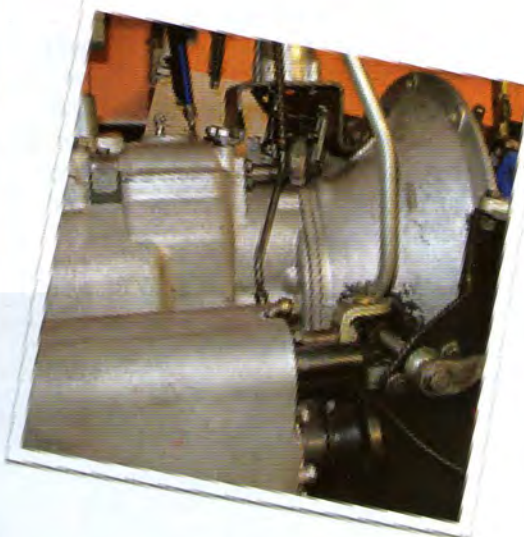
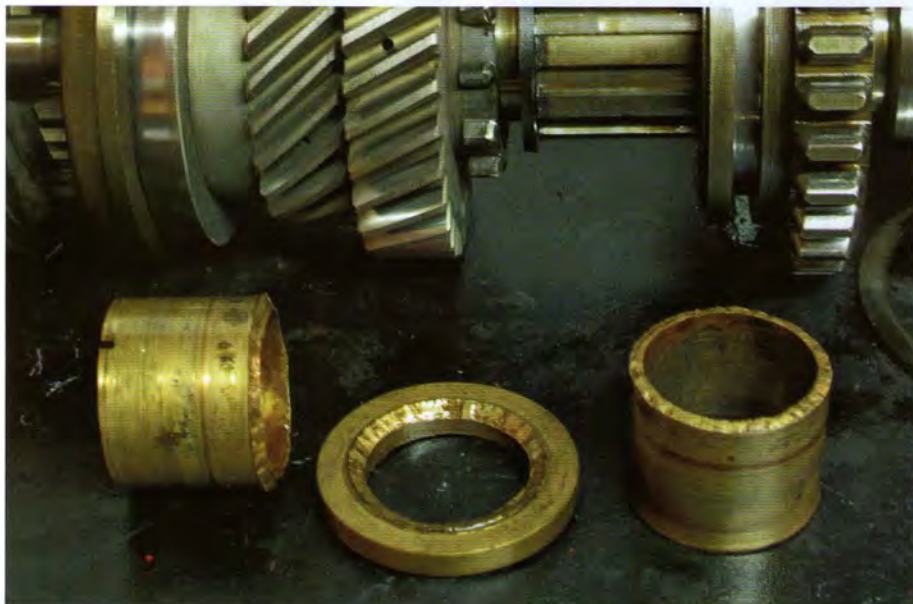
lead off a breathing pipe to a higher level. Probably up the bulkhead somewhere. Also I intend to add a dip stick attachment that makes it easier to check the oil level in the main gearbox.

The gearbox looks good. I just hope it goes like it should when the time comes.

Next the engine...



The overdrive assembly (above) and the broken bronze bush (below).



Members' Motors

Land Rover chassis number 26200958, known as Aggie to her owners, is in need of overhaul. That sounds like a big job, but I do not think so. She does not need much attention to her body work, as her panels are the straightest I have seen on a Land Rover in Africa.

Aggie's engine number is 25122240. She has done 94,632 kilometres, which is not much, if that is the first time round the clock. She was purchased by the present owners in Tanzania in 1991. The chassis number indicates this is a RH drive export vehicle from 1962 model year. She is an early 2A that may have been built late in 1961. Despatch book records are to be checked. It is thought her first overseas place of work was Malaysia, and that she has been driven overland to UK, then out to Africa. The additions of a well made petrol filler door, possibly an extra large petrol tank, and roof rack would have been useful for long distance travel in unknown areas. The vehicle is in quite original condition, apart from a Weber carburettor and Warn electric winch.

The chassis is straight and mostly rust free, apart from the rear cross member which requires some welding repair. There is a little corrosion to the front panel, but minor. A second battery may have been fitted under the front passenger seat, as there

is orange surface rust evident. First of all Aggie needs a good clean to stop the rats from damaging the seats. The signs of oil blowing from the engine breather indicate the engine is in need of an overhaul. A new crankshaft has been purchased and carried out from UK. The gear selection felt good, and there was no sign of oil leakage from the box. Overhaul of the gearbox may not be needed. The Series Two gearboxes were some of the best made by Land Rover.

New front and rear propeller shafts are needed for sure, as the splines are very badly worn. All the road springs need dismantling, cleaning and some new bushes fitting. Some new leaves, or possibly complete springs, may be needed. A new radiator is needed, if a good quality repair is not possible. At least one new shock absorber is required, the others need checking before assuming replacement is needed. The rats may have helped damage the wiring, so a new wiring loom may be the best way to repair the electrical problems. The steering box and track rod ends need checking for wear, but initial inspection did not show a serious problem. Some of the ball joint rubbers are split. These are available, with their elasticated securing rings, as spare parts without having to change the rod end, if not worn. The brakes will



