

# BUILT TWO LAST

Mark Rumsey 1970-2012



## 2012 Rally Roundup- Club Accounts - Mark Rumsey Tributes- Members Motors



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Issue 103 Autumn 2012



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Front cover picture: Mark Rumsey hands out the furthest travelled award at Sibbertoft 2008 by Eric Leuzinger.

Rear cover picture: 'Huaraz (Conococha) Perú' by Carlos Gutiérrez

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## Editor's Words

Welcome to issue 103 of Built Two Last and a big thank you for all your submissions, which have helped create another packed issue for your enjoyment. A big thanks to the other unsung members of the editorial team John Horne and David Hallen for a sterling effort behind the scenes.

Well, at the time of publication Summer is drawing to a close and I have noticed the evenings drawing in whilst editing the magazine. For a show season that was so badly affected by the wet weather, we were incredibly lucky at the 9th International Rally at Ripon. It was a fantastic show and congratulations should go to the organisers for all their hard work. Thanks for the kind comments about the magazine from many of the members who I bumped into during Saturday and Sunday. It takes a lot of effort from everybody involved to keep it packed and out on time and we are delighted that it seems to be going down so well. For those at Ripon who I missed, sorry for that but I was keeping my committee head down and enjoying the occasion (my first rally).

Another bittersweet issue this time, fantastic articles from some now familiar and some new writers, including my own father! Great pictures from Ripon and other summer events and another brilliant Junior section. And then fantastic memories and pictures of Mark Rumsey who we so sadly lost just prior to the last B2L. It is a pleasure to celebrate Marks life and involvement in the club, yet sad that he is no longer around and will be missed by so many people.

As for me, well at the time of writing I am busy rebuilding BEY, my 1965 88" Short Wheel Base (many of you will have seen the new chassis at Ripon) and hoping to take delivery of a new project by the time the magazine hits your doorsteps. Enjoy the magazine and have a great Autumn.

Dan Clements

## Important

Participation at any event or show is at your own risk. While the club is happy to draw attention to events which may be suitable, arrangements are made directly with the landowners or organisers. Even if the club forwards applications and passes information, we do not act as agents for the organisers. It is a condition of membership and participation at 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 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.

## Submissions

You can send any articles, photos, adverts or letters to the Editor's email address: [editor@series2club.co.uk](mailto: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 a resolution as possible and that all articles, letters and adverts are checked for spelling and grammar, where possible.

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# News

## New Committee Members..

Following on from this year's Annual General Meeting at Ripon on the 12th of August 2012, we are pleased to welcome our new committee members! We will be running intros on all the new faces over the next couple of issues, starting with Eric Leuzinger in this issue. The new committee members are:

- Eric Leuzinger - Vice Chairman
- Alex Thorpe - Technical Officer
- Chris Ansell - North Scotland
- Jules Thorne - Severn Valley

And the following committee members were officially elected to their positions following co-option during the year:

- Gordon Lowe - Yorkshire
- Andy Parker - East Midlands
- Andrew Carlisle - Northern Ireland and Eire A
- Hazel Smeeth - Club Secretary
- Dan Clements - Editor

A big welcome to all the new committee members, whom we are sure will do a great job both collectively and individually for the Club members. We hope that wherever possible you will offer them your help and support...

## Apology...

In the new members section of issue 102, we accidentally omitted joint member Amanda Bagley (although we managed to include her partner Paul Wright). So to avoid any disharmony in that particular household, not only are we officially welcoming Amanda to the club, but we are doing so with this cracking photo of Amanda with the Landy and the dog!



## New Member of the Editorial Team...

We are glad to welcome David Hallen on board as the third member of the editorial team alongside Dan Clements and John Horne. A bit about David in his own words!

I work at a boarding school, and as such I rarely have weekends or evenings free, meaning that I don't really have the chance to participate much to the life of my local group, but James Williams, our Area Organiser, has been a great help, giving lots of advice and time. Most of my knowledge comes from using the excellent club forum, where I am usually to be found asking yet more questions about tyres!

Seeing as I can't really offer much practical advice on the forum, or participate much in a practical sense, I'm really pleased to be able to contribute to the club as part of the B2L team. It's such an excellent publication, and I'm really looking forward to being a part of it!

## 2013 Charity Run

The proposed venue for this year's charity run (see issue 102 of Built Two Last) will be Ypres (Leper) in Belgium. The event will take place from Saturday 11 May to Sunday 12 May 2013, with a proposed overnight stay. We hope to publish full details in the next B2L, but for the time being keep an eye on the forum for more details.

## Farewell to North Wales and Shropshire Area Organiser

Due to work and business commitments, Clwyd Evans has had to step down as the North Wales and Shropshire Area Organiser. The committee would like to thank Clwyd for his efforts in reviving this area and wish him all the very best for the future.

If anybody is interested in taking up where Clwyd left off then contact the Vice Chairman or Chairman for an informal chat.

## 2013 Club Rally

We are pleased to announce that the 2013 Club rally will be held at Hole Park Gardens, Rolvenden Kent TN17 4JA from Friday 9th August to Sunday 11th August 2013. The price has been held at £35.00 per unit for Friday and Saturday with an option to extend your stay for only £7 per night.

This is a fantastic venue within easy travelling distance of a great number of club members.

## Club Newsletter

Some 1200 members have registered an email address with us, this is over 86% of the membership.

I'm sure some of these addresses are "dead", as people change their emails and forget to tell us.

We have now sent out 2 editions of a club-wide newsletter (April & July).

Some emails may have got chopped by the spam filters. If you think you should have received a newsletter please email me (Alan Jones, [webmaster@series2club.co.uk](mailto:webmaster@series2club.co.uk)) and I will update my list.

Similarly, if you don't wish to be connected by this medium, let me know and I'll remove you from the list.

The purpose of the Newsletters is to keep you informed of club matters and news that falls outside of the publishing deadlines/period of Built Two Last.

# Chairman's Chat

Jon Hayes

Well, Autumn is on the way and here in the UK the nights are starting to get a little colder, but at least the weather is finally starting to become a little drier. Despite an abundance of rain across the year, it has failed to dampen our spirits and we have had some great shows, culminating in our annual International Rally in Ripon back in August. My family and I had a great time as I am sure did everyone else who attended. The sun came out, there were some stunning green lanes and scenic drives and of course there was plenty of time to meet up with fellow members and discuss our favourite topic! There was a bumper turnout as you will see from the show report in this magazine, as well as some stunning vehicles. I could have spent many hours talking to Udo about his 6 cylinder 1 ton (in fact I did!) in which he had driven across from Germany, and I was delighted when it was voted "Best in Show". It was truly a worthy winner and if I am honest one of my favourites (well I am rather partial to a 6 cylinder).

Following this year's Annual General Meeting, we also welcome some new members to the committee; Eric Leuzinger re-joins the committee as Vice Chairman, Chris Ansell joins us as Scotland Area Organiser, Jules Thorne re-joins the committee as Severn Valley Area Organiser and Alex Thorpe re-joins the committee as Technical Officer (following the tragic loss of Mark Rumsey earlier this year). The committee is now nearly at full strength, with just a handful of outstanding roles, and I am sure that the enthusiasm and experience that these new members bring will help us take the club further forward and achieve even more!

The sad loss of Mark Rumsey, as announced in the previous edition of B2L, was a shock to all of us, with Mark having been a driving force in the club and true Series guru. Mark helped many a member solve their technical dilemma either directly or via sage advice on the forum. We



have included some of the tributes left for Mark on the forum, a short article by our VRO David Dutton and some pictures in memory of his support to the club. The Thames Valley region have also created a "Spirit of the Club" award, which is to be a club-wide award awarded at each International Rally, recognising those members who truly embody the spirit of the Series 2 Club. This year, after much deliberation from the Thames Valley Area and the Rumsey family, Alan Jones was voted the worthy winner in recognition for his tireless and sterling work with the club's forum and web presence, as well as his seemingly never ending ability to provide 24/7 responses to questions and issues!

For those who are avid followers of the club's forum, you will probably have seen a number of questions and comments regarding the current status of the club's finances and the apparent reserve of funds. To this end, I presented more information at the 2012 Annual General Meeting, hopefully providing more clarity of club income and how this relates to the annual costs of running the club's essential services. As the majority of members are not able to

attend the AGM, we have included the presentation material within this edition, which I hope provides greater clarity and helps explain how the committee are both managing the finances and utilising any excess in increasing the value of club membership.

Don't forget that summaries of the club meetings are provided on the club's web page under the members only area (please contact Alan Jones our webmaster if you do not have a member logon), as I believe it is important for the committee to keep you informed of our activities and progress. We are also keen to hear your feedback and ideas, so why not drop your local Area Organiser or me a note, or why not catch up with one of us at a local meet or show.

Now is also the time to get back to all those Land Rover jobs or maybe work on getting one ready for next year. Being honest, I have a bit of a backlog of Land Rovers at the moment but hope to have another 2.25 diesel SWB back on the road very soon, hopefully in time to enjoy for the winter.

Best Regards,  
Jon Hayes  
Series 2 Club Chairman

# New Members

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

#	Name	Location	#	Name	Location
937	Mr. S. Gorton	Norfolk	3981	Mr. D. Hough	Herefordshire
1219	Mr. & Mrs. D. Milner	East Sussex	3982	Mr. I. Jackson	Kent
1811	Mr. M. Coxon	Buckinghamshire	3983	C. Hann. & K. Chick.	Devon
1818	Mr. J. Welch	South Yorkshire	3984	Mr. R. Grierson	Roxburghshire
1933	Mr. & Mrs. M. Hodgson	North Wales	3985	Mr.T. & Mrs. C. Glidewell	Kent
3940	Messers. C.& L. Gregson	Lancashire	3986	Mr. A. Spencer	Dumfriesshire
3941	G. Kotalawela & J. Cheverton	Ceredigion	3987	Mr. M. Butler	Devon
3942	Mr. & Mrs. C. Reas	West Yorkshire	3988	Miss. L. Thompson	Sussex
3943	Mr. M. Holland	France	3989	Mr. A. English	Cumbria
3944	Mr. J. Boath	Angus	3990	Mr. J. Longshaw	Staffordshire
3945	Mr. A. Cartlidge		3991	Dr. D. & Mr.T. Sutton	Wiltshire
3946	Mr. R.Taylor & Miss. L.Taylor.	Kent	3992	Mr. A. Allcock	Shropshire
3947	Mr. & Mrs. R. Waple	Surrey	3993	Mr. D. Edwards	North Yorkshire
3848	Mr. D. Dooling	Northamptonshire	3994	Mr. & Mrs. D. Cooper	North Yorkshire
3949	Mr. K. Bjorkdahl Jansson	Sweden	3995	Messrs.T.& D. Pollard	Middlesex
3950	Mr. J. Parr	Norfolk	3996	Mr. M. Holman	Northumberland
3951	Miss.L.Waymont & Mr.P.Inhester.	Kent	3997	M.N. Khan & D.N. Lim	Sabah 88400,MALAYSIA
3952	Mr. P. Cotter	Gwent	3998	Mr. S. Magowan	South Yorkshire
3953	Mr. & Mrs. P. Everett	Berkshire	3999	Mr. T. Ehlen	London
3954	Mr. T. Mephram	East Sussex	4000	Mr. J. Thrussell	Berkshire
3955	Mr. A. Crossley	Dorset	4001	Mr. D. Carter	Norfolk
3956	Mr. C. Blackborow	Wiltshire	4002	Mr. A. Morison	West Sussex
3957	Dr. R. Wright	Northamptonshire	4003	Mr. & Mrs. L. Strickland	Suffolk
3958	Messrs. P.& J. Burch	Dorset	4004	Mr. M. Haslem	Kent
3959	Mr. S. Didcott	Buckinghamshire	4005	S. Hartley	Northumberland
3960	Mr. M. Morris	Cheshire	4006	Mr. R. De Gruchy	West Glamorgan
3961	Mr. & Mrs. H. J. Bizby	Wales	4007	Mr.& Mrs.R. Davison-Young	Rep. of Ireland
3962	Mr. M. Plowman	North Yorkshire	4008	Messrs. L.& R. Thomas	Essex
3963	Mr. B. Harnan	West Sussex	4009	R. Taylor & C. Lambert	Co. Durham
3964	Mr. K. Lahham	Oxfordshire	4010	Mr. P. Candelent	Lancashire
3965	Mr. M. Bunt	Cornwall	4011	Mr. S. Baldwin	Wiltshire
3966	Mr. & Mrs. A. Mackay	Hertfordshire	4012	Mr. & Mrs. A. Stuart	Aberdeenshire,Scotland
3967	Mr. N. King	Leicestershire	4013	Mr. R. Buck	London
3968	Mr.K. R. Smewing	Hampshire	4014	Mr. & Mrs. W. Ladbrooke-Chartres	Hampshire
3969	R. Beck. & G. Minney	Bedfordshire	4015	Mr. & Mrs. J. Edwards	Worcestershire
3970	Mr. & Mrs. B. Spray	Norfolk	4016	Mr. & Mrs. S. McCluskie	Nottinghamshire
3971	Mr. & Mrs. N. Smith	Shropshire	4017	Mr. & Mrs. R. Bowman	West Sussex
3972	Mr. & Mrs. J. Halls	Oxon	4018	Mr. M. Kidwell	West Glamorgan
3973	A. Berry & S.Walton	Oxfordshire	4019	Mr. B. Stott	West Glamorgan
3974	Mr. C. Bee	Surrey	4020	Miss.N. Eiffert & Mr.S. Lewis	Kent
3975	Mr. J. Comella	Callifornia, U.S.A.	4021	Mr. C. Green	Kent
3976	Mr. & Mrs. S. Loft	Orkney	4022	Mr. & Mrs.K. Thomasson	Derbyshire
3977	Mr. F. Balaam	Cambridgeshire	4023	A. Lyndel & V Amesbury	Staffordshire
3978	Mr. R. E. Gant	Soffolk	4024	Mr. P. Tillett	Suffolk
3979	D. Appeldorm & N. Colmer	Netherlands	4025	Mr. K. C. Harley	East Lothian
3980	Mr. K. Stephens	Gtr. Manchester			

# Letters...

## From the Rumsey Family...

Mark's entire family would like to say a big thank you to everyone who has passed on their condolences at this very sad and hard time. It has brought some comfort to us all to know how highly Mark was thought of as both a friend and a member of the Series 2 club. We have had so many lovely comments of what he meant to everyone, there have been too many to reply to individually, so we hope everyone will understand. We have enjoyed listening to your memories of Mark and look forward to reading some more in this issue of Built Two Last. We would like to say a big thank you to everyone who came to Mark's funeral and made it a true celebration of his life and gave him the send-off he truly deserved and we hope he would have wanted. It was the way Mark would have liked it, oil on the ground, holding up the traffic, lifting of bonnets and of course not forgetting the exchange of parts, just the way a true Land Rover meet should be. We would like to say special thanks to Mark Coxon (Boggy) for driving Mark on his final journey using the trayback and to Alan Jones (Wittsend) for doing the reading at the service and everything he has done on the forum. Finally thank you to everyone for their donations to Cancer Research and The British Heart Foundation in his memory.

Ian, Mum Rumsey and Dawn would also like to invite one and all to the last Rumsey workshop meet as a final farewell to Mark, also as the workshop is to go so there will no longer be the room. As normal, the tradition is to bring something for the table (sweet or savoury) and we will supply the tea and coffee. It's to be held on Sunday October 7th from 10am until the tea runs out. For those who don't know, it's at The Old Silk Mill, Brook Street, Tring Herts HP23 5EF. Any questions e-mail [ian.rumsey@ntlworld.com](mailto:ian.rumsey@ntlworld.com). Look forward to seeing you all there.

## Spirit of the Club Award...

Dear Series 2 Club,  
 It was a great surprise and shock to be presented with the Mark Rumsey Award for the Spirit of the Club Award by the Thames Valley area.  
 I would like to thank all involved, I feel very humbled to receive this. I think it's a great way for us to remember Mark by.  
 I would also like to thank the spirit showed to me during my Lightweight's recent (embarrassing) breakdown at the International Rally.  
 Members were very supportive and we eventually got the engine running again, good enough to manage 21 mpg on the trip home.  
 I would also like to thank who ever awarded me the pink handbag at the raffle. You should know that's it's just the right size to carry a spare distributor and set of spark plugs!

Alan Jones

*I think we all agree it is a well deserved award. There are more details on this award courtesy of the Thames Valley Area in this issue of Built Two Last, along with details of how to nominate somebody for next year, but for now a big congratulations to Alan .. Ed*

## Melbourne to Darwin...

Dear Editor,  
 To all members of the Series 2 Club. We are planning a trip from Melbourne to Darwin by road (a distance of some 5,000 kms) and then a train trip from Darwin to Adelaide on the Ghan railway, and then by road back to Melbourne (another 5,000 kms give or take). I believe it will be the longest road trips for Series vehicle ever. We expect to leave early August 2013 and return to Melbourne around the second week of September 2013. We are hoping, if it gets off the ground, to have several Series vehicles, a group of Classic American cars and caravans from 1942 to 1970, plus some modern day escort vehicles of course. Should any of our members be interested in coming along, get in touch, we will discuss it with them via e-mail direct. Members in Australia and New Zealand, please contact me directly if you are interested.  
 LEN SMYTH  
 Area Organiser Australia.

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Contact Footman James on:  
 0845 223 6146

Quote reference: LRS2  
 to ensure club discount.

# New and Reviewed!

## Our roundup of new and popular products...

### Need a top-up or a refill?

I've always experienced difficulty topping-up the gearbox, transfer box and differentials of my Series 2A and for many years I've used a combination of a squeezey 1 litre EP90 bottle and a long plastic tube. The topping-up process however usually ends up as a very messy affair after the plastic tube decides to part company with the EP90 bottle. Yes, I know, I could have bought one of those professional oil pump bottles but they appeared to be disproportionately expensive and of very large capacity. Now, having recently gone through another messy refilling exercise, I came across a neat mini oil pump of 1 litre capacity sold by Halfords. As you can see in the picture, it comes complete with a plastic tube with a hooked metal pipe on the end. The only thing it doesn't have is any form of valve or tap to arrest the oil flow but with practice no doubt I'll get to know how much to pump the bottle up for each top-up. Helpfully, with health and safety in mind, the manufacturers have embossed on the bottle the wording 'not to be taken'. I'm not sure how many members have a taste for EP90 diff oil but it's good to know it's not recommended!

If you're interested in one of these neat mini pumps, the Halfords stock number is 121841 (it has a laser product code of 4385 on the box) and it costs £17.99. Be aware that Halfords may need to order it in for you as they don't appear to be a common stock item but you can reserve it on-line for a local store collection. This mini pump may of course be available from other retailers.

Vaughan Hartridge (Club Treasurer)

Below: Just the job for those awkward topping-up jobs.



### 2.25 & 2.5 Diesel Engine parts...

As many of our members will know, the 2.25 and 2.5 Land Rover diesel engines were also used in London Taxis. With this in mind we are delighted to announce that the London Taxi Group is offering a large supply of old stock diesel engine spares to Series 2 Club members at favourable prices. Currently you will need to ring them directly with an enquiry whilst they catalogue up a sizeable amount of products. Shortly however, they hope to be launching a separate Land Rover section for club purchases. Once again this is a fantastic club offer and we hope that many of our diesel driven members will benefit from this offer!

Tel 01525 288555  
Fax 01525 288647  
www.londontaxigroup.com



### Land Rover Series II and IIA by James Taylor...

Series 2 Club members can get 25% off Land Rover Series II and IIA by quoting their membership number when ordering. Orders can be made by telephoning 01672 520320 or by post to: The Crowood Press, Crowood Lane, Ramsbury, Wiltshire SN8 2HR. We are hoping to review this book in a future Built Two Last.



### Extended Axle Breathers...

Why fit extended axle breathers? Differentials get warm in use and this causes the air inside the axle to expand. Air is expelled through the standard axle breather, which is (or should be!) a one way valve.

When the axle hits cold water it is rapidly cooled and the resulting negative pressure can suck water back into the axle, causing internal damage. In addition, blocked axle breathers regularly lead to the over pressurisation of the axle system resulting in hub seal failures and oil contaminated brakes! The answer is to fit extended breathers which replace the one-way valves and allow the air in the axle to expand and contract without causing any positive or negative pressure, and so preventing the ingress of water.

This kit is supplied with two replacement breathers with the same thread pattern as the originals and more than enough high impact tubing to extend the breathers to the top of the bulkhead or snorkel if fitted. Also included is a 'Y' piece allowing you to join the front and rear axles.

