

WINTER 2012 ISSUE 104

£5.00

BUILT TWO LAST

54 Years On The Road



Technical Issue - Pre 1960 MOT Exemption - Area Roundups- Comment



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Front cover: Nigel Peacock's purple Land Rover, the highest bid in the 2012 Charity Auction (see page 35)

Rear cover: Courtesy of Nick Murphy

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Editor's Words

Welcome to Issue 104 of your Club Magazine and I emphasise the *your*, because, as usual I am incredibly thankful for all of you who took the effort to contribute to this and the previous four issues this year! It is hard enough getting four packed magazines to print in one year and this year we have managed five at 54 pages, no mean feat.

Since my last editorial I have purchased Land Rover number three and this time it is one I have been after for years. I am delighted to be the owner of a very original 1962 Martin Walters Dormobile conversion (in need of a little light fettling). Hopefully next Summer it will have carried myself and my wife Karen down to Italy and back, with a stop-over at the forthcoming 10th International Rally in Kent. I am either incredibly ambitious or a glutton for punishment!

The winter months have come in with a vengeance up here in the North of England and it seems to have been raining non-stop for over a month now. Like others who are workshop restricted, it does put the dampeners on working on your Land Rovers outside. My 1965 88" rebuild is taking up what little garage space I have at the moment and my pre-Christmas deadline has slipped somewhat (as you will see from my own contribution this issue).

Hopefully you will all get the benefit of your Land Rovers over the winter months and already I see various reports on the forum of Land Rovers moving in the floods when others have faltered. They are great old vehicles, capable of so much on a day to day basis and I am sure, like myself, you all enjoy the looks you get when they are doing what they were built for.

Well, all that is left is to wish everyone an enjoyable Winter, with all that comes with it. I look forward to issue 105 which should come out with the first buds of Spring and a new year of fun!

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

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

Yorkshire Air Ambulance..

Thanks to the generosity of club members and the suppliers who donated prizes for the raffle, we have been able to donate £ 423 to The Yorkshire Air Ambulance service. Yorkshire member Jonny Reas coordinated with the YAA and collected raffle prizes. Some of the gifts were donated by Black Sheep Brewery, Andrew Byrden Land Rover Parts and Exmoor Trim, who donated the fantastic prize of a set of new bench seats.



Insurance Discount

Club Members have been offered a new insurance discount from Heritage Car Insurance. Members will receive between 10% and 15% depending on underwriter and circumstances. The contact number for quotes is 0845 373 4777
Website:-
www.heritage-quote.co.uk

Members need to say that they are S2C Club Members and the discount will be applied.



Dunsfold Collection Open Weekend

15th -16th June 2013

We are having a club stand again at this show, the best Land Rover Show in our opinion ! There will be free passes available , please apply through the club's Shows Officer, first come first served ! Otherwise it will cost £7 for adults, £4 for children between 10 & 15, under 10's are free.

Camping is available at £10 per night, please note, a free show pass does not entitle you to free camping, this must be booked direct with Dunsfold by downloading a form from their website and send to the following address

Dunsfold Collection
Alfold Rd
Dunsfold
Surrey
GU8 4NP

In the absence of a Surrey & Sussex Area Organiser, we have volunteered to be stand managers again so any issues pls give us a call on 01732763900 (before 9pm)

Sean & Hazel Smeeth

Club Sticker Slogan Contest!

The Club shop is on the lookout for slogans for our proposed new range of stickers!

Any we publish in the next Built Two Last will receive a prize from the shop of a T-shirt, teddy bear, ice scraper and bottle opener, but one lucky winner as selected by the Committee Members will either receive a Berghaus fleece or Regatta soft shell (winners choice). As well as being a fantastic competition, you will also be helping the Club as we look to expand our range of products for the coming year!

Send all entries to the Club Postal Address marked for the attention of the Shop Manager or send via email to shop@series2club.co.uk
Good luck and we look forward to reading your entries!

New Forest & Solent Camping Weekend 2013

Church Farm, Sixpenny Handley, Wiltshire - SP5 5ND - 19th - 21st July 2013

After some positive feedback from last year's International Rally, New Forest & Solent Area will be hosting a camping weekend at Church Farm, Sixpenny Handley, Wiltshire, SP5 5ND from Friday 19th – Sunday 21st July 2013. This weekend will be more laid back than the rally we held last year with only two activities being organised by New Forest & Solent.

1) Organised Green Lane trip onto Salisbury Plain. This will take place on the Saturday. Limited Numbers only.

2) Group BBQ Saturday night (Price to be defined) + Camp-fire.

The rest of the time we shall do as we feel which will mainly involve lazing around the camp-fire, drinking beer and perhaps looking under the bonnet of a few Land Rovers. Members are more than welcome to take themselves off for some gentle green laning along Cranborne Chase if Salisbury Plain doesn't take your fancy. Please note we have exclusive use of the camp-sites Rally Field for this weekend. Booking information and prices will follow shortly. Members also have the option to stay on the main camp-site, although this will cost extra.

Booking via James Williams, the New Forest Area Organiser, or see the Series 2 Club Forum.

New Club Server...

The Club Webmaster Alan Jones, assisted by Club Member Adrian Stockall, successfully migrated the Clubs online services to a new server in November. Aside from a very short amount of forum downturn, the process was seamless and will bring future benefits in terms of online services and stability. Watch this space for forthcoming features, such as the Club's first e-shop which is currently being put together. Many thanks to Alan and Adrian for all their efforts.

Chairman's Chat

Jon Hayes

It has now been a year since we launched our first Membership Survey and I thought I should give you an update on how we were progressing with the 5 Key Challenges which we set as a direct result of your feedback.

Financial support for local events:

You told us you wanted more local events and to help facilitate this, we put together a process whereby Area Organisers could apply for £150 a year to help facilitate events or social meetings. This has now been in place for 6 months and has already helped areas such as Thames Valley and Kent who both used the support to facilitate camping weekends. In addition, many other areas are looking to use the support through 2013.

Development of technical panels

In addition to local events, you also told us you wanted more technical information and support from the club. As you will see in this issue we are increasing the magazine's technical content and are also working on expanding the members' only area of the club's forum with a technical Q&A panel. This panel is under development at the moment and I don't want to steal Alex (our Technical Officer's) thunder, so watch out for more information in coming editions!

Newsletter

You also asked for increased communications from the club and as such we launched a regular email newsletter. The first couple have been sent and although the third one has been impacted by recent server transition, the email newsletter is being used in between editions of the magazine to provide more timely feedback of information and hopefully keep you all informed of club activities and events.

Use of historical information

Another theme from the survey was for more access to historical information. As many of you will have seen (over 900 members now registered for the Members' Only area of the club website), the Vehicle Research area on the club's website includes more than just the Historic Vehicle Database, it also contains production data, Series 2 adverts and brochures. This historic information will be expanded over the coming



year, which will turn this already invaluable resource into a one stop shop for Series 2 and Club historic information.

Building local communities of enthusiasts and covering inactive areas

When we launched the survey, a number of areas did not have an associated Area Organiser. Local club contact is important and in effect these communities of fellow enthusiasts are really the heart of the club, enabling members to gain Series 2 related support and make new friends along the way. Recognising this, we initiated partnering inactive areas with neighbouring ones and trying to re-establish local pub meets. This was trialled in the Surrey & Sussex area and although the additional pub meets initially looked promising, sadly take up over recent months has dropped. Despite this setback, we still believe that covering inactive areas through neighbouring areas is a positive action and so this is being rolled out across other inactive areas.

What next?

As can be seen above, the local event financial support is now up and running and so we have decided to set ourselves another challenge, to ensure that we maintain 5 key challenges to keep taking the club forward and increase the value of

membership. So hot off the press from the Winter Committee meeting, we are now looking at developing our club presence at shows, improving show material and displays, which will both allow us to expand the number of shows we attend, e.g. The Classic Motor show at the NEC, and hopefully attract new members into our club. I hope to tell you more soon.

Hopefully you will see that we are trying to develop new services and initiatives, increasing the value of your membership fee, all working towards helping you preserve and enjoy your Series vehicle and share your passion with other like minded people.

Before I go, I must also thank Alan Jones and Adrian Stockall for all their hard work in changing over the club's servers. Testament to their work is that this has happened almost seamlessly and hopefully you have not even realised! This change of server, increases our security (hopefully addressing some of the previous forum outages) and also paves the way for additional services such as online shop, which despite being a little later than we planned is now being trialled before release!!

On a personal note, I am still driving either my 6 pot or SWB diesel in to work most days and with winter drawing in, am hoping for some snow!!

New Members

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

#	Name	Location	#	Name	Location
2436	Mr. A. Slade	Warwickshire	4065	Mr. & Mrs. J. Bristow	Cornwall
2626	Mr. S. Biggs	Isle of Wight	4066	Mr. & Mrs. A. Beeby	Lancashire
3333	Mr. S. Overton	Monmouthshire	4067	Mr. J. Spencer	West Yorkshire
4026	Mr.V. Fox	Lancashire	4068	Messrs. B.& C. Wood	West Midlands
4027	Messrs.S.& A. Collins	Carmarthenshire	4069	Mr. & Mrs. P. Sivyver	Kent
4028	Messrs.M.& J. Lethbridge	Surrey	4070	Mr. P. Davenport	West Yorkshire
4029	Messrs. D.& J.D.G. Lewis.	Gloucestershire	4071	Mr. & Mrs. A. Bailey	Oxon
4030	Mr. & Mrs. A. Oxley	Oxfordshire	4072	Mr. G. MacDougall	Wirral
4031	Messrs. H.& A. Anderson	Somerset	4073	Mr. & Mrs. M. Best	London
4032	Mr. D. Stripp	Somerset	4074	P. Teasdale & J. Holding	Cheshire
4033	Mr. A. Lee	Middlesex	4075	Mr. & Mrs. N. Riley	Durham
4034	Mr. S. Moppett	Staffordshire	4076	Messrs.L. & T. Pullen	Devon
4035	Mr. P. Markworth	London	4077	Mr. J. Charnley	North Yorkshire
4036	Mr. M. Watson	Staffordshire	4078	Mr. L. Pettis	Dorset
4037	Mr. W. Russell	Birmingham	4079	Mr. S. Shaw	Kent
4038	Mr. P. Larratt	Herefordshire	4080	Mr. S. Martin	Warwickshire
4039	Mr. P. Harris-Mayes	Hertfordshire	4081	Mr. A. Sheridan	Lancashire
4040	Messrs. G. & J. Marsh	Norfolk	4082	Messrs. N. & G. Price	Nottinghamshire
4041	M. Ward & S. Soutar	Norfolk	4083	Mr. W. Jay	Somerset
4042	Mr. T. Bullock	West Midlands	4084	J. Yarwood.& I. Mitchell.	Herefordshire
4043	Mr. W. J. Parry	Powys	4085	Mr. M. Bennetts	East Sussex
4044	Mr. S. Boaden	Devon	4086	Mr. T. Richards	Buckinghamshire
4045	Mr. & Mrs. P. Taylor	Berkshire	4087	Mr. B. Denison	Lancashire
4046	Mr. S. Reidemeister	Germany	4088	Mr. & Mrs. A. Caple	Cumbria
4047	Mr. R. Henderson	Pembrokeshire	4089	Mr. S. Marshall	Kent
4048	Messrs. R. & G. Richardson	East Yorkshire	4090	Messrs. A & R. Griffiths.	Buckinghamshire
4049	Mr. S. Brown-Bolton	Lincolnshire	4091	Mr. B. Underwood	Kincardineshire
4050	Mr. A. Winthrop	Cumbria	4092	Mr. M. Little	Berkshire
4051	Mr. R. Hunt	Kent	4093	Mr. J. Barker	Kent
4052	N. Coventry & J. Adams	Shropshire	4094	Mr. & Mrs. P. Rand	Buckinghamshire
4053	Messrs. A. & C. Goldsack	Somerset	4095	Mr. & Mrs, P. Howland	Surrey
4054	Mr. M. Farwell	Tyne & Wear	4096	A. Stocks & M. Kropka	Lancashire
4055	S. Banfield & C. Murphy	Hertfordshire	4097	A. Norris & R. Norris	Somerset
4056	Mr. P. Wildash	Surrey	4098	Mr. & Mrs. S. Bates	Essex
4057	D. Challinor & J. Gillan	Warwickshire	4099	Mr. S. Fischer	Germany
4058	O. Pavelka. & R. Humphreys	Kent	4100	Mr. J. Dyson	London
4059	Mr. & Mrs. G. Evans	Nottinghamshire	4101	Mr. & Mrs. R. Webster	Suffolk
4060	Mr. A. Perry	Lancashire	4102	Mr. C. Clarke	Hampshire
4061	Mr. & Mrs. B. Hankinson	Wiltshire	4103	Mr. & Mrs. R. Sibley	Berkshire
4062	Mr. S. Mack	Cumbria	4104	Mr. & Mrs. H. Thomas	East Sussex
4063	G. Larner & B. Bastian	Gloucestershire	4105	Mr. S. Bedford	North Yorkshire
4064	Mr. & Mrs. D. Edwards	Devon			

Letters...

Pre 1960 Vehicles And The MOT?

I am writing to notify you of a change in legislation that may impact a number of your members. From 18 November 2012, vehicles manufactured before 1 January 1960 will become exempt from the requirements to have a mandatory MoT test. I can confirm that these vehicles will still be required to be in a roadworthy condition when used on a public road. Keepers of pre-1960 vehicles will still be able to take a voluntary MoT test at all approved testing stations if they wish to do so.

This means that on or after 18 November 2012, keepers of vehicles who need to tax their pre-1960 vehicle(s) will not need to produce a valid MOT pass certificate when applying for a tax disc. Any application to tax via the Post Office or Local Office will require a completed V112 (Declaration of exemption from MoT testing) where the customer declares that their vehicle is exempt. In addition, the DVLA electronic vehicle licensing system will enable customers with pre-1960 vehicles to tax without a MoT from 18 November 2012.

This exemption will also apply to vehicles where a date of manufacture is not on the Driver and Vehicle Licensing Agency (DVLA) system, but the date of registration is recorded as being on or before 7 January 1960. We also apply this policy to the qualification criteria for the pre-1973 Vehicle Excise Duty exemption.

I can confirm that the Agency will continue to allow pre-1960 vehicles to either transfer or retain their registration mark using the current cherished transfer scheme provided a voluntary MoT has been passed. This is to ensure that vehicles are still in existence and prevent potential fraudulent claims for attractive marks.

Where keepers believe their current vehicle should be exempt due to the law change but their Vehicle Registration Certificate (V5C) does not reflect this they will need to write to the DVLA to request a change. The address to write to is **DVLA, Swansea, SA99 1BA.**

In order to ensure the accuracy and integrity of the vehicle records held at the DVLA, it is important that evidence provided to amend or add information already held on our system is accurate and truly reflects the vehicle for which it is issued. Therefore it has been decided that for these specific cases, requests will only be considered where it has been accompanied with either an extract from the manufacturer/factory record or an extract from the appropriate 'Glass's Check Book'. Both these documents will have a direct link to the chassis number that should already have been accepted and recorded on the vehicle record as part of the initial registration process.