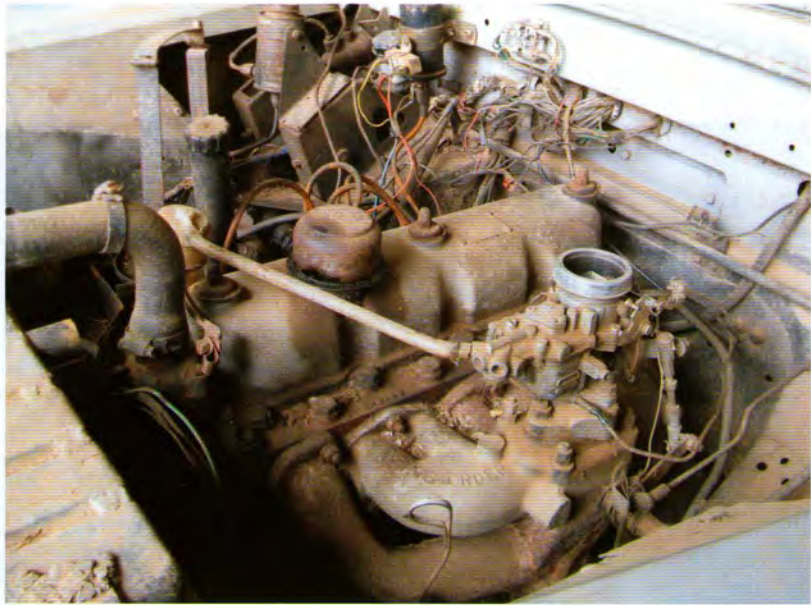
Aggie, a Station Wagon to be enjoyed

Words and photos by Tim Cozens

need attention, as Aggie has been unused for some years. New hydraulic hoses and new seals will be needed in the hydraulic cylinders, if they are not seized. If so, new cylinders are available. The front axle swivels show signs of leakage, so may need new bearings as well as oil seals. Most of the parts needed are available in Tanzania. There is a very helpful motor parts supply shop called Hitech, in Iringa, not far from Aggie's home. They seem to have parts for axles, brakes, suspension, transmission, and some other items, for old Land Rovers. In some cases they need to see the sample of what is required, as the part numbers have changed.

The parts that may be difficult to find in Tanzania are small things like the handles for the wiper motors that are missing. A new wiring loom is best obtained in UK from Autosparks. The rubber boots for the low range lever, hand brake, and track rod ends are all available in UK, as are all the parts needed for the engine overhaul. The best starting point is to obtain a Land Rover Parts Catalogue for Series 2 and 2A; the part number for this is 605957. Also needed is the Land Rover Repair Operation Manual. Companies like Dunsfold, John Craddock and P A Blanchard will export parts without charging VAT, so a saving of 20% over purchase in UK is possible.

Aggie lives not far from Mufindi in the Southern Highlands of Tanzania. If you are travelling overland to, or from, South Africa do call in. There are some Matamba Farm Cottages available for your use. The surroundings are lovely, with rolling hills, picturesque tea estates, lots of interesting birds, good walking, and horses to ride. Mufindi golf club is not far away. A great place to see unspoilt, and natural Tanzania. To find out more about Aggie and the farm contact tim.cozens@gmail.com or 'phone +254 786 314440.



A view of the engine (top right), a view of the dash and mileage (centre right) and a shot of the rear internal body and registration plate (bottom right).

Project: Whisky Wagon

Words and photos by Gordon Kettell



The last article on Project: Whisky Wagon was back in the winter 2005 edition of B2L, so a quick look back: the Whisky Wagon is a 1971 Series 2A LWB safari Station Wagon, acquired in exchange for a bottle of whisky.

2005

Attention to the engine to get it running, front and rear axles rebuilt, bulkhead repaired, fuel tank removed, cleaned and refitted, but no work to the chassis as it's galvanised.

2006/07

The next major job was the rusting remains of the side frames, nothing was worth repairing, so I ordered a new pair from Paddocks, not cheap, but well worth it. While they were being replaced, I also did a few minor repairs to the tub and floor panel.

Once the side frames were in, I fitted a replacement front seat box, picked up at Newbury for £5, along with a pair of side doors for £50 and SWB hard top sides for £10. The rear side window panels were past their best, so these were replaced with the hard top sides, a result I was pleased with.

With the bodywork out of the way for the time being, I turned my attention to the engine, it ran ok, but was very smokey, so I removed the cylinder head, the bores were inspected and found to be within spec, so I stripped the head down, re-seated all the valves and fitted new valve seals, replaced the water pump, front crank seal and replaced the starter motor, then refitted the head. Work stopped soon after this, I had moved away so working on it was much dependant on the weather, time etc.

2008 onwards:

After moving house again and getting married, I borrowed a trailer and brought the Land Rover home. After a year or so of standing idle, with a new battery and some fuel, she fired straight up and drove on to the trailer. So I now had it home, some small jobs were done as and when time allowed, but with a busy work and show schedule this was very limited.

Work has started again (2011), now I have sorted my barn, and got all my spares in one place. The front and rear floors are being fitted ready for painting, once that is completed, the electrics will be the next job on the list to tackle.

I now also know the early history of the Land Rover, thanks to Stuart, build date 1 April '71, label number 559, dispatch date 9 April '71 to Searle Middlesex. I still have the supplied by plate in safe keeping.



I must confess that when I started thinking of buying a Land Rover I didn't have much idea what I was looking for. So it may have been a mistake to buy a '64 Series 2A 88", with full tilt, I saw for sale one day.

I didn't give the chassis much of a look and to be honest I had no idea what buying a Land Rover was all about.

I was, frankly, taken aback by the basic interior compared to my Nissan pick-up, and the test drive was loud and bumpy but there was something in me that liked something in it and, reader, I bought it! That was in August 2006.

I did a lot of miles and got to know its driving characteristics pretty well but nothing else really. I replaced the rear diff and changed a wheel bearing but the rest of the mechanics and especially the engine I left to the garage.

The engine never quite ran properly although I was averaging about 17mpg and back firing every twenty miles! About 5000 miles later the

enough to do a decent repair job. I wondered about fitting a 200Tdi but I had read reports of reports of extra noise and vibration and mention of the engine being too strong for the gearbox and as my gearbox is not in the best condition I had doubts. I couldn't find a Prima still in a car and I didn't want to sell the Land Rover as it was.