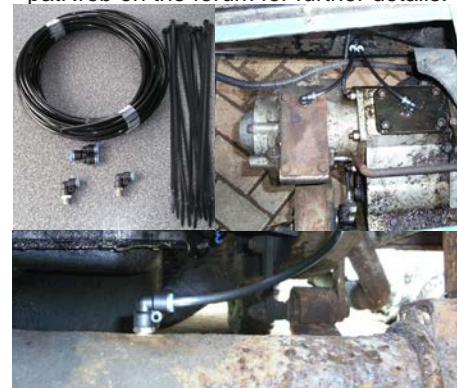
Plenty of plastic cable ties are provided

in the kit to allow you to fix the tubing to the chassis rails.

The kits are available at discounted rates for S2C members – just £11.00 plus £2.20 P&P for the axle breather kit (to do two axles). Additional breather adapters and 'Y' pieces for the transfer box and overdrive are £1.50 each and there is enough tubing in the original kit to fit these.

A drill & tap service for overdrive and transfer box plates is free, but you will need to send the plates to Robin so he can return them with the kits. There will be a small additional postage charge (for the extra weight) of £1.00.

Contact Robin Sanderson, 01924 890668, email landy@rms1.co.uk or PM patNrob on the forum for further details.



# International Rally 2013...

An invitation from the Garden of England to all Series 2 Club members

## Come and Join us at the 10th Anniversary International!

To Be Held at Hole Park Gardens, Rolvenden Kent TN17 4JA from Friday 9th August to Sunday 11th August 2013

Price held at £35.00 per unit for Friday and Saturday with the option to extend your stay for only £7 per night.

*On Site Microbrewery  
Garden Tour and Cream Teas for small extra fee  
Large Camping Field  
Campfire Each Night  
Fish and Chip Van booked for Friday Evening  
Off Roding available for small extra fee  
Green Lining in beautiful Kent Lanes  
Kids Bike Trial  
Gymkhana - Land Rover fun and games!  
Pub Quiz  
Craft Morning – bring your latest project – not Land Rovers!  
Come and feel Cyril's bits!*



*Local attractions include Kent & East Sussex Steam Railway, Bodium Castle, Bedgebury Pineatum, Port Lympne Wild Animal Park, Brenzett Aeronautical Museum, Willesborough Windmill, South of England Rare Breeds Centre, Rolvenden Motor Museum, pretty towns of Tenterden and Rye, seaside at Hastings and lots more!*

**Booking form to follow in the next issue of Built Two Last**



# Mark Rumsey 1970-2012...

A selection of tributes and pictures (sadly there were too many to publish in one magazine)

*Mark was the first person to welcome me to this forum and was invaluable in his wisdom and assistance.*

*I'm so glad I made the effort to come to the last Tring workshop to meet and see him and everyone else, not dreaming in a million years this would be the final time.*

*I know you're up there looking down on us all. Even though I didn't know you that well, I will miss you.*

*Rest easy my Friend*

*I was shocked and saddened by the passing of Mark. He has given me (often at very short notice) very helpful advice on how to repair, improvise or improve my old Land Rover. He was an inspiration to me and gave me confidence in retaining my vehicle when I often thought of setting fire to it! I'll keep it forever now as a memorial to his memory, and his love of these very special vehicles.*



*The number of LR people, along with his work colleagues who turned out to pay their respects says it all really. If he hadn't been so well respected people wouldn't have bothered. But they did bother and that's what matters. Not forgetting there are several others who wanted to come but simply couldn't because of other commitments they could not change.*

*As many have said, I too am completely shocked and saddened.*

*Mark was such a kind and helpful person.*

*When I was new to the club, the help Mark offered (often without being asked) touched me, especially in the early days when I was effectively a stranger to him. He often restored my faith in human kindness.*

*I wish I had a chance to know him longer and he is going to be hugely missed. My heartfelt condolences to his family and friends.*

*Having just visited the club website for the first time in a number of years, I was shocked and saddened to learn of Mark's untimely passing. I felt I had to re-register so I could express my condolences to his family, and indeed, to this forum.*

*Although I never physically met Mark, I would count him as one of the most genuine, selfless people I know. His willingness to share his amazing skills and knowledge with strangers on this forum speaks very strongly about the type of person he was.*

*When I was rebuilding my Landy, Mark's posts were immeasurably helpful. He has helped people all over the world, including down here in little old New Zealand.*

*To his family, I would like to say that you must be incredibly proud of Mark. A very genuine person, who would never shoot down people whose understanding or ability was less than his own (which let's face it, is pretty much all of us!) and to the forum members, I know that he will be greatly missed. I recall years ago when I was a moderator, Mark was always a voice of reason, and I know his calm, helpful manner will be truly missed by Alan, Chris and the rest of the team.*

*Rest in peace Mark. Although your hinges stood proud, you were truly well ahead of the crowd.*

*Some years ago, Mark asked me if I would pop to Barnsley and collect an eBay purchase for him... A front axle and a gearbox for a 4x2 IIRC... he managed to nab them for a bargain price. He and Ian turned up a few weeks later at my house, with the trayback, where I seemed to gather an impromptu meet! 1 ton Dan, Chris Brainfailure, another guy from Hull, someone else.. He eyed up my current 109 and was kind enough to tell me I had a really sweet engine in there... (coming out this week) and really liked the fact I had a 1961 built combat 109. Apparently that one rewrote the history books.... He drank tea... he made us all laugh, and people were gathered round, hinged on his every word, like an oily Messiah. I shall miss him very much, even after only being with him briefly (I think he made it to Driffild one year, but can't quite remember). His knowledge surpassed any text book or parts manual, his technical posts and ability were second to none, and his very dry sense of humour sometimes grated, but always raised a laugh somewhere! My only regret is not knowing him for longer.*

*Goodbye friend, and yes I call you friend. It was an honour to know you mate.*

*A real gentleman.*

*It was hard to meet a Series II person he hadn't helped, directly or indirectly.*

*One of the best.*



*I am truly sorry to hear this.*

*I have known Mark for many years and always thought of him (and Ian) as the perfect example of Land Rover enthusiasts. He was always there to help and advise and epitomised the club by his actions.*

*My condolences to Mum, Ian, Dawn and family, he will be missed.*



*A great loss to everyone who knew Mark. He will be sorely missed!*

*Mark was always willing to help with any problems that I had with my vehicles. He was a great source of information and was passionate about the club and a great asset, but more importantly a great friend to us all.*

*My deepest sympathies go to the family and if there is anything I can do, please do not hesitate to ask.*



# Memories of Mark...

David Dutton



Above: Judges, the three 'wise' Men Ian Rumsey, David and Mark!

Where does one start? Mark seems to have been around for ages and now suddenly he is gone. I still find it hard to accept but .....

So the other day I was looking through my inspectors' listings (I needed an inspection done in Lancashire) and straight away my eye was drawn to Mark Rumsey. Oh no, I can't just delete his name, that just doesn't seem right. My list has comments against each inspector, for instance, 'early vehicle specialist', or military specialist, but Mark's simply said 'Technical Officer'. Decision made, the list now reads 'RUMSEY Mark (Thames Valley Group) – ADVICE FROM ABOVE!

Back to the beginning. I can't remember when I first met Mark, but it was probably at one of the Billing shows years back. Of course meeting Mark meant meeting the rest of the Rumsey family as they always did everything together, even more so Mark and his brother Ian. Then there was the committee, with Mark as Technical Officer followed by a period of him standing in as Chair during what became a difficult time to be on the committee.

Mark always stayed calm and considered when others around him were at boiling point, but it was as Technical Officer that Mark's knowledge was invaluable. I had many enjoyable times in Mark's company, such as judging at various Nationals and safety checks on vehicles before they were taken on the off-road course. This of course included checking Mark's

own vehicle, only to find a major component was loose. Was he embarrassed as Technical Officer? Not a bit of it, Mark thought it was good that it had been found, the matter was quickly dealt with, a laugh was had and life went on.

Mark and I had many evening phone chats, always started by Mark asking how my wife Jackie was before going on to talking about impending European legislation and how it would affect us 'classic vehicle' owners. However these chats always seem to revert to discussing what suffix of Series 2a had what particular parts fitted, or what he and Ian wanted to do with some of his vehicles (the bright orange six cylinder 88" and the un-restored single cab agricultural Series 2 are just two examples). Mark and Ian's workshop meets are well known to the Series 2 fraternity, sadly soon to be no more due to Ian not being able to do everything in Mark's absence. The workshop meets will be sadly



Above: 3 litre 6 cylinder engine into an 88" won't go! Yes it will...

missed as they were a great meeting venue together with the 'bring your own food' system and parts swapping. Mark also repaired many club members' vehicles, including helping me sort WJN's wonky chassis.

So this is a (very) potted version of my time with Mark. I will miss Mark as a person and for what he did for the club. Farewell my friend, I hope there are plenty of Land Rovers and classic cars wherever you are.



Above: Mark with Tim Beer's Series 2- sporting a Mark fettled bulkhead...



Above: The Rumsey family of Mum, Ian and Mark driving off in "Saggy" at Sibbertoft 2008.

Below: Mark playing "U Bolt Hoopla" in the marquee at the 2008 International Rally



## The Mark Rumsey Annual Commemorative Award For The Spirit of the Club 2012

In the days following Mark's passing, the Thames Valley area regulars held our monthly pub meet at The Stag, Flackwell Heath. There was an empty chair. Things naturally were somewhat muted with the conversation frequently turning to Mark and our memories of him. We all felt quite strongly that we wanted to do something within the Club to keep Mark's memory alive and remember Mark's contribution to the Series 2 Club. In partnership with the family, we decided to establish an annual perpetual trophy -The Mark Rumsey Commemorative Award - Spirit of the Club.

The award was to be funded and awarded by the family and local members. We intend to award the trophy to any club member who, in the opinion of the Thames Valley Area membership, has made a significant contribution that we felt best summed up the Spirit of the Club. Mark helped many Club members through the forum and in person with his great knowledge and enthusiasm, as well as being responsible for so many projects that came out of the Tring yard with his brother Ian Rumsey. We want to encourage and reward such efforts.

This year the members and the Rumsey Family would like to recognise Alan Jones for his efforts in numerous areas of the club.

Many people know Alan as Wittsend, who hosts and runs the forum, keeping order and sometimes adding his own sense of humour or technical knowledge to many posts.

Alan has largely been the architect and driving force behind the Club's presence on the World Wide Web. His efforts extend much further than the Club's e-presence. Many of us on the Committee owe Alan thanks for his work, advice and the unofficial 24/7 IT support services he provides. Alan also seems to find the time to keep a Series 2 on the road and participate as a very active member in the Anglia Region and beyond. There is much more that could be said but Alan has worked tirelessly toward the goal of improving the club for members in and away from the forum and we recognise his efforts and say, "Well done Alan!"

It is now down to you; we want to hear about any good work done by members. Tell us about members

doing good work. This could be project vehicles and restorations. This could be a concourse vehicle or a doing what Rover never did and everyone said can't be done. Members who have spent time researching aspects of Series 2s and sharing their knowledge with others. Or it could be someone who often goes above and beyond to answer calls for help when members ask or to support the club.

If you think someone deserves recognition for their efforts, drop us a line with short description of their actions to [thamesvalley@series2club.co.uk](mailto:thamesvalley@series2club.co.uk) in time for the next AGM.

Thank you.

Paul Mercer, on behalf of the members of the Thames Valley area.



# International Rally 2012...

The 9th International Rally was held this year in the grounds of the beautifully maintained Ripon Racecourse on the Eastern edge of the picturesque Yorkshire Dales. The club rally is run to the same basic formula each year regarding the social events on Saturday evening and Sunday's photo shoot, trophy presentation and AGM. Everything else that is built around those events changes year on year depending on the location and the resources available to the organising team. Our location close to Grewelthorpe Moor allowed 'everyone' the opportunity to try green laning on Saturday morning as the moor lanes are all well maintained and were pre-checked by our Green Lane Officer, Neil Watterson. Late on Saturday afternoon Yorkshire member Mick Outhwaite set out a winch and hi-lift jack demonstration area which drew a large crowd of spectators to the centre of the rally field. All were impressed by the practical, calm presentation given by Mick and feel more confident of using these pieces

of equipment at home. One of the companies the club deals with, Richards Chassis, kindly offered to sponsor a commemorative rally plaque for each attendee. This is the first time the Series 2 Club have issued a plaque and they proved to be a huge success, most people fitted them to the front bumper before they had even put the tent up! Another first was the idea put forward by Dan Clements of give members a chance to talk to traders. Richards Chassis brought some new chassis and one of their members of staff, Spike, who stayed at the rally all weekend chatting amiably about re-builds and galvanising techniques. Club member Andrew Byrden also brought a small sample of his impressive on-line product range on Saturday, selling Land Rover spares from Exmoor, Bripart and Bearmach and hopefully Andrew will be working with the club in the future. Over 60 members booked in for the rally and quite a few local members popped in for look at the line-up of Series 2 vehicles on Sunday.

We were delighted to welcome 3 International members this year, Udo Eversmeier from Germany, Jay Comella from America and Krister Jansson from Sweden all made a huge effort to visit Yorkshire. I think they all left with some wonderful memories of the scenery, the friendships they have built and especially of getting the chance to feel Cyril's bits! I want to say an enormous Thank You to Karin Quarrie who laid out the ground work of the rally before falling ill. To Dave Snape for braving the teleporter, Jon and Carol Hayes for organising the gymkhana, beer and BBQ, Tony Wood and Les McGough for their plumbing skills on the shower block, Mick Outhwaite for his winching demonstration, my wife Wendy for sorting out everyone's day to day problems and finally all the Series 2 Club members who attended this year's rally. All the best, Gordon Lowe, Yorkshire Area Organiser.



# Rally Results...



Above Left: Peter Allard receives his new Exmoor Trim bench seats in the raffle! Above Right: Spike from Richards Chassis picks up his raffle prize... Below Right: Alan Jones explains the theory behind accessorising!

**Best in Show**

• Udo Eversmeier with HF-IT-109H  
*Judges for this were.. Chris Smallridge, Tony Wood, Mark Connor, John Havis and Cyril Smeeth.*

**Piston Broke**

• Alan Jones  
*( we chose Alan because lightweights should be air portable not AA portable! )*

**Furthest Travelled**

• Udo Eversmeier  
*drove from Vlotho in Germany, arriving via the Hull ferry terminal.*

**Vehicle you want to take home**

- 1st Chris Reas KVR 129G Royal Navy 88"
- 2nd Udo Eversmeier HF-IT-109H 1 Ton
- 3rd Robin Sanderson PPJ 584E Carawagon
- 4th Jonothan Reas LUP 145J Truck cab 88"

**Shed of the Show**

• Wayne Reddyhough,  
*"It has taken me twenty years of doing absolutely nothing to get my Land Rover to look like this"*

**Least likely to get home**

- Roger McMinn

**Cyril's Bits**

- Simon Maltby

**Treasure Hunt**

- Kent Quiz Team

**Sweetie Quiz**

- Cassie and Pip Wood

**Gymkhana**

- Marion James in her 109"

**Children's Bike trial 4-6 yrs**

- 1st Chloe
- 2nd Emily
- 3rd Harry

**7-10 yrs**

- 1st Vincent
- 2nd Daniel
- 3rd Cassie

**11-16 yrs**

- 1st Charlotte
- 2nd Laura
- 3rd Gemma

**Exmoor seat raffle**

- Peter Allard



# 2012 International Rally In Pictures...



# Grease Monkeys...

Laura and Charlotte Smeeth - S2C Junior Editors

**H**ello Readers!  
 What a busy summer we have had with lots of shows, some of which have been written about by Sophie aged 5 and her sister Tabbie aged 3. We also have a great picture from Scarlett aged 6 and the first answers from the quiz were from Albert aged 9 and Daniel, all of these will win a prize. Thank you to everyone that sent things in! Please continue to do so, whether it is a piece of writing, puzzle or picture you have drawn. We will try to fit as many as we can into the page. Have you been to any shows recently that have been extra special? If so write to us and tell us about them, especially if you have any funny stories or tales to tell. Did you go to the International and perhaps have photos you can send in? We would also like to hear from some older children or teenagers – tell us about your Land Rover, or what you have been doing with it.

We hope you have enjoyed your summer with the Series 2 Club!

Laura and Charlotte

**Issue 102 puzzle answers–**

1. Tail Gate
2. Fan Belt
3. Hand Brake
4. Head Lamp

**Show Reports by Sophie and Tabitha Barden**

**Darling Buds of May Show**

“I really enjoy camping by the pond and seeing the hedgehog. The field was empty when we arrived but then there were hundreds of cars, my favourite was the one with postman pat and his black and white cat. My daddy worked very hard and brought us ice creams, I loved seeing all the Land Rovers and driving around the field after everyone had gone in Betsy our Series 2a.”

*Sophie Barden aged 5.*

“My favourite thing was going camping, I slept all night it was really comfortable. There were lots of cars and children, I played in and out of lots of Land Rovers it was great fun and I would like to do it again soon. My dad brought me an ice cream and I saw a helicopter.”

*Tabitha Barden aged 3*

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R	O	P	E	D	A	E	H	K	L	U	B	E	N	N	A	P	R

## QUIZ

- BOLTS
- BULKHEAD
- CHASSIS
- FRIENDS
- FUN
- GEAR
- HINGES
- INTERNATIONAL
- LAND
- MUD
- NUTS
- OIL
- ROVER
- SERIES
- SPANNER
- TOOLS
- TWO
- TYRES
- WHEEL
- WINCH
- WRENCH

Above: Find all the words on the right hidden in the wordsearch grid!



Above: This issue's picture winner - 'My Daddy's Forward Control' by Scarlett Walton aged 6 and Below: Sophie and Tabitha Barden



Above: This week's Hall of Fame, the Hayes Boys Edward and Harry playing at Firemen! (Future S2C Committee?)



**International Rally Ripon 2012**

“I saw the Land Rover Series 2 Club sign on a wall when we were going to get fish and chips. When we went green roading I had lots of fun my daddy stood in the middle of the dam and took some photos I did not think he would catch us up again. It was great playing in the field there were lots of lovely Land rovers to stop our rockets going to far. I did not want to come home”.

*Sophie Barden aged 5.*

“I liked playing in with my rocket and seeing all of my dad's friends with their Land Rovers and daughters. I liked crossing the dam it was high.”

*Tabitha Barden aged 3.*

# Club Accounts... Jon Hayes Club Chairman

The following report was presented by Club Chairman Jon Hayes at the 2012 AGM.

As a number of members have noted, the club currently appears to hold considerable funds. The 2012 AGM financial statement shows assets approaching £45,000. It must be noted that this relates to total assets and so includes items such as shop stock and club equipment, it is not total cash in the bank. As of end of July 2012, the club actually had around £34,000 in the bank. This article aims to show how these funds relate to the running of the club, how your £21 membership breaks down and how the club is working to increase the value of club membership.

### So what does it cost to run the club?

To put the club's assets into perspective, we must also consider the annual costs of running the club. With the current membership base of around 1400+ members, it currently costs us around £30,000 a year to run the club (£29,000 for 2011-2012), which allows the club to:

- Produce 4 issues of Built Two Last
- Manage and run club membership
- Manage and run many National and local shows/ events
- Provide show equipment and club promotional material
- Manage and run club shop and memorabilia
- Manage and run club Forum and web services
- Develop additional club services
- Maintain support infrastructure, membership IT, etc

These services are the "bare essentials" of the club and exclude any of the recent development into additional local event support or parts sales. In addition, the club is currently run entirely by volunteers but as the club expands this may not always be viable and certain services may have to be outsourced, which will increase costs.

### So where do the club's funds come from?

The majority of the club's funds come from the membership subscription (about ¾). However, additional funds such as insurance commission and advertising also contribute (remaining ¼). Over the last 12 months this has equated to around £10,000 of additional funding on top of the membership subscription, although the shop sales were high for this period.

Once the "bare essential" costs have been taken out, each member is effectively contributing around 70p towards additional club development and facilities (ignoring any income from commission, etc).

### So what does the club really have in surplus?

As outlined earlier, the club needs around £30,000 per annum to run the "bare essentials". The club also needs to run with sufficient reserves to ensure that it can maintain member services in the event of unforeseen circumstances. To date, the committee have nominally attempted to run with sufficient funds to cover 1 year of the "bare essential" services or £30,000. Therefore, based upon these figures the club has an effective surplus of just over £12,000. Other factors which will impact our "bare essential" services going forward are:

- Postage prices have increased by around 30-39% which could equate to an extra £900 a year.
- The reduction in price for the International Rally for 2012/2013 will mean that it is likely the rally will not cover its costs and as such the club will have to subsidise the rally. This could equate to £1500-£2000.
- Some of the current equipment will need replacing this year, which could equate to £2000 plus.