I can confirm that for these specific cases, DVLA will not accept general dating certificates as evidence to amend or update the date of manufacture. Such certificates will however, continue to be accepted for other purposes such as V765 claims and requests for age related numbers for recently restored or recently imported vehicles. I trust this explains the situation.

Yours sincerely

Sent unsigned via e-mail

Claire Rush
Corporate Affairs Directorate

Reproduced from a letter received sent on November 7th 2012 from the Driver and Vehicle Licensing Agency.

Series 2 For Sale...

For Sale. 1960 two litre diesel, Series 2A. SWB 88, full canvas top (missing) with ageless registration plate 7 PTF. Two owners. Reluctant sale of my late father's unfinished restoration project.

New galvanised chassis and bulkhead. Bulkhead painted bronze green. All original body panels. Two new doors including glass and door handles. New floor in the Tub. Rebuilt diesel engine with overdrive, exchange gearbox and rear diff. New exhaust. New brake shoes and parts all round. new leaf springs and shock absorbers. No seat bench box but new seats available. Working window wiper motors. New wiring loom (not fitted) new lights and headlights with halogen conversion kit. Headlamp rings re-chromed.

Not much work left to finish this project and I would prefer it to go to a S2 club member.

Location Plymouth

Price £7500 ono. Please note that the registration plate has been valued between £5000 and £8000, hence the asking price.

Contact Phil 01752 863168

STAR LETTER Longest Landy Trip..

It is not my intention to disappoint our Antipodean friends, but they are a good way, many miles, out in their assumption that 10,000km is a long trip for a Series Landy.

I will not dwell upon our first trip, back in 1971, when we took our Landy 33,000 miles in just under a year, all over the Middle East to India and Nepal. It was then a young vehicle (with young drivers) and it was what Land Rovers were built for.

Since that first trip we have made so many good fun journeys in our dear old Landy. More than 20 times to Turkey, the last one just last year, a thwarted trip to Syria. Each Turkey trip finishes up at about eight or nine thousand miles.

Two years ago we went a bit further into Iran which was absolutely fantastic and a repeat is on the agenda for next year, politics permitting. Iranian visa and documentation is never easy but is particularly difficult just now. Our last round trip to Iran was about 12,000 miles. Fuel in Iran was 1.2 euro cents per litre, it does encourage long distance driving. Great magazine, all the best,
Richard and Maggy

A fantastic snippet into your travelling exploits! So much so that a copy of 'Land Rover a Pocket History' will be on its way to you as this weeks star letter - ed.



New and Reviewed!

Our roundup of new and popular products...

Remanufactured MAP Freewheeling Hub Gaskets...

HNJ536606- Land Rover Series - MAP Freewheeling Hub - Front Oil Gasket

HNJ Engineering brings you a re manufactured equivalent of 536606/17 Land Rover Series MAP Freewheeling Hub - Front Oil Gasket.

As fitted between the body and cover casting of the MAP Freewheeling Hubs on Land Rover Series 1, 2, 2A & 3.

These gaskets are manufactured from high strength aramid fibers bonded with high-grade Nitrile (NBR) Rubber.

This material conforms to British Standard (BS) 7531:2006 - Rubber Bonded Fibre Jointing for Industrial and Aerospace Purposes.

Typical Properties include:
Maximum continuous temperature: 250°C (350°C Peak)

Maximum Pressure: 100bar/1450psi
Tensile Strength: DIN 52910
Stress Resistance: DIN52913
Recovery/Compressibility: ASTM F36/J

The Land Rover Series MAP Freewheeling Hub - Front Oil Gasket 536606/17 retails at: £5.85 each (£5.20) including postage to UK Mainland customers. www.hnjengineering.co.uk



New Premium Complete Carpet Sets In Ebony

New from Exmoor Trim are these Series II & III Complete Carpet Sets. Quality Carpet, Quality Finish, Superb fitting and easy to install with good soundproofing creating a truly great kit which will transform your entire interior. This complete vehicle package is available for all short wheel base Series Land Rovers and carpets the entire vehicle, front to back. The kit features precision cut panels covering all the wheel arches and seat box alike, with all mounting points and storage clear (left and right hand drive options).

Full Carpet set consists of:

- Front Section
- Pair of insulated floor mats with rubber foot mats on both sides
- Gear box tunnel insulated with gear shift vinyl gaiters
- Bulkhead panel
- Pair of kick plates
- Under dash panels to finish around the pedals
- Pair of seat box carpets insulated that cover the entire seat box with access panels

Editors favourite...

Not a new tool by any stretch of the imagination, but for me at least an invaluable one! The imperial brake spanner 7/16" and 9/16" is essential if you want to avoid rounding off brake union connections (especially seized ones on Land Rovers).

Designed to slip over the brake pipe and then grip the union tightly you will be thankful for the few pounds it cost you next time you don't skin your knuckles and destroy a brake



union! Available from various locations, more often in metric, but they are certainly available for under £10 on ebay, well worth it in my opinion!

and seat mounting points pre cut.

- Rear Section
- Bulkhead carpet rear side only
- Rear floor section insulated
- Wheel arches pair insulated
- Side wall tub sections
- Fuel tank protection panel
- Internal rear light cover panels
- Tin of spray adhesive (not for international export orders due to customs restrictions)

Model restrictions: Will not fit Lightweight / Air-portable and will also not fit 6 cylinder transmission or Forward Control.

www.exmoortrim.co.uk

Exmoor Trim Christmas Discount...

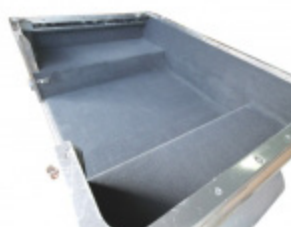
Exmoor Trim have offered Club Members 20% discount off recommended retail price if you quote ref (SER2Christmas) when ordering direct from Exmoor Trim (sandy@exmoortrim.co.uk). The offer is valid on all Series 2 products and will run from 1st December 2012 to 31st Jan 2013.

This is a fantastic offer and good reason to treat yourself to some fantastic Exmoor Trim products (an opportunity to spend your Christmas money).

t: +44 (0)1984 635060

w: www.exmoortrim.co.uk

Throughout the year we often run special discounts with Exmoor Trim and other suppliers. As they don't always fall into magazine publishing dates, check out the Members Section of the Series 2 Club Website and the Club Forum regularly.



Doctor Morris' Puzzle Corner 4

Steve Britch

Hi all!
Here, finally, is the fourth puzzle corner; I wonder if that means that I should now change the name to puzzle square? Many apologies for the lack of a PC in the last issue, my excuses for this hiatus are many and varied, so I'll edit them myself and give you the high/lowlights. Firstly and most importantly, due to a cash flow crisis I hadn't paid my subs, and as I was for a month technically not a club member I didn't feel I could contribute. This situation is now rectified and all systems are now go! The other major problem I've had is that, due to a defect in my character, I have bitten off rather more Morris Minor than I can currently chew (see the accompanying photo). Currently, the score stands at five in the drive, plus a further three which the Chairman is baby-sitting in the barn. Of this total, two require really seriously major restoration and only two of the others are currently road-worthy, so I've needed to get my finger out! I DO love a bargain!

I haven't been idle on the Land Rover front though. I put quite a few hours into getting Jon's '69 SWB Diesel through its MOT, with the most annoying part of that

experience being the 'multiple head gasket' fiasco. It ended up with three consecutive examples fitted. The first turned out to be the wrong shape; with some of the holes being out of line (I did check the label first by the way). I happened to have a spare copper one which I bought in for Dave and then didn't use, so I put that on, tightened it down, ran it in, tightened it down again and reset the valve gaps. I was really nice to it in fact... So imagine my surprise, one week after the MOT, when the damn thing surrendered without putting up any kind of a fight! So off I went, up to Jon's place and went through the same rigmarole all over again, this time with a composite gasket. Problem solved! It isn't the first time I've had a new copper gasket fail in a matter of days; one of Maude's did exactly that a couple of years ago too (my Dad has also had considerable trouble with new copper gaskets on his pre-war Rileys, to the extent that he now anneals and re-uses the old ones). My advice (for what it's worth) is don't buy 'em. Go with a modern composite one if at all possible... My advice to those manufacturing and pedalling such garbage as head-gaskets 1 and 2 is to buck up... the

Doctor is watching you!

Dave has continued to perform his usual tasks without much complaint, and as Sharon drives him more than I do, I'm sure I'd have heard in detail about it if he'd been misbehaving! He does have issues with the diesel system however. Dave is fitted with his original engine-mounted diesel filter and its associated brass and copper pipework. This pipework is far from leak free as it turns out, as any seasoned two litre owner (there can't be that many of those left) will no-doubt tell you. I had the parable of the diesel fuel system embolism spelled out to me in the way that only a damp wrestle under the bonnet on a cold, wet, dark night in Blackpool, on the only night I've driven Dave in ages, can.

We decided to join in with the North West Area's annual trip through the Illuminations; I did a little bit of prep... I checked the water, added the obligatory pint and a half of engine oil Dave had imbibed over the past week, and I even checked the 'bean tin' master cylinder reservoir. We set off in good spirits, and arrived in Blackpool in slightly less good spirits, much colder and damper, an hour or so later. We formed a convoy with



Above: Dave the diesel promenades under the famous Blackpool illuminations!

a couple of other short-wheelbases and set off for the short journey to the coast road. Three hours of pretty much constant engine running but very little movement later, we had finally fought our way as far as the first light bulbs. So far, so good though; Dave was still running fine and we potted on down the front at a snail's pace.

An hour or so later as all three of our daughters had expired in the back before we had reached the North Pier, we decided to bail out and head for home. It was then, as soon as I opened up the engine, that we were struck down by the deafening silence of a non-running diesel Land Rover. Great! Downtown Blackpool on a Saturday night, with all its attendant drunks and smart alocs, is not my idea of an ideal workshop environment. Reaching for the lift pump, even with the air filter on the road in front of the vehicle, is a recipe for braced bruised/grazed? knuckles and a jumper full of warm diesel. I was not happy, and I wasn't the only one... To make matters worse, on the return journey I had to contend



Above: There is definitely a theme to Doctor Morris' driveway!

with a steering wheel slimy with diesel in addition to another frosty silence (from my passengers this time, rather than the engine). Still, I had the glow from my red face to keep me warm...

I've never had any trouble from the later, bulkhead-mounted CAV filter fitted to my other vehicles, so I reckon I'll fit a similar system on

Dave, leaving the old filter on the engine for show. If anyone has fitted a TDI recently and has an old 2.25 fuel system lying around, I'd be happy to purchase it from you.

Anyhow, fellow club members, **KEEP CALM AND CARRY ON!** (They never used that one during the war by the way...) See you next issue.

Book Review...

Dan Clements



The Land Rover Series II and IIA Specification Guide by James Taylor is quite a comprehensive guide to the varieties of model and specification within the Series 2 range.

For the general enthusiast it is a fantastic reference book with plenty

of colour photographs (over 400 according to the rear cover!) and reasonably extensive coverage of most vehicles.

The book is less about the history of the Series 2 Land Rover and more about the variations in detail from suffix to suffix and model to model. For those with a 'Triggers broom' Series 2, much of the reference material is invaluable in terms of identifying what is original and what is not.

Broken up into 12 sections, the book focuses on the different vehicle sections, such as chassis and running gear, engine and exhaust and body and electrical. It also contains separate sections on vehicle identification, conversions, military models and other vehicle models.

For a relative novice in the vagaries of the different models, I have found this book immensely interesting, however, even I with my modest knowledge have noticed that it does contain some errors and should not be taken as a definitive guide. Perhaps with the internet and forum

at our fingertips we are more likely to question some of the information, but on the whole it is an excellent starting point.

As an owner of a Land Rover Dormobile, I was a little disappointed in the very short entry that this popular vehicle warranted. Of course I also accept that it would be a considerably bigger book if it went into detail on every conversion that ever existed!

On the whole I would recommend this book to Series 2 fans. Aside from the benefits of specification details, it is actually a very satisfying hard back book with enough information crammed in to keep you busy for some time.

With Christmas coming up, this might be the ideal present for the enthusiast who already has a shelf full of spares. In addition to this, Series 2 Club Members get a discount of 25% off the £19.95 RRP if they phone the publisher directly on 01672 520320. or order by post :

The Crowood Press, Crowood Lane, Ramsbury, Wiltshire SN8 2HR.

Technical Office Update..

Alex Thorpe

Following my introduction in the last issue of B2L, you will probably not have seen much change –yet! I assure you, however, that behind the scenes things are progressing, and I write this update to give you an idea of what is coming, and where we would like some input from you the members.

As always, if you have a specific question, technical advice is always available directly, either by email or by phone, or you can use the club forum and pick other member's brains on a particular issue.

Technical guides in B2L

You will see the first of these in this issue of B2L, and those who were members a few years ago may remember seeing some then as well. The aim of these isn't to cover the jobs in detail, the workshop manual (and aftermarket manuals) already do that well. They aim instead to cover the key points of the jobs, with additional detail to that in the manual – be that things to look for, or tips to make life easier.

These articles are all written on an amateur basis, and based on personal experience – therefore if you have any tips or advice that you would like to share, please get in touch – within the membership we have a lot of experience that will benefit other members.

Series 2 Buying Guide

This will be a series I hope to run

in B2L that will, over a number of issues, cover in detail the pitfalls of buying a Series 2. Due to the amount of content it will be run over a year or so, so if you are looking for advice sooner than that, either get in touch (see committee contact details) or have a look around the club forum.

Club Forum Technical Section

Before the next issue of B2L, I aim to have a technical section running on the forum, specifically for club members. This will allow members to put questions directly to the club, in much the same way the club's technical email address does. The advantage the forum offers is that previous questions and answers will be easily available to members. Questions received by email may also be saved here for members to view (with the submitter's permission). The technical guides published in B2L will also be accessible from here until the website technical section is up and running.

Club Website

This will take a little longer to get set up, and will follow the setting up of the technical area on the forum. The intention is that the members' area of the website will become the home of the club's technical resources; those already outlined on here, and also historical technical information the club holds. For those

without access to the club's online resources, I will occasionally include a list of the information available on the website/forum in B2L, and those who cannot access it will be able to request a hard copy.

Members Tips

This is something new I would like to develop. Across the membership we have a vast collective experience covering, I would think, every job that can be done on a Series 2. I would therefore like members to submit any useful tips they may have (improvised tools, easy ways to do a job, sources of parts and so on) so that we can make them available to the club membership at large.

Direct Technical Advice

None of these will replace the current technical advice offered directly. This will still be available by phone or email from the club Technical Officer. Since the last issue of B2L, an increase in the use of this has been seen, and will hopefully continue.

As you can see, there are a lot of improvements to come in the future. However, to tailor this to the needs of the membership we need to hear from you – so if you have any ideas please do get in touch.