Eventually I was advised by a very good friend to fit a 2 1/4 petrol again so, as I trust his judgement, I chose that route. He put me in touch with someone he trusted and soon I had not one but three engines : a 2 1/4 known runner (very dirty looking), a pristine looking ex military remanufactured 2 1/4 which had been a teaching aid in a technical college (it looked good but wouldn't turn over so needed a complete rebuild) and a 2 1/2 petrol from a county (spotlessly clean but minus head) Now I had some options.

I chose to go with the excellent looking 2 1/2. Research suggested I could fit a 2 1/4 head so I used the

sparks and they were really helpful and told me that no wires go there because I had an alternator fitted. They emailed me a wiring diagram to make things even easier.

But still the engine couldn't go in. I had noticed the bolt had sheared on the rear hanger of the offside front spring and I had to design, have made and fit a couple of brackets for the near side front spring rear hanger where the tube that goes through the chassis had broken away. The brackets were easy but it took the best part of a day to get the sheared bolt out.

Once the welding was done - not well, but well enough - the chassis and engine bay were cleaned and painted with red oxide.

Then I remembered to drain the diesel from the fuel tank, as I was going back to petrol. I took off the gauge to allow me access to clean the tank thoroughly with a rag on a stick.

Now I was pushing to get the engine in - one final check, yes the clutch assembly was fitted, the

Confessions of a Land Rover Owner

Words and photos by John Byrne

engine was making a terrific banging noise - I limped back home and at the local garage they found a burnt through gasket a damaged head and a crack between cylinders 3 and 4.

I took the opportunity of an engine replacement to buy and have fitted a Perkins Prima. I was using the vehicle for work, and I was getting about 34 mpg. It ran very well for about 40000 miles until the head gasket went - the garage said the head was warped. I looked in vain for another one before stupidly buying another engine without hearing it run. I had the garage fit it without even taking the head off. I drove it away and it ran dreadfully, 15 miles later it revved itself to death, as it burned oil via the turbo. All I had now was a garage bill for £800.

With a living to earn and no vehicle I was pretty hacked off. Luckily my assistant/trainee could pick me up for work and the Landy festered at the side of the road for a couple of months until I decided what to do. I had a very tight budget but just

remanufactured head and other bits and pieces from the other engines. I learnt a thing or two along the way, such as what parts are interchangeable between a 2 1/2 and a 2 1/4 and what aren't. For instance, I had to change the flywheel as I only had the starter off the older engine and the teeth spacings are different.

I was doing the work at weekends but pretty soon the engine was ready for fitting. I looked at the mess of wiring in the engine bay that was once a wiring loom and decided to rip it out and start again.

I had decided somewhere along the way to do all the work myself to save money but if I knew a slim amount about engines I knew even less about wiring.

I ordered a loom from Autospark and armed with a Lucas colour chart off the internet set about labelling each wire of the loom. Then came the fitting, although I was careful and double checked everything I soon got stuck on what wires went to the ammeter so I got in touch with Auto-

bolts were tight, I had already done the tappets, the oil filter was on the engine brackets were on. In with the engine then.

Whoops! The engine brackets had to come off because they were in the way and the engine wouldn't marry up with the gearbox.

A combination of jacking up the gearbox a bit and some pushing and shoving and enough thread of a stud allowed a nut to be located. Now the engine was on its way, lower the gearbox a bit and hey presto all studs through, nuts on, tightened up, done! I put the engine brackets back - very fiddly.

I started attaching the last of the wires - I had read somewhere about having a fire extinguisher to hand before fitting the battery but I trusted my work and without fire extinguisher turned the key - no problem! Re-wired.

Now I fitted the fuel line to the fuel pump and the Zenith carb, put some petrol in and turned the key - it started - whey hey!!

Now I fitted a new exhaust. At first I was being a bit dim and thought I couldn't fit the front pipe with the vehicle on the ground, but eventually common sense sorted that one. With the seats and floor still out it went in from above.

With everything in place I started the engine, put it in gear and went nowhere. Heart in mouth what was wrong? I sat there going over all the links - the clutch was on I remember checking it. I took the centre box out to get a view of the gear box - the prop wasn't turning but it was in gear I could hear the whirring of the gears but there was no transmission - I knew the gear box was working when it originally broke down. Then it hit like a slap on the back of the head - idiot - the high/low lever was in neutral!

I pulled away and rumbled down the lane - I mean rumbled, too. Being left standing for four months meant a lot of things needed doing to get the rolling stock moving freely again.

I overhauled all the brakes, greased all parts that could be, cleared out the axle breathers, changed the oil in the diffs, gearbox and overdrive.

It rolled better now but then the engine stopped and wouldn't start. Hours were spent trying to get the engine running again, I even took the rocker cover off and re-torqued the head bolts. I was getting pretty low and frustrated at this point and was lost for answers - as is often the case at these points the socket slipped off and I smashed my hand into the radiator cowl. I knew there was damage, blood seeped out pretty freely but with hands covered in oil I could hardly fit a plaster straight away so with gritted teeth I scrubbed my hands and patched myself up. I was not happy. I got back to my friend - white smoke, I said. Won't go, I said. Diesel contamination, he said - Fuel lines! I hadn't thought to change them or indeed flush them out so I got new lines and fitted them, cleaned out the fuel pump, fitted an in line filter and stripped down the carb and cleaned all the jets.

I re-checked the timing and points gap, checked the plug gap. Try again - ok, it works but not well. I ran it for fifty miles or so of short journeys across the valley to get some actual paying work done but every time I arrived after about three miles of hilly

country lane the engine rad was boiling over. Now, this had been happening with the Prima engine and a sad and annoying reality dawned. I needed a new radiator - not expensive in itself but I suspect that it had caused the demise of the Prima in the first place.