Therefore, the cost of the "bare essential" services are likely to increase by circa £4,500 plus over the coming year. In addition, further Club shop stock is required to re-stock existing and new shop range, which could be in the order of £5,000.

### How are the Committee using the club funds?

It is imperative that the Club provides "value" to its members and as such we are holding the membership fee at £21 for another year. Following the 2011 Membership Survey, the committee have also initiated a number of additional activities over and above the "bare essentials" aimed at increasing membership value and taking advantage of the increased available funding, including:

- Each Area is now able to draw upon £150 over the 12 months, to help

facilitate local events and activities, such as being able to put on facilities for a camping weekend or maybe organise a BBQ, etc. If utilised by every Area this would equate to an additional £3500.

- We have been working with suppliers to provide quality type correct parts at discounted rates to our members. The club is already able to offer Chassis parts and bumpers but hope to be able to expand this service to a greater range of hard to source parts in the future
- We have also revised our Club Shop clothing range, this has necessitated increased purchase of stock, with further stock purchases required over coming months. In addition, pricing has been made more competitive by retailing at actual or near cost. This will effectively reduce the income to the club but ensure that costs are more fair to members.

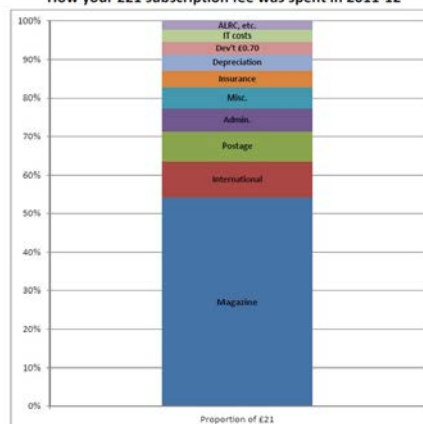
### So what does this mean going forward?

Going forward we need to evaluate how the new activities and increased "bare essential" costs will impact the club's finances. The committee then need to capitalise on the remaining reserves and investigate suitable investment in activities which directly support the preservation of Series vehicles:

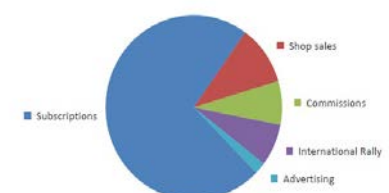
- Pursue further hard to source part manufacture/ purchase
- Consider further local area support to help build effective local communities of enthusiasts
- Invest in greater promotion of the club
- Consider more radical use of club funds to ensure that values of club fulfilled and greater "value" of membership realised

This will also take input from the club's members, so why not contact the committee or your local Area Organiser if you have an idea?

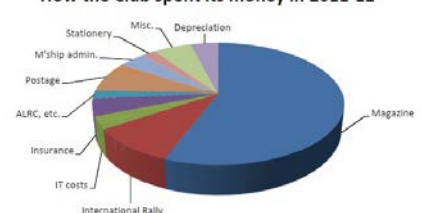
How your £21 subscription fee was spent in 2011-12



Where the Club's income came from in 2011-02



How the Club spent its money in 2011-12





# Lincoln Steam Rally 2012...

Chris Brook

Imagine the scene... I'm at the 2012 Lincoln Steam Rally, wandering happily around the displays, when I trip over and am gob-smacked by a Series 2 Fire Appliance. Nothing special so far, you may think. However, the vehicle was ex-Westmorland (look at my flag on the forum!), and having two personal connections to that long-gone county, I was hooked.

The personal connections? Well firstly, I was born in that fair county (part of Cumbria since 1974), and secondly, there is another ex-Westmorland vehicle in the family; a 1943 Dodge 101A that was acquired by my dad in 1973 and rebuilt by my brother in 2010.

Not surprisingly perhaps, I got into a friendly conversation with the owner and jokingly offered him my number, just in case he ever felt like selling it on.

Fast-forward to early 2012, and the telephone rings; "Am I still interested in LEC 955?" Well, a short discussion later and away we went to Scunthorpe with a roll of money! After parting with my hard-earned cash, I found myself the proud owner of a 1963 Series 2A Light 4 Wheel Drive Pump (L4P in fire engine speak).

So, on to the history... the Westmorland Fire Brigade ordered two 109" van-bodied Land Rovers in 1963. They were registered LEC 955 and LEC 35. They were sent to a local coach builder in Kendal (J&J Smith), to be converted to the brigade's specification. This was probably cheaper than buying ready-made proprietary machines, as they used second-hand parts from redundant machines previously owned by the brigade.

The conversion involved a PTO-driven first aid pump and hose reel, a ninety gallon tank (behind the seats), a ladder, a blue light and the all-important bell! They also carried a portable pump of around



Above: LEC goes back home and meets a much younger sibling...

250gpm, alongside the associated hoses and rescue gear.

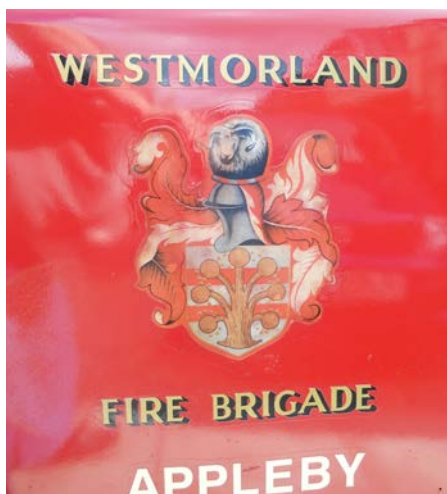
LEC 955 entered service at Appleby, whilst LEC 35 was stationed at Ambleside. It served until 1982 when it moved to Penrith, Ambleside and Sedburgh, before being sold in 1984 at a car auction in Bradford and passed into preservation. Total mileage on release... 8500 miles!

So, LEC 955 is now back in the North West. Highlights so far include getting to pump at the Fylde Vintage Rally (I believe there are photos and videos of this event that haven't been released yet), and attending the Appleby Carnival, where LEC 955 was allowed back to the fire station where it spent seventeen years and was parked in the bay it used to frequent along with the Dodge (which

also served there).

Now, where is LEC 35?

Below: Pump at the ready!



Above: Two Ex-Westmorland historic vehicles together and looking great...

# LRCC - Land Rover Classic Campers

Robin Sanderson



LRCC is a new forum, established early in 2012 by a group of S2C members who completed an expedition to the Sahara in 2011.

The forum has now grown to nearly 80 users, mostly S2C members including some from overseas (Australia, USA, Germany, France, Switzerland and even Scotland!!) and welcomes anyone with an interest in Classic Land Rovers which have been converted into self-contained Campers, either factory built (Carawagon, Dormobile) or aftermarket.

LRCC has established a show stand at many of the same shows that S2C

attends, usually right next door so the stands can merge, gaining additional passes for club members who have campers and enhancing the S2C presence.

LRCC has won two 'Best Show Stand' awards this year (LRO Driffield

and Ripley Castle Classic Car & Land Rover Show) due, we think, to our unique covered encampment.

Come and have a look at [www.lrcc.org.uk](http://www.lrcc.org.uk), you are welcome to join, even if you don't have a Camper (yet!).



Above: LRCC's unique covered show encampment

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# Lightweight Living...

Alan Jones



Above: The early signs are positive, classic English greenlaning...

I "officially" acquired UBD 123G on the 7th May.

I was offered the chance to buy this ground-up restored, 1969 2A Airportable, one of the first batch made by Land Rover (full service history known) which lived at the other end of our village. In fact, I had driven the LWT a few years back when the PO first got it and they had taken it round to a few shows in Norfolk. However, they didn't use it much, and as it had only done 43 miles in the previous year they decided (reluctantly) to sell her on (to a good home). I jumped at the chance, so I went round to see it. It wouldn't start; flat battery, a weak spark and front nearside brake locked on. So the deal was to fix these, get it MOT'd and I'd take it.

My first run was down a couple of our local green lanes with nothing untoward to alert me to future problems. I soon found out it is a mistake to fill the screen washer bottle; at every bump, twist and turn you get a wet leg!

Lesson #1: Only fill the washer reservoir half full.

I soon discovered that the self-cancelling Magnatex switch was too sensitive, self-cancelling at the slightest twitch of the wheel. The rubber wheel that people strive so hard to obtain was soon removed.

I prefer to manually cancel the indicators. As a driver you have more control over your signals and there's always the green winker to remind you that they are on. A few days later we went out on the towing job. On the way home the transmission locked up and nearly threw us into a ditch. I struggled on and made it to the road at the bottom of Wittsend Towers – where we failed to proceed. My breakdown recovery came and took us round the ¼ mile back home (Sankey and all). Something had failed in a big way in the transfer box. The red & yellow levers seemed to be jammed. It turned out that there was no sign of oil in the transfer box!

Lesson #2: Check all the oil levels on a new vehicle, never assume.

Further inspection showed that the rear output shaft bearing had disintegrated and the front bearing was very wobbly. I fitted a "spare" transfer box, in situ, not easy working on your own.

The whole point of buying the Lightweight (in seemingly excellent condition) was that I didn't spend all hours working underneath it.

That got us going again after a couple of days, but the gearbox/transmission was howling like a good-un. Ear defenders were mandatory. Also, top speed was non-existent and it seemed to drink petrol at an

alarming rate. A few tweaks and it was starting to run a little better.

The LWT is one gear short sat on 6.50 tyres - it needs an overdrive. But to keep originality I think the Ashcroft high ratio transfer box is the way to go. Especially as good overdrives are hard to find and you have no guarantee what you are getting. A Roverdrive is nice, but with little change from £1200 not an economic option.

I next spent a few days searching eBay for a 2A gearbox that could be professionally rebuilt and mated up to an Ashcroft box. This would be cheaper than the Roverdrive. Some people were asking silly prices for boxes with no guarantee that they would work. Anyway, a chap in south Norfolk had a box for sale and I won the action with a sensible price. On arriving home and after a little work with a wire brush I found that I had a genuine 236 box, the correct one for the LWT – now, what were the chances of that!

So the plan is to organise the gearbox work and fit it all in the autumn/winter after the show season.

There was another occasion when we failed to proceed. I was at the front of a queue at the lights where you turn off to our village. The lights went green and we didn't go. It took a couple of seconds to realise that the accelerator pedal was doing nothing. Raised the bonnet to see that the little linking arm socket had fallen off the carb lever. A quick fix with a cable tie and we were ready to go. Only missed two lights change, but it was a bit hairy working in the middle of a busy road junction.

So that's another thing on the list of things to fix (properly).

At the start of July I went on a classic car run organised by the Built Two Last printers. Lavenham Press print some 60 car club magazines and they invite them all to partake in this annual event. Lavenham is a good 60 miles from home and taking in the run round the Suffolk lanes (on one of the hottest days so far this year) we did just over 180 miles. This was a good test to see if I could make it to Ripon for the International

## Series 2 Tales

Rally. The LWT passed this test, if still somewhat slow, thirsty and noisy.

And so to Ripon. The journey up was uneventful taking 7 hours using the back roads avoiding the A1 as the max cruising speed is just under 50 mph.

On the Friday we toured round the Yorkshire Dales via a visit to Halfords in Harrogate. Amongst other things I got two tubes of Mollyslip for the gearbox and transfer box, but I can't really say it's made any difference to the noise levels. We then made for Kettlewell deep in the Dales. We tackled some very narrow and steep tracks/roads. It was here that I found that the handbrake could barely hold us on a hill, when a Sunday driver forced me to a halt on a steep uphill section. All that was required was to turn the adjuster half a turn, two notches (done back at base).

Lesson #3: Make sure your handbrake will hold you on a 1in4 hill, before you get to the hill!

Whilst on the run, Boggy, travelling as rear gunner, noticed my silencer box was on the conk. Inspection showed that the intermediate exhaust hanger had snapped. After lunch, Boggy persuaded me to back up a gassy bank while Eddie our other companion produced a coat hanger and fixed my exhaust hanger.

Lesson #4: Always have a wire coat hanger on board with your spares and something to cut it with.

Friday evening saw us take part in the traditional Fish-&-Chip run. This year we went to Pateley Bridge. For the last few runs I'd been tweaking the timing and the carb and got the engine running smoother and less thirsty.

Saturday is green laning day at the Rally. We decided to head for Rudland Rigg, but joining it just south from the tricky northern end rock steps. We continued down the Rigg and adjourned for a pub lunch.

After lunch we were looking for a ford marked on our map when I failed to proceed (again). The engine just stopped with no warning.

Help was soon on hand and we quickly ascertained that there was no spark at the plugs. Udo, our German driving 1-ton owner just happened to have a spare 4 cylinder distributor to hand. Unfortunately we didn't realise at this point that the distributor drive had been inserted 90 degrees "out" and we still couldn't get a spark.

Lesson #5: A good tow rope for

recovery is a good idea if you don't have the spare parts to fix the problem.

It was decided to tow me down to the main road where we could get a phone signal and use my breakdown recovery to rescue me to Ripon. The first breakdown man found that there seemed to be a fault with the rotor arm shorting the spark to earth and naturally they don't carry spares for 1969 vehicles.

Lesson #6: It's a good idea to carry a few basic spares, fan belts, spark plugs, dizzy cap, rotor arm, condenser, coil, HT lead, etc. Just some of the basic stuff that might get you going. Incidentally, I have the Lumination electronic ignition unit and you should have the standard points and condenser so you can switch back to basics if needs be.

Lesson #7: It's also a good idea to carry a few basic tools, including a plug spanner and a test bulb on some wire.

Lesson #8: Never travel alone on strange or distant green lanes.

A recovery truck was sent for

and I opted to be taken to Ripon Racecourse. Seemingly a strange destination, but soon understood when I explained that there were 60 Land Rover experts there who would soon get me going (my second recovery service would always take me from Ripon to Norwich if the S2C members couldn't get me going again) Contrary to what you may have heard/read, my companions didn't desert me. There was little point in everyone waiting for the recovery truck – not when a BBQ & beer was waiting at Ripon. I arrived back at Ripon a little late, but just had time for a quick feel of Cyril's bits, from which I deduced that there were no rotor arms or distributors hidden away in the bags.

Lesson #9: Always have breakdown recovery – as a last resort it will get you home.

Sunday morning saw several members offering hands-on help. I borrowed a known good working Lucas 45D4 distributor fresh from the Garden of England. We then hit another problem – a flat battery, all

Below: UBD looking good on Saturdays greenlane trip...



this engine starting had taken its toll. A quick trip to Halfords got me a battery charger, some HT leads and spark plugs. I also had a power boost starter pack, but this too had run down. We weren't making much progress and at this point I was willing to swap the LWT for a train ticket to Norwich. It was also suggested that a 200Tdi transplant might be the best solution, except we couldn't find a suitable donor.

The next job was to search out some jump leads.

Alex Thorpe (our Technical Officer designate) arrived and he had a few of the basic spare parts mentioned in Lesson #6. He also worked out that the distributor drive was 90 degrees out, and from there we quickly timed up the distributor from the crank pulley marks and soon the engine was firing up. Further fine adjustments to the timing were made and the engine was running sweeter than it ever had been. I then put the battery on charge.

Lesson #10: Jump leads are a sensible addition to the things you should have on board.

Back with a fully charged battery the engine started so easily, hardly

Below: Many of us have been there, the inevitable tow rope..



touched the starter button and she fired up straight away. Just as it should be.

The journey home was a delight. I've gained nearly 10 mph on the "comfortable" cruising speed, now making just over 50 mph quite possible, with a bit more if needed. Fuel consumption worked out to be a tad over 21 mpg, a considerable improvement on the journey up

to Ripon. Subsequent inspection showed that in my original distributor the centrifugal weights were seized solid! This would explain the poor running, but not why the spark failed up on the moors.

The only remaining problem now is the terrible screeching noise from the transmission. This is *deaf finitely* the next problem to solve as explained above.

## Free To All Series 2/2a Owners

Graham Smith

Another season is drawing to an end, and it gives me the opportunity to look back at the Town and County shows I have been to (almost one a month from April to August), which have all been free to attend because of my 2a.

As a new member a couple of years ago, I didn't realise that I could attend these shows until my A.O. (Karin Quarrie) asked me to join her and other club members at a local show and get free admittance all because of my Land Rover. A ticket covers the whole family not just the driver.

The shows I refer to are all local to me, but they are also attended by other club members who like to get away for the weekend

The picture above shows the line-up from last year's Heskin Hall Steam Show.

The shows are generally steam and vintage gatherings which include steam engines, organs, classic motor bikes, bicycles and camper



Above: A cracking show line-up..

vans, you name it! Shows like this are full of variety, with something for everyone. Big or small, they come packed with things to do and see, as well as delicious things to buy from a wide array of interesting stalls. You never know, you might even find something for your Land Rover at an auto-jumble!

These shows are a great way to meet club members and learn about

your Land Rover and theirs. You also get to meet visitors to the show who will be interested in your Land Rover and may have a story of their own to tell.

To find out more about these shows you could ask your A.O. at your pub meetings or search online for steam and classic car shows in your area. A good place to start might be [www.classic-car-directory.com](http://www.classic-car-directory.com)

# Vehicle Research Database – A User’s View...

Chris Gregson

The Vehicle Research Database is a fantastic tool, allowing users to search Series 2 Land Rovers by model, year or chassis number, and to view individual specifications as well as photographs of selected member’s vehicles.

photographs.

Thousands of records are stored, reflecting the toil of many hours of archive searches. Many Series 2 Club members have completed individual data sheets about their own vehicles, recording both chassis number and

have perhaps chosen to do something but never quite got round to it. Some perhaps don’t really understand how to access the Database, or just don’t use it. Perhaps you yourself tried, and thought you were doing something wrong, because the information was not accessible?

The Vehicle Research Database, whilst an excellent idea, is a rather blunt tool. This is in no way a criticism of the Club Database Officer, nor of the design of the database. The database contains the information; it just needs releasing by the Club Members!

Concerns have been raised in the past about the public release of information, such as car registration numbers and chassis numbers available on the internet, giving unscrupulous types the opportunity to use this information to clone vehicles. However, the registration number should be on a roughly 20½ inch x 4½ inch plate on the front and rear of your car. It should be possible to read the numbers and letters from 67 feet, without wearing glasses. The British Heritage Museum is full of chassis numbers; anyone can access them in the reading room. I suppose, in its simplest form, a vehicle identity could be changed with a screwdriver, VIN plates and number plates. Most cloning operations are usually well organised, with ‘high value’ vehicles stolen to order, well equipped workshops, and a ready market overseas. Anyone with such facilities is likely to be connected with the motor trade, and have ready access to the HPI Database, where this data is already available. Whilst I can see someone stealing and cloning a £70,000 Range Rover, is this realistically going to happen with a Series 2 Land Rover?

I recently purchased an Ex-RAF 1960 Series 2, 88 inch, petrol, registration number RDP 353G, chassis number 141001484. The car was advertised by a Series 2 Club member, on the forum, on behalf of a friend. I checked the database, and it yielded no useful information. I looked at the car, and although it was most definitely a ‘project’, it appeared largely original. It had the original chassis with the chassis number on the front spring hanger, along with original looking

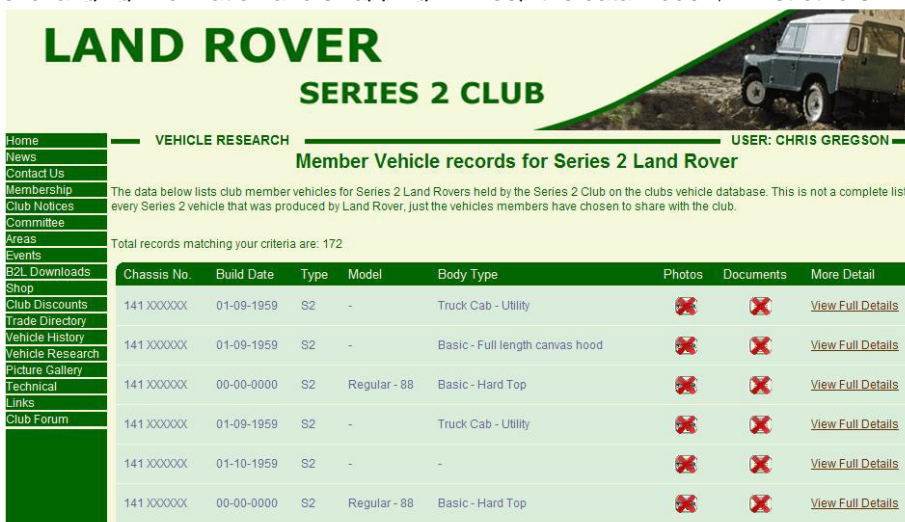


Imagine restoring an old, tired Series 2 and finding that a number of parts are missing. How can you be sure where in the timeline a certain part was introduced? Are both these axles the original factory fitting? Is the engine original? Can I date the vehicle by reference to the chassis number? Can I date the vehicle by engine number, gearbox number or axle type? You can find answers to these questions and many more by loading the Database, finding a club member with a slightly earlier or later chassis number, contacting them by e-mail, exchanging information and swapping

build date. Some record engine numbers, axle numbers, optional extras and even registration date. Others have even uploaded images of additional information, such as Gaydon Build Certificates.