Alex Thorpe

Technical Officer (alex.thorpe@series2club or 07791257205)

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Which Carburettor?

Alex Thorpe

Which is the best carburettor for the 2.25 litre petrol engine? Whenever this question is asked, a (sometimes heated) debate usually follows, with each owner having their own ideas and experiences. It is important when comparing the various options, to ensure a like for like comparison. Comparing a worn carburettor of any type against a new item will always show a big improvement.

The Standard options

The two standard carburettors fitted during the S2(A) production run, were the Solex PA10 and the Zenith 36IV. There are various aftermarket conversions, the fitment of which varies in complexity. The most common of these conversions in the UK is the Webber 34ICH. The SU HS6 is also fitted, either by an adapter onto the existing inlet manifold or with a replacement inlet manifold. Another conversion occasionally seen is the twin choke Weber 34/34DTML using parts from 2.25, 90 or 110. This article aims to provide some of my thoughts as the benefits and drawbacks of the main options available.

Solex PA10

Advantages

- Standard part, therefore easy to



Above: The Zenith 36IV Carburettor

- install.
 - Well matched to the engine, giving very good all round performance.
 - Parts are available from Land Rover parts suppliers .
 - No specific reliability problems
- Disadvantages
- Only available second hand, and can be difficult to find.
 - Likely to need reconditioning, at around £120.
 - Tends to be less economical than the alternatives.

Zenith 36IV

Advantages

- Standard part, therefore easy to install.
- The most common of the options, also fitted to the S3 petrols.
- Parts are available from Land Rover parts suppliers.
- Still available as remanufactured parts.
- Tends to be more economical than the Solex PA10.

Disadvantages

- Warped castings, causing rich running are reported (fixes are well documented by now).
- Original items will be at least 30 yrs old and likely need to be reconditioned (around £100).

The aftermarket options

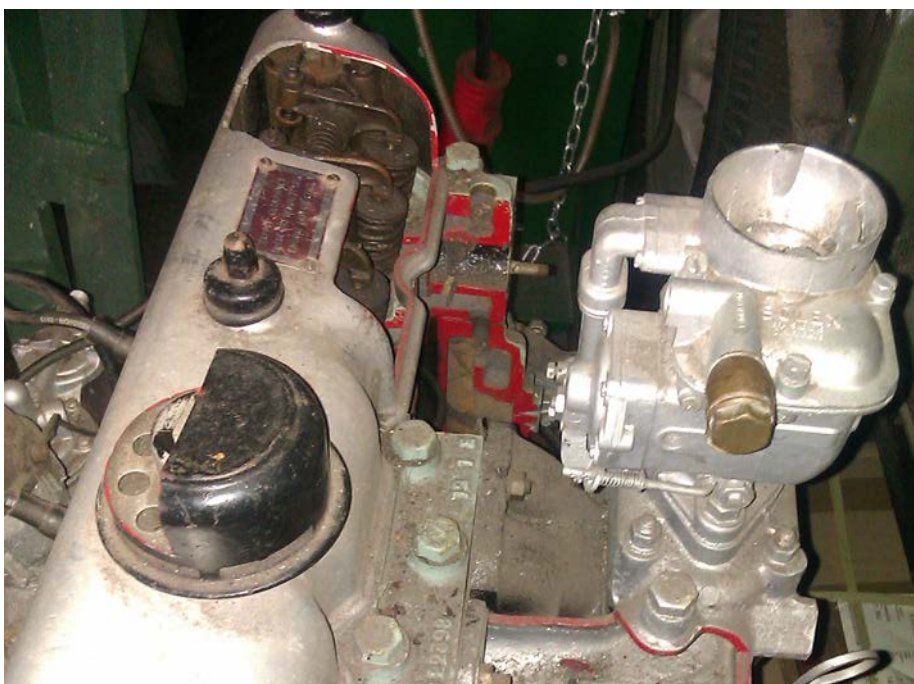
Webber 34ICH

Advantages

- Available as a new genuine part for around £80 (with fitting kit).
- Easy to fit install with just basic tools.
- Good condition used items are readily available.
- Tends to give better economy than the standard items.
- Parts are readily available.

Disadvantages

- Some owners report problems with carburettor icing with this conversion, others don't seem to have this problem.
- Some report the engine seems



Above: The Solex PA10 Carburettor

Technical

less powerful at high revs (I use this and haven't seen any noticeable change).

- As a modification it may cause problems with insurance for younger owners.
- Fitting to a Solex powered vehicle requires the throttle linkage modifying, or the throttle linkage from a zenith equipped vehicle fitting.

SU HS6

Advantages

- Improved carburettor design over the fixed jet items (all the others here).
- Improved performance and economy over the previous alternatives.
- Available new, with custom fitting kit.
- Parts are readily available

Disadvantages

- Cost of the conversion if bought with the fitting kits.
- Home made parts (throttle linkage, manifold adapter) needed if the conversion kit isn't bought.
- Some owners report experiencing issues with running on steep climbs and side slopes.
- Performance increasing modification may increase insurance cost.

Weber 32/34DTML

Advantages

- Available new as a genuine part with specific conversion kit.
- Cheaper conversion possible using parts from a 2.25 90/110.
- Good performance and economy as with the SU HS 6.
- Good used carburettors readily available as are parts.

Disadvantages

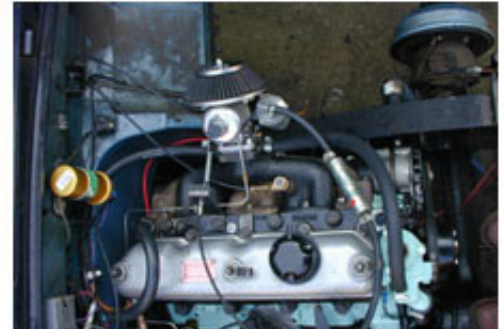
- Fitting requires throttle linkage, intake system, and wiring modifications.
- Custom exhaust downpipe needed to join the 90/110 manifold to the standard system
- Fuel return line to be fitted (depending on version of the carb).
- Rejetting needed if the donor vehicle is a 2.5 petrol 90/110.
- Modified vehicle may increase insurance cost.

Conclusion

As can be seen from this article, there isn't a single right answer to which carburettor is best for the 2.25



Above: The SU HS6 Carburettor



petrol. The use to which the vehicle is put, and the priority the owner puts on various aspects of vehicle ownership – such as performance vs economy, or originality vs ease of maintenance, will be the leading factors in deciding on the best solution for each owner.

For anyone thinking about changing their vehicles it is worth having a look around the club forum, where you will find much more in depth discussion on the merits of the various alternatives, with a good selection of owners experience, as well as some of the less common conversions.



Above: The Weber 341CH Carburettor



Above: The Weber 32/34DTML Carburettor

Grease Monkeys...

Laura and Charlotte Smeeth - S2C Junior Editors

Hi readers,
 Not long until Christmas, bet you're looking forward to it and we hope Father Christmas brings you everything you wish for. Don't forget your Land Rovers though, they might want a few presents too, (hint, hint Dad), Dinky (our Land Rover) could do with quite a few parts to restore it to the road. Maybe this year it will be a white Christmas with lots of snowball fights? Land Rovers are really useful in the winter because they are one of the few cars that can drive through the snow. That's if they start!

In the snow, Saffy (one of our Land Rovers), takes us to school when the bus doesn't come. Last year, she also proved to be valuable when we had really deep snow and the only way we could get to the shops for food was to use her. Don't know how we could have managed without her! Do you go out in yours in the snow? Send in your stories or photos to share with other kids and see them on this page.

Hope you have a great Christmas and a Happy New Year. We're looking forward to another year with the Series 2 Club. Laura and Charlotte

Caption Contest



Have a go at captioning the above photograph of the Series 2 Club Treasurer Vaughan Hartridge!! We will send a Series 2 Club prize to the best entry...

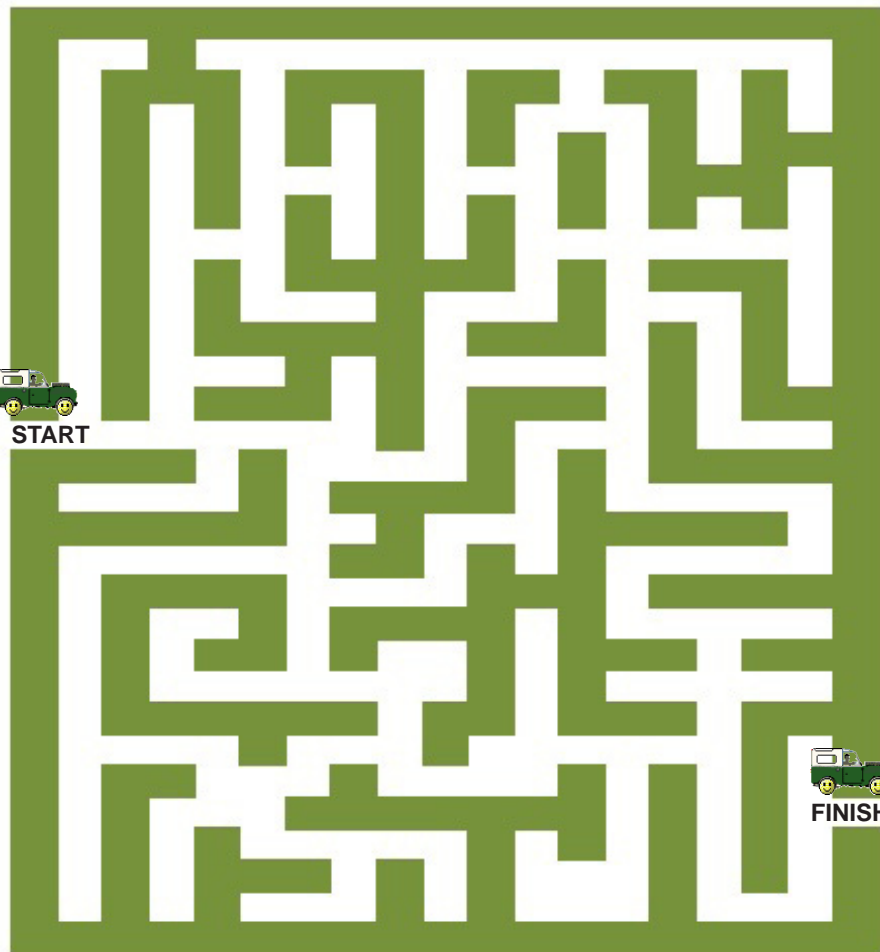
To kick you off we will give you an example *'the club treasurer working out where his latest gift from Santa fits on his Land Rover'*

Send your entries to the Junior Editors at the Series 2 Club postal address or email to editor@series2club.co.uk



Above: This picture for this issues junior hall of fame is young Benjamin Groves driving Alf... Wrapped up nice and warm for Series Land Rover drives!!!

How did you get on with last issue's wordsearch? The words you were looking for were: bolts, bulkhead, chassis, friends, fun, gear, hinges, international, land, mud, nuts, oil, rover, series, spanner, tools, two, tyres, wheel, winch, wrench.



Just for fun, find as many ways to drive through the maze as you can!... Good luck!

Fixing A Transfer Box Output Seal Leak...

Alex Thorpe

Leaf-sprung Land Rovers and poor hand brakes seem to go hand in hand, but the cause of this problem is often very easy to rectify. Probably the most common cause is a leaking seal on the transfer box output shaft. This allows the transfer box oil into the transmission brake drum and with time contaminates the shoes giving poor braking performance.

A leaking seal can be easily identified early on by hanging drips from the transmission back plate. As the leak gets worse it is possible to see evidence of oil being flung onto the chassis. Often a drop in transfer box oil level isn't noticeable at this stage, due to the volume of oil held and the small amount needed to contaminate the brake shoes.

Generally speaking, repairing this is a relatively straight forward and inexpensive job; a couple of hours should be sufficient time.

Required Parts

Basic Parts

For a simple replacement of the oil seal the following will be needed:

236417 x 1 – Oil seal (it is easy to damage the seal while fitting, so worth buying two)

2428 x 1 – Split pin

Additional Parts

If the output flange is badly scored (see later) it will need replacement – Part number 275238 (although this appears to be no longer available).

If contaminated, the brake shoes should be replaced - part number 264374 (up to and including gearbox numbers 146000565, 156000430 and 151005187 after which 516031 are the correct shoes).

Strip Down

Before beginning work, ensure the vehicle is safely chocked, as the transmission brake cannot be used while replacing this seal (it is also beneficial to have the vehicle in 4x4 and in gear to hold the transmission while slackening and tightening the transfer box output flange nut).

In order to access the seal, it is necessary to remove the transfer box rear output flange and transmission brake drum (Figure 1). To do this, the rear prop shaft has to be removed.

The prop shaft can be left connected at the rear diff, however removal

from the diff first allows better access to the nuts securing the prop-shaft to the transfer box output flange, gets the prop-shaft out of the way while under the vehicle and allows the condition of the prop-shaft to be properly assessed.

Some oil needs to be drained from the transfer box before carrying out this work, otherwise when the flange is removed, oil will pour out from the transfer box onto the brake shoes and floor.

The transfer box output flange and



Above: Figure 1 – Handbrake assembly with drum securing nuts removed. Output flange securing nut – centre.



Above: Figure 2 – Drum and output flange as one assembly.

handbrake drum can be removed as one assembly if neither is to be replaced (Figure 2). If the drum and flange are to be separated, it is easiest to remove the drum securing nuts (1/4" Whitworth spanner needed) before removing them from the transfer box, but leave the drum in place with hand brake applied until the flange securing nut is undone. In this way the locked transmission and transmission brake hold the assembly still while the nuts are removed.

Removal of the output flange securing nut can be problematic

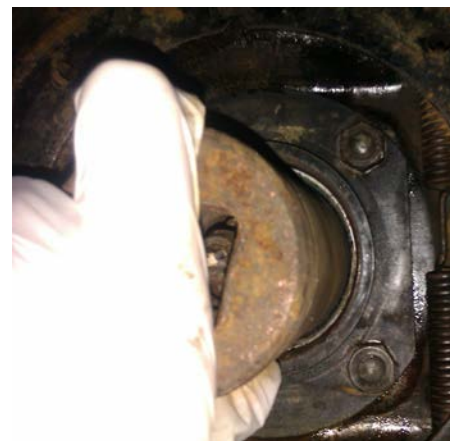
due to it being torqued to 85lb.ft – a breaker bar or impact driver will be needed to assist in removing this.

Once this is undone, the drum and output flange can be removed. The seal is then accessible and can be removed (Figure 3).

Once removed, inspect the seal for obvious damage (other than that done removing it). If the seal is hard and brittle this is likely to be the reason for failure –often a problem with vehicles that have been stood a long time, but if the seal looks to be in good condition, further investigation is needed.



Above: Figure 3 – Oil seal with brake drum and output flange removed.