The rad came and I fitted that with ease and whilst I was at it I bought a new thermostat and rad cap. Now things were somewhat better.

I did a few more trips across the valley before there was a clattering from the rear. After checking the propshaft I guessed there was a problem with the diff so I took it off and found that it had sort of fallen apart. Luckily, a friend from the darts team has a wrecked Series 3 in a field so 30 quid later I had another diff. I fitted it and I was away. Which was timely because the MOT was due.

I thought, "Well, I've checked it all and it should pass." It didn't. They failed it on brakes (squashy), faulty indicator and a rather small split in the chassis which on investigation got bigger.

I bled the brakes - you can do it on your own. I welded some plates I happened to have on the chassis. The indicator fault threw me for a while - I flicked the right turn and waggled the bulbs, front and back - the back one nothing, the front one very faint. Then I caught sight of smoke seeping from the dash. I whipped the key out and the dash screws out. Nothing was on fire but the flasher unit was pretty hot. The internet started to supply, as usual, fragments of information that when put together started to suggest an earth fault. Sure enough that was the cause and the problem was solved - back to the garage. I got one of those green forms that are so pleasing to see!

Now I had to go 25 miles or so to sort out a problem with some rendering. As a matter of course I travel with spanners etc so that I can do any roadside maintenance. Off I went. The journey was ok until the final hundred yards, when turning into the drive the engine cut and refused to start. I had to suffer the ignominy of being towed onto the building site.

Once the engine cooled down it seemed to work so I started reversing out of the yard when there was a bang from the somewhere and again

I was going nowhere. Again, I took out the centre box to look at the prop shaft and this time it was going round but I wasn't moving. I thought my replacement diff had gone the way of the other so I engaged the front hubs, stuck it in fourwheel drive and came home on the front axle.

When I pulled out the half shafts I found the drivers side one had sheared off at the drive flange - apparently this is rare - you would think it even rarer with a three year old shaft never used off road!

Have I read somewhere that problems move down the drive train just in front of the bit you fix?

The wrecked Series 3 yielded the half shaft.

Back on the road. I thought I would check why it was running so badly when it was hot so started right at the beginning with the tappets. Now, I remember setting the gap according to the manual exactly but now there was no gap at all. This remains a mystery to me but I started again with the spanner, screw driver and feeler gauge. I had also got a carb overhaul kit, so I did the jets. I had read about the gasket faces of carbs not being flat and so I got to work with the emery paper and glass sheet - it was nowhere near flat. I set the float as per instructions: 33mm from gasket to top of float and fitted it all together.

It was now running much better and I started to do more miles but you could actually see the gauge moving down. I was getting 7mpg. I redid the timing, checked the plugs. Started getting about 12 mpg but no more and whatever I did with the mixture screw I couldn't get rid of the sooty spark plug problem. The man at the garage said, "Have you got a Colortune kit?" I said, "A what?" And he produced a see-through spark plug. I screwed it in and could see the flame was orange. The mixture screw had no effect at all so I studied the workings of another Zenith I have and tried to work out what all the jets and tunnels actually do. I couldn't get my head round much of it so I took the offending carb apart - the floats where miles out. I set them to 33mm but they were nearer 22 mm, again I can't account for it - am I going senile? The O ring was out of place as well. I reset the float, reseated the O ring, made sure the mixture ports were clear and put the thing together again.

MPG is now at 17 or 18 but I have noticed a bit of dieseling and it started sputtering under load up hills a couple of days ago so I checked the points again - way out. The gap, which should be about .4mm, was .05 mm again, why? I distinctly remember setting it up but things move I suppose. I set it right, reset the static timing to a point midway between 6 and 3 degrees BTDC as it was before. I will see what happens next.

Moral: check everything all the time. Take nothing for granted and if you've checked it check it again.

I do a lot of miles in it, and have got to know its driving characteristics pretty well but now I know its heart too - is it a marriage made in hell, I wonder?

If you'd like your Land Rover featured in the Members' Motors section of the magazine, get in touch with the sEditor via email or post.



Anglia

Area Organiser: Phil Stevenson

As you read this, we will be in the midst of our local show season. It's the time of the year that we see most of the members out and about, and it's always good to see member's vehicles on the stands.

The Anglia Area website (www.eastanglia.series2club.co.uk) has been evolving over the last few months, and amongst the new pages to be found, are a supplier's page, and events galleries. The supplier's page has a list of companies that provide either a service or product which is of interest to us Land Rover owners, and all companies listed are within the Anglia region. They have all been provided by members who have had experience of the companies first hand, and the range from places to buy bolts, sundries and parts, to shot blasting and galvanising.

The events galleries are the place to find photos from the events in the area, and of course if anyone has any pictures from any of the events I would be very happy to add them to the gallery. There are a number of other pages to explore, so please have a look at the site.

Show Report, Henham Wings & Wheels. 8 May 2011

This is the first year that we have had a club stand at this show and I hope that it will be a regular feature in the local calendar. On our stand we had my own SWB, Shorty, Chris Rackham's Fire Engine, Ponty, Alan Jones' late IIA, Foxy, and Eddie's latest addition, Bumble.

The event itself is a very diverse affair with a variety of attractions ranging from the usual country fair traders to a ring in which people could try zorbing! The show also attracted a very large number of classic cars, some of which were very rare (there was a 1930 Aston Martin which was one of just 25 examples in the world!).

We had a really good day at the show, the weather was excellent and in fact it was too good for Eddie, who got a little bit sunburnt! Looking forward to next year!



Borders

Area Organiser: Dan Clements

Since the last issue of B2L, there have been a couple of events within our region, with a pub meet in Armathwaite in March and 'drive it day' over in the NE in April.