Once you have chosen your search parameters, simply hit the search button, and there it is; page after page of data. Unfortunately, it is of little use. Owing to the vagaries of the Data Protection Act, the Database is set by default to hide certain information, until you the owner, authorise its release.

Some members have chosen to keep the data hidden, whilst others



VEHICLE RESEARCH		USER: CHRIS GREGSON
Home	<b>Full Member Vehicle Record</b>	
News	Record Description	Value
Contact Us	Chassis Number	141 X0000X
Membership	Build Date	00-00-0000
Club Notices	Registration Plate	Current - Unknown,
Committee	Type	Series II
Areas	Model	Regular 88 - Standard model allowing many body variations
Events	Current Body	Basic, Derivative = Hard Top - Standard model
B2L Downloads	Original Body	Basic, Derivative = Hard Top - Standard model
Shop	Colour	Unknown
Club Discounts	Destination Market	Home , Drive - Right Hand Drive
Trade Directory	Engine	Type - 2286, Fuel - Petrol
Vehicle History	Optional Extras	Opted to hide detail
Vehicle Research	Modifications	Opted to hide detail
Picture Gallery	Additional Information	Opted to hide detail
Technical Links	Source	Series 2 Club records as of 17/7/1996 Last updated 04-07-2011
Club Forum	Pictures	

front and rear axles. Numbers were recovered from the steering box. The major non-standard item was the engine. It looked like a Land Rover, 4 cylinder, 2286cc, but the engine number didn't appear in standard form; it was 645001635. I didn't recognise the type of serial number. What was a "645" engine? I didn't know what that meant, but cash changed hands, and I'd bought the car.

One of the club forum gurus Crashbox then calculated the chassis number to the 17th week of production, which was 21st – 24th December 1959. It could, just possibly, have been manufactured in 1959. If it was a 1959, then on the 18th November, this year, it would become MOT exempt! This was definitely going to be a photo finish. As the Vehicle Research Database was not yielding the information I sought, I then began a 'forum' search of all articles relating to Ex-RAF, 1410 chassis numbers and 1960 models. Slowly, I built up a list of related chassis numbers and forum owners. I sent many personal messages, contacting members, and effectively 'cold calling' anyone I thought could help. Thankfully, I got many very helpful replies, which all added to the intrigue of the build date. The more data I obtained which fixed a 1410 chassis number to a production date, the more I number-crunched.

I eventually created a "best guess" model of chassis number production for 1410 models (1959 – 1960 model year), which attempted to date a specific chassis number to a build date, roughly accurate to a week.

I was determined that club members shouldn't be frustrated by this lack of information in the future, so I posted my 'best guess' list of weekly production chassis numbers on the forum. It is a best guess, and the only

accurate build dates are obtained from Gaydon records. However, the Vehicle Research Database would provide far more information than Gaydon records, if that data was released by the owner.

A day or so later the Gaydon certificate arrived, indicating the date of production as 21st December 1959, meaning that the vehicle is already VED exempt and potentially MOT exempt in November 2012.

Now, I know that DVLA won't accept a Gaydon certificate as the date of manufacture, owing to dodgy dealings in previous years. I've requested a 'proof of age' examination by the club VRO, but dating a car to within 10 days won't be easy!

If I could just prove that the vehicle was received by the RAF on 21st December 1959, I could prove that it was manufactured before 1960, but I didn't know its RAF registration number. I have found that the RAF numbers 66 AA 54 – 70 AA 94 (450 numbers) were allocated to 88 inch Land Rover Series 2's in 1959 / 1960. How many club members own Ex-

RAF Land Rovers? What are their chassis numbers and build dates? What was their RAF registration plate? I could then calculate the number, or at least narrow the search, but I just can't access the information which is contained within the database. For it to be of any use at all, it just needs releasing.

Since that time, I have also researched my vehicle with RAF archivists, and the RAF Museum. I have managed to identify 141001484 as RAF plate 69AA05, and obtained a copy of the relevant page of the RAF "AA" ledgers. I have located many photographs of RAF Land Rover Series 2s, both whilst in active service as well as recently restored examples.

If you are currently rebuilding a project, the above may sound familiar. If you are thinking about rebuilding one, the above may happen. New members will continue to ask the same questions; "How can I date this?" or "Does anybody own?"

Despite the fact that I have willingly committed chassis numbers, and build date to print, some members may still have concerns about releasing their vehicle's details. If this is the case, there is an option within the database to release the chassis number and build date, but to keep the current DVLA registration hidden. Please consider updating the database, and only releasing the information which you are happy to do so. My full name, e-mail address, forum name, vehicle registrations, chassis numbers and related information are readily available.

I have more concerns about a thieves stealing the car radio from the Eurobox, than a club member misusing the information in the Vehicle Research Database.

**Below: 69AA89 – located by internet search**



# Mull Rock Challenge 2012...

Hugh Kay



Above: 2A carefully picking a route through difficult terrain...

These things usually start with someone saying 'that sounds like a good idea'. I can't remember if it was myself or Ruari who suggested it, but the decision was made to enter the 'Mull Rock Challenge' in the last weekend in May. Ruari and his wife Louise would be taking their 110. This was so they could take their bikes and explore some of the smaller islands during our week's visit to Mull. I would be taking my SWB Series 2A along with my wife Lorna. Ruari's SWB 2A was left at home, 'the poor wee thing'!

In the weeks running up to the event, both Landies were fettled top to bottom and mine passed yet another MOT just a few days before we left. The weather was fine and dry on the week before the event and was set to continue for most of the week we were there. I managed to borrow some Mud Terrain tyres for the week, especially for the event. There was a last minute addition to the team in the shape of Ann and Allan (who are fellow SLROC members) in their 90. So, we were all set to go with three Land Rovers, all with winches, tools and essential recovery gear.

It being Scotland, we had booked a cottage for the week instead of camping, following the old adage 'it can snow in Scotland in May!' We had a leisurely drive to Oban and made it in good time to catch the

ferry. Oban ferry port was a social place with a 'Riley Owners Club' outing also going to Mull. We all swapped stories about our cars and also met the support vehicle drivers for Ludo Bennett Jones, who's sailing around Britain for charity ([www.loveludo.com](http://www.loveludo.com)). We were told the morning ferry had returned a 'Bentley Owner's Club' outing back to the mainland, so Mull is definitely a popular place for classic car enthusiasts. Not surprising with all its winding single-track roads and spectacular scenery. We boarded the ferry and enjoyed the sail to Craignur, taking in the scenery and peaceful surroundings we could see around us. We arrived at the cottage not too long after leaving the ferry, and found Ann and Allan, who had travelled down from Perth earlier in the day, sitting on the deck sipping a cool beer. We unloaded all the unnecessary kit and provisions (beer, wine, food and the like), to make the Landies as light as possible. Before fully settling in to the cottage and before too many beers, we carried out the essential check of the motors. All was well with the exception of my Kenlow fan, which had probably burnt out as it was on for the entire journey up.

The next morning, I took off the Landy's hood and let in the sunshine. Hughie (the event organiser) had given good directions and we were soon at the main event. The event itself was more of a non-competitive

driving day where you helped each other out if you got stuck. The real challenge was getting to the top of the rock! Bizarrely, a hand of poker would choose the winner at the end of the day. It was a good idea as it meant you enjoyed the day and the scenery instead of hammering up the hill and breaking your motor.

We arrived at the start; most had camped since the previous day and despite the midges everyone was in good spirits and had enjoyed the spectacular view out to sea. Sitting on the small hill where we would start the challenge, my wee 2a looked very small amongst the other Landies, as most were well kitted out with big tyres, lift kits, winches, diff-lockers all the works. We met Hughie from Portal Rover, with his 6x6 monster. This was the fourth year the event had been run on his land. Before the start, each driver picked a key ring with a number on it out of a box, and then we were off. Seven hundred acres of hill and peat bog lay before us, with the finish far in the distance. You could pick any route you wanted, but most went in a similar direction in case of problems. The terrain was challenging; the previous year it had been very wet and the ground had been so soft that it had taken about five hours of digging and winching to get to the top. Luckily, this year it was glorious sunshine, but it was only five minutes from the start before most were defeated by an extremely steep



Above: First Series to get to the top is a 2A...



hill. Time for a change of direction! Some went right and others left around the hill, and this is when our troubles began. Allan and Ann were on point, Ruari was in the middle and I brought up the rear. Allan was good at reading the land and the 90 made steady progress, but the 110 was just too heavy and the back axle kept sinking in the soft boggy sections.

It appeared that once the front axle disturbed the ground, the rear axle just broke through the vegetation into soft peat. We managed to dig her out, but less than ten feet later and she was stuck again. Ruari managed to stick his leg down a peat hole and get himself covered in muck too (an incident a good few of us experienced before the day was done). After about half a dozen sessions of digging, laying waffle boards and winching, Ruari decided to leave the 110 on a parking bay on the Forestry Commission road, and pick her up later.

Ruari became a cameraman in my 2a, and Louise bunked in with Ann and Allan. After that, progress was slow but steady. Allan was out in front and I followed behind, just not in the same wheel tracks. We stayed in low box first gear and we were doing well. There were good long climbs and soft sections with deep ruts in all directions that could catch you out. Further up, there was a large flat boggy area where you could see lots of different tracks over a hundred yard wide section. Crossing this you could feel and hear the Landy getting bogged down. We took it slowly and steadily and we made it across safe and sound. The MT's helped immensely, especially as others had resorted to letting their tyres down to try and get the required grip.

There was a lad on a quad acting as shepherd and pointing stragglers in the right direction, and as a bit of extra motivation you could see a few Landies parked in the distance on the rock at the top of the hill. The final climb to the top of the rock is steep but not boggy, and on a wet day you would have the winch and ground anchor out for sure. However, it was a straightforward climb to the top and we made it at last – hooray!

As far as I know, ours was the first Series motor to make it to the top, and once there it was a matter of getting the bonnet up facing into the wind to cool the engine and



**Above: The team poses for pictures at the top and takes a well earned breather...**

then breaking out the cameras for the all-important pictures. Sitting at the top of the hill surrounded by a couple of dozen assorted 4x4's and a spectacular 360 degree panorama, you could not want for a better day.

A quick bite to eat and it was time to head back down. First we had to pick out another key-ring to carry down the hill, which was done in a convoy with Hughie in the lead and the quad as a pathfinder. There were new challenges on the return journey as the other side of the hill was steeper with rocky gully sections and some very soft and wet areas despite the dry weather. So soft that even the quad got bogged down, and when Allan went to winch him out the whole front axle of his 90 disappeared into the mire. A bit of careful positioning and I managed to winch Allan out while the quad was recovered from the other side. You could avoid some of these softer sections with a scout about and a small detour, but this was a good opportunity for some of the better equipped Landies to be put to the test, and everyone was very happy to stop and take pictures. Watching a well-equipped 110 (including roof tent) drive down a particular tricky section, often with a front or a rear wheel two feet off the ground, helped me decide to take some of the easier detours. The gully on one section had you touching the ground with one side of the car and scraping the underneath on boulders that could cause some serious damage if you weren't careful. Even some of the detours on the return journey were not without incident; one owner driving a nearly new 110 crew-cab had a sled-ride down one particularly steep hill. Unluckily for

him, a big rock stopped his descent and bent his steering guard into his steering box! Once the guard was removed, all was well with apparently no further damage to the car. From that point on, everyone made it back to the finish relatively undamaged, with just a good covering of peat and mud - and not just the cars!

The day ended with a barbecue followed by the winner-deciding poker game. The key-rings we had collected over the day had a matching card, and then you picked a third out of the remaining deck to give you your hand. Between the three of us, it was a case of 'better luck next time', and although we didn't win the challenge, we'd had a tremendous time. I can't thank Hughie and everyone else at Portal Rover enough. It was a fantastic day at a great venue and we still had Sunday to explore it further. All our Landies were equipped with (and made good use of) winches, waffles boards, ground anchors and mud tyres, so this might not be the best event for a standard Series, especially in bad weather. However, if you are even a little adventurous, this is a great event for even those with minimal modifications. Deflating tyres and careful route negotiation can make a big difference to progress over this terrain, and having a good back-up in the form of team members for winching and towing you out of sticky situations is always essential. We drove seven hundred miles over the week and the Landy performed faultlessly. Not only was it the first Series to get to the top of the rock, it averaged over thirty miles to the gallon. Forty five years old and still going strong!

# The Cumbria Steam Gathering...

Roger McMinn

The Cumbria Steam Gathering, July 28/29, Flookburgh, Cumbria. We arrived for the gathering on Friday and the weather was fine but we were warned about the possibility of rain and our campsite being flooded! On Saturday, the Series 2 Club stand had a good half dozen specimens from members including Jon, Simeon, Graham and myself. Vena and Gordon's bespoke stretch Series 2 camper attracted much attention and there was good interest from the public with the possibility of some new members. In between manning the stand we managed to tour the site. The site was huge and covered the whole of an airfield and fields surrounding. There were many steam engines and it was a delight to see children of the owners operating these impressive machines. Flat cap, overalls and mucky faces, just like the chimney sweeps of old. Amongst the exhibits, a Rolls Royce Griffon aero engine was demonstrated, this was deafening and spectators were allowed extremely close to this monster, apparently the engine came from a Shackleton bomber. A remarkable 1917 steam driven Stanley car was on exhibit. Sunday evening brought rain and by the morning a huge damage limitation exercise was undertaken by the organisers, pumping out water from trade stands and tonnes of wood chips were applied to walking areas. Some vehicles could not parade and many got stuck. So along came the Series 2 Club with our towing equipment. In the photograph is Simeon towing a eurobox right outside our tents after breakfast. Wellies and raincoats were the order of the day, but our spirits were not dampened and we thoroughly enjoyed our visit to what must be one of the most impressive steam gatherings in the UK.



Above: A windswept Series 2 Club Stand! Below: Lending a hand as only a Land Rover can...



# How I became a Series 2A Owner

Jeremy Hackney

**W**hite elephant: metaphor for a valuable but burdensome possession of which its owner cannot dispose and whose cost (particularly cost of upkeep) is out of proportion to its usefulness or worth (Oxford English Dictionary).

The Dormobile was safe under a roof in a Customs lot for a low monthly fee, but it was inaccessible. My two-and-a-half-year-old daughter had a play group at a public park next to the Customs facility and we used to wave at our Land Rover through the fence.

Yes, "our" Land Rover! She and I knew that we would keep it.

But I also knew by now that it needed a complete rebuild. I was very concerned about keeping what was left of its originality and doing it up properly, yet having it done before my kids were too old to come camping in it with us.

The situation didn't lend itself to starting a car restoration. My PhD thesis was already overdue and my University job would be ending soon. I had a shoebox full of bicycle tools and a can of WD-40. We were planning on a second child sooner rather than later, and we lived in Zurich, the second densest and most expensive city in Switzerland.

I put my wife on the job of finding a covered parking space because she's native Swiss German and speaks the dialect, whereas I wasn't making any headway on the phone with my accent. We were seeking one of the most precious commodities in Zurich and certainly no foreigner was going to get first dibs. Finding a space that was high enough and long enough and in which I could carry out small repairs (small repairs!) was impossible in Zurich.

We eventually arranged an appointment to view a carport on a farm in a village about 5 miles out of the city. We dressed nicely and brought our adorable daughter to make the most irresistible impression possible. We smiled and nodded and made an effort to mention several times that my wife is a dentist and I was completing my PhD in engineering. We got the contract ...

Below: Jeremy's daughter discovering the "Land Roover" as she called it...



## Part 4: White Elephant...

on a month-to-month basis ... and it was agreed I could use the electric light and hand tools, but make no noise or spills, or do anything causing sparks. It cost over twice as much as the Customs lot and it smelled like the garbage bins of the neighbour's fish market, but it was a huge relief to have secured it!

At last, several months after its first arrival, we ceremoniously taxed and tolled our Land Rover and welcomed it to its new carport in Switzerland!!

The first things I bought were a work-light and a set of AF spanners, from German Army Surplus off of ebay. With the Green Bible and Land Rover forums and websites (above all the Series 2 Club and Teriann Wakeman's Dormobile website), I made my first comprehensive assessment of what I'd bought.

The bulkhead was far worse than expected. Even the rail under the windscreen was rotted through. The mud shields and similar covers were missing all round the vehicle. All the sheet steel and steel profiles would need replacing or extensively welded, and that doortop on the driver's side was no more than a rag. I removed a front brake drum and it had a groove I

could fit my index finger in. The other front drum wouldn't come free. The radiator had thousands of tiny holes. The tires were cracked. And there were the leaking roof windows.

I took a screwdriver to some suspicious crust on the front right dumbiron and removed a gob of black-painted sealant from a rusty hole a half inch across! I dug more and the hole got bigger and bigger. Soon a pile of rust was on the floor and the hole was 2" across. The same thing happened in front of the front-of-rear spring hanger, only an entire 5" long patch peeled right off like a sardine lid, having been welded to a chassis of dusty dry red tree bark resembling garden mulch. Thereafter I tried not to spend time underneath the car, in case it collapsed!

Then came my lesson in letting sleeping dogs lie: the question of originality! It was the most important question for planning how much more I'd spend to get the vehicle on the road. If original, this was not just a leisure vehicle: it was Heritage. I felt I owed it to the Land Rover community to keep it no less original than how it was when I got it. Thus it became a white elephant!

## Series 2 Ownership



**Above: There are supposed to be posts behind the second row doors...**

Some minor things had been modified by previous owner(s). There were Defender door seals, and instead of the trademark Dormobile screws, two old-time bicycle wheel wing-nuts held one seat in. There were holes cut in all the panels for some long-absent but once useful things: the entire bottom had been cut out of the rear toolbox and a large hole had been cut in the tub behind the left rear wheel (for an inverter and leisure battery, perhaps?). But why was it all missing, now? Suspiciously, there was no "roof is up" warning light that is supposedly on Dormobile dashboards.

The re-stamped chassis number also had me wondering. It was the same as in the V5: 35100420F, a late '68-early '69 right-hand-drive export 109 Station. Though it should have a 2.6L and I had a 2.25L. The spec was right for Martin Walter and corresponding to the "9" in the serial number of the Martin Walter I.D. plate (which means a 1969 conversion to a Dormobile).

The other chassis number I discovered under the paint, on the spring hanger where the number is officially supposed to be, was 352 something G, a late 1970 2.25L petrol 3 door 109. This was obviously the original number for this chassis. The front of the Land Rover also fits with the "G" number. It had 4-cylinder brakes, bulkhead, engine, battery under the bonnet, and even a side tank mount.

The bodywork was originally bronze green in front, but marine blue in the back. It had tall sills in blue, maybe also from the "F" model.

So someone had put the rear tub, roof and internals of a Dormobile onto a rolling chassis from a 3-door,

then stamped the Dormobile's chassis number into the chassis and transferred its bulkhead plate. It wasn't badly done; just the electrics were incomplete and it had rusted in the meantime. A chill ran down my back as I realised the vehicle could be confiscated in the UK ... but then I figured I'd be safe in Switzerland (why else does Switzerland exist?).

I was quite disappointed to not own a completely "original" Dormobile, but the elephant, ill as it was, was still white as long as the chassis number was correct.

The tradeoffs of what to do with such a vehicle are well-known to anyone reading this, but overwhelming as a newbie for whom cleaning a bicycle chain is as greasy as it gets.

I sought advice all over the place, from very qualified and experienced

professional restorers to the ubiquitous forum commentators. The advice was unanimous: I could have it put on a new chassis for not too much money, but so many other things would certainly be wrong with it, I'd be foolish not to fix them at the same time. If I didn't DIY, having it done would only be worth it if the vehicle was a sentimental heirloom.