Above: Figure 4 Installing the new seal

Re-assembly

Seal Installation

Before installing the new seal, the seal housing must be thoroughly cleaned and any oil removed to ensure a good seal. If an OEM spec steel cased seal is to be installed, a sealant must be used between the seal and the housing to prevent leaks behind the seal. This is not necessary with the modern all-

polymer seals. The seal housing should also be checked to ensure there are no burrs or grooves which will create a path for the oil to leak around the seal.

It is good practice when fitting the new seal to install it applying an even pressure across the whole seal. A section of tube, or a large socket (Figure 4) are an easy way of doing this. However if a method of doing this is not available, the seal can be installed using a drift, but requires care to keep the seal parallel to its housing and not cause damage to the seal.

Output Flange Inspection

Before re-fitting, the output flange should be checked carefully for any damage that could have caused the failure of the oil seal.

The surface should be checked for grooves where the seal has run, and an easy way to detect this is to hold a straight edge against the sealing surface of the flange - grooves will be shown up by the light passing between the surface and the straight edge. Also check for any surface damage, such as pitting or other breaking down of the surface (such as cracking).

In Figure 5, the running position of the seal can be seen. There are in this case no grooves at that point, or surface damage, though some is present in other locations (this has no effect on the seal). Should the flange be damaged at the seal, running position repair options include:

- Attempt to fit the seal in a slightly different position in its housing (The seal may move and leak, due to not being seated correctly)
- Have the flange machined

down and sleeved back to the original size (restores to as new condition but not a cheap solution)

- Find a better second hand (or new if you can) flange (finding a better second hand one can be difficult due to the age of all these gearboxes, and new appear to be no longer available – unless someone knows otherwise?)
- Refit, and accept the seal will fail and need changing again sooner than it otherwise would.

Output Flange Installation



Above: Figure 5 Drive flange inspection.



Above: Figure 6 – Seal check.

As a final check when installing the output flange, grease can be applied to the outer surface of the flange and

the flange installed. When removed, the flange should have been wiped clean to the edge of the seal (Figure 6). Any streaks of grease show areas where the seal is not in contact with the flange and will leak. If this is seen, then it indicates that the seal is not installed correctly or has been damaged.

Before final installation, the seal should be lubricated (EP90 as used in the transfer box will do the job) and the flange refitted. The flange securing nut should be torqued, and accuracy in doing this is important to ensure the correct operation of the speedometer drive, and the split pin fitted to secure.

Before refitting the brake drum, ensure that the brake shoes and running surface of the drum are clean and any oil/grease that has got onto them during the job has been removed.

Once the drum is re-fitted, it is worth checking the adjustment of the handbrake before re-fitting the prop shaft (easy to turn the drum without it connected), and don't forget to top up/refill the transfer box.

Conclusion

Although this article looks at the transfer box output flange, the checks and fixes here can be applied to other locations, even though the steps to doing the job will be different, such as the diff input flanges, hub oil seals, front crank seal and many more.

The key when chasing leaks from a Land Rover (or other machines) is to identify the cause of the seal failure, rather than just replace the seal: that only fixes the symptom, and the failure will reoccur.

Calling All Classic Vehicle Enthusiasts...

Federations for historic vehicles around the world, including the FBHVC, are addressing the issues of how the necessary technical knowledge to repair and restore classic vehicles can be retained for the future. To achieve this aim the FBHVC, and the Fédération Internationale des Véhicules Anciens (FIVA) with its 70 member countries, are undertaking a large-scale survey of enthusiasts and owners of historic vehicles. The questionnaire, which can be completed via the internet, is

completely anonymous. FBHVC and FIVA invite all owners of classic cars, motorcycles, commercial and military vehicles and so on to take part in this survey in the first half of 2013. The questionnaire only takes a few minutes to complete and you will be helping to maintain your freedom to use yesterday's vehicles on tomorrow's roads. The findings will serve as a reference during many considerations and discussions in the future to propose solutions in this area. So please

either enter <http://tinyurl.com/8cpqxf> on your browser or scan the QR code with your Smartphone and you will be automatically directed there.



Checking The Condition Of A Prop Shaft...

Alex Thorpe

Owners trying to locate odd noises or vibrations from their vehicle's transmission frequently post questions on the club forum, and invariably one of the items to check will be the prop shafts – leading us to the question of just how to check them. They are quite simple devices, with only two components that can really be checked. These are the central splined joint and the two universal joints.

To properly inspect these it is necessary to remove the shaft from the vehicle, as while fitted to the vehicle the shaft will always be under some load, making slack in the joints undetectable. With the shaft removed, tight spots can also be found before the bearings are damaged or fail. This is also a good time to lubricate all of the joints, while they can be moved through their full range of motion.

Basic Parts

The only parts needed are either new Nylock nuts or spring washers,

depending which are used to secure the prop shaft (neither should be reused).

The Checks

Sliding Joint Condition

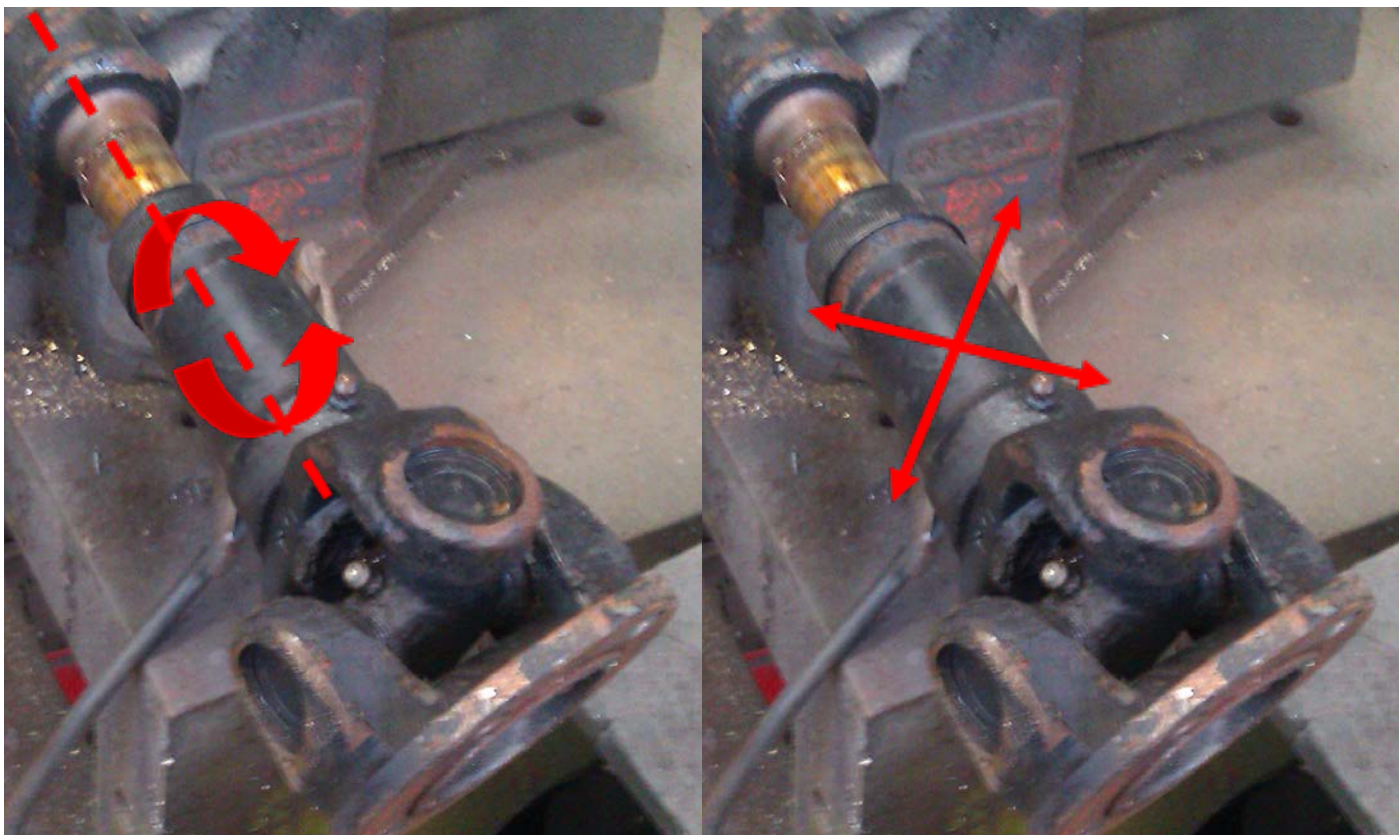
- There are three checks that can easily be carried out on the sliding joint. The first is to check for wear in the splines around the axis of the prop shaft (Figure 1, dashed line). In use this will lead to a clunk as drive is applied or released. To check for free play at this point, hold one half of the shaft still and twist the other in both directions (Figure 1, arrows), feeling for any movement. This should be repeated with the shaft extended to various positions. Free play here will cause increased transmission wear. Once noticeable free play is present it is advisable to repair the joint.
- The second check is to look for a “nodding” motion between the two halves of the shaft.

Slack in the joint in this way will lead to a vibration from the prop shaft. Over time, this will accelerate the wear of the universal joints and differential input bearings. To check, hold one half of the prop shaft and attempt to move the other half across the axis of the shaft – this needs to be done in numerous directions to pick out any worn splines (only 2 are shown in Figure 2 for clarity). Noticeable movement here indicates a worn prop shaft, which ought to be repaired/ replaced.

- The third check to carry out while doing these is to check the full range of moment is present when extending or compressing the joint along its axis without any tight spots. Any problems with this need to be dealt with before the shaft is refitted, as severe damage can occur if the shaft cannot compress or extend as the

Below: Figure 1 – Test for radial play in the sliding joint

Below: Figure 2 - Test for out of plane play in the sliding joint



axle/gearbox moves.

- Repair to the sliding joint will require either a new prop shaft or replacement of the joint (for a generic 88 shaft the former is likely to be cheaper, for the more obscure ones the latter may be necessary).

Universal Joint Condition

As with the sliding joint, there are three (essentially the same) easy checks that can be carried out.

- Firstly, check for movement of the joint along the axis of the shaft (Figure 3) by pushing and pulling the prop shaft flange with the body of the shaft held. This should be done with the universal joint (UJ) in various positions. Movement here will lead to a clunk as load is applied and released, and possibly when the axle moves (e.g over bumps). Movement here is an indication of failure of one or more of the UJ cup bearings and requires repair.
- This will lead to a clunk when applying/releasing drive and/or vibration.
- The second check is to look for free play around the axis of the shaft. Free play in the

UJ in this direction will lead to a clunk as drive is applied and released. To carry out a test, the shaft needs to be held while the flange is twisted around the axis of the shaft as shown in Figure 4. This should again be done with the joint in various positions to fully test the bearings. Free play here indicates a failed UJ cup bearing, requiring repair.

- The third check is to ensure that there are no tight spots as the joint moves through its full range of motion, or that there aren't any points where it will not move to its full displacement. If a problem is found, it will lead to vibration, and potentially a complete failure of the joint if a bearing seizes.

While the shaft is removed, it is also a good idea to check the condition of the cup bearing seals (Figure 4 - black arrow). If these are damaged or missing, the joint will lose lubrication and dirt will get in – leading to rapid failure. The UJ will require replacement to fit new seals.

For any of the problems with the universal joint, it is likely to be more

cost effective to fit a new joint rather than to replace the entire prop shaft (if the work is done on a DIY basis). It needs to be remembered with the universal joint that failure can lead to one or both ends of the prop shaft becoming detached with obvious and dangerous results – so problems here need to be rectified. If the joint is to be replaced, there are two alternatives available, and measurements will need to be taken before ordering parts – but you should have either P/n 43023 – 2 15/16” length, or P/n541858 – 3 7/32” length instead.

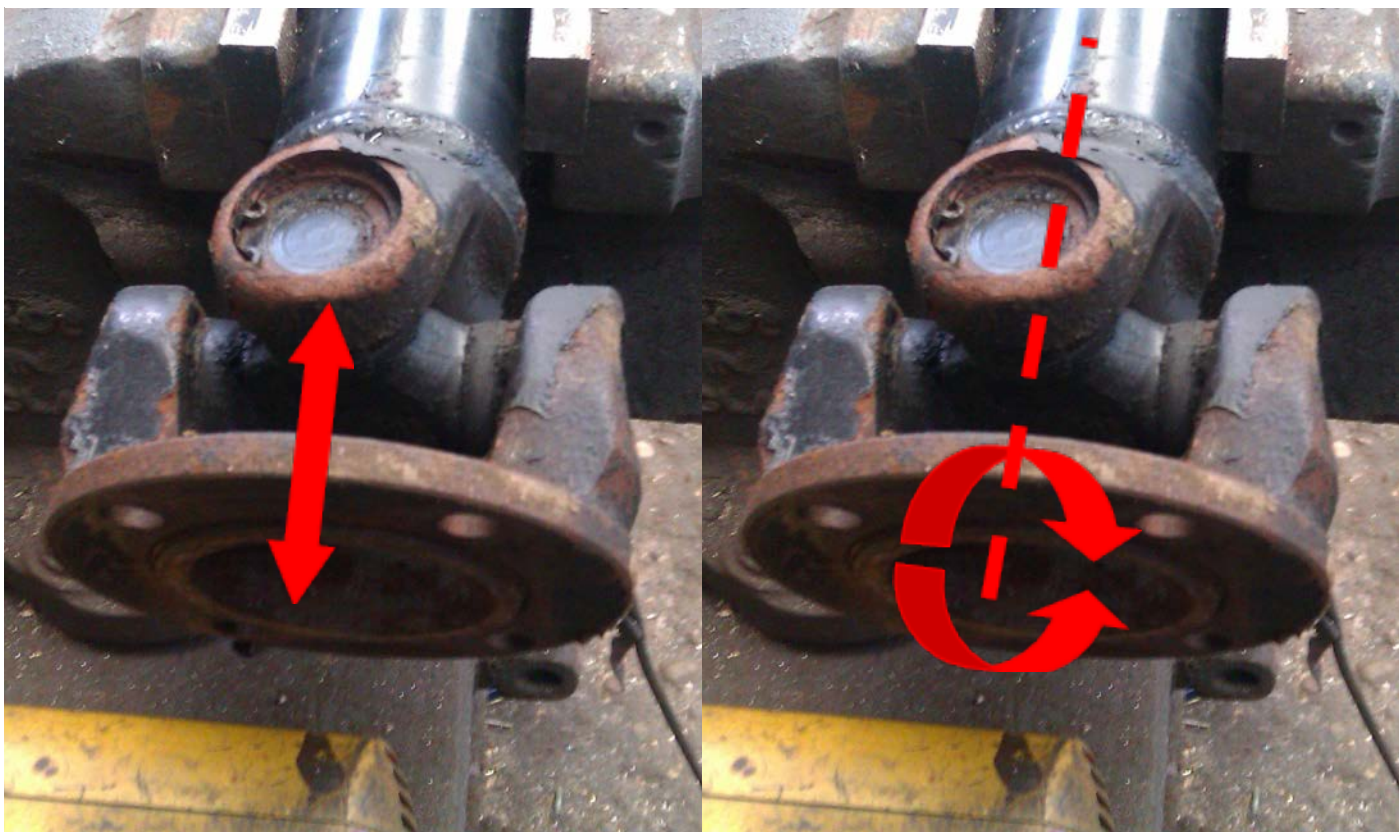
Conclusion

Following these checks will aid in the tracing of untoward noises from a Land Rover transmission, and help in deciding the most effective repair method, without wasting money fitting a new item hoping it solves the problem. With proper lubrication and servicing these items should give a very long service life (there are plenty of S2's still with their originals in good condition).