The March pub meet was well attended and it was great to see both familiar and new faces, with a good turnout once again. The weather was kind for the second meet in a row, now summer is upon us it may be a stretch to ask for three out of three! A great lunch was had by all, with plenty of chat and a good look at Neil's recent write up in one of the major Landy magazines. As usual, the meet moved to the car park for a prolonged session of bonnet lifting and plenty of advice for those currently rebuilding their Series 2's. It was great to see at least one new vehicle courtesy of Tom and we look forward to even better turnouts in the coming months. We are a friendly bunch in the Borders Region, so if you are up over the summer, feel free to check out our meeting dates and pop on over.

We now have a dedicated micro website for our area, with plenty of photos and news on previous and up and coming events in the region. Log on to the website at www.borders.series2club.co.uk and have a browse, we hope to keep it updated regularly so it is worth keeping an eye out for the latest news.

We are in the process of planning some events for early summer; hopefully these will include a new pub venue alongside Hadrian's Wall (with the opportunity for camping) and a workshop meet and barbeque in Dumfries and Galloway.

The regions Drive It Day event was held on Sunday 17 April, Les and Yvonne have kindly done a write up of the day's events, so over to them!

Drive It Day

A couple of us met in Herrington Country Park near Penshaw Monument, and as we enjoyed a bonnet lift and chat a Sunderland based classic car club were meeting in the park also. We enjoyed a chat with them and took some photos before they headed off on their road run.

Three Series 2s, an early Series 3 and Defender headed off, with the glorious sunny weather and a few interested stares from onlookers made the road run even more interesting.

We stopped for coffee and ice - cream at Minchellas in Latimers car park and again the Landies proved to attract people's attention enough to come and talk to us about them and take photos.

As we ambled along the coast passing through a couple of villages, Souter Lighthouse, and Marsden Grotto, we were entering what is known as Catherine Cookson country. Once at Shields the call for fish and chips could no longer be ignored, so they were promptly purchased and we parked up to enjoy our lunch at Frenchman's Cove.

As another chat and attempted drive over some sand dunes ended our couple of hours out, we all dispersed and headed off home.

Heading back home Yvonne and I stopped off at Souter Lighthouse for another photo opportunity and she says she has photographic evidence of me being a rather tired little Landy owner, I do not know what she means!

Many thanks to Brian and Janice, Alan and John, Dave and Neen, and Andy and his mates for joining Yvonne and I by turning out to make a good couple of hours on a Landy road run.



Garden of England

Area Organiser: Sean and Hazel Smeeth

I always enjoy this part of the year, when most (hopefully!) of the Land Rover projects and repair jobs that were planned for the winter are finished and we are looking forward to the upcoming show season. It's always exciting to see the calendar marked up for so many events. All the details are on our microsite (www.series2club.co.uk/kent), but please contact us on 01732 763900 as some require passes!

We have had a wonderful BBQ and guided tour of the garage at Robert, Rachael and Zoe's. Thank you so much for providing such an interesting venue!

By the time you read this, we will have also been to Wrotham show where we have a club stand planned as we did last year, and probably also have been to Dunsfold, more on these in the next mag! We're also looking forward to the International - lots of us are going, and it is always nice to see our friends from different areas around the country!

The pub meets have been going from strength to strength, with some new members. We would like to welcome Alan and also Graeme, Michelle and the girls, lovely to see you all there, and if you have never been, you are welcome to join us to see what you are missing out on!

Charity Run 2011

Sean and Hazel were also involved in the recent Kent to Wimereux charity run and the write up can be read on page 37.

New Forest & Solent

Area Organiser: James Williams

We've had a fairly active spring, with strong support from local members attending our various pub meets across the region. Our pub meets have been far and wide, and across the course of the next 6 - 12 months we shall begin to scale down the locations to three core pubs that seem to work well for us across the region. Some of you may have noticed that we have been sharing a pub meet with the South West Area of the Series 2 Club at North Cadbury, Somerset. This meet has been very successful and it is hoped that this location can benefit members on the fringe of our two areas.

Now, back to New Forest & Solent. We had an excellent turn out at the Andover Classic Car Show at Wkye Down this year. We've been doing this event for several years now, and this one always makes for a good day out! Even if it does mean fixing a certain members leaking rear transfer box oil seal on the club stand!

We've also been busy Green Laning on Salisbury Plain in preparation for this year's Series 2 Club International Rally, which we are hosting at Sixpenny Handley, Cranborne SP5 5ND. This promises to be an excellent weekend for all the family! So please, fill out the booking form found in this issue of the magazine.

As I write this I am two days away from taking my Land Rover to Birmabright Weekend in the Czech Republic. Myself and another club member have decided to undertake this epic journey in the hope of filling the back of my 109" with as much beer as physically possible upon our return! On a more serious note, we are hoping that the 2000 + mile round trip goes with ut a hitch. Fingers crossed - I'm taking enough spares! You should see some pictures on the web-site (www.series2club.co.uk/newforest) in due course.

As always, if anyone has any questions/suggestions please do get in contact with me. On a similar note, if members want to organise their own pub meet, then please let me know. I'd be more than happy to advertise it for you. Remember, it only takes two to tango!



South Wales

Area Organiser: Alan Spolton

Show season is upon us again, and the big one to mark on your calendars is the Series 2 Club International at Sixpenny Handley. It would be great to hear from South Wales members and join up in convoy to travel to the rally - let's get the area active and noticed again!

On that note, it would also be great to catch up with local members for an informal meet and chat and to discuss the possibility of getting a pub meet started up.

As ever, you can get in touch with me via the South Wales email address: southwales@series2club.co.uk and my door is always open!