A transfer onto a rolling chassis was the professionals' consensus for the best solution. It seemed the most sensible in my situation, and the least likely thing I'd screw up badly. Only one question remained: what of the original chassis number? I could legally retain it if I used a brand new chassis, but I couldn't do that kind of work where I was renting. I needed certainty about the chassis number.

In those days one could still obtain information from the Gaydon Heritage Center on the phone for free:

Marine Blue

6-cylinder 2600 cc engine

RHD Export model

Ordered March 6 1969

Dispatched May 1 1969 to

Lawrence, Marlborough

I was puzzled because the date of first registration on the paperwork I had was February 25, 1969 and the supposed "first owner" (i.e. the person who exported it to Germany) was from Gloucester. Early registrations, I was told on a forum, happened occasionally in fleets. Who buys fleets of Dormobiles?

My request for a vehicle history from DVLA was turned down, despite

**Below: Peeled open like a can of sardines...**



my having sent them all my Swiss documentation, because I'm not the current (or last) vehicle holder on the V5 or the export forms.

I had asked for some archival help on the Dormobile Club forum and received a kind and thorough, albeit sobering, reply from Series 2 Dormobile owner Phil Newman (I hope it's OK to quote):

The chassis number 35100420 does not ... appear on the factory registers as having gone to Martin Walter. 35100418 and 419 went to MW as did 35100423, but 420, 421, and 422 went to normal despatch. The particular batch/label number also indicates that 418, 419, and 423 were all consecutive batch/label numbers of one batch going to Martin Walter.

Well, that really let me down, actually. It was a bit of a letdown after all. On the other hand, it wasn't a sick white elephant anymore! It was a sick normal elephant. An opportunity to build the Dormobile of my dreams: left hand drive maybe? Sixpot? Synchronized shifting?

With surprising and rather frightening determination I set out right away to find a donor vehicle. A transplant seemed to be the least-noise, least tool-and-skill dependent alternative. Within a week I had a viewing appointment for a 1971 "H" suffix sixpot that was on auction from a fire department. It was already at a quite high price, and had rear chassis rust as well as accident damage. I passed, but the motor pool boss showed me a sparkling 1973 Series 3 sixpot with only 11,000 miles that I could have for the same price. I negotiated renting the other half of the carport and then bought the Series 3. Only after the purchase did I learn that they don't bother MOT'ing the fire trucks ... it had some issues with 34 years of damage from standing, particularly to the brakes.

Now I had two non-roadworthy Land Rovers and still no tools!

I spent the winter of 2007/2008 learning Land Rover mechanics on the Series 3, buying tools and commuting on my bike to the shed and back until it was on the road. I also began the restoration of the Dormobile roof: no matter how I rebuilt the Dormobile, the roof had to be made watertight, first. I started a blog about my learning experience, which proved to be very helpful later on.

I used the Series 3 to shuttle spares

to my carport, and then through the summer of 2008 for trips, as we would soon hopefully be doing in a Dormobile. But my wife didn't like driving it, despite the synchronized gearbox that I thought would have her convinced. I decided I prefer the Series 2 look and feel, and that if I was going to be the sole driver anyway, I needed to do my transplant onto a proper vintage Land Rover.

Carrying the Dormobile roof cap to my apartment for restoration (noise and painting weren't allowed in the carport!)

Summer 2008, my thesis still wasn't finished. The Dormobile roof was done in July and my son was born in August. Three weeks later I did the only sensible thing and bought my third Land Rover! A documented two-owner 1970 ten-seater sixpot from Austria, this time finally for a fair price. Apart from the Green Oval dealer I was surely the only person in the city of Zurich with three Land Rovers.

About this time I received an email from someone who saw my blog and recognised the curtains she had made for her partner's Dormobile back in the 1990s! It was the third-to-last owners checking in on their "Baby G" (the nickname from the number plate: BBY-6G). We exchanged many emails and finally they were able to get me PDF images of all the records

they had obtained from DVLA, and some of their travel photos. It was really nice to exchange stories and to find out more about the history of the vehicle and something about the folks who had used it before me. It gave the Dormobile some soul and another reason to preserve it besides "matching numbers".

It was indeed first registered as a "utility" vehicle for "Wilcox Laboratories" in London in February 1969, and I was something like the 23rd owner (!). Up to 1988 it changed owners every few months. In 1989 it suddenly changed from a 2.6L to a 2.25L engine and stayed with individual owners much longer: I assume this was the point at which it became a Dormobile and was partly restored. I still have no idea what the original chassis number of the Dormobile was, nor anything about who owned the Dormobile before ca. 1988.

I sold the Series 3 and began the transplant of the Dormobile in earnest in the winter of 2008/2009. That's more a run-of-the-mill rebuild story, except for the logistics of the far-away shed where I had to work noiselessly. In the interest of producing the thickest B2L possible for the postage paid, I may also write up some of that photo-rich experience as well.

**Below: Carrying the Dormobile roof cap to my apartment for restoration (noise and painting weren't allowed in the carport!)...**



# The Grinder - "The sparks are gonna fly!"

## Courting Controversy



Well the Editor has asked for another column from me. Clearly my last article didn't ruffle too many feathers. There have been no torrents of mail, both snail and 21st Century type, up in arms against my views. In fact, so I understand, there has been some positive feedback to my plea that we shouldn't take our vehicles too seriously. Clearly others too object to Land Rover snobbery.

I doubt, however, that this article will be received so quietly. As I said last time it is my intention to provoke a dialogue, and therefore I welcome any comments in favour or against my opinions. Naturally these are my personal opinions and are not necessarily shared by the club or any of its officers. If you have anything to contribute or can suggest a topic for me to address then please write in to the normal club address.

### Defending the indefensible? Green laning.

Right here goes. Let me state at

the outset that I am NOT anti-green laning. In fact quite the opposite, I have enjoyed many trips into the countryside using unsurfaced Rights of Way, but the truth is that I no longer think we can justify it. And it's all our fault. This feeling does not arise out of the actions of the Ramblers' Association or the Green Lane Environmental Action Movement (GLEAM). We have caused this to happen!

Let me explain further. One of the arguments often put forward about green lanes is the historical interpretation of whether an ancient route has vehicular rights. In proving a lane's status researchers will often look at back records and try to show regular usage. This they may trace back to ancient horse and cart trading routes. Fair enough, but these routes were never designed for motorised vehicles.

"The main proposal in the consultation was to limit the basis on which rights of way for mechanically propelled vehicles may be acquired and end the situation whereby historic use by non-mechanically propelled vehicles, such as horse-drawn vehicles, can give rise to a right of use by modern mechanically propelled vehicles." - DEFRA "NERC Act 2006 and Rights of Way"

That's why the authorities provide us with metalled roads. So any suggested use by motorised vehicles

must be done with the utmost restraint and respect, since our historic "rights" are, at best, tenuous. I ask the question, has our use of these routes been done with restraint and respect? Sadly I think not.

I am sure we can all cite situations where we know of what can only be described as vandalism on or near green lanes. Only recently I was in the Wiltshire area, a county which works hard to maintain its unsurfaced RoWs, and I happened to visit an ancient site, adjacent to a SSSI, where there was evidence of tyre tracks up the side of a 6,000 year old burial mound and going into the neighbouring ancient meadowland. Now, this damage wasn't caused by agricultural traffic, it was caused by green laners. What has happened to these people? Have there been any prosecutions? Someone must know who they are. Surely if the green-laning community was really that concerned about it we would be seeing regular articles in the 4x4/LR press detailing the misdemeanours of these people. There's little or no coverage. I can only conclude that nothing is ever done. Very often too, when damage has occurred it is further exacerbated by repeated use of the same muddy section. The picture below, "pinched" from the S2C Forum, illustrates this point.

Truly shocking damage has been caused here by members of the



Above: Shocking green lane damage, a nail in the coffin?

4x4 community using this area as a "wallow", purely, in my opinion, for the cosmetic application of mud to their vehicles. Now I'm not suggesting a witch hunt, but surely we all have a role in policing this. The bad apples must be ousted. Most members of the public are not worried about our use of the countryside but the anti-greenlaning community will use pictures of excesses like these to sway opinion against us.

Some groups seem to tacitly encourage this sort of activity. I was, for a short time, a member of a 4x4 club locally, who would arrange weekends away on heavily rutted and clearly damaged routes. Instead of "Treading Carefully" they chose to frequent more challenging routes. Senior club officers would often state that there was no point in using routes that you could drive with a Ford Transit. They wanted routes where they could use their difflockers, winches, Grizzly Claw tyres and so on. That's just the point - if the lane is so bad that you need anything much more than the yellow button on your Land Rover then it is clearly not sustainable and you

shouldn't be driving it!

It's not just the extreme ends of damage that bothers me either. Every week if you go onto our club forum or indeed many other forums, you will see pictures of green laning expeditions. We have just experienced the wettest few months on record in some areas of the country, yet there are people out on these lanes with regularity. Surely the best policy, for the longevity of our pastime, would have been to avoid muddy lanes and stick to hard-packed or rocky lanes when there would be no damage. To add insult to injury, so many of the pictures on the forum show members blasting through muddy sections like wildebeest on heat! Are these, too, not more shots in the foot to what we love doing?

By now many of you will be thinking that I am, indeed, a closet anti. I state again, I'm not. In fact in the past I have been involved with GLASS and have worked on a number of lane maintenance programmes with my local authority; to no avail I might add, since after the NERC Act these were all lost to us. I have also been involved in press campaigns where

I have attempted to put forward the "pro" argument. So what IS my position? Well, sadly I am a green laner at heart, and would dearly love the opportunity to continue to drive sustainable routes in the countryside, but I fear I have been let down by the community I am in. Given the tenuousness of our claims for vehicular rights we have all, myself included, not done enough to protect our image. If we are true about preserving what little remaining rights we have then we must get tough with ourselves, vow to use only sustainable routes, really work hard on "Treading Lightly" leaving little more than the faintest tyre tracks and report those who abuse the privilege. Otherwise we had better raise the white flag and head back to our workshops.

Right! Where's my hard hat? I'd better duck for cover!

Next edition, I'm going to be looking at the relaxation of MOTs for pre-1960 vehicles. If you have any comments please send them through to the club address or e-mail the Editor marking the mail "The Grinder".

Until next time.....

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# Canadian 1960 Land Rover 88”...

Michael Flahault



**Above: Not often you find an original Series 2 with optional snowplough!**

First set eyes on the Land Rover behind a service station in Pembroke, Ontario. I'd answered an advert in which the vehicle had looked a lot better! Here it was, basically a wreck, askew thanks to the uneven ground and squeezed between other wrecks. However, it was a Land Rover (apparently the only one available in Eastern Ontario after months of searching), and in one piece. A quick inspection followed by a slow test drive around the parking lot showed that it looked salvageable and the engine and gearbox were serviceable. My daughter, then five, went along for the test drive and announced she liked it. Deal done! For now, I would overlook the faded gold paint on the body and fluorescent orange wheels and snow plough, with which the previous owner had tried to pretty the vehicle up.

A tow truck was hired to bring the non-roadworthy Land Rover the two hundred miles to its new home. The tow truck driver very courteously placed the vehicle exactly where I had marked it to be put on the driveway. After he drove off, it was discovered that the front right wheel had seized, and so the tow truck was recalled and used to push the Land Rover into its parking spot in the garage, leaving a long black streak on the concrete from the non-moving tyre. This was the last time the Land Rover would move in its completely original state. Once the new chassis arrived, parked beside the original vehicle, parts were transferred as they were restored, until the spot where the Land Rover had stood was finally empty!

Never having restored a vehicle

before, the project looked a bit daunting. However, having restored a 26' sailboat from scrap, and built an aeroplane (amongst other things), I knew the task was the same as that in the joke about "how do you eat an elephant?" the answer being "one bite at a time". And so the restoration began, one rusty, dirty part at a time. One of the biggest challenges of the entire project was part acquisition. The budget was limited to what I had received from the sale of the boat. Most suppliers were overseas or across the border in the USA, which added shipping and customs fees. The Canadian suppliers I contacted at the beginning of the project were not particularly helpful (no reply to emails, or parts not available) or were charging very high prices (such as \$700 for



**Above: old sits alongside new as the parts are gradually switched over...**

a wing). So, the search began for reputable, reasonably priced suppliers. There were two stages to this. The first was finding suppliers themselves. The Series 2 Club forum was very useful for this, as was spending a lot of time trawling the web. Having acquired the parts catalogue and workshop manual, a list was made of the parts that were certain to need replacement (a lot of them, as it turned out). Then a series of orders were made. Having surveyed the results of these orders, the second stage was then finding suppliers who supplied not just parts but quality parts, as well as those who knew the differences between a Series 2, 2a and a Series 3, especially when each shared similar parts numbers, and who could also pack things properly for shipment. This evolved over time, but slowly the list of suppliers shortened and less money was wasted on parts that couldn't be used and for which shipping costs made returns unfeasible.

I eventually compiled a regularly used list that spanned from the southern USA to the UK, and then, about a year in to the project, it was my luck that a new Canadian outfit started up who became my premier supplier, as their knowledge, attention to detail and service was and remains second to none. They also became the restorers of the bulkhead, and did a very thorough job indeed. The three biggest moments of the restoration, personally, were when the new galvanized chassis arrived; secondly when the engine was finally moved over to its new chassis (for some reason that was very symbolic); and thirdly when the restored original bulkhead was finally delivered and installed. A more on-going source of satisfaction was learning to do things that seemed difficult when first contemplated, but were then completed to a good standard; removing and replacing all those bearings and seals turned out to be not that bad once a suitable press and drifts had been purchased, and installing the new wiring loom also turned out to be immensely satisfying once I understood how it was laid out (diagrams are one thing; real life another).

The brake and clutch line kit and the various related cylinders all came together, using



the “measure twice (or three or four times), cut once” rule. Even overhauling the speedometer myself became something do-able. Towards the end of the project, doing things such as replacing the cylinder head gasket, rebuilding the water and oil pumps and overhauling the timing gear became just a matter of course. The items that were sent out for others to work on were: the wheels (for stripping), the Jaeger water temperature and oil pressure gauge (for rebuilding), the Kodiak heater and windshield wiper motors (for re-building and cleaning respectively) and the bulkhead (for repair and priming). I had a mechanic specializing in British cars come over a couple of times to teach me a few of the finer points of British engines and engineering, and who even eventually persuaded me, on a test drive, to drive the Land Rover over some interesting rough ground to get a glimpse of what it could do – the first time I had some serious fun in the truck!

It had been decided right from the start to try and keep every single original part where possible. As a result, the Land Rover remains pretty much as it was when found, and in many cases (judging by date stamps) much of it looks to be factory original. Some items were too badly damaged to stay; new seats were needed and the tailgate, outer wings and sills were replaced. A replacement apron was also found, as the original was missing. The windscreen was replaced. The drive train has new drive and prop shafts (including all new bearings and seals), one replacement differential, and new brakes and drums. The ‘gooseneck’ exhaust system was replaced with a ‘straight down’ type (for ease of parts supply). New tail-lights were needed, and chosen on the basis of what was offered by the factory for Canadian export vehicles in 1960. Part of the “keep it original” idea was to keep all the dents and scrapes the vehicle had collected over its long working life, and I think it helps keep alive the already substantial character of this individual Land Rover. The aim was as little plastic surgery as possible: just enough to look respectable. The only new additions that weren’t there originally are the seatbelts, and tow rings on the front bumper.

One thing that couldn’t be kept was the previous owner’s gold and fluorescent orange paint job! First, all the galvanized capping was stripped of paint. The original body factory paint colour was Pastel Green, and

**Below: A few shiny bits and a rebuilt Land Rover starts to emerge...**



although there was a local automotive paint supplier who could mix the colour based on the pristine examples found on hidden surfaces on the Land Rover, I didn’t want nor need the cost of a large compressor and good quality equipment in order to spray things myself. However, the supplier also made aerosols for the purpose, and so these ended up being used for the body. They turned out to be easy to use, and the paint finish was excellent. The paint did require a long, long time to cure completely, but that wasn’t really a problem as the outer surface was hard enough to handle manually within minutes. The same aerosol system was used for the Limestone hardtop and wheels. Now that the project is essentially as complete as perhaps such a project ever is, and driving the vehicle around for the past few months has just been a pleasure. I had read stories that the suspension is bouncy or too harsh, that tracking is horrible, that the noise is mortal. However, the ride just seems relatively firm, the tracking is straight enough to

be perfectly comfortable and safe, and while the noise at full speed is certainly loud, it’s certainly not a deterrent to seeing how fast the Land Rover will comfortably go and keeping it there.

There have been a couple of minor adventures since it began being driven regularly. If too much coolant is put in the radiator, the Land Rover will wait until parked back in the garage or in front of a group of people before spitting out the amount it doesn’t need. After sitting for three days without doing anything, the front right tire suddenly went flat. Driving along, the mirror part of the original rear-view mirror suddenly fell out with a crash. The original Kodiak heater core burst when driving along, turning the cabin into an opaque windowed sauna, but I think this is within the bounds of normal behaviour, and I’m sure there’s more to come.

**History:** Built July 1960. LHD export model with hardtop. Sold in Canada by the Rover Company of Toronto. Purchased by a service station in Killaloe Station, Ontario, where the Land Rover worked as a utility vehicle until the station was sold in 1972. Then purchased by the service station’s previous owner (prior to new owners in 1960), who used it for snow ploughing on his property and travelling the short distance to his hunting lodge. From 1983 until 1988 the Land Rover sat abandoned. In 1988 the owner’s son-in-law borrowed the vehicle to use on his own property; this was when it acquired the gold paint scheme. By 2010 the vehicle was no longer in a useable condition, and was put up for sale or scrap.

That’s when it came to its present home, for a year-and-a-half long facelift and whatever further adventures await...



**Above: All the hours of work are worth it, a fabulous Restored Series 2!**

# One Ton from Germany to Ripon...

Udo Eversmeier

I purchased my first Series Land Rover in 2001. It was a 1970 S11a SWB diesel with full tilt. A few months and several break-downs later, I decided to refurbish the vehicle to its former glory. It was a hard job, but after half a year I made the first test drive, and everything worked properly and smoothly again. Until 2007 it did a lot of miles in Germany and on holiday trips to England, France, Denmark, Sweden and Italy. However, I wanted more... I had the virus!

In October 2007, a mate in the north gave me a ring. He wanted to offer me the chance to buy a very rare Land Rover, which he had found in a garden in his home town a few days before. He had already checked the chassis number at Gaydon to be sure that he hadn't found a mule. I was very interested and excited about the find, but there were some negative facts: a totally rotten and twisted chassis, a very bad bulkhead and a seized 6-pot engine on the tub, no gearbox and a Nissan 2.8 litre engine lurking under the bonnet. On the positive side, it had ENV axles, a very straight body and was very nearly complete. After a sleepless night, I decided to pick it up for a full restoration. Back at home with my new pride and joy, I was asked by a friend whether or not he should take me to see a psychiatrist. When he had a look at the truck, he called it "The Chicken Shed"!

Nevertheless, I started work between Christmas 2007 and New Year 2008. The disassembly was done in two weeks. After an inventory of all the component parts, I was in a far better mood. Okay, I had to purchase a new galvanized chassis and a spare engine and gearbox,



Above: Needs some work!



Above: The authors stunning one-ton in beautiful scenery!

but the rest could be repaired or overhauled. I spent a whole month on the bulkhead. The footwells and door pillars were an easy job, but the ventilation flaps were badly corroded. They had been covered by a sheet metal plate for more than twenty years, but the angle-grinder brought the whole truth out into the daylight! A lot of time and effort went into the welding work, so I decided to galvanize all the steel parts to prevent them from corrosion in the future. The door frames, bonnet frame, bulkhead, radiator panel and all the factory galvanized parts got a layer of shiny zinc. Following this, I purchased a 6-pot engine and a gearbox from a club member in Germany. The engine had very high mileage and needed some work, so new valves and seals were added and the bores were honed with a drill. New piston rings and bearings were installed and finally a new front rocker shaft for the inlet rockers. Now I had time to find the correct gearbox for a one-ton, and to rebuild the seized original engine (a correct reconditioned gearbox was installed in 2008 and the rebuilt engine is still stored in the cellar).