The universal joint checks can also be applied to the front half-shaft universal joints (with the exception of the seals, not fitted as they are lubricated by the swivel oil).

Below: Figure 3 - Test for axial play in the Universal joints

Below: Figure 4 - Test for radial play in the universal joints



Stanley, A Potted History..

Dave Pragnell

This Land Rover (Stanley) has had a very special past. It was manufactured in 1965 and was press-ganged into National Service. In the first few years it helped change history! In 1965 it was used by Sir Winston Churchill, after his Spitfire broke down, to travel to the battle of Trafalgar where he oversaw a famous victory over the Americans at Jeep.

In 1966 it saw more action when it was used by Captain Moore in the campaign against the Germans who had invaded the field of Wembley. Here it pressed the German lines many times and was instrumental in victory. Stanley helped score a major success when it managed to cross the German line and claim glory. This was disputed at the time but as we won we get to write the history.

It then took part in and completed the Paris day-car rally, successfully completing nine laps of Paris in a record six hours. One lap was especially notable as it was made non-stop.

In the 1970's it was sent into space on a polo mission to transport spacemen on the moon. Sadly it proved to be too heavy and fell off the moon, luckily landing in a boggy field in the West Country.

At the end of this period it had to be refurbished, and all the reusable, salvageable original parts were skilfully sold on eBay, and worn out and wrong parts used to construct the vehicle before you. If you look under the bonnet and scrape the oily crud off, you can still see were the original engine used to be and enjoy that distinctive aroma of burnt mud.

It is now the mainstay of the "Chandlers Ford Mountain Rescue Team" where it is used to search remote country lanes in Hampshire and neighbouring counties for mountains in distress.

Warning

All prospective owners should be careful not to repeat the error made by this owner. He told his wife that he had bought her a car as a present, describing it as a classic British sports car, two seated, 1960s, convertible, with bucket seats, roll



Above: One man and his.... ahem, Land Rover!

bars and four-wheel-drive in British Racing Green.

She was apparently thinking of something more sophisticated!

She pointed out the error and now

has the said sophisticated car (as promised), whilst he knows not to make untrue claims, and accepts it's not racing green!



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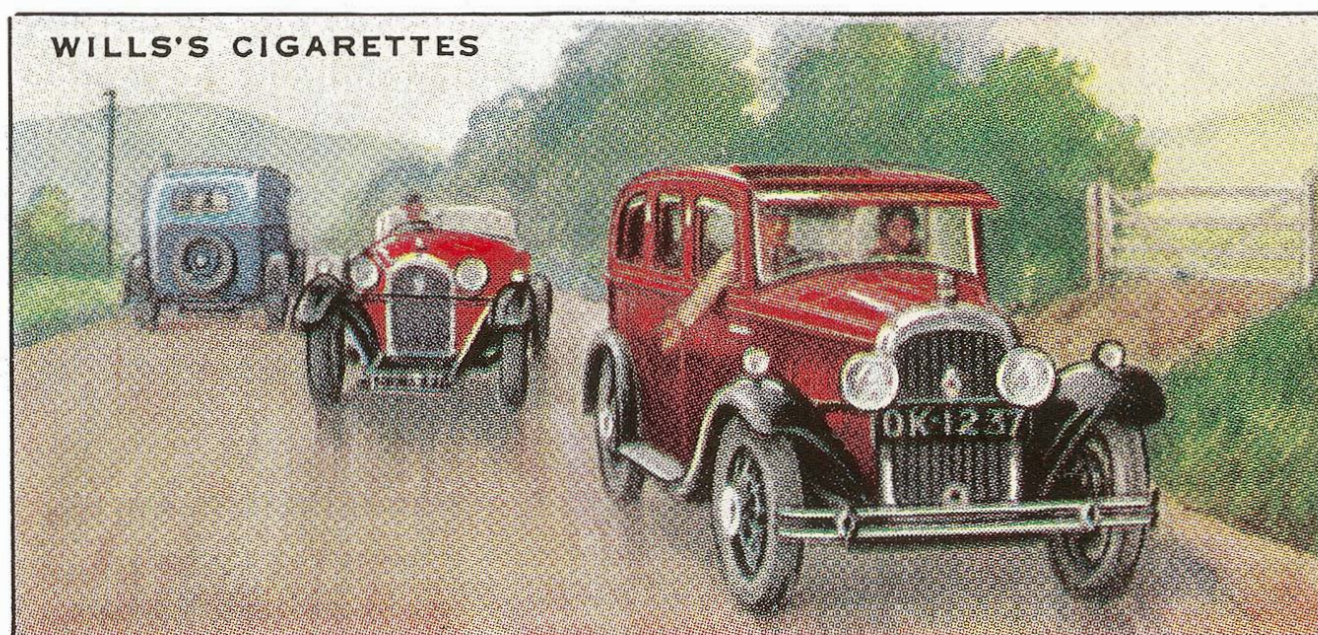
Contact Footman James on:
0845 223 6146



Quote reference: LRS2 to ensure club discount.

Tales From The Highway Code...

Alan Jones



KEEP TO THE LEFT

This is the first of an occasional series of articles (if seen fit for printing by our editor) from times past with absolutely no Land Rover content, but nevertheless may be of passing interest.

As you all know the first Highway Code was introduced in 1931 by Act of Parliament in an attempt to stem road casualties. A much revised code was issued in 1935 with a forward written by the then Minister of Transport – Leslie Hore-Bellisha having given his name to those flashing orange balls on black & white poles at pedestrian crossings.

He wrote:-

“This Code is put into your hands in the sincere hope that the study and observance of its provisions will make the roads safer and more convenient for you and all others who use the King’s Highway.

Its provisions are a simple summary of the best and widest experience, each one of them written down in the resolute desire to prevent that link of mistake or thoughtless action which may result in some one’s bereavement or suffering.

In every human activity there is a standard of conduct to which in the common interest we are expected to conform. This Code is the standard

of conduct for the road.

Respect for the Code and for the spirit underlying it is so much a moral duty that its practice should become a habit and its breach a reproach.”

Combined with these sentiments I propose to illustrate this topic with pictures taken from the W.D. & H.O. Wills cigarette trade cards “Safety First” series issued in 1934.

Please bear in mind that when these cards were given away in the fag packets, we lived in a different age and cigarettes were not considered dangerous. It is somewhat ironic that more people die today from smoking related illnesses than on our roads.

Chapter One: Overtaking

The first and most obvious rule of the road is “Keep to the Left!” (or right in some countries), something that a lot of drivers today seem to forget, especially on dual carriageways and motorways.

The 1935 Highway Code advises us:-

(26) Overtake only on the right, except when a driver in front has signalled his intention to turn to the right. (This rule does not necessarily apply in one way streets.)

(27) Subject to any local provision to the contrary, tramcars may be

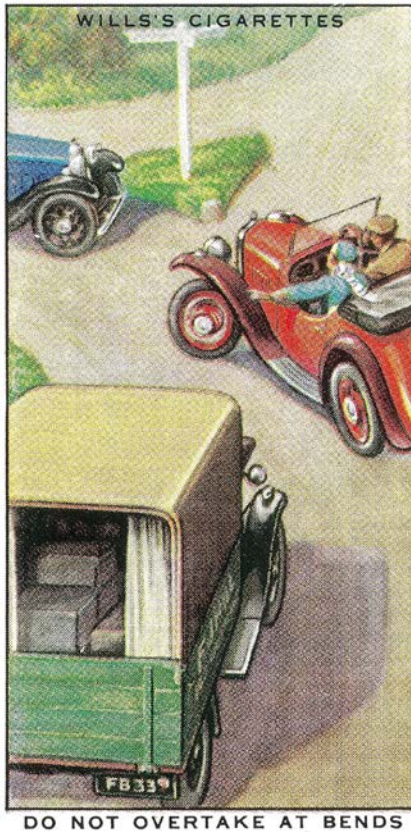
overtaken on either side. Before overtaking a tramcar which is about to stop or is stationary watch carefully to see if passengers are about to board or alight. Go slow or stop as the circumstances require.

[It is interesting to note that in some places tram(car)s are making



OVERTAKE ONLY WITH SAFETY

History



a come-back, but today's motorists are adjudged not to be able to cope with this rule and so the trams are separated from other road vehicles.]
(28) Never attempt to overtake if by doing so you are likely to inconvenience or endanger any other road user.

(29) Avoid overtaking at a pedestrian crossing.

(30) Overtake only if you can do so without forcing the person overtaken or approaching traffic to swerve or slacken speed.

(31) Never accelerate when being overtaken.

(32) Never cut out, that is, never turn out from the near-side of the road sharply without giving ample warning and being satisfied that it is safe to do so.

(33) Never overtake at a blind corner or bend, or at or approaching the brow of a steep hill or a hump-backed bridge.

(34) Never overtake at crossroads.
Today our roads are busier and

there are far more vehicles than could ever have been imagined in the '30s, but the essential message is the same as it was in 1934. Series Land Rovers are more than able to cope with modern traffic conditions, but I sort of think of them as vehicles "out of time" and they would have fitted in nicely with the pace of life in the 1930's (in fact their origins can be traced back to this period). Times when everything went at Land Roving speed.

Mind how you go.

If any other members have some interesting archive material or memorabilia, please could you send it to the editor? We would very much like to share historical information from the golden age of motoring (1958 - 1972 would be a good start) in future issues of Built Two Last. Send any contributions to editor@series2club.co.uk or by the usual club postal address. Editor

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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	Nothing official at present.
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....

Vehicle Research Database – An Update...

Chris Gregson

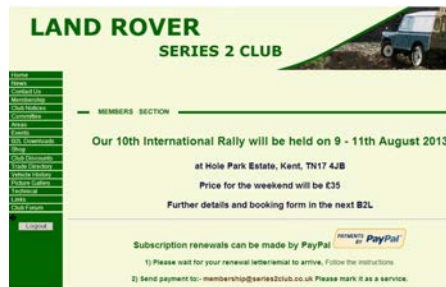
Just to recap, the Vehicle Research Database is currently split into two separate databases. The 'Production Records' are a collection of Gaydon build records, obtained by club members with a specific interest in that particular model, vehicle type or time period. The second database contains chassis and build details of Members' own vehicles, who have completed and returned a form to the Database Officer at vehicle_database@series2club.co.uk The Series 2 Club, as keepers of

personal information in a computer database, meets the requirements of the Data Protection Act, by restricting all data held in the Research Database until released by the owner. In my personal opinion, this is a totally unnecessary restriction, as the Data Protection Act only covers personal data, such as names and addresses, not chassis numbers and vehicle colour. I do accept that the club is acting in the best interests of the membership, trying to comply with the law and limit

any liabilities. At the end of the day, it is your data, and common courtesy dictates that you should control who is allowed access to it. The reality is, most of the available records remain 'hidden'. I've been plugging away on the Series 2 Club Forum, trying to persuade members to unlock their records, and what seems apparent, is that some members were either not aware that their details were 'hidden' by default, hadn't checked, or are not aware of how to 'unlock' them. If you



Above: 1. Log-in to Members section



Above: 2. Select Vehicle History



Above: 3. Access the Research Database



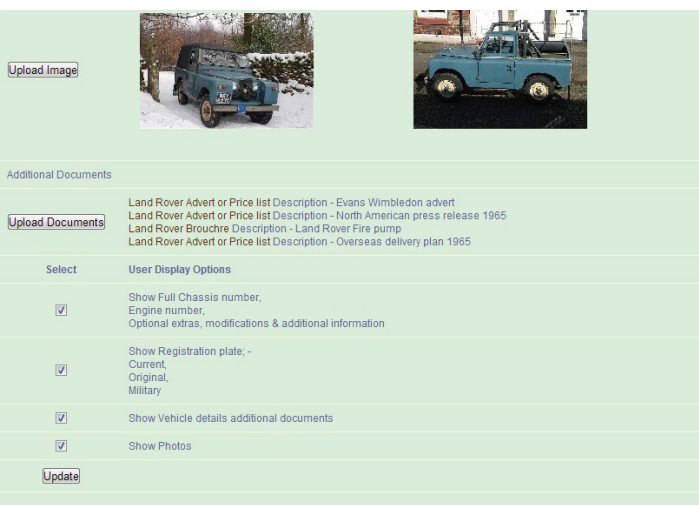
Above: 4. Select "View my Vehicle", in Member Vehicles



Above: 5. Your vehicle(s) will be displayed here



Above: 6. Select "View this vehicle" to obtain all recorded details



Above: 7. The 'permissions' section is right at the bottom of the above page

wish to keep some details hidden, that's fine, they are your details to share or restrict, as you wish, but to those members who prefer to keep all the details 'hidden', what exactly was the purpose of submitting them?

For those of you who are not really computer savvy, or perhaps you don't mind your vehicle details being made available, but are just not interested in hacking away at the computer keys trying to share them, there is a solution. The Database Officer has volunteered to set the viewing permissions for you, all they need is a written authorisation (to cover any possible liability under the Data Protection Act), stating exactly which records you wish to be made viewable, and which records you wish to retain as 'hidden'. This must be done in writing, by letter or e-mail, but please include your full name, membership number, vehicle registration number and chassis number.

In this article, I hope to present a step-by-step guide to releasing the information. It's actually quite straight forward, just follow the steps given in this article. Log-in to the members area, using your e-mail address and the password.

By placing ticks in the appropriate boxes, your vehicle details, i.e. chassis number (engine number), registration number (current, original, military), any additional documents you've uploaded (Gaydon dating certificate, original buff logbook) and photo will be available to search.

You can select any, or all, of the four options available. Once you've selected which details you want to be 'visible', just click update. That's it, all done. If you want to change the permissions, unclick the areas you wish to 'hide' and click update.

The internet itself, is not secure. Once a message is posted, it is out there on the 'net. It may be hidden amongst billions of other similar messages, but it is still there to be found. Someone, somewhere, will eventually stumble across that internet post. Hence the concern about posting Registration Numbers and Chassis Numbers in open Forum posts. Please remember, the Research Database is only available to Club Members, the data can only be accessed, searched and retrieved by registered club members, it is not available to non-member Forum users and cannot be retrieved by a general internet search.

There were certain weaknesses in the original data input form, and some data capture areas were not specific enough. Some members have confused 'build date', 'despatch date' and 'registration

date' and any of these three dates have been used to date certain vehicles. This is easily corrected, but only comes to attention once the vehicle details are released, and checked by other members who have a specific interest in 'vehicle dating'.