South West

Area Organiser: Clive Withey

Since taking on the role of organiser of the South West area I have been very lucky in as much as events have seemed to take their own course. We now have two regular pub meets:

A pub meet on the Somerset/Wiltshire borders was started by Ian Cromwell, a Wiltshire member, and four of us attended the first meeting. This meet will now happen on a monthly basis (1st Wednesday of each month) and is at the Catash Inn, North Cadbury, Yeovil, Somerset. The second meeting was well attended with a great turn out by New Forest and Solent members. Seven Series 2s and 12 or 13 people attended.

Another meet was organised by Dan at the Lanivet Inn, Lanivet, Bodmin, Cornwall on the last Saturday of the month at 2pm. Despite a fair bit of interest only two made the first meeting, the next month (March) six people attended with three Series 2s. Both meets are posted on the Forum under "Pub Meets".

We have been talking on the forum a fair bit about doing some greenlining. Finding someone experienced and who knew their way around was a bit of a problem until James, the New Forest & Solent organiser, very kindly offered to organise a day's laning on Salisbury Plains on 9 April. We had a great day and I am quietly confident that this has started a new trend in the South West.

A Somerset into Dorset laning day is now being organised by Henry JS and is posted on the forum under "South West Laning Day", I expect this will take place sometime in June.

Dan from Cornwall also has it in mind to organise a day out at some time in the near future. I suggest those who are able keep an eye on the forum pages. If you do not have internet access please contact me and I will keep you informed by post or phone.

Thankfully things seem to be moving on and hopefully they will continue to do so! Within the next few months I am hoping to get another pub meet going in Somerset, one which is more central (Any suggestions on venues welcomed). Hopefully, a pub meet in Devon will come along too. If anyone is willing to help on the Devon meet I will be very grateful.

Everyone I have spoken too is very excited about the International Rally being closer to us in the South West and a few have said they will be attending.

Should anyone wish to contact me please do so via e-mail at southwest@series2club.co.uk or via telephone on 01823 442966.

Thames Valley

Area Organiser: Paul Mercer

For the attention of you whos post codes begins with AL, HA HP NW, OX, RG, SL TW, UB, W, WD, and anyone else that wants to join in.

I have recently taken on the role as Thames Valley area organiser, so allow me to introduce myself. I live in Reading, Berkshire and my involvements with Land Rovers started off several years ago with a 1966 2A 88" that I still run as my day to day vehicle come rain, snow and shine. After attending a couple of local and national shows things started to get out of hand. I now have two other vehicles, a 1966 Rover 9 Marshall Ambulance and a 1970 2A 109" 2.6, so my Series 2 buying really must stop! If you see me out and about in the area give me a wave or stop for a chat.

As for the future of the Thames Valley area, I'm proposing much the same, just a bit more. The area has traditionally been centred around the Flackwell Heath Pub Meet and this will hopefully continue. However, I would like to encourage every local member to join in and attend at least one event. So I will be looking at having other meets and events in new parts the area in due course.

It will take some time to get these events going, so please keep an eye on the Club Forum and subsequent issues of Built Two Last for more information as I get to grips with it all. If these events are local to you please support them, if you want to get involved but don't see anything happening near you, please send me a suggestion.

The best way to get in touch is email, thamesvalley@series2club.co.uk, but I can also be contacted through the Club Forum as "Beardy Paul" and I regularly attend the Flackwell Heath Pub meet. If you are not a Forum user, you can of course, contact me via the club's usual postal address.

I look forward to hearing from you, and meeting you.

Yorkshire

Area Organiser: Dean Sadler

The pub meets have been very well attended recently. We've held a few quiz nights with fantastic prizes - even a 109 with full tilt was donated by Jeff as a quiz prize, albeit, a 1/76th scale airfix version.

It's always good to catch up each month and, as ever, we always want to see some new faces. April's pub meet saw us wish Steve and the rest of the convoy all the best for their Morocco expedition, with the promise of a slide show of his photos in June.

So come on everyone, we hope to see you there.



A marvellous oil painting by Mrs Sadler (left) and a dusky view of April's pub meet (right).

New to the club? Looking to find out more about your area?

The Series 2 Club has lots of active members spreading across the UK and further afield.

If you're new to the club and don't know how to get in touch with your Area Organiser, you can find out their name and contact details in the back of this edition of Built Two Last.

Most areas now hold regular pub meets, among other social events, and there are lots of shows to attend throughout the year. So get in touch and enjoy the community spirit of your local area and local Land Rover enthusiasts!

The Series 2 Club website (www.series2club.co.uk) also has many pages dedicated to the various areas, detailing information about pub meets, show attendance and microsites for members to find out who's who and how to get involved.





Kent to Wimereux

Pictures by William

Words by Peter Wales and Sean & Hazel Smeeth

It was the day before the long awaited trip, everything was packed and Sean had decked out 'Katie' in some very fetching bunting! Everything was ready, and now the success of the trip just needed some good weather... We were lucky - the next day dawned bright and clear.

We were the first to arrive at the Kent Life Centre, our start point, and it was wonderful to see everyone turning up. The girls were kept busy dispatching the yellow bags full of goodies, and we were soon all assembled and underway.

We had an uneventful run to Dover, with the exception of one driver whose top hose split, with some very impressive displays of steam. It was soon remedied, and we all arrived safely.

Waiting on the docks, we were unaware that we would be losing one of our number... Unfortunately Max and Sue Webb had a stuck starter motor, and as they were near the rear of the run, most of us didn't know they hadn't made it until we were already half way across the channel - what a shame!

A short way down the D940 we stopped for our photo session, in a stunning spot on the side of the hill, with the coast spread in all its glory behind us! Then on to Wimereux with some free time to do as we wished.

Some made it to the beach for a picnic, we headed for a restaurant and found lots of others also found the same place! The red wine was fab (for the non drivers of course!) and so were the mussels, but I'm sure that those pots were bottomless, there were so many in there!