In October 2007 the truck got an MOT certificate and registration as a vintage car. Since that time it has done around 35,000 miles without any problems. We made our first holiday trip to the Eastnor Castle Show and Scotland in 2008, with

our small Eriba caravan behind. At the show, we made up our minds to look into joining the club. I made my application two years ago and also joined in with the fantastic forum. Having had some bad experiences with other clubs in the past, I never expected to find such a serious and yet friendly club.

When I heard that this summer's International Rally would be in Ripon (Yorkshire is one of my favorite regions of England), I decided to book up for the weekend. A friend wanted to join me (my wife didn't have enough available days off) when he heard about my idea. To keep the journey as short as possible, I booked the ferry from Rotterdam to Kingston-upon-Hull. It's an overnight crossing with cabin, so the one-ton (not to mention Jan and I) would have to cope with a crossing of 316 miles!

Two days before the departure, Jan had to take his youngest daughter to hospital for an operation. She had arrived home from a trip to Spain and had got a rather big abscess



Above: Bulkhead fixed!

on her knee during her holidays, meaning he reluctantly had to cancel his reservation, leaving me without a co-pilot!

Monday 5th August began with an early start and a drive to Rotterdam which took five and a half hours. I arrived at Rotterdam Europort just as embarkation began. The crossing was brilliant, and I enjoyed some dinner and a cool beer before listening to the musicians on the stage. After a silent night and a large cappuccino, I headed to the Yorkshire Dales. My destination was a campsite in Hawes in the middle of the national park. I fitted my tent and relaxed for the rest of the day.

During the next two days I made two trips through the Dales, firstly north to the Buttertub Pass, which gave me the opportunity to complete some delightful walks. On the second day I drove south to Kettlewell. I enjoyed the wonderful landscape very much, and it was a lovely place to get rid of my stress! On the Thursday, I headed the forty two miles to Ripon. On the way, I visited Fountain Abbey, which is a lovely old ruin and has a marvelous garden to explore.

I arrived at the racecourse at 3.15 pm and got a very friendly welcome from Gordon and Dave. I fixed my tent and remarked on the large amount of vehicles on the show ground. Twenty or so vehicles were already there, so I spent the evening introducing myself and getting

to know some other members. Everyone was very friendly and courteous, and I'm just sorry that I couldn't chat to everybody over the weekend.

Having spent most of the Friday exploring Newby Hall and Gardens in Ripon, I returned to the International for tea, followed by the fish and chip run that evening, which I was keen to take part in! At 7.30pm, an impressive row of nearly thirty vehicles headed out to Pateley Bridge. There was a Series 2 Club symbol to find on the route, which Gordon had hidden beforehand. I don't know who found it; I was at the rear end of the row. We all had excellent fish and chips and a lot of fun.

After breakfast on Sunday SHOULD THIS BE SATURDAY?, I joined Alan, Eddie and Boggy for a greenlaning trip to the North Yorkshire Moors National Park. We headed to Helmsley on the A170 and turned to the left on a narrow lane to the north before passing a very nice valley with heather all around. On a ridge again we drove south to Gillamoor for lunch in the local pub. After lunch we wanted to pass a fort a few miles south from Gillamoor. Suddenly I missed Alan's Lightweight in the mirror...! Eddie and I waited for a few minutes and decided to return. After a few hundred yards we met Alan and Boggy looking under the Lightweight's bonnet. They told us the engine had died suddenly and

there was no ignition spark anymore. Alan had fitted an electronic ignition system in the past, and it appeared to have failed. We checked all the wiring, but everything was in perfect condition, like the rest of the vehicle. I had a look in my box of spares and found a 4-cylinder D45 distributor. Everybody was laughing at me for having a 4-pot dizzy with me, because my truck is a 6-pot, but I also have a Series 3, and being lazy I didn't change the parts in the box! We fitted the spare dizzy and started the engine...without success. After an hour of troubleshooting without any solution we decided to tow the Lightweight to a tarmac road. From there it was trailered back to Ripon. The evening barbeque had already started by the time we came back, and Alan arrived just in time for the quiz, which was lucky, as he was the Quizmaster!

On Sunday, Alan's Lightweight came to life again. He had borrowed a replacement dizzy from Sean, but again without success. Then Alex had the idea to check the engine position and compare it to the distributor. He remarked the dizzy drive was 90° out (which had been done by a previous owner). It became pretty clear why we couldn't solve the problem in the wilderness the day before!

There were some games of skill on Sunday morning, with the children on bicycles and the grown-ups with their Land Rovers! After lunch was the awards ceremony, and all of the winners from each of the weekend's contests were awarded prizes. Alan got a prize for the most interesting break-down and for his marvellous work as the webmaster of the club forum. I never expected to win a prize, but I won the award for the longest journey to the show in a Series 2 and for the best vehicle in show! There were a lot of very nice vehicles in perfect condition on the racecourse, so I feel very honoured to have won, and would like to take this opportunity to thank everyone again for such a lovely weekend!

After the ceremonies I had to rush to reach the ferry, so I couldn't take part to the AGM. I did have a nice journey back to Vlotho though, without break-downs or traffic jams! All in all, it was a very impressive holiday trip, with perfect weather and lovely people.



Above : First Landy, a tidy 1970 Short Wheelbase 2a refurbished by the author...

# Committee Introductions



Hello. Well, I have been involved in the club committee before, so to many of you it will be a case of "Hello again!" I am the new Vice Chairman. To those of you who are new to the Club in the past I have been Webmaster, Treasurer, Vice Chairman, Chairman and Director of the club. So I have been around a bit and know how the club works. However the most rewarding of my former roles

was that of Area Organiser. It is working with the AOs that is the Vice Chairman's primary role, outside of standing in for the Chairman in his absence. I am hoping to be working closely with the AOs to promote local events and to find ways that the Committee can assist in these events.

I currently own two Series II Land Rovers. The first is a 1961 88" pick up with a LPG conversion. It's not the most original of vehicles, being a bit like Trigger's broom, but I have owned it for most of the last twenty years, having re-chassed about five years ago, and I'm quite attached to it. The second is a very rare 88" Searle Carawagon. This is currently under restoration, waiting for me to pull my finger out and get on with finishing it. I have set myself a target of getting it ready for the Dunsfold Weekend next year. I've said it now, I suppose I'd better do it.

Away from Land Rovers I am married; my wife Lyn is actually very supportive of my hobby, so long as we never have a gearbox on the dining room table at

Christmas again. My son, Jake, is almost 17. When he passes his driving test we might have to think about a Landy for him. Other than that I shoot English Longbow, in both field and target archery, and enjoy fishing. To earn a living I am a teacher, specialising in Maths, Rugby and Cricket.

I am looking forward to getting back into regular show attendance and hope to meet some old and new faces on future club stands. I can be contacted via e-mail at [vice\\_chairman@series2club.co.uk](mailto:vice_chairman@series2club.co.uk) or via the Forum.

Eric Leuzinger - a.k.a. Loz2286



## Federation of British Historic Vehicle Clubs – Press Release

David Dutton Club FBHVC Representative

*The controversy and concern generated by the latest EU Directive regarding roadworthiness is almost without precedent, and is an excellent example of why the Series 2 Club belongs to the FBHVC! Why doesn't the EU leave us owners of historic vehicles alone and stop wasting their time? It is well documented that because the way our vehicles are used and taken care of, this class of vehicle is involved in less road traffic incidents. The crash resistance of older, historic vehicles can never equal that of modern vehicles due to obvious developments in automotive technology; it matters not whether they are 'modified' or not in this case. Indeed, in many respects, historical vehicles which have been fitted with more recent engines, safety belts, lighting and brakes, could well be safer than the standard production vehicle.*

### EU roadworthiness testing

When the European Parliament Historic Vehicle Group (EPHVG) met in May, Szabolcs Schmidt the head of the EC Road Safety Unit, mentioned that proposals for revisions to the Roadworthiness Testing Directive, following a 2010 consultation, were expected 'in the summer'. In July, the European Commission published the detail which turned out to be a proposal

to replace the current Roadworthiness Testing Directive (2009/40/EC) with a completely new Directive.

The draft of the new Directive has implications for all motorists, not just historic vehicle owners. Amongst other things, the draft includes requirements to test all trailers (which in turn implies a registration system) and requires tests to make reference to a vehicle's original 'technical characteristics'. The meaning of this expression is not defined. National governments are granted the right to make their own testing arrangements for 'vehicles of historic interest'. A vehicle of historic interest is then defined as one that:

- Was manufactured more than 30 years ago
- Is maintained by use of replacement parts which reproduce the historic components of the vehicle
- Has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension; and has not been changed in its appearance.

FBHVC considers this definition to be unworkable and completely unacceptable. FBHVC also rejects the suggestion that Roadworthiness Testing should relate to a vehicle's 'technical characteristics', whatever the age of the

vehicle. Modifications, alterations and improvements are all part of the history of motor vehicles and the older the vehicle, the more likely it is that it will have been altered at some stage. At present the basic tenet of a UK MoT test is that it is one of mechanical fitness. There is no database of original specifications for UK vehicles, so testing to original 'technical characteristics' is simply pie-in-the-sky.

Earlier this month, the Department for Transport asked stakeholders for comment on the proposals. FBHVC will be responding formally to this request when further analysis of the detailed proposals has been completed. FBHVC will be discussing the implications of the proposal with the international organisation, FIVA, and through them with the EPHVG group as well as with the All Party Parliamentary Historic Vehicle Group in the UK.

It should be remembered that this is still just a proposal. It has to have approval by each EU member country before it is adopted. Some media commentary on this topic has tended towards the 'we're doomed' end of the scale. It is certainly a serious issue and FBHVC is treating it accordingly.

Published with acknowledgement to the FBHVC.

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# An accidental Series II tinkerer...

Brian Clements

**O**K – I am a fraud writing for this publication. I am not, nor have ever been, the owner of a Series II Land Rover. Yes, I once owned a Land Rover within the general terms of the marque; in retrospect I believe it was a Series III. My technical knowledge was that it was a pleasant green colour, diesel and had the capacity to lay down a smokescreen worthy of Admiral Jellicoe at Jutland (a reference for very old readers or historians!).

Its name was its best description – “The Beast” – which actually was a pun on its BST registration as much as its beastly tendencies to veer under braking or provide a cleansing interior shower first thing, regardless of the weather. My son enjoyed it, probably because it was his only available transport at the time. The Beast finally died whilst towing a much more modern Land Rover, the strain of which caused parts of its chassis to part company from the rest of its underpinnings.

That may have been it for me, although since I live in the Highlands of Scotland, a 4WD vehicle seemed a good idea during our harder winters. However, this remained a passing fancy and the need for something faster and more reliable for my 950 mile round trip commute to work in the West Midlands overruled any such frivolities.

However, it was this distant place



**Above: The long suffering author (on the left) undertakes another Series 2 collection!**

of work that brought me back into contact with the Land Rovers – in fact with the first Series II that I was to encounter. One fine day a few years ago I was called by my son. “I have bought a 1965 Series IIA Land Rover in your part of the world that needs to be collected. Would you drive it over to your place and park it up on your drive until I can come and collect it?”

Checking my map, I discovered it was only a dozen or so miles away, so willingly agreed to collect it. A couple of days later a colleague drove me over and dropped me once we found the address deep in the

Staffordshire countryside; confirmed by a dusty Land Rover sitting outside.

After being fed a cup of coffee by its previous owner and comforted by his words that he was a race engineer and it was in excellent condition, I set forth on my journey back to Shropshire. Fortunately I was raised in a naval family, so the delay between input and reaction in the steering struck me a no worse than that of an 80ft river launch. No sudden changes of direction then! Also very fortunate was the top speed – after guessing my way through the gears into what was probably top, I was steaming along at a majestic 45 mph. Then I approached a junction.

All you experts will now be jeering at me. “Any fool tests the brakes before setting off!” Not on this occasion.

There were brakes, although only measurable on an equivalent stopping power scale to a VLCC (a super tanker to those not in the shipping business...) I can only thank the very rural location of the vendor’s home for the fact that there was no traffic in the vicinity of that first junction, other wise the outcome might have been less happy. However, with more forethought and anticipation applied to my driving since I took my HGV test, I got it back and parked. The journey North under the guidance of my son (your



**Above: Sitting in Shropshire, looks good but with a few hidden issues!**

Below: All welded up but now occupying a prime location at the parental home!



Editor) was apparently another epic story, best told elsewhere.

From a safe distance I enjoyed the tales of the acquisition of its spare parts, the joys of putting these in place and the general trials and tribulations of ownership of a classic Landy. I checked Facebook in advance of my every visit to his house, so I should not be too surprised at its progressive transformations into a paragon of all the cross country virtues. I even transported a job lot of Landy windscreens from a Southern supplier to help without engagement. All in all, a vicarious interest was quite fun and posed no obvious harm to my health and wellbeing.

Fast forward to earlier this year and I was sitting at home in the Highlands admiring the sheep through the torrential rain. "Hi Pa – I've just bought another Series II. It's a 1958 this time. Virtually new replacement engine and chassis, though stored outside for a year or so, so it will need to be trailered. It's only 20 miles from you, so could you pick it up for me and park it at the croft?" (This was a particularly apt request, since those of you who are familiar with the Highlands will already know that a croft is an agricultural small holding, usually littered with old vehicles in varying stages of decay!).

I enlisted the help of a neighbouring

crofter, who turned up with several family members, all experts in loading and towing, and an agricultural trailer to make the collection. Seeing the vehicle in question I was happier this time, it was the right colour (DBG) and looked even more "historic". What is more, it started readily and the only drawback to an otherwise straightforward loading and discharge process was the lack of a working footbrake. Nevertheless, taking due precautions, it was soon installed outside our croft. My only task on visits home was to start it up and move it around a bit. Hardly onerous duties....

Due to work I missed my son's extended visit with his MiG welder and spanners, but was impressed on my next home visit with all the new metalwork obscuring the view of the ground beneath one's feet and cutting down on natural ventilation. Put your foot on the middle pedal and it stops. At this rate, we should get an MOT before November!

Then I made my mistake. You know – one small cigarette won't hurt – just try a little coke!

My son suggested that there were a few small jobs I might like to amuse myself with whilst home on holiday. "Maybe put in a small bolt or two to keep the roof in contact with the windscreen?" Or "just pop out

the driver's door top and slip in the waiting replacement?" "No pressure – only if you feel like it".

OK – I should have known better. I thought it would be nice to stop the top of the door flapping while I drove around and it looked an easy enough job for even a mechanical dunce like me. An hour or so later I had undone the two bolts that had probably been in place since 1958 and realisation dawned that there was no such thing as a quick job on historic Landies. Their removal did not actually free anything at all, so some judicious work with an angle grinder followed. Most of the unit is now removed, but a section of bolt is irretrievably rusted in place. No way can I get the new unit fitted. I even suggested to my son that we might need to buy a new door. Me. Buy a new door. Aaarrghh!

I think I am now going to have to join the Series II Club to ask some of you experts how to get rusted "bolty" things out of rusted "tubey" things in doors. I have a strange need to want to see this thing in good working order and ready for an adventure. I am even contemplating buying a Landy as a daily driver when I retire in January, although that might well be a Defender until I have found time for a course on historic vehicle maintenance.

# The Story of J... Part 3

Boris Hepp

Back to work a little while later... I had to make a mental and physical break after this experience, as you might understand. We (wife and myself) needed to concentrate on other – far more important - things first. But we soon realised that doing up and finishing my Land Rover helped me get over the shock of what I had just experienced.

While not being able to do anything physically on the vehicle or in the workshop itself, I was able to hunt for parts worldwide on the internet. And so I did!

I felt I should get the proper lights all round and get rid of the plastic Austin-Mini-Lucas L594 repros and after some investigation realised that you have two options for the headlights nowadays: cheapish Halogen conversions or New Old Stock Bilux bowls.

But then I still needed the LHD version. Where do you get the proper "Lucas European" glass versions that have the distinctive protrusion in the lens? It took me into the depths of Lucas parts and the market worldwide. Quite interesting that Austin Healeys share the same type of lights, as apparently do most of the 60s and 70s British manufactured cars. All have the 7inch Lucas round headlights. Not very helpful though, if you needed to bid against a Jaguar



Above: A complete Land Rover, perhaps a just a little touch up required?

collector on ebay. Those guys just tend to have bigger wallets you know.

After some research and digging into the collection of items I had collected and repaired or renewed during the years of ownership, I found the remains of a Lucas L538 sidelight.

And the internet proved me right in saying that by 1961 the use of Sparto side and indicator lights had been replaced by Lucas items (or so I was

made believe).

My vehicle had an optional extra indicator system fitted from new, with a separate loom running along the inner wing on the right hand side of the engine bay and feeding both indicators on the front wings, plus a pair of extra cables running to the back of the vehicle inside the main chassis rail just next to the main loom for brake and rear lights. Apparently in those days, the indicator system was an optional extra and also the loom used was an extra fitment and not included in the main loom as the modern replacements do.

The parts catalogue showed the Lucas numbers for both side and indicator lights, and the Lucas catalogue for Rover items from 1960 showed the Lucas type of lights which matched the numbers. So off I went on a hunt for proper L538 sidelights and L639 indicators for the front wings.

The first set of indicators found its way to my home from Australia via ebay, the next set came from the UK in old Lucas card boxes and the sidelights were bought through P.A.Blanchards as NOS items.

Same with the rear lights. I managed to get a set of NOS Lucas 581 tail lights and 571 indicators for

Below: Immaculate deluxe bonnet ready for painting!





the back of the vehicle.

They fitted well to the freshly galvanised cappings and even the fixing holes lined up. I was a happy boy. The Land Rover started to look like a proper truck again. Those lights on the back of the tub are big, and a few people meanwhile have questioned whether they are the correct type. Well – they lined up with the fixing holes, they match the part numbers and the vehicle was exported to Switzerland with the indicator system fitted by the factors. It could be an export thing in 1961 which was not used on home market vehicles. But other than relying on the books, I cannot make out what other types could have been used by then.

It's amazing how a set of lights brings back some life into an otherwise "dead" vehicle.

When the rear tub was put back together, I made use of an aircraft riveting gun and solid ally rivets where they belong. The cross members underneath had been galvanised, the rear edge angle repaired and a set of NOS door seals along the front edges and in the tailgate opening completed the necessary work on the tub.

It was while riveting back on the top capping along the rear bulkhead that I realised the galvanisers had managed to lose an angled piece which goes underneath the capping at each end to connect and stabilise them with the two side parts near the tubes for the tilt frame. The angled parts go in from underneath and are riveted together with the cappings and the top edge of the tub bulkhead. I am still looking for this angled part ... so if someone has one going spare, let me know please.

After the tub was done, I concentrated on the bonnet which was dismantled completely and while the frame was repaired, shot blasted and galvanised, I removed the paint from the top of it, then riveted in the freshly redone inner frame with some solid ally rivets, followed by a lick of paint on top of it, before refitting the spare wheel carrier. The use of Aircraft Skin Pins helped a lot with lining the parts up and holding the skin tight to the repaired and strengthened frame, while putting solid rivets in. The steel frame was isolated from the ally skin with help of aircraft 3M Teflon sticky-tape.

The vehicle had had a deluxe bonnet since I got it, and as far as I understood, this had been an optional extra in the early 60s. So it's not completely out of track with this. At least it's the early type with the removable piece in the front where the locker pin sits. So I assume it's been there since new.

When the tub was put back onto the chassis, I optimised the new petrol tank by having it properly primed and painted on the outside and used some tank coating kit for a proper treatment of its inside. It takes a week to dry out completely but now the inside is coated with petrol resistant tank coat paint. Just nice to know. No pure metal surface inside which could become rusty over the years. The tank was put back into the chassis with three bolts in the front plus the single rubber bushed bolt in the middle on the rear edge. I understood this allows the tank to move a bit when the chassis flexes slightly on uneven roads.

When fitting the filler back into the rear tub (the galvanised bits) you need to arrange for a second pair of hands and best take someone who's got a grip like a hydraulic press and can move his fingers like a snake... It took me a day to figure out that the new filler hose was too tight around its top end and too wide on the tank end.

Well..... order another two from different suppliers and receive at least one that fits... eventually. I really wondered why I had not read about this problem before. It puzzled

me completely and I still wonder if there are different sizes of filler tubes on early vehicles?

After the wings had been painted (all painting done by hand with a proper roller and some decent quality car paint, slight rubbed down in between coats) I refitted the radiator back to the grille panel, which had been galvanised of course and loosely bolted the wings up. New fixings were used all round of course. The wing fixing brackets on the bulkhead front had been powder coated in black. The steel to ally surfaces all were covered by the Teflon tape mentioned above.