Once the data begins to be unlocked by you, the owner of the data, the Database could be developed further. The Database could record Chassis Number, Engine Number, Gearbox Number, Steering Box Number, Front Axle and Differential Numbers, Rear Axle and Differential Numbers. It could record specific chassis detail changes, and bulkhead type. How useful would that be for correctly dating a vehicle? Or perhaps identifying a near number correct engine, gearbox, axle, differential when rebuilding a project. I am sure it could be developed in other areas which I have not even considered.

Club members come from all walks of life, have varied skills, knowledge and expertise. What binds them together is their interest in the Land Rover marque. Some members have a specific interest in the 4x2 models, whilst others prefer 109 Station Wagons. Others have an interest in the early Series 2 (1958-1961), whilst some prefer the post 1967 Series 2A, or the 1 ton. Some members hold personal research records, or detailed, perhaps even 'expert' knowledge, based on their specific area of interest, others just have an old 'Landy' – no special skills, just a wealth of experience based on 30 plus years tinkering. The MOT examiners regularly assist those with a mechanical problem, the researchers assist those wanting to date a vehicle, the members with expert knowledge assisting those about to embark on a new project or engine conversion. That is the strength of the Series 2 Club, a group of members, using their combined knowledge and skills, to assist other members.

I would ask each member to consider unlocking their vehicle details, in order to assist those members interested in the research aspect of the Land Rover marque. Ultimately, this allows the researchers access to far more vehicle records, and makes their vehicle dating predictions far more accurate. The Series One Club has a register of all Series 1's. EMLRA (Ex Military Land Rover Association) has access to MERLIN (or its modern equivalent) allowing access to MOD Military Vehicle Registrations. The MVT (Military Vehicle Trust) has John Mastrangelo and Geoff Fletcher, world renowned experts on the Land Rover marque. The Series 2 Club has its own 'experts'

and the Vehicle Research Database, which although currently in its infancy, could be developed to incorporate all of the above information, and more. Once the data has been input to a computer database, it is always available, it never has a 'bad' day, and it never ever forgets.

As a result of purchasing a 1960 Ex-RAF Series 2, I was drawn towards looking at the Military History. Gaydon build records showed that it was actually a 1959 build, and that opened up the whole area of pre-1960 MOT exemption. The more I searched, the more I realised that very little information was actually available on the internet about RAF vehicles. EMLRA would readily provide detail about War Office (Army) Contracts and Army Registration Numbers, but appeared to just direct enquiries about the RAF vehicles towards the RAF Museum. I can only assume that RAF details were not readily available to them. The RAF Museum requires the RAF Registration Number to search for the vehicle record. Catch 22, you need the RAF Military Registration Number to do a search, but how do you find the RAF Registration Number?

I am now trying to bring together RAF Military Registration Records from London, link them together with Gaydon build records, and place them in the Research Database. I remain indebted to Dave Barker (Vehicle Database Officer), who has just inputted 650 RAF Military Vehicle build records from 1959/1960 into the Production Timeline. With the next batch, I hope to expand the build records of 1958 and 1961. If you possess an ex-RAF Land Rover (88" Petrol or Diesel) from this period, the vehicles build data together with the RAF Military Registration may now be available in the Research Database. If its not there now, I hope to include it shortly.

If someone living close to the RAF Museum (at Hendon) is available to do about one hour of work with the Vehicle Records, I can probably include another 500-600 Gaydon Build Records and RAF Military Registration Numbers. I hope to capture the 109's, Lightweights and Station Wagons on later visits. All I need recording is the RAF Military Registration and chassis number from selected Vehicle Record Cards. If anyone lives within easy travelling distance of the RAF Museum (Hendon), is willing to assist just for an hour, please contact me by e-mail or via the Series 2 Club Forum.

Chris Gregson (a.k.a. Bottom Box on the Series 2 Club Forum)
e-mail chrisgregson@btinternet.com

The Great British Rebuild Thread...

Dan Clements

Over the years, I have been in awe of the rebuilds featured in Built Two Last and on the Series 2 Club Forum. The attention to detail, the shiny new NOS (new old stock) parts, the skilful repair of old and the paint! Who can overlook the paint - painted axles, wheels, body, interior..?

Now, for a few years (since purchase) I have been keeping my 65' diesel on the road, plagued with engine problems, plagued with brake problems, and more recently plagued with rust problems! I changed the engine (for a Prima), I fixed the brakes (several times), I patched the bulkhead (twice), waxed the chassis and I even painted a few bits (with a big brush). All in all, she looked pretty good and for a while she drove pretty nicely as well. Smart enough and road legal, I was happy (apart from a certain reluctance to take her any further than 20 miles in case something broke again). In February of this year I finally turned a corner and took her out green laning in the snow in the South Lakes (a decent jaunt out), battling back through the snow up and over hill without missing a beat! Finally, the old girl was reliable, and testament to my hard work, money and effort.

Roll on to late Spring, and another green laning trip. This time the old



Above: Happy days, ignorance is bliss!

coach road in the lakes (a long term ambition), just a few of the Series 2 Club guys with the Series 1 Club guys, and lots of old Landies pottering through the scenery. A balmy hot day, a recently fixed hub seal (I was particularly proud of that), recently fixed brakes (again) and a new intercooler on the Prima to release a few more horses! Canvas off and sun cracking the pavements, what a day this was going to be, what could possibly go wrong? Hmm, she sounds a little underpowered on the way to

the old coach road, and there's a little bit more smoke than usual... Double hmmm, half way along the old coach road, there's a lot more smoke than usual and a faint whiff of oil, and then pop! The turbo seal gives up and my engine attempts to suck the contents of the sump through the intercooler and into the air inlet! Day over... with just the indignity (or fuel saving relaxing luxury) of being towed home to Carlisle by fellow club member Ken (thanks again) and one dead Landy in the garage...

Below: How many have been there, the dismantling stage, fast progress, it is going to be so easy...



Now, at this stage you might be thinking, "just swap out the turbo, maybe even swap out the engine", and I would agree, why make unnecessary work for myself? Simple, take off the offside wing just to get access to the turbo and check the engine... I still shudder when the full horror of my driver's side footwell came into sight and my hand went through a crispy layer of iron oxide held together with a mix of mud and oil! Things were looking sorry... This caused me to take a long hard look at my pride and joy. For three years I had been kidding myself that I had made a decent EBay purchase and that the previous owner had not seen me coming from a mile off. After all, I'd bought a bulkhead that was slowly (or perhaps rapidly) turning to dust, and a chassis that consisted of



Above: Who would have thought a chassis and two axles would be so joyous?

two original rails and a load of badly aligned outriggers and well-disguised patches. I was left with a dead engine that I had put in but had never really enjoyed, a Series 3 gearbox (I had always felt cheapened when others discussed double declutching third to second) and a losing battle against the ravages of water and oxygen.

I could do it! I have read the threads, I have followed the articles, hell I have even published a few in recent months! I can wield a spanner, I can weld and I had some savings (modest, but then again how expensive could it possibly be?). I even had a rented garage (ex-council, and swinging of cats would get you into serious trouble with the RSPB). Little did I know, I was about to commit myself to weekends of time pressure, to opening my bank account to parts suppliers, to fretting over small details, to having a bulkhead sitting in my back yard and a welder in my front room. My friends would soon be storing Landy parts, my pride and joy kept within a fifty mile radius of home as a series of components and the sort of self-reflection and solitude that comes with a Buddhist retreat!

I am past the point of no return: I have stripped the old girl down, I have purchased and painted (time I will never get back by the way) a shiny new Richards Chassis. I have sold the old engine and have a 2.25d awaiting work in the garage, I have a new Autosparks loom, I have shot-blasted the bulkhead and am now

totally rebuilding it. I have ordered part after part after part and watched my bank account drain away, and worse of all I have become obsessed

with authenticity! I am still calling it a 're-chassis' but frankly it is heading towards a full rebuild, and I have even started a forum thread.

At the time of writing I have a rolling chassis, I have cleaned and preened the S2A gearbox and replaced the broken bits, I have completely replaced the brake lines (it is logical when you have it apart, surely?) and I am half way through the bulkhead repairs! Will I be finished for Christmas? Probably not (not least as I purchased another Land Rover to fill the void), but I am aiming for February and my birthday (or perhaps a year February and my 40th)..? The biggest question (apart from "have I lost my marbles?") must be 'is it worth it'? Ask me in a few years' time! I suspect it is the same as summers always being longer and brighter as a child; time heals everything, or they just forgot to mention a few things in amongst the pictures of finished panels and shiny engines.



Above: The author discovers the soothing effect of work in progress shots...

Mudmaster 2012...

Hugh Kay



Above: The Author Hugh and his wife Lorna ready for the weekend..

In the last issue of the B2L magazine, I submitted an article about my experience of taking part in the 'Mull Rock Challenge'. Due to the positive feedback and enquires I received about this event I now write my second article for B2L about the 2012 Mudmaster event.

I have just taken part in this two-day event that was held on the first weekend in October. The name Mudmaster may suggest two days of hell, axle deep in mud, sweat and tears. In reality Mudmaster is a well organised 4x4 extravaganza incorporating on and off road driving and navigational trial. The event is sponsored by GEMM 4x4 and B.A.M.A. (British Army Motor Sports Association). All the hard work and organisation of the event is carried out by SLROC (Scottish Land Rover Owners Club) and B.A.M.A., GEMM 4x4 also provided their skills in the way of scrutineering. The event could not have gone ahead without the multiple volunteers from SLROC and army crews who gave up their time to set out and marshal the course.

This event is suitable for almost any 4x4 from a Series 1 to a new shiny Discovery; I think it would make a good event if you were looking for something a little bit different to

enter your Landy in. There are three classes, a green road run class, which excludes off-road orienteering and trials tests but includes on road navigation and driving on forest and farm tracks. The other two classes are 'standard class' for vehicles without axle diff-lockers and 'challenge class' for vehicles with axle diff-lockers fitted.

To make the most of the event, it's a good idea to book accommodation for a long weekend. We booked a lovely chalet deep in the forest on the outskirts of Dunfermline (sorry

but I can't tell you where it is as we intend to book it again next year). This is especially advisable if you are travelling a long distance.

It was the same crew that entered Mull Rock Challenge, only this time route navigation would be a solo effort. I was persuaded to take part in the event by Ruari and Louise who took part last year and Ann and Allan who are last year's winners. It was a fantastic event suitable for both standard Series Land Rovers and novices to navigating and map reading. My wife and I honestly didn't know that much about orienteering but we were soon brought up to speed on all things OS (Ordnance Survey). A great big thank you to Ruari and Louise for teaching us how to navigate, read OS maps and helping us prepare for the event. You don't need a team of vehicles for this event, it's all up to you, but it's nice to re-group and catch up on the gossip of the day, 'Land Rover gossip that is' at lunch break and finish.

The event, which is promoted as a two day navigational and road safety trial, included ten fantastic RTV trial sections, five off road navigational trials, three manoeuvring tests, and a Highway Code quiz (twenty questions) at the lunch halt on Saturday afternoon.

Vehicles set off at one minute intervals from 9am on the Saturday morning, leaving from Dunfermline



Above: Fantastic accommodation, sensibly kept a secret for next year...

Territorial Army Centre. Each Vehicle has to navigate correctly via a specified route to six different off-road sites on the Saturday before the lunch halt. Following lunch there was to be more road navigation and four more off-road sites before the finish for the day. Saturday's finish time was planned for 5 p.m, if all went well with navigation and special section that is. Sunday starts at 8am and runs the same format as Saturday over four more sites; you can be driving up to one hundred and fifty miles over the two days (more if you get lost). So this is a pretty full on event with lots of map reading and driving. On the Saturday night there was a planned buffet dinner at the TA Centre for driving teams, marshals and organisers (you're required to book in advance, due to demand and for numbers and I can confirm it was fab!)

First site of the day on Saturday morning was 'Winchburgh Bing', which was off-road orienteering. You were given an aerial photograph of 'the Bing', which had fifteen numbered reference points marked on it each corresponding to the position of a red card. When you find the card you then write the letter on the first of your three orienteering trial score cards (bear with me). However, the letter cards at the Bing are not numbered, so if your orienteering skills are off then you can write the wrong letter in the wrong box on your score card and that gets you one point. You get twenty five minutes to find all fifteen letter cards. That might seem like a lot of time but it's a big place and the letter cards are about A5 size and not all that obviously placed. Any letter board that gets missed gets you one point. If you go over your time you get a point per minute, so you need to balance which is best for your score, taking more time or missing some cards. We missed five cards but were out on time so only got five points, and then it was back on the road for more navigation.

Navigation from site to site was always via a set route. The road sections between off-road sites are mostly minor and rural roads, some are even single track and have some speed restriction zones to be observed (they are designated quiet zones 30mph, 20mph, 5mph, high gear). There are road driving

observers armed with speed guns, you don't get a ticket if you're caught speeding but you do get points on your 'master score card', "so stick to the limit set and no speeding". Remember the person with the lowest points overall wins the event. These routes also have yellow letter cards dotted here and there at the side of the road, which you note down on your master score card. You don't know how many there are, but if you miss one because you never saw it or you took the wrong route, then yes you guessed it, that costs you a point. (TOP TIP No1 TRUST YOUR OWN NAVIGATION) it might feel reassuring to follow other competitors but they are probably thinking "don't follow me I'm lost too".

Site two Craighton Quarry was an off-road manoeuvring test; this consisted of driving round and through both traffic cones and natural obstacles in a set specified route (you are given a drawing of the route, which you can study before you drive it). This manoeuvring test had a set time, the idea being that you try and get a clean round under that time if possible. We managed a clean round so zero points (result), then its back on the road for more navigation and looking out for the yellow letter cards again.

At site number three 'Philipston' there were two RTV (Road Taxed Vehicle) trial sections, RTV sections are ten pairs of canes (each acting as a gate), which you must drive between without touching them, you also must not stop forward motion once you cross the 'ten gate'. The RTV's were set out over

some challenging terrain, so you are advised to walk the route first to familiarise yourself with it. You start at the 'ten gate' and drive to the 'one gate' whichever gate you either touch or stop forward motion before you reach it is the score you get for that RTV section. For example, if you touch the 'six gate' you get six points or if you come to a stop before you reach the 'three gate' you get three points, I hope that makes sense? Here we cleared both sections so that was zero points on the scorecard before getting back on the road again.

I had previously done a few RTV trails and driving days at site number four, where the next orienteering trial was set. It is quite a large area and here you were given an enlarged section of OS map with twenty two letter cards marked on it. The time limit for this section was thirty five minutes, which was still not a lot of time. We had trouble finding a couple of the first cards which did not help our time but we did manage to find twenty out of twenty two and were just one minute over time, so three points. (TOP TIP number two, don't stop for a pee when the clock is ticking). Then it's off to site number five.

I had never been to site five, which was an RTV trial again; it was an old brick works with some steep climbs, deep ruts in places and lots of bushes. Some of the Army boys were getting stuck and required recovery by the marshals, but it was no problem for an old Series Land Rover like ours, we managed two more clear rounds, all we got were



Above: A car park full of competitors vehicles, military and civilian together!