After it was on to the War museum, which was very interesting and really well set up, and then of course our auction, which Richard Beddall kindly hosted for us, and made a fantastic job of it! Sean nearly came home with a front panel, but was narrowly beaten!

Then a quick trip to the hyper-

market and back to the port for the ferry home.

It was a wonderful day, and we would like to say a big thank you to all who came, and those who sponsored us. To date we have raised over £2000 for the Royal London Blind School and St Christopher's Hospice, so thank you!



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: **BM 7035, London, WC1N 3XX.**

- 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

Dinitol

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

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

Pegasus Parts

Tel: 01306 631333

Web: www.pegasusparts.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)



Advertising in Built Two Last

On this page you can see one of the adverts we have run in most of the recent issues for Footman James insurance, in return for the discount they offer. In this issue we also have an advert for Richards Chassis who now give members a 5% discount, and HNJ Engineering who offer members a discount on their Special Tool 600300.

We very nearly lost the discount and good will from Richards because we fell behind with our agreement (to publish their advert in B2L). This was due to the ever changing line-up on the committee and the fact that we don't actually have a person responsible for advertising and organising discounts.

Following on from this, we would like to trial the publishing of more adverts in the magazine. We realise the natural reaction to more adverts is one of horror, but they need not be a bad thing, nor intrusive. We believe they could "add value" to the benefit of being member, in that you are being made aware of products and services which are of direct relevance to your hobby - Series 2 Land Rovers.

The club does not need the advertising revenue this would generate. But any revenues would be used to further improve the magazine's quality, more colour and more pages. The intention is not to reduce the "editorial content" at the expense of advertising, and for any extra pages to be paid by the advertising itself. We already carry quite a bit of advertising in the magazine. We have the Trade Directory (which, so far, is free to the various businesses) and we have our list of the various discounts you can claim. The intention is to rationalise how the adverts are presented and to try and get them to pay their way. To this end we have a committee member who has volunteered to organise this. Potentially, this could lead to more and better discount deals for members and hopefully prevent any loss of discounts by over-looking our obligations.



We have arranged a 'Club Partnership - Discount Scheme' with the specialist insurance broker - Footman James. This applies to all new insurance policies and existing policy renewals that S2C members take out with them.

S2C members receive a 10% discount on most Classic Car & Classic Motorcycle policies and a 5% discount on Modern Car, Motorcycle and Kit vehicle policies. In addition they offer a 5% discount on a Home Contents Insurance policy which includes motor vehicle accessories and any loose and spare vehicle parts that are being kept indoors, up to the value of £1,000 (extendable to £5,000).

All their vehicle insurance policies include the following cover:

- 24 hr - UK & European Breakdown Recovery
- Motor Legal Expenses
- Personal Injury which includes Road Rage & Car Jacking

They also offer such options as:

- Multi-Vehicle, which enables you to put your Modern and Classic vehicles all on the same policy, (2 Classic & 1 Modern vehicle, minimum)
- Agreed Value
- Limited or Unlimited Mileage
- Laid-Up policies that offer you peace of mind whilst your vehicle is off the road.

Emma Merwood is the club liaison officer at Footman James.

Emma is an active member of the TVR Car Club and the proud owner of a 1971 TVR Vixen, that has won numerous awards and is regularly on display at classic car shows and events.

Contact Footman James on: 0845 223 6146

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



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 ammount 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

Series 2 Club

BM 7035, London, WC1N 3XX
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 Dunhil 01797 362960
Shop Manager	Carol Buss
Webmaster	Alan Jones
IT Administrator	Chris Scott

CONTACT DETAILS

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Vice Chairman	vice_chairman@series2club.co.uk 07791 257205
Club email	info@series2club.co.uk
Magazine Editor	editor@series2club.co.uk
Historial & Database Officer	vehicle_database@series2club.co.uk
Memberships	membership@series2club.co.uk Tel: 01925 722286 or 07891 484910

AREA ORGANISERS

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Borders	Simon Maltby borders@series2club.co.uk
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New Forest & Solent

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North West

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North Scotland

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Peak District

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South Scotland

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Surrey & Sussex

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Thames Valley

Paul Mercer
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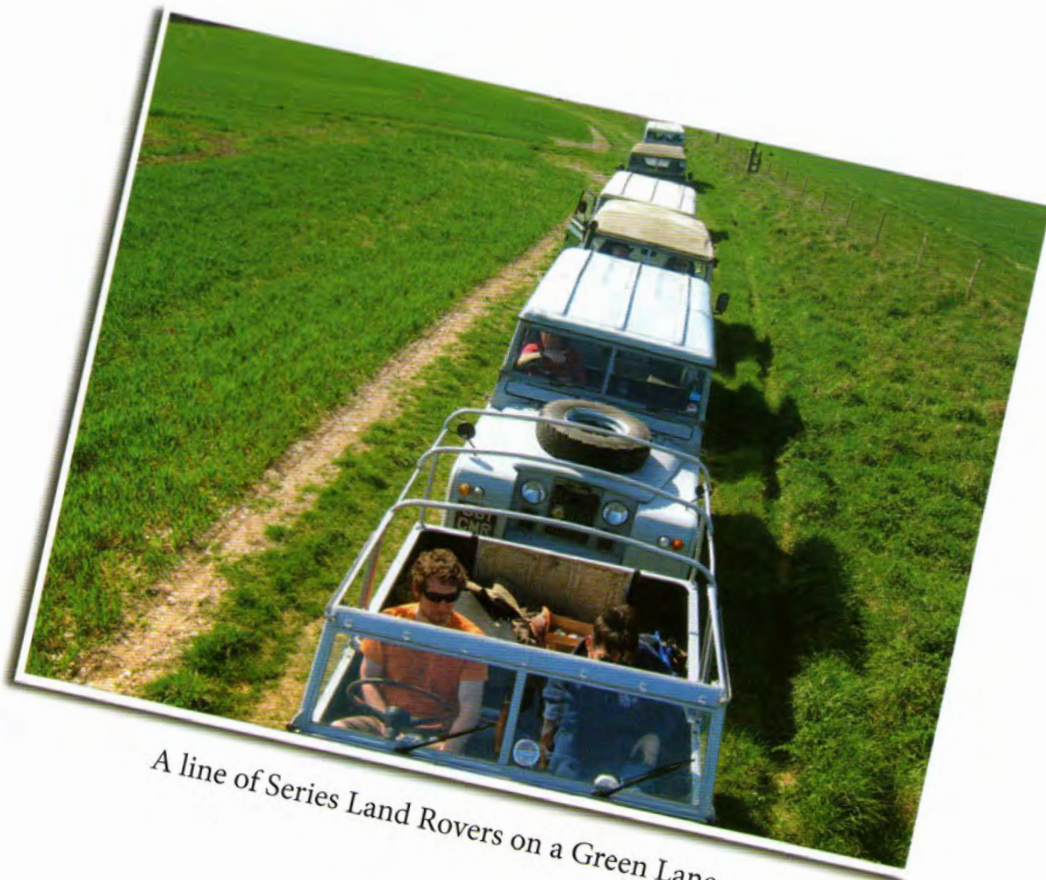
West Midlands