The genuine Lucas F700 headlamp bowls (again, shot blasted and powder coated) were re-installed with new rubber gaskets, followed by the NOS headlamps and new rubber dust covers underneath the chrome rims.

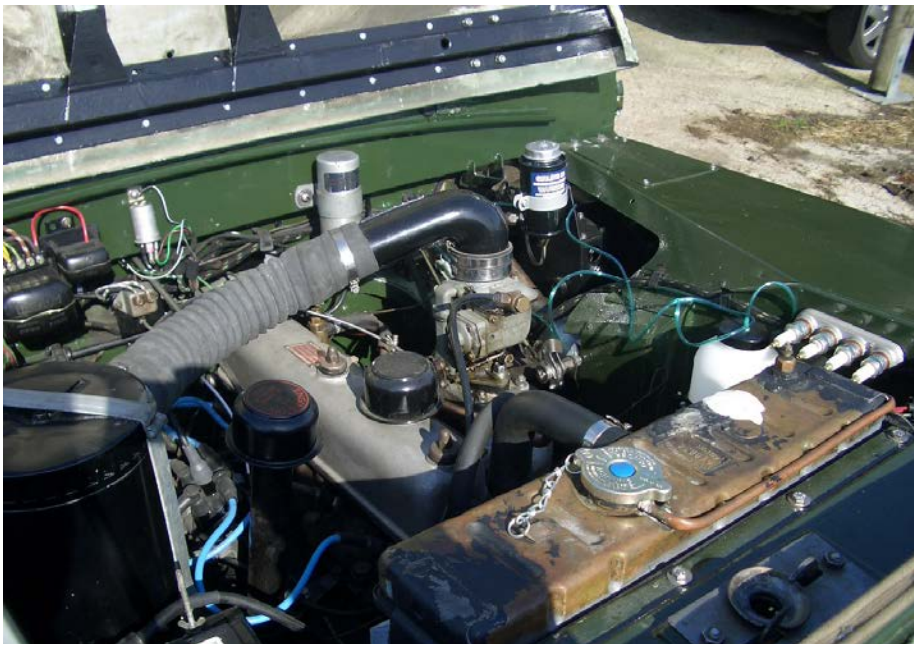
Once the front end was completed, the tub and doors fitted and the electrics finalised, the Series 2 was brought back to life with a new battery and a few litres of fresh petrol. She fired up instantly after priming the Solex carburettor with the handle on the lift pump. A glass of red wine was well deserved, and after some minor adjustments to the points in the dizzy and the carb, it was all done and I haven't touched it for the last two years now. I let the engine warm up, checked coolant and oil and all was well.

I was extremely satisfied and sat down on the bench in front of my workshop with my glass of red wine

**Below: Nos Lucas sidelights and indicators, attention to detail....**



## Members Vehicles



**Above: Ready to fire up!**

and just enjoyed looking and listening to the ticking over sound of the nearly 50 year old car in front of me. A milestone.

It's the details which catch up on you time-wise. Aligning doors, refurbishing door locks (you need a day to dismantle, clean, dip the handle in plasticote and refit them), getting the door seal to properly sit in the bulkhead recess, getting the electric cables sorted, having the dash wiring renewed etc etc.

With the cables to the back part of the tub emerging from the chassis frame underneath, I had to make up my mind; whether to connect the trailer plug with the Lucas bullets and try to hide all this behind the lights cover in the passenger side of the tub, or do it properly and use a proper connecting box inside the rear wing.

I opted for a Hella connector box with a watertight lid and watertight sleeves for the cables. (fed from the front, lights left-hand, lights right-hand and trailer lights.) This was installed inside the rear wheel arch behind a sturdy leather flap to reduce most of the direct spray from the wheel. It has proved to work well so far.

All in all it took me some 4 years – including the health break and the mental re-orientation phase which followed - to get the Land Rover back on the road again.

I tried to use as much of its original equipment as possible. Except for the passenger door, this worked out quite well. I tried to repair more than

renew, but if repairs seemed to be a bit over the top or illogical, or I did not have the skills to do it, I opted for new parts, such as the wiring loom, lights and consumables like bearings, gaskets and seals of course.

The lights were of the cheapo plastic type anyway and most of the cables on board were original equipment, now almost 50 years old. So I believe it was wise to renew this, rather than trying and repair an old and brittle loom.

By June 2010 I had the SWB tested and road taxed again and since then it has proved as faithful as ever. It nearly missed out though when I planned to visit a vintage car rally and two days before we had planned to leave, the passenger side front hub oil seal went bust and covered the brake shoes in oily cream.

This ended up as a pit stop overnight in my workshop, where I luckily had the necessary parts as spares. Better to have a hub seal collapse near your workshop and in time – even if close, than on the road and have to return home on the back of a yellow truck.

I tend to stock a set of brake parts, wheel bearings, gaskets, oil seals etc., in order to be able to help myself at short notice to the most important items.

But apart from this mishap (I still do not know why it happened, as I had used new lands on the stub axles plus proper OEM oil seals) the Land Rover proved to be the perfect daily workhorse for the local runs, bringing stuff to the tip, carrying me to the

pub, to the woods, taking us down to the beach nearby and whenever something needed to be carried, shifted or moved.

I have used it a lot since it was put back on the road, including two of the worst winters I can remember up here in terms of snow and cold temperatures. No complaints. The new Michelin XZLs are perfect in deep snow. I managed to find a set of unused XZLs in 6.50 R16 while searching for tyre options.

On Christmas Eve 2010 I was the last one able to drive down to the main road and meet the postman there, to take over the very last Christmas parcels and then distribute them to the addresses within our small, rather remote village. An hour later we were completely snowed in by a 2m snowdrift, which made the road impassable.

We tried hard to keep the road clear with the help of two tractors, but had to accept that the wind plus the huge amount of snow falling for a couple of days just made our efforts worthless. So we made sure everybody had enough food, bread and fuel for a couple of days and let it happen. It was one of the most romantic and peaceful Christmas Eve's we all ever had.

That's the story so far. We are in the second summer after having finished the resto project and it's time for the next MOT check (biannual over here). Let's see what the guys say... There are the first "new" bruises and scratches, which add to the character as you say.

Meanwhile I will get the boat ready for the season, have the last logs picked up from the woods, chip them with help of the rear PTO and make sure the Land Rover does not stand still for too long. I believe they need to be used on a regular basis. That's what they are made for.

**Below: More genuine LR parts!**



# When's a Land Rover not a Land-Rover?

John Smith



Despite the success Rover had been having with their Land Rover since its launch back in 1948, in the early 1950's they were still looking over their shoulder at the success that John Paul Black, MD of the Standard Motor Co., had been having since 1947. Based just a few miles down the road at Standard's Banner Lane works in Coventry, production and sales of Harry Ferguson's little grey tractor were booming.

By 1948, Standard were already selling over 50,000 'Grey Fergies' a year, with half of them destined for export to the USA. By 1951/2, Ferguson topped the 100,000 a year mark, with 70,000 TE-20 tractors from Coventry, and a further 30,000 TO-20 tractors from the Ferguson Park Plant at Detroit. With the 'Ferguson System' of three-point linkage firmly established by 1948, Ferguson made up 50% of Britain's tractor market. The idea of simply dragging farm implements behind a drawbar - which the Land Rover had been designed to do, often leading to serious problems for the driver if the implement snagged - was now dead in the water. So in 1952, Rover's design engineer Tom Barton was given the brief to develop a tractor based around the Land Rover.

Advanced features...

The outcome was a tractor that had some very advanced features for the time, most noticeable amongst these being four large wheels instead of the usual two large rear and two small front wheels of a Ferguson. It had the Land Rover's four-wheel-drive and high/low transfer box, and there was also a system whereby the tractor could be either raised or lowered on its axles by ten inches in about half an hour. This degree of versatility offered both greater crop clearance and increased stability. Two of these tractors are rumoured to have been built, but when one rolled over under test, the project was abandoned.

All that remains of this project today are a handful of photographs. From these we can ascertain that the vehicle had chrome swivels on both front and rear axles to give some form of four wheel steering. Unlike the Land Rover, which has a handed steering relay that connects, via a drag link, to just one wheel on the opposite side with a track rod then feeding from that wheel back to the wheel on the relay side, this tractor had the same type of arrangement as the WW2 Willys or Ford Jeep, and used a centrally mounted relay with



**Above: Some very familiar axles and swivels on this Land Rover tractor! Looks a very capable vehicle by the tractor standards of the time but was never destined to make it to market ...**

individual steering rods feeding direct to each of the four wheels.

The material for this article is based on John Smith's book, 'Land-Rover: The Formative Years, 1947-1967' ISBN 978-0-9561708-0-4, available direct from the Land Rover Series One Club, Amazon, and all good bookshops.

# Tales From The VRO

David Dutton

A lot has been happened since the last edition of B2L. I have had many requests for information regarding VRO services culminating in a number of these becoming firm cases. It is funny how types of vehicles come along in batches, for example two years ago a batch of Marshall late 2A Ambulances were sold by Blanchards, they all came through here. Because they were all direct military sales (via agent) I didn't have them inspected and the DVLA accepted the issued Proof of Age Certificate. They all went through various local DVLA Offices successfully until the last one that been made road roadworthy but still with no civvy registration went through Bristol Local DVLA. The Officer dealing would not inspect my certificate, wanted confirmation from Land Rover and wanted to inspect the vehicle necessitating the club member to have the vehicle trailered to the Bristol office. Yes, it is the right of the officer to want to inspect the vehicle, but all the others had gone through including one through Bristol and it was the Bristol Officer who inspected the first one and who suggested this tranche of special vehicle did not need inspection! My next observation is 'How is all this going to work / not work when DVLA close all the local offices next

year?" All my DVLA contacts/friends have received redundancy notices so they tell me. I think us people with old vehicles with specialised needs will be in for a tough time. Going back to where I started and the types of vehicles coming through in batches; I dealt with an Airportable ½ ton in July, this vehicle is interesting in as much as it was suspected to be an ex-RAF vehicle, looking closer I found four paint layers as such: top coat down – Bronze Green, Red, Airfield Yellow, and factory Bronze Green. The red paint got me wondering, could this vehicle have been a Red Arrow support vehicle at RAF Scampton? Unfortunately we only have the chassis number but no RAF registration so accessing the RAF records at Hendon is a non starter. I have also had a second Airportable ½ ton in Dorset, this will be have been inspected by the time you read this.

Other vehicles in the system at the moment include a lovely un-restored but needing it S2A 109 ex SWEB cherry picker, a suffix B ex military 88 that prove to be remarkably complete and original, another 2a b suffix 88 in Manchester, and the final vehicle in Lancashire.

I still need more inspectors, as no one came forward after my last request. Just remember it may one day be you

that needs your vehicle inspected and there may be no one to do it in your area so have go. You all know what a Series 2/2a looks like, I supply all the information on a form for you to look for and tick yes/no, you get your expenses (fuel, cup of tea and sticky bun) paid for and you get to look at a Series 2/2a. What could be better?

Inspectors required in: - West Country that is Somerset Exmoor area, Devon and Cornwall. The North East, Durham/ Northumberland. Mid / North Wales. Contact details below.

Apologies, some of you may have tried to contact me by phone recently, I NEVER answer whilst in the car, and I am often in hospital and other NHS buildings when the phone is off. I also put the phone down at home and lose it!!! So try again. My preferred method of contact is by email but give me time to answer as I receive getting on for a dozen a day-some needing quite involved replies, thank you.

Finally, WJN. Not much progress made due to hospital and health for both of us, weather (yuk) and time on VRO duties, but steering wheel, horn switch bracket, vent openers all recently refurbished.

David DUTTON – Vehicle Registration Officer vro@series2club.co.uk or mob: - 07985 001725

1967 Series 2A and mans best friend (Molly) by member Graham Sayell



# Garden of England area update...

Hazel and Sean Smeeth

Hello all! I hope you are all having a good summer, and thank you all for your support at various shows. It has again been a busy few months, and the show season has not yet finished. There have been lots of events around the country cancelled due to the bad weather, but so far we have been fortunate that all of the shows at which we have arranged a club presence have gone ahead. We have had a summer camp at Hole Park in Rolvenden; this is to be our venue for next years' International so it was useful to spend a weekend there and test out the venue. We then went to the Wrotham Steam Show, and camped for the weekend. This always amuses me because Wrotham is only a few miles from our house, but it is much more fun to camp and we get to tell our friends at work that we are going somewhere really exotic! The brazier was very



Above: Series 2 Club at the Darling Buds of May Classic Car Show!

appreciated at this event, and the evenings were spent chatting around it. Then came the Darling Buds Of May Classic Car Show, to which our members make a significant contribution in terms of setting up and running events. The organisers (The Rover P5 Alive Club) have said that without our help this show would have had to be closed, so a big thank you to all those who helped, and also to those who joined us on the club stand – we had a total of seventeen vehicles! It was good to see some members from Essex making the journey to join us too.

Then came the International, and a group from Kent made the journey up to Ripon. We went on the fish and chip run on Friday (excellent fish and chips by the way!) and green-laned on the Saturday. We returned in time for the BBQ, and then went on to win the 'pub quiz' with some help from our Essex friends. On the Sunday we competed in the gymkhana – I let Sean do the apple-bobbing though! The girls took part in the kid's bike trial; Tabbie and Sophie went round on their scooters and Laura and Charlotte competed against each other along with the other children in the same age group. We also did the treasure hunt, and won that too! What with that and going into Ripon to watch the Wakeman, I think we all

enjoyed ourselves and we can't wait for next year!

If you would like to join in with the fun, it's not too late as we still have events to go to this year. We will be attending the LRO show at Peterborough, then a one-day car show at Aylesford Priory, and then we have a late summer camping weekend at Rolvenden (this is to catch the Indian Summer that we must surely be due!). This will include a one-day show at the Romney, Hythe and Dymchurch railway. This will be followed by a Land Rover day at the Tilford Rural Life Museum. For more details about any of these events, please feel free to contact us on 01732 763 900. Don't forget that you are very welcome to join us, even if you are from a different area. Our regular pub meets are also continuing on the second Thursday of each month, and we love to see new faces!



Above: An impressive line-up at Wrotham Steam Show...

# Cymru area update...

Alan Spolton

It was yet another wet and windy day in Wales after a week of glorious sunshine.

The meet was at the classic car show in the grounds of Scolton manor house.

This is an annual event with many classic and historic vehicles from tractors to motor cycles and cars, all from around the South West Wales area.

This is usually a large event, but due to the wet weather only half the usual number of vehicles attended compared to previous years, with few visitors. However other clubs were

present including the Series 1 Club who came over and joined us. A big

thank you to Nigel, Will, Dave and Andy for turning out yet again.



Above: Fantastic to see the Series 2 Club represented at events in South West Wales and a nice club line-up...

# Hole Park Jubilee Camp...

Hazel Smeeth

Sean and I attended the committee meeting where it was decided to contribute £150 to each area to facilitate the organising of more local events. We travelled home that evening and found that we had both been thinking exactly the same thing – a camping weekend! We had hoped to do this previously, but had found it difficult to find a suitable field without having to pay to organise the necessary facilities, and now we had the funds to do so! We had also already found the perfect venue as we had been researching for a venue for the International, and this would also give us an opportunity to test the site and make sure that it would be as good as we thought.

We decided that we would hold the event over the jubilee weekend as this would mean we would have an extra day. A few emails round and an advert on the forum later and we had some takers! Unfortunately some of us already had prior commitments so we decided that if the event was a success we would run this again late summer or early autumn.

We booked in our six units and arrived on Friday after work, ready to enjoy the weekend. We set up our tents and caravans and the marquee and made ourselves comfortable enjoying the fantastic views. Richard and Sue popped into Tenterden, the nearest town, for a spot of shopping,

and reported back that there were some interesting shops and cafes. We decorated the marquee and tents with jubilee flags, and the jubilee cake stand came out, we had all brought small cakes to go on it. Problem was, we filled it up and it promptly collapsed! Never mind, time for a few beers around the camp fire...

Saturday was our mini gymkhana day. Keith and Bob went to visit a steam show, but we were then joined by Bob and Marion for the day. We all took part in the games, I passengered for Bob in the blindfold trial but we were sabotaged by Sean! We promised we wouldn't mention names, but suffice it to say that Mr Shows Officer was soundly beaten by Mrs Shows Officer, who went on to win the event! In fact, the only round where he scored higher was where she was telling him what to do... That evening we had a BBQ, and a beer tasting with the beers we had bought from the micro brewery on the site – marks out of 10 for each one, with most scoring pretty high! Frank volunteered to look after the beer for the International! The Pimms jug came out as well and the cake stand was resurrected!

Sunday saw us all off to a show at Ham Street, lots of crafts stands to look around and the extremely unusual lawn mower racing! These were sit-on lawn mowers which had been souped

up to create racing vehicles. It was a lovely day out, and we weren't going to be beaten by the drizzly weather! We were very glad of the camp fire and the marquee that evening though!

We then had the bank holiday Monday as a bonus day, as we didn't have to leave until Tuesday. We hadn't planned anything for today, we thought we would see what came up, and this turned out to be the local village fete! We threw balls at skittles, picked out tombola tickets – with some very appropriate prizes! – watched the dog show and had a good time together. The Hole Park Gardens owner was giving rides in his 1958 ferret scout car, which was a fast circuit of a field and was great fun!

We really didn't want to pack up and go home, we had had a fab weekend together and had been joined by some day visitors, including Rob and Lily and Peter Mickleborough who hadn't met anyone before and came down for the day to meet some like-minded people – just what the club is all about! We did know that we would be back again soon, as it is going to be a fantastic venue for the 10th International, and we have since booked a late summer camp on the weekend of the 29th / 30th September – come and join us if you can! All details are on the forum, or contact us for info!

**Below: The bunting is out for the Jubilee! Bottom: Garden party with a difference, and Below Left: The annual Garden of England Area beer sampling utilises a novel table!**



# New Forest and Solent area update...

James Williams

As always, the sun always shines in the south. Or does it?! We've been quite lucky with our club events this year as we've managed to mostly dodge the worst of the bad weather.

In May we attended the Vintage & Nostalgia weekend just outside Warminster. This was a cracking weekend with the 1950's theme throughout and music late into the night. For those that attended there was much hard work to be done. Hot weather, beer, pub, live music, and of course those morning fry-ups on the campfire. And then there's the ambulance siren, which I can confirm is actually VERY loud! We look forward to attending this event next year.

We were also invited to attend Fordingbridge Festival on the 21st July on the edge of the Forest. For this we had an impressive line up of 8 Land Rovers, with everyone gaining free entry. Again we were very lucky with the weather. The show ground was very close to the town centre which gave girlfriends and wives a chance to escape to the pub for a coffee while the men assumed the bonnets-up position.

Apart from our usual pub meets Dave and I also went off to the Series Land Rover meet at Opheers in Belgium on 29th June for a long weekend. We opted for the Channel Tunnel at 5 in the morning, which meant leaving the New Forest at a very anti social hour. In fact I think the monkeys at PG Tips might have actually saved my life that day. Anyway, we made the 700 odd mile round trip and back with no problems. We had a great time, and would like to extend our thanks to Carl and his family for organising such a fun packed weekend. If you'd like to see all the pictures from any of these events please do click onto our website: [www.series2club.co.uk/newforest](http://www.series2club.co.uk/newforest)



Above Left: The line up at the Vintage & Nostalgia weekend, including an interloper! Above Right: The morning after: Everyone a little 'jaded'....



Above: The line up at the Fordingbridge Festival...



Above: Channel Tunnel, HNJ In with the lorries...



Above: Belgium beer & fire, the mornings were tricky work!



Above: Perkins power! – Instead of fitting a quieter engine Andrew opted for the 'GLX' version...



Above: Dave explains how the Megajolt on his 2.25 petrol works with a Ford Edis Module...



Above: Line up for the greenlaning trip...

# Coast to Coast...

Karin Quarrie



**Above: Bodge up required!**

The first Coast-to-Coast was run by Avril Arbuckle and ran from Whitby to Blackpool, which meant negotiating the perils of Sutton Bank! To stop the sun getting in people's eyes, the route was changed to Blackpool to Whitby, and this has proved popular ever since, as we tend to meet at Masham for lunch and take a slow route to Whitby from there.

This year, the day dawned early, with everyone up, showered and ready to leave for Blackpool by 07:15 at the latest. After a quick trip round the block to feed guinea pigs before I left, and a stop for fuel, we got to the M6 and headed for Blackpool to meet fellow travellers to Whitby.