Events

some scratches on the paint work and zero points on the score card.

The next trial was a manoeuvring test. We arrived (not that far behind schedule) to find a couple of Army 110's waiting to take their turn on the trial. I had a quick look at the course which was a short route driving into and reversing out of some garages marked out by traffic cones. It was set up round some farm buildings and looked simple enough. When it was my turn to go I was driving up to the start line when the engine just stopped, no lights nothing, then all the light came back on I started the engine and we were off. The first half of the trial went ok round the farm through the trees then I stopped in the first garage, which was very muddy, selected reverse and the car never moved, it was making the right noises but not going anywhere. I was starting to getting flustered when I noticed that I had not selected four wheel drive. Once engaged we were off and I reversed into the next garage then forward round a building to the finish line with time to spare. The only problem being that I never parked in second garage correctly, because I hadn't listened to the marshal's instructions!

So that cost us five points, (TOP TIP number three listen to the marshal's instructions). It just goes to show when you get a little flustered you can make the stupidest mistakes. It was then a short drive to lunch, but we were still navigating via our plotted route on the map looking for letter cards all the way.

We were given forty five minutes for lunch at a retail park, as you are both checked in and out by marshals you must take the forty five minutes (no cheating). There was a snack bar laid on so competitors could have hot food and drink if they wanted. There was also a Highway Code quiz during this stop, which proved a bit of a laugh when it came to trying to remember the answers. You get one point for every wrong answer; we were pleasantly surprised to find out we only got two wrong out of the twenty. It's also a good time to have a quick check over on the Landy, as after lunch you are back on the road to the next site.

Site seven was an orienteering trial laid out in woodland with a maze like network of tracks. Here you again you were given an aerial photograph



Above: Mudmaster lives up to its name! Photo courtesy of Ian Hunter (lanhunterimages.com)

of the site. This time there were sixteen letter cards and you only had twenty minutes to find them, they were attached to the trees so if you were on the wrong side of the tree you couldn't see them. Some of the tracks were still damp, steep and slippery even though it was a sunny day, this was our best trial on the event and we managed to find all the cards in the right order and get back out with five minutes to spare. We felt like we were getting the hang of this map reading stuff, zero points for this trial (result).

The next bit of road navigation was, for want of a better description, a total disaster. We were running a bit behind our time schedule and then got spectacularly lost (TOP TIP number four, make sure you get up-to-date maps). The map we had got from eBay was old stock and was missing some roads over the new M80. We thought something was wrong after a couple of miles but we carried on a little further just in case. By the time we figured out where we really were it was not looking good, luckily the M80 was right next to us so that probably saved us twenty minutes going the long way back. How many letter cards we missed we are not sure, but eventually we reached the next trial site number eight. This trial was set in a quarry that was still in use and two RTV trial sections had been laid out with some rough terrain to negotiate. The first was quite long and challenging, with some big rocks that would make a nasty mess of your bodywork if you

got it really wrong. Someone did just that and had a nice bash on their front wing, all in all, that was about the worst damage of the whole event. We managed a clear round on the first section, the second section was a bit tougher and when I was doing my walk through I arrived to find a large deep mud hole just after the nine gate. You could see quite a few cars had made it to the other side using various routes but it was now getting a bit churned up. As I watched one of the lads I usually go off-roading with, try it in his 90, he barely made it half way across before the marshals quickly winched him out. The next car to try was a winch challenge truck with big chunky tyres fitted. He made it almost to the eight gate before he got stuck, and he was being recovered as I decided not to try it. It was fine, I just got eight points on my scorecard. I wasn't the only one to take the eight points and run, the main aim was to finish the event with my Landy in one piece, where on the scoreboard didn't really matter to me.

On route to the next site we made a mistake in our navigation, failing to get off the motorway at the right junction! It was too far to double back, so we sorted out a detour that took us back on track to the next site. We knew we had missed a few letter cards, but didn't know at the time that we also missed the best bit of on road driving between sites. Site number nine was a manoeuvring test set out on a flat scrub field. There were four garages set out with traffic

cones set up opposite them. You had to drive into the first garage, reverse from there round a cone into the second garage, drive round a cone into the third and reverse out and around a cone into the last garage before slaloming around all the cones back to the start and finish line. All this of course without hitting a cone and ensuring you get all four wheels inside each of the garages. We managed another clean round.

The road section to the last site of the day at Devilla Forest was quite a long drive over some nice country roads and the new bridge over the fourth river. The Forest is a large area with an extensive network of roads running through it. This was an orienteering trial but with a twist; you had to average 15 mph for the whole drive through the forest, all the time looking for letter cards at the side of the road. Some of the roads were that rough I was down to five miles per hour so I didn't shake my fillings out, just part of the joy of driving a Series Land Rover. We went wrong a couple of times but knew straight away so didn't lose too much time and we were trying to guess how fast to go to make up the time. It's hard to know which way to go when you have other competitors driving in all different directions, but then again just remember top tip number one again. By sheer luck we finished inside the allotted time and also managed to get all the letter cards, so once again we scored zero points. The finish in Devilla Forest was master time control for the end of Saturday; all that was left to do was drive back to the TA Centre. Once there it was time for a coffee and a chat with some other competitors to see how they got on. It took a lot longer than I expected for the rest of the entrants to finish, and some were still coming in when it was dark. The buffet dinner was a fantastic way to finish the day, the food was excellent and the chat animated with the day's events. Some minor repairs to a friend's Diff pan to ensure his Landy could be nursed through day two was necessary before returning to the cottage for a well earned sleep.

Sunday morning dawned bright and beautiful, it was shaping up to be another fab day. First task of the day was a quick check over the motors before the 8am start back at Devilla Forrest. The first trial of the

day was similar to last trial on the Saturday, only starting and finishing in a different area. We managed a straight run through without getting lost and even managed to get all the letter cards, so were hoping for a good finish after a couple of disasters yesterday.

The last four RTV sections were close together set on two sites; the entrance to the first site was very muddy, as were the trial sections, with traction being a problem in places. There was a bit of a tail back at the first two trials which was good, as it meant you could watch other competitors drive the section first and that helped you pick your lines. We managed to clear both trial sections but only just, on the second RTV the one gate was at the top of a small hill on the other side of a soft muddy area. Once you were through the two gate it was a case of foot to the floor, up a couple of gears and try to get enough momentum to get up the hill. We managed to hub the one gate (get one of your front hubs over an imaginary line between the two canes) so it was a clear round, zero points for these trials (result).

Then basically it was drive across the road to the site of the next trial. Both of these sections were set out on a grass field with some hollows and humps. Both were straightforward enough but you still had to watch your line through the canes, some of the climbs were short but steep and caught a few people out but they were a nice drive round for the last RTV sections,

we managed to clear both, so zero points again (we were doing well).

The final trial was a manoeuvring test. This was set out in another quarry, this time up and down a slope the usual cones and garages were set out, you got a diagram of the course then you were flagged off by the marshal. These trails are so much fun but they are over so quickly, especially when you give it some welly. The final clear round and it was all over but for the drive back to the TA Centre to get the results and watch the trophies being handed out.

The results are usually finalised by early afternoon, we were just happy to have made it to the finish. We waited to hear the results and to see how every one else did. Ann and Allan (winners of last year's event) finished seventh in Smurf (Ann's Tomcat). Ruari and Louise won the challenge class in their new V8 lightweight (result) and Lorna and I finished eighth! I was gob smacked, yes eighth in my wee 2A, but it goes to show you don't need a tricked up motor to do well in this event. Second place was won by a standard Series 3 diesel, they also won the highest placed novice driver trophy, go on Martin and Mhairi.

If you can only do one event a year, make sure it's this one; it's that good. I would just like to thank everyone who went to all the effort and gave up their time to make this fantastic event the success that it is. We will definitely be back next year (see you there?).



Above: Ruari and Louise and their new V8 lightweight ...

The Grinder - "The sparks are gonna fly!"

Courting Controversy (or not maybe?)

My last column in Built Two Last (Defending the Indefensible) discussed some issues around green laning and the damage caused, not by agricultural vehicles or horses but by members of our own fraternity. Thank you for the generally positive response to the article, some of which I reprint below.

"I know you were hoping to stir things up, but I've just read the article on green laning, and I couldn't agree more. As a dog walker as well as a Landy owner, some of the messes left behind by thoughtless 4x4 drivers, often in some of the most beautiful countryside, is enough to make you weep." NG, East Sussex.

"Just got round to reading the latest issue of "Built Two Last" and I've been thinking on the same lines as The Grinder. Because at a recent LAF meeting the subject of a local lane which has been trashed several times came up and it is now going to be permanently closed. I would like with your permission to copy the article to the GLASS exec with a possibility of reproducing it in the GLASS winter mag which would be very controversial but would stir some reaction to a very serious problem for responsible green laners." AH, Lincs

"Over the past few years there has been a lot of publicity about dirt bike damage to SSSIs, I could name several of our best known SSSIs that have been devastated, and the dirt bike crowd have noticed they are becoming pariahs. Their answer? Ride only in the tracks left by 4x4's, that way it appears that its 4x4s doing the damage. There are of course a lot of Landy oriented off road clubs in Devon and many do seem to deliberately find the already damaged, wet area so they can get the desirable mud patina. I have spoken to many trying to explain if they destroy it we all lose it, this is usually followed by a shrug, no worries, when they destroy this bit they'll just find another bit..." Dave via S2C Forum.

Unfortunately, reasoned arguments against my point of view were difficult to come by. Just as so many green

laners ignore the difficulties under their noses, so they chose not to respond to the article, which was not an attempt to deliberately irritate people but was an attempt to start an intelligent dialogue, an introspection, into a key part of our mutual interest in Land Rovers.

"I'm not an evangelist, trying to persuade people to my point of view. I'm busy enough, and it's energy sapping at times, working with my colleagues against the Peak District National Park Authority. I am certainly not going to take on arguing 'our' case against the Series 2 Club membership. It's not as though the Club has any influence with the PDNPA. I'll see what others have to say, but I'm afraid you would be unwise to count on a printable response from me." David via S2C Forum.

Oh well..... :-)
MOT Exemption for pre 1960 Vehicles.

Elsewhere in this publication you will find a letter from the DVLA to vehicle clubs explaining the recent changes in law that means vehicles built before 1st January 1960 are no longer required to undertake an MOT test. Now where on Earth did that legislation come from? Who asked for the change? Without

getting involved in party politics in B2L, I am sure we can all agree that there were significantly more pressing issues for the politicians and civil servants to address. One for me would be the reduction of national speed limits for single carriageway country roads to prevent the carnage currently occurring on our rural road network. But removing the requirement for MOT's for pre 1960 vehicles? Barking mad I say. Unwanted, unneeded and, ironically in my opinion, actually likely to make things worse for owners of these older vehicles.

Now I'd like to consider myself a reasonably competent home mechanic. I can handle most maintenance jobs, and for those that I can't do, I am fortunate to have a number of club members as friends who are willing to chip in, sometimes even with helpful ideas! Annual MOT time does cause me a degree of anguish though. Not because I would ever knowingly put a vehicle in for a test that was a death-trap. However I am human, over-worked, underpaid and time-poor, and so the odd little job can sometimes slip. The annual MOT is my little prompt to pull my finger out and sort things. Without it, though I'd like to think not, I know these odd little jobs would



pile up, and before long I would have an unroadworthy vehicle. I would hate to have a fatal accident on my conscience due to my neglect. There are other owners, sadly even in the S2C there are some, who are, quite frankly, accidents waiting to happen. We are not talking about vehicles that have the odd minor fault, rather those with significant problems with brakes, steering or similar. The new law will require the vehicles to be in a "roadworthy" condition at all times, but without an annual check by a professional. I certainly do not want to trust these incompetents with making that decision.

It is clear that the insurance industry is also in some confusion over the new MOT exemption. In my

opinion insurance companies will do anything to worm out of paying a claim. At least with the current MOT requirements an owner could present a piece of paper to show that the vehicle had been inspected by a competent inspector. Without an MOT how will an owner prove their vehicle is road-worthy, because, believe me, that's what they will ask. Some insurers are even moving towards insisting on an inspection by a competent mechanic before cover is provided. Guess what? I bet that will cost you more than the old MOT.

Don't even get me started on the dodgy sellers who will use vehicle identities of older vehicles to re-register their later motors. It already happens with pre 1973 tax exempt

registrations appearing on much, much later vehicles. It's bound to happen even more with MOT exemption. How is that supposed to help honest owners? If you don't believe me try using "tax exempt" or "MOT exempt" as search parameters in eBay.

So we have a new law, which no one asked for and no one seems to want. What exactly do we pay our politicians for?

More next time... Please do write in or email the Editor if you have any comments to this column. Have a great Christmas. Here's to having some snow to play in!

Winter Quiz...

Jeremy Hackney



Here's a game to pass a winter's evening.

These three Marine Blue 2.6 Litre Series 2A Dormobiles left the assembly line within 18 months of each other and in the intervening four decades they've been personalised to suit their owners. They're still quite similar, but ... different. Take

note of any differences you find among the three. For example, "spare on the bonnet": no, no, yes.

See how many you can find, and see if you find anything I didn't (I found 22 differences but I admit that's based on a bit of insider information!).

Send in your answers on a postcard

(old school) or email the Editor on editor@series2club.co.uk and the person with the most differences as judged by Jeremy will receive a club prize. Adults and children alike are welcome to enter, it is a bit of fun but we will tailor the prize to the winner, so well worth an entry!

Rebuilding A Series Steering Relay In Situ....

Jeremy Hackney

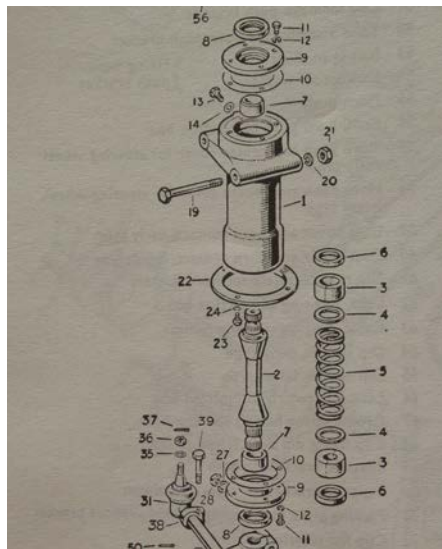
Heavy, stiff or creaky steering, play in the relay (known as an idler in the USA), poor steering damping, or just oil incontinence may be signs that the steering relay needs attention. There are several reasons why you may want to rebuild rather than replace a steering relay. For instance, you want to keep the original hollow shaft on an older Series 2, you don't trust the pattern replacement shafts, or, as in my case, you can't get the housing out of the chassis!

The latter seems from Forum queries to be quite common, so I decided to write up how I rebuilt my steering relay while it remained in the vehicle. Note: it is not necessary to remove the radiator but I had mine out already from my desperate attempts to remove the relay before I finally gave up.

This article assumes you've checked all the other components in the steering for proper tightness and function and that you know how to remove and replace the arms from the relay. It also assumes you know the difference between an expert (not me) and someone who did this once (me)!

There are two major steps to the process, taking it apart and putting it together, and both are shrouded unnecessarily in mystery and fear regarding a certain 'scary spring'.

The relay is a can (housing) with a shaft inside. The housing holds



Above: Schematic of the relay as found in the workshop manual.

the shaft at the top and the bottom in bushes (or bushings in America) made of a composite material. The bushes are cylindrical on the outside and conical on the inside and the conical inside surface of the bushes bear pressure on corresponding conically-shaped regions on either end of the shaft. The conical bushes hold the shaft steady and at the same time provide friction to dampen its rotational movements. This even pressure is provided by the 'scary spring'.

The force on the spring inside the housing is, according to the Green Bible, 104lbs when it's new. If this force were to be released suddenly and unfettered into a mass as small

as that of the bearing cones or the spring itself, the spring could possibly be considered 'scary' indeed. For this reason, the Workshop Handbook recommends tying a strong cloth bag around the end of the relay to catch the shrapnel before whacking the shaft/conical bush/spring out of the housing.

Having failed, after weeks of trying, to remove my steering relay, I began to disassemble it on the vehicle. The lower retaining ring was rusted on and had to be chiseled off, but was salvageable. I then removed the oil-seal end caps and tapped the shaft out downward. The violence I read about as the 'scary spring' pops out was overstated. I covered there with my cloth bag but my relay was so full of tar-like gunge and had such a tired spring that the 'pop' was more of a 'squidge'.

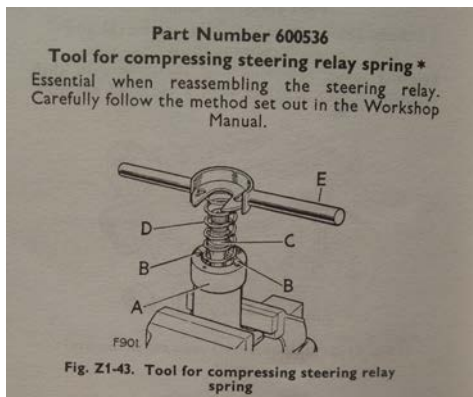
So far so good, the guts were on the workbench. The stiffness in my steering seems to have stemmed from an accumulation of rusty goo and the resulting roughness on the surface of the conical sections of the spindle. The spring was also noticeably shorter and weaker than the new one. I decided to replace the oil seals, spring, shaft, and conical bushes (that isn't a cup of tea in the picture, it's the new bushes soaking in EP90, a necessary step before installation). The rebuild consists of cleaning out the housing part of the relay with a toothbrush and some diesel and then putting it back together.

Parts list from Forum contributor "Lottie" November 2008:
 P/N 537877 1 SPLIT BUSH FOR STEERING RELAY x 4 £ 1.07
 P/N 213340 OIL SEAL FOR STEERING RELAY LANDROVER x 2 £ 0.68
 P/N 562875 SHAFT FOR STEERING RELAY. 1948-84 x 1 £ 9.60
 P/N 230759 SPRING FOR STEERING RELAY 1948-84 x 1 £ 0.90
 P/N 230760 THRUST WASHER FOR STEERING RELAY x 2 £ 0.15

Once the parts are cleaned and gathered together and the bushes duly drenched in oil, the key to assembling a steering relay is exerting a force of circa 104lbs onto the 'scary spring' and keeping it



Above: Before and after, the new and old shafts!



Above left: Special Tool 600536 as found in the workshop manual. Above Right: The author's version of the same special tool made with rivets and steel!

compressed there with a tool while you slip two oily conical bearing halves over the shaft and fix them there with a jubilee clip (or in American, a hose clamp).

As the tool is released and the spring is allowed to exert pressure on the cones, the jubilee clip holds the cones in place on the shaft, and the assembly can be tapped into the housing with a light hammer. As the shaft is tapped into the housing, the two halves of the bush cones are pushed closer together by the housing, and the jubilee clip becomes superfluous. It can be removed when the lower bush is about halfway into the housing, or even falls off by itself.

Land Rover special tool part No. 600536, to compress and lock the spring to allow the conical bushes to be inserted, is designed to be pushed down onto the relay in a vise using your body weight. But working under the vehicle, I would need to do this upward. Now there are certainly some readers who can bench press 104lbs but I can't. I also don't have special tool 600536, so I had to think a bit.

Special Tool 600536 is basically a disc with a notch cut in it that lets it be slipped around the relay spindle from the side. The disc has handles on it which let you grip it forcefully to compress the spring. Two of the oil seal retainer screws are threaded into the relay housing on which the tool can be locked by turning it, freeing your hands to assemble the bearing cones.

I used the old shaft, spring and washers to practice on at the vice, while I fashioned and bench-tested a series of instruments shaped similar to Tool 600536. However, my capabilities were limited, then,

to 1mm steel sheet, fashioned with tin snips, hammer and vice, and a drill. I had no welder and no ability to bend thicker metal. I found that to get the 104lbs of force needed to compress the spring, the tool had to be fairly robust. The disc portion has to compress the spring on one side, but on the opposite side that you push on and there has to be about 2" of space around the shaft for you to fit the split bush and jubilee clip around. The 100lbs of force presses right in the center of this 2" span, quite a concentration of pressure. Meanwhile, the tool has to be thin enough because you have to be able to tap it out from between the split bushes and the spring washer when the bushes are tightened in place with the jubilee clip.

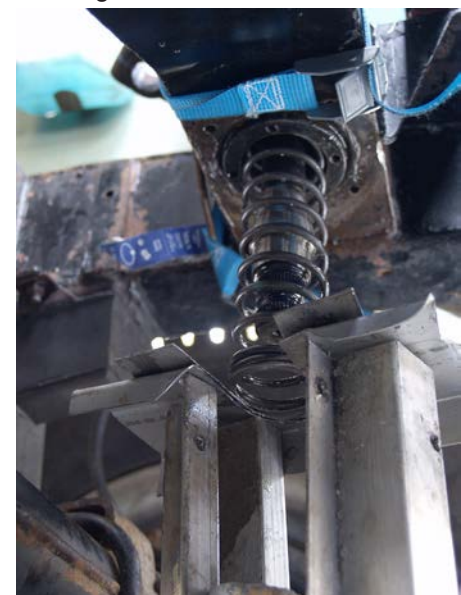
Today I would put something together with my welder. But at the time I did this repair, I ended up rivetting 2 of my sheet-steel tools together to make one thicker one.

To compress the spring and to clamp the conical bushes on the shaft, the shaft has to be "mostly" inside the relay housing. The housing holds the top conical bushes in place on the shaft. But the lower

conical section of the shaft has to stick out of the bottom of the housing, so that the bottom conical bushes can be strapped around it with the jubilee clip after the spring is compressed. In the description for rebuilding the relay in a vice, the Green Bible recommends putting a 3/4" long block of wood into the top end of the relay housing as something to hold the shaft in the right place as one pushes against the spring. This method requires adaptation if the relay is on a chassis rather than on a workbench in a vice.

I placed the shaft and the top split bush into the relay housing from below, put the top oil retaining ring in place, inserted the shaft with its top two split bushes from below with one hand until it was just visible through the hole in the oil retaining ring. I then dropped a 3/4" deep socket into the hole onto the shaft with the other hand. The socket protruded through the top hole in the relay housing and rested on the top end of the shaft, while the other end of the shaft stuck out of the bottom of the housing about an inch or so. Then I

Below: Top hole blocked with a piece of wood to stop the shaft being pushed upwards. Right: Compressing the spring with a floor jack and scrap aluminium.



Technical

blocked the top hole off with a piece of wood so that the socket could stop the shaft being pushed upward when I compressed the spring. I held the wood onto the top of the steering relay with luggage straps, adjusted so that just enough of the shaft was visible out the bottom of the relay housing.

To compress the spring with my tool, I used a floorjack and some pillars made of scrap tophat-section aluminum. Anything will do, provided there's space around the shaft to slip the conical bearing halves in and manipulate the jubilee clip.

Keeping the shaft, spring, spring washer, homemade 'scary spring' tool, and the pillars aligned is the only hard part. This is easier if you keep a small amount of pressure on the assembly with the jack to build up friction in all the components, then hold the whole thing stable with your hand while the other hand works the jack. It helped immensely to have a solid pillar assembly (I tied the aluminum bars and the wood blocks together, but a wiser person would bolt something up). I cannot tell a lie: I was wearing a bicycle helmet, safety goggles, work gloves, and two thick sweaters ... just in case.



Above: Here the 'scary spring' is compressed all the way to the top of the lower conical section on the shaft. The shaft is not perfectly aligned yet in the relay housing but this didn't seem to matter.



Above: The split bush is now held in place by the jubilee clip. I had soaked all 4 split bushes in EP90 before installing them. You now see why you need some space, to get your fingers and a screwdriver in.



Above: The scariest moment is releasing the pressure from the jack and hoping that the jubilee clip holds the split bush. No problem! Spring ain't scary!



Above: The homemade tool 600536 was easy to tap out. And the jubilee clip still held the split bush.

The wood block and the socket can now be removed from the top of the relay housing and the spring will be held in place by the conical bushes. The shaft is then simply tapped upward until it's centered in the housing and in my case, this worked exactly as described in the manual. I didn't have to remove the jubilee clip because it fell off by itself. The relay then stays together because of the friction between the conical bearings and the inside of the housing. The spring is providing the force to hold the conical bushes hard against the insides of the housing by the wedging action of the conical sections as the spring forces the bushes toward the either end of the shaft. The housing doesn't permit the conical bushes to slip past the conical surfaces on the shaft. In short, the spring can't shoot out unless the shaft is mechanically shocked out the end of the housing by a whack with a hammer or other such violent intervention. The bronze thrust washers and the oil seal retainers are then installed.

I filled the relay before installing the top cover. To make sure the air gets out, remove 2 screws for filling (syringes available from the chemist).

Immediately it steered smoothly, but it took about a year to loosen up to what I remembered my "almost new" Series 3 was like.



Above: Filling up the relay with EP90, on later relays, don't forget to remove a second screw to release the air (early relays had a special bolt for this purpose).

Hello Landy Nuts, Young And Old...

Avril Arbuckle

Hello Landy Nuts young and old! Today I tell a tale of wonder, amazement and Land Rovers through the seasons.

Have you ever considered how lucky we all are, to own or dream of owning such special vehicles? No two are alike; they are all different by colour, body type, engine or additional extras, they bring out a passion for life that you never knew existed and boxes of heavy duty plasters bought by the thousand.

Winter driving becomes a chore until the snows arrive; then it becomes a necessity and sometimes you can become a life-saver for other motorists. You start the old heap in the morning wearing your thermals and as many additional layers as you can to try and combat some of the cold. The wind whistles through the gaps and ice slowly defrosts from the inside as well as the outside! Half an hour later, you're glad you left yourself plenty of time to get to your destination. Driving down the road you find yourself passing stranded vehicles from the day before, and the only other car that is actually moving is sliding backwards into a lamp-post with the driver looking warm in a one layer of clothing but frustrated as they see you steadily plod past. Make a note of this driver, because next year they will be driving a Landy! You reach your destination only to find you're on your own, and nobody else made it today. Your Landy is now warm and there's no point hanging about so you're off to have a wander round for ten minutes to see if anybody needs help. Such is the beauty of driving your pride and joy while everyone else is stuck!

Spring arrives and so does the rain; you wish that you had spent the summer finding and sealing the leaks that magically appear instead of enjoying the sunshine with the roof off. Your wellies come out of the cupboard and your waterproofs get a well-deserved airing (a bit nifty but they will do). No matter what, you can guarantee it always leaks

on the passenger side, and you just hope that your resident spider finds a dry corner, if, that is, he survived the freezing temperatures of last season. Driving a diesel model you don't worry too much about ploughing through puddles, whilst driving a petrol you have it in the back of your mind, but who cares, you're helping the council clear the water off the road, which is your good deed for the day. The talk of the town is "who is getting a 4WD for next year?" You know of some cracking motors but they wouldn't appreciate a classic vehicle and you have your eye on one as a "project" so mum's the word.

Summer at last, those well-greased bolts are taken out and then the roof is off! Oh yes, we have summer sunshine, everybody admires you as you drive down the street. Look at me I have my best friend sat beside me weaving his web, even he enjoys a bit of topless driving! Who cares about the water leaks, the frozen windows and the jobs you really should be doing now the sun is here? Not I. Feeling that freedom has arrived, you phone your other best mate and arrange a bit of off-roading. Sensibly (of course) you plan your route so that you don't disturb the wildlife too much and go hunting for that elusive green lane. Your dad told you about it years ago; it was the one that granddad used when he had his Norton, he used to go visit granny – ahh, that's why he used the back lanes, Granny had a strict upbringing! Plodding along, you find two overgrown hedges that look suspiciously like a green lane, mark it on the map and contact the people in the know. Next it's time for a bit of fun and a workout for your springs. Passing a bunch of walkers you slow down and every one of them waves at you. Wow, how unexpected! Then you recognise the bloke from the lamp-post and a smile crosses your face - or is it a smirk?

Autumn arrives and so do the leaves. Your roof is back on, and you prepare for winter once more.

As you were having too much fun in the summer, it is now time to get the old heap fixed. Dropping bolts and washers is not an option because in all these leaves they will be lost forever. On the plus side they seem to be soaking up the constant drip of oil that you can't find the source of. Job list for next summer is added to your mobile phone - technology these days is amazing. You take pictures as well in case you can't decipher your ramblings, better safe than sorry! You replace the floor bolts and various screws with nice shiny new ones, this time you're doing a proper job because the angle grinder made a mess of your seat box last time you had to take it out, or was it the time before? The seat box is in and out more times than I can remember. Tightening the last door screw you slip and mangle your knuckles on the rear door you had propped up on the wing. With blood dripping from your scarred hands you fit the rear door again. You replaced it because it was a bit straighter than the last one, and no you don't throw the old one out because you never know when you need more spares. Finding the last gap in your 12ft x 6ft garage you promise yourself a clear-out next summer; there are only so many spares you can keep hold of! Now what you need is a nice Sankey trailer to tow behind your Land Rover and it can be used as storage – 2 in 1. The nights start drawing in, your best mate is tucked up in his web, and it's time to hit the forum. You find a new member has joined from your area, wonder who that could be? Tomorrow's job is to find this new Landy owner and see what old bus they have bought. I wonder if they need any spares? I suppose it could be lamp-post man? That is a tale for another day.



Committee Introductions

My name is Avril Arbuckle and I am a Land Rover Series 2 Addict! There you go, I said it! Oops, sorry, wrong group!

As you can see, I am an enthusiast, have been for many years and plan to be until the day I die. I have been asked to write an introduction as I shall be helping Dave Barker with the Vehicle Database. Some of you may recognise my name from a few years ago when I was the Membership Secretary (a job I loved to bits, yet had to give up due to personal reasons). I have been a club member for some years now, and have seen many faces come and go.

In real life I work in admin, and was

surprised some years past that if you rename the role Project