Robert Eastwood
westmidlands@series2club.co.uk
Tel: 07799 622414

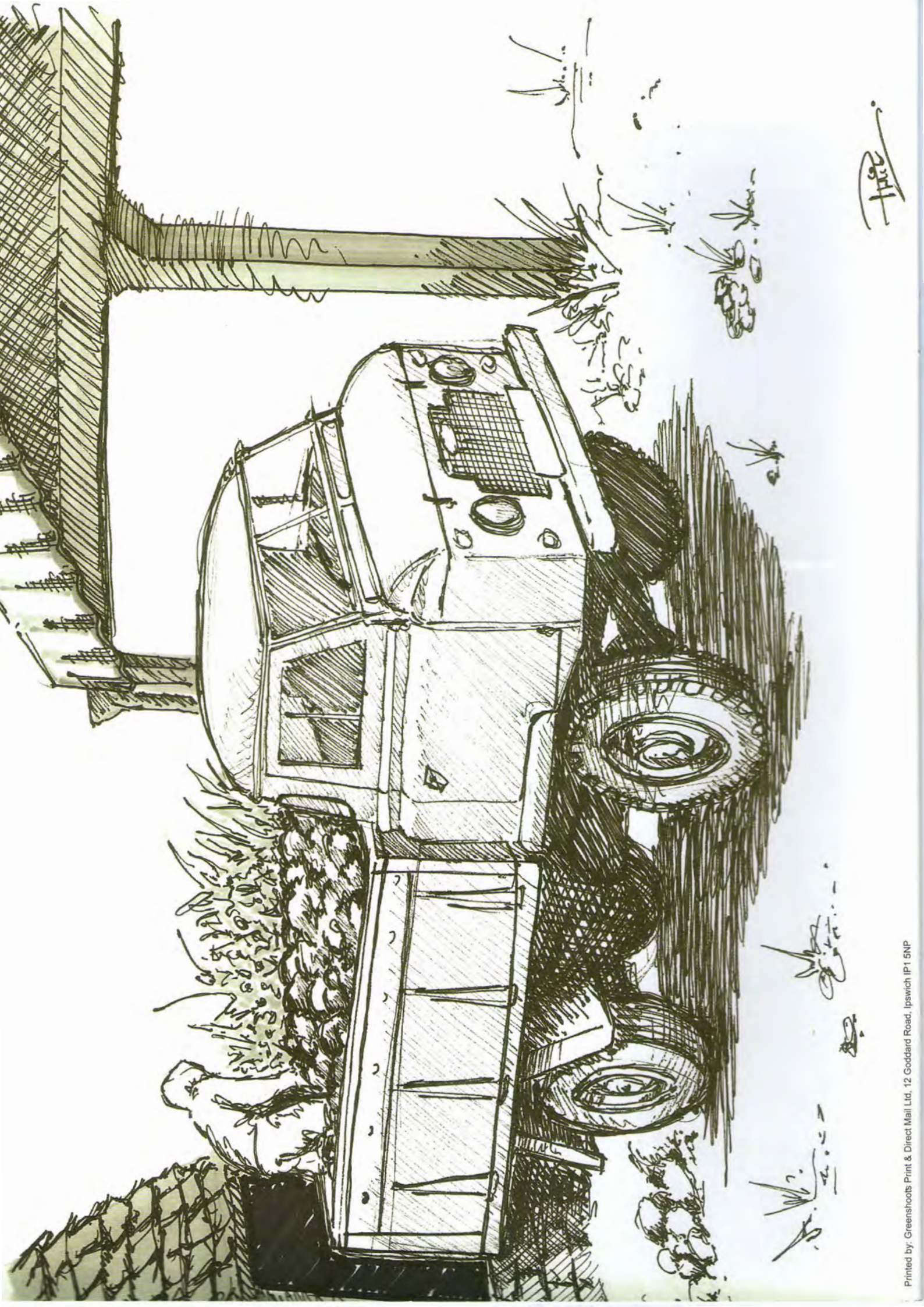
Please keep your phone calls to sensible times, between 6 & 9pm is best, unless you have made a prior arrangement.



Jeremy Hackney's late Series 2A in Stechelberg



A line of Series Land Rovers on a Green Lane



IP15NP