We arrived in the central car park in Blackpool, just scraping under the overhead boards in our station-wagon, whilst Ian and Diane McLeod had to remove the CB aerial from their Dormobile. Roger and Dorothy McMinn had an easier entry in a SWB truck cab and Mike Dixon was fine in his 90. Parking in a line in front of a 'Welcome to Blackpool' sign, we duly



**Above: The view from the rear and not much of a traffic jam...**

took start photos and prepared to depart.

We set off towards the A59, where we met up with Paul Candelent and Rory and Finbar in their SWB truck cab. We arrived at Masham without incident, meeting up with John and Sharon Cramphorn with Zoe in their 101, Gordon and Wendy Lowe in their SWB, John with a SWB and a roof tent, Les and Yvonne McGough in their gorgeous low mileage Carawagon and Ian, Fiona and Emily Yale in their 110.

Ian Yale, with Fiona map reading, took us on a wonderful trip through incredible scenery, through fords (with water and without), and gradually we got closer and closer to Whitby Abbey. We arrived about 17:30, after a long wait while the bridge in Whitby harbour was opened for boats, and once again photos of our vehicles were taken and many questions asked. However, the trip did not end there!

We then departed for The York House Hotel Caravan and Camping Park, a mere two miles from the Abbey, which offers Bed and Breakfast and camping facilities. It also does food and beverages, and has another pub locally which does food and acts a plan B if they have no chef. Prior knowledge is useful!

Lack of a chef being an issue again, we walked to the local hostelry, drank a few beers and dined magnificently, before returning to the campsite and heading to our respective beds. On rising in the morning, we consulted maps, planned a route and got organised for a trip down lanes and through fords. Les and Yvonne were heading off for the Ripon Classic Car Show to join more intrepid Carawagon owners, and the rest of us headed off for pastures new and fords untouched, not to mention the 1 in 3, 4 and 5 hills, down and up!

Before too long, Roger McMinn's Land Rover was once again showing its age and lack of recent activity (this of course follows on from breaking down at the International this year and earning the title 'Land Rover Least Likely To Get Home'). The problem was the dynamo; well we thought it was at first. We then discovered that the problem was the pulley, which had broken, some long time ago, but the last little bit had given out, probably on the way back up a 1 in 4 hill! The tie wraps came out, and with Rory's



**Above: Making a big splash at one of the full fords!**

help, Gordon and Roger managed to connect the dynamo, water pump and crank. After a short while it was decided that maybe a ratchet strap would be better and Dave Snape, Gordon, Roger and Ian helped to strap everything together again, watched by a few interested cows. At least we had a great view!

After bits of dynamo bearing spitting out, the tie wraps were out again, and we headed for the nearest Sainsbury's where we found a saviour in the guise of an RAC man! While we had the knowledge, he had the short fan belts, and within a few minutes, a fan belt was found which linked the water pump and the crank, giving Roger the time the battery would last to complete the run and get home.

We continued to Grosmont, where a steam train held us up long enough to check out the entrance to a green lane. Upon deciding to turn around to get into it, we discovered an MC check-point and a classic car display in a car park, which was a pleasant surprise.

We were delighted to find that this



**Above: Giving the underside a bit of a wash!**



lane had three loops through the river and was very pretty and unspoilt. As well as being protected by the fact it had tarmac tyre tracks, it was also an added bonus as it was on the way to Goathland, where we traditionally finish up on a Sunday morning.

The sun shone as we drove into Goathland, causing a stir as seven of Solihull's finest drove past the garage and hotel and into the car park. The car park warden was thrilled, as he is an avid Land Rover fan! This marked the end of the Coast-to-Coast, and once again we drifted off to our respective homes in smaller convoys.

This was another fabulous weekend, and we now have some tenuous plans in place to return in April, when there is a lot more water in those rivers and fords!



Above: Dormobile dips it's tyres, a fantastic timeless view!

## Technical Officer...

Alex Thorpe

So, it's time for an introduction again. After a years break its back to the committee (I must be mad!), this time as the clubs Technical officer. Previously over my eight years as a member of the club, I have been Area organiser for the East Midlands region, and latterly club Vice Chairman. Over that time I have owned an unhealthy number of Land Rover's, covering most of the variations of Series 2 and 2A. Currently the fleet consist of a couple of Series 2 88" SWB. The first of these being a 1960 88" petrol that many of you may recognise from club events or shows (XUB) and used almost daily. The second is a very early production 88" diesel, having last seen the road more than 25 years ago and now waiting a full rebuild. The third Land Rover may be a bit too modern for these pages, a Series 3 109" V8 that is currently undergoing a ground up restoration (those who use the club forum may have seen this one).

I'm sure you will all have read in the last issue of B2L (and elsewhere in this issue) the sad news of the untimely passing of the clubs Technical officer, Mark Rumsey. I am sure those of you who have in the past received help from Mark, either in person or via the club forum, will agree his knowledge of all aspects

of Series 2 Land Rovers was second to none within the club and he is undoubtedly a difficult act to follow. So where does this leave role of Technical Officer?

Initially it will be a case of business as usual, with support provided via the usually channels of the question and answer pages in B2L, the club forum, or direct questions to the technical office (either by phone, email or in person – contact details at the bottom of this page). As usual I will try to answer all email questions within 48 hours, if you would like a quicker response please use the phone number listed below. I ask that members please include their membership number with their questions.

Over the coming months I will be looking at ways in which the technical support available to you, the club members, can be improved. To assist with this I would like to hear your ideas of how the club can better support you in this area. I cannot guarantee we will be able to cover all of your ideas, but everything will be considered and where possible accommodated.

For those of you based in or around the North Lincolnshire area, you are welcome to attend the monthly pub meet I run at the Beckett Arms, Corringham Nr Gainsborough (1st

Thursday of the month, from 7.30pm. If you can't make it that early we are usually around until closing time). We have a regular attendance of around 10-15, and always welcome new attendees, even if you don't have a Series 2 to bring with you.

I will look forward to hearing form you and hopefully meeting some of you at club events over the coming years and be sure to keep an eye out for one of my vehicles

Alex Thorpe, Technical Officer.  
 Technical@Series2club.co.uk,  
 07791257205, athorpe on the club forum.



# Fleet Update...

Paul Bohan

I thought that I would take this opportunity to offer another quick update on our recent adventures!

Well, we went to Wales for a weekend in May, and DOG was planned to do the run, but you may have noticed WD went instead, as only a week before, DOG had a fight with a tree. Normally DOG just comes out a little bit battered and bruised from its arguments (a white van into its back corner, a dustbin truck reversed into its front passenger side and a scrape at the back from a Disco), but this time it came off a bit the worse for wear. Well, quite a lot the worse for wear actually. Upon closer inspection of the damage it became apparent that a new chassis was needed. As a result, DOG has already been stripped down, loosely thrown back onto a new chassis, and is now



Above and Below: KEU looks at home on the Welsh Greenlanes!



Above: WD likes to be beside the seaside, let's hope the tide stayed out...

awaiting some work on the bulkhead pillar. This will be next year's project now, but DOG will return shiny, straight and restored.

The reason that DOG is on the back-burner this year is that my granddad is working on another of his projects; a 1960 diesel 88". KYA originally came with a Perkins 4203, so has been a dormant project in waiting, as we have never had a good diesel engine to replace it with... that's until recently when a vehicle we bought came with a donor 200 TDI Discovery engine. That project is now underway and will hopefully be up and running by the end of the summer, all being well.

WD is still running as happily as ever, even though it hasn't been used for a few months! However, it's loaded up now and ready to go to the Eastnor Castle show this weekend. It remains on its original engine as I'm still waiting for my garage to be built!

My brother's KEU also attended the Wales weekend, but this will be getting laid up after Eastnor as the front axle needs rebuilding. As we are planning to replace the old 2.5na diesel for a 200 TDI, this will almost certainly be a winter project.

Anyhow, we're off to Eastnor Castle tomorrow, and hoping the weather holds out...!

# Area Pub Meet Directory...

Pub meets are correct at the time of printing, however, we recommend checking with the Area Organiser or contact prior to travelling!

Pub Meet Directory		
Anglia	Covered by Alan Jones	The Fur & Feather Inn, NR13 6SW on the first Tuesday of the month from 8pm and the The Red Lion, CB6 3LD on the first Monday of the month from 8pm.
Borders	Dan Clements	Pub meets are organised intermittently throughout the year, details are emailed out to Borders area (If you haven't received an email in the last three months, please update borders@series2club.co.uk with your current details) or telephone Dan on 07930 485544
Central Shires	Vacant	George IV, SG7 6LZ on the fourth Friday of the month from 7.30pm.
Cymru	Alan Spolton	Meets are organised intermittently check with Alan or look out for notices on the Series 2 Club forum.
East Midlands	Andy Parker	The Beckett Arms, DN21 5QP on the first Thursday of the month from 7.30pm.
Essex	Bob Sutton	The Bricklayers Arms, C07 8SL on the first Thursday of the month from 7.30pm contact Bob Sutton and in South Essex:- The Barge, Battlesbridge, SS11 7RE on the First Saturday of the month from 2.30pm. Contact vro@series2club.co.uk / Andy on 07702087115 for further details.
Garden of England	Sean & Hazel Smeeth	The Chequers Inn, Heaverham, TN15 6NP Every second Thursday of the month.
New Forest/Solent	James Williams	Details of pub meets available on the local micro-website at www.series2club.co.uk/newforest
North Wales/Shropshire	Vacant	Nothing official at present.
North West	Karin Quarrie	North West pub meets are held monthly with the exception of May and August which are very busy for me. There are two run in the north, the south, east, west and centre, one on a Saturday and one on a Sunday, both at noon if eating and 13.30 for a short meeting before mutual Land Rover admiration in the car park. Details of each meet can be found on the club website under areas, north west, get your letter here or by phoning 01925 722286, or e mailing northwest@series2club.co.uk.
Peak District	Kevin Fletcher	Third Thursday of the month at the bull 'th' thorn on the A515 Buxton to Ashbourne road from 7pm onwards.
North Scotland	Chris Ansell	Nothing official at present.
South Scotland	Chris Ansell	Nothing official at present.
Severn Valley	Jules Thorne	Nothing official at present.
South West	Clive Withey	First Wednesday of every month at the Camelot Pub, Chapel Rd, South Cadbury, BA22 7EX Tel: 01963 440448. Details are posted on the club forum under pub meets.
Surrey & Sussex	Vacant	The Five Bells, South Chailey BN8 4DA - Every third Wednesday of the month from 7:30pm.
Thames Valley	Paul Mercer	The Stag, Heath End Road, Flackwell Heath, Bucks, HP10 9ES. 2nd Wednesday each month, from 8:00pm. NEW The Pineapple Brimpton Common, Tadley, Berkshire, RG7 4RN. (Provisionally) 4th Tuesday each month, from 8:00pm.
West Midlands	Andy Parker	The Burnt Post, CV3 6AW on the third Thursday of the month from 8pm.
Yorkshire	Gordon Lowe	Green Dragon, DL8 2HA check with Gordon Lowe before travelling and the Molescroft Inn, HU17 7EG on the second Wednesday of the month from 7.30pm.

Remember, it only takes two people to start a pub-meet and in the past it has often started with one! Pub meets can be arranged by anyone, either get in touch with your Area Organiser and ask them to let the members know the dates or contact the Chairman Jon Hayes and he will do the same. The Series 2 Club is all about a mutual interest and friendship, so go on and give it a go....

# Club Shop.....

## NEW!

Series 2 Club 'Built Two Last' Aluminium Pressed badge (fits under the Land Rover Birmingham/Solihull badge and is riveted to the vehicle). Only £16 delivered and available from the Club Shop!

Series 2 replica Galvanised Bumper for only £77.40 including VAT and Delivery, to place an order contact [orders@series2club.co.uk](mailto:orders@series2club.co.uk) and we will pass your details onto Richards Chassis who will contact you direct!



Please send all clothing and memorabilia orders to Beechcroft Barn, Upton Lovell, Warminster, Wilts, BA12 0JW, and make cheques payable to 'The Series 2 Club Ltd'.

Prices are inclusive of Postage but for larger orders a discount on P+P may be available. For overseas orders please contact the shop for P+P.

It is also possible to pay via paypal please email [shop@series2club.co.uk](mailto:shop@series2club.co.uk) Remember we also offering personalised embroidery of any item for £3.50, what not have you name and member number added to your overalls and be the envy of the next workshop meet.

## Clothing...



### T-Shirts

100% cotton T-Shirt with embroidered Series 2 Club logo on chest.  
Mens £12.50  
Colours: Bottle Green, Khaki, Black  
Sizes: S,M,L,XL,XXL  
Womens £12.50  
Colours: Heather Grey, Black  
Sizes: XS,S,M,L,XL  
Kids £10  
Dark Green, Light Green (please contact shop)  
Sizes: S,M,L,XL



### Polo Shirts

Polo Shirts with embroidered Series 2 Club logo on chest  
£15.50  
Colours: Green, Grey, Black  
Sizes: S,M,L,XL,XXL



### Hooded Sweatshirts

Medium weight hooded sweatshirt with embroidered Series 2 Club logo.  
Adults £24.00  
Colours: Green  
Sizes: XS,S,M,L,XL,XXL  
Kids £17.50  
Colours: Green  
Sizes: S,M,L,XL

### Fleeces

From the Regatta professional range featuring Symmetry Material.



### Cap

£8.50 - one size fits all (waterproof)



Womens £25.00  
Colours: Green, Black, Red  
Sizes: S,M,L,XL,XXL



Mens £25.00  
Colours: Green, Black  
Sizes: XS,S,M,L,XL,XXL



**Softshell Jacket**

Regatta Hydro force 3 layer Softshell, Lightweight mid layer, water repellent, wind resistant and fleece lined. Ideal during an Autumn shower or as layering during a cold winter day.

Regatta Sandstorm Workwear Softshell, Hardwearing fabric makes it ideal for the rugged demands of a Land Rover. Water repellent, wind resistant, fleece lined and featuring Durazone overlays.

Mens £45.00  
Colours: Black, Red  
Sizes: S,M,L,XL  
Womens £45.00  
Colours: Black, Red  
Sizes: S,M,L,XL  
Kids £TBC  
Dark Black, Red  
Sizes: S,M,L,XL



**Berghaus fleeces** – please contact the shop

**Woolly hats** - £10.00  
Adults: Grey  
Kids: Green



**Overalls** Dickies overalls featuring an array of useful pockets, ideal for personalisation.  
£30.00 - S,M,L,XL Please contact the shop

**Memorabilia...**

Teddy Bears £5.00  
Brass Rad badge £8.50  
Ice Scraper £2.00  
Key Rings (both types) £5.50  
Bottle Opener £3.50  
Stickers £1.50



**Components...**

The components are made by Richards Chassis to the same high standards as the full replacement chassis and are available to purchase via the Club. These components are accurate for Series 2 and 2A Land Rovers (not generic) and are provided in plain steel suitable for welded repairs unless otherwise stated. **All prices include VAT and delivery.**

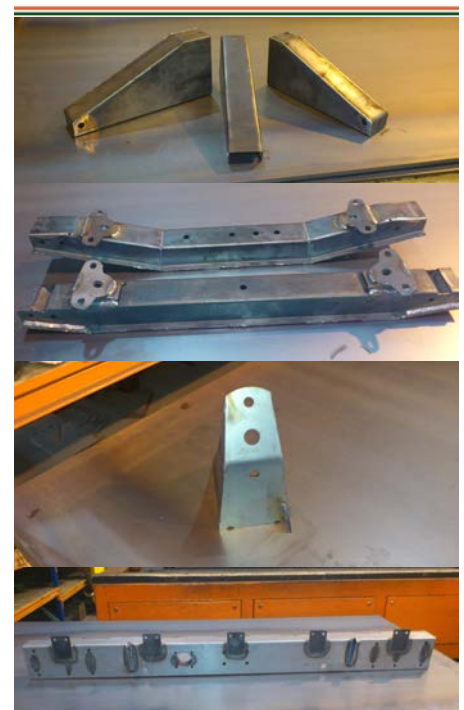
**Chassis Parts**

1. Rear crossmember 109" with or without tail gate fixings £162.60
2. Rear crossmember 88" with or without tail gate fixings £129.84
3. Series 2 dumb irons (pair) £118.80
4. Pair of Series dumb irons with #2 front crossmember £207
5. Bolt up gearbox crossmember (galvanised) £118.80
6. Bolt up gearbox crossmember (non-galvanised) £106.20

7. Weld on gearbox crossmember £118.80
  8. Bulkhead riggers (pair) £93.60
  9. P riggers (pair) £93.60
  10. Front fuel tank rigger £41.94
  11. Engine mounts (call)
- Suspension Mounts**
12. Series front of fronts £93.60
  13. Series front of rears £118.80
  14. Series rear of rears £68.40
  15. 1 ton front of fronts £108.72
  16. 1 ton front of rears £108.72
  17. 1 ton rear of rears £63.36

Currently, to place an order, you will need to email your product enquiry and membership number to **orders@series2club.co.uk** (postal enquires can be made to the Advertising Manager via the club postal address) We will confirm your membership with Richards chassis, who will take your payment as per their usual terms and conditions.

**Richardschassis**



## Series 2 Club Contacts

<b>Committee</b>			
Chairman	Jon Hayes	07817 711973	chairman@series2club.co.uk
Vice Chairman	Eric Leuzinger	07966 578809 (after 6pm)	vicechairman@series2club.co.uk
Club Secretary (temp)	Hazel Smeeth	01732 763900	secretary@series2club.co.uk
Treasurer	Vaughan Hartridge		treasurer@series2club.co.uk
Postal Secretary	Stuart Abram		post@series2club.co.uk
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Vehicle Database Officer	David Barker		vehicle_database@series2club.co.uk
Shows Officer	Frank Dunhill		shows@series2club.co.uk
Webmaster	Alan Jones	01603 747956	webmaster@series2club.co.uk
IT Officer	Vacant covered by Alan Jones	01603 747956	server@series2club.co.uk
Catering Officer	Jullie Stock		catering@series2club.co.uk
<b>Area Organisers</b>			
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Australia & New Zealand - ROW	Len Smyth	+61 3 5341 3745	australia-nz@series2club.co.uk
Borders	Dan Clements	07930 485544	borders@series2club.co.uk
Central Shires	Vacant		centralshires@series2club.co.uk
Cymru (South Wales)	Alan Spolton	01559 363853	cymru@series2club.co.uk
East and West Midlands	Andy Parker		eastmidlands@series2club.co.uk westmidlands@series2club.co.uk
Eire & Northern Ireland	Andrew Carlisle	07808183535	eire@series2club.co.uk northernireland@series2club.co.uk
Essex	Bob Sutton	01206 827436	essex@series2club.co.uk
Europe	Ivan Plachy		europa@series2club.co.uk
Garden of England	Sean & Hazel Smeeth	01732 763900	kent@series2club.co.uk
New Forest & Solent	James Williams	07989 101458	newforest@series2club.co.uk
North America	Vacant covered by Len Smyth	07930 485544	northamerica@series2club.co.uk
North Wales & Shropshire	Vacant covered by Chairman		northwales@series2club.co.uk
North West	Karin Quarrie	01925 722286	northwest@series2club.co.uk
Peak District	Kevin Fletcher		peakdistrict@series2club.co.uk
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Scotland South	Covered by Chris Ansell	07863341107	scotland-south@series2club.co.uk
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## ASHTREE INTERNATIONAL REFURBISHED & GALVANISED LANDROVER BULKHEADS BRAND NEW GALVANISED DOORS



At Ashtree International we refurbish and galvanise bulkheads, which are all jig aligned for added perfection. Alongside this Ashtree also sell refurbished front panels, ancillaries, and brand new, galvanised framed British made doors; we now offer Series 2's, 3's, lightweights and Defenders. We will refurbish any bulkhead whatever the condition and always ensure that if requested you get your bulkhead back..We can provide any of our products primed or fully painted.

Ashtree do personal deliveries in the UK, and use specialist packers/shippers for international orders. However it is not unusual for us to make personal European delivers throughout the year. For further information please visit our website, or if you do not have internet access please get in touch by phone and we will send you a brochure. Also Club members are offered a discount of 5% and 10% discount is available for multiple orders.



Email: [enquiries@ashtreelandrover.com](mailto:enquiries@ashtreelandrover.com)

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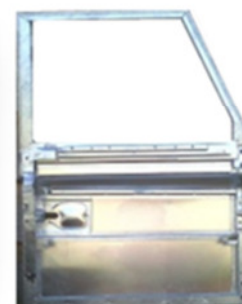
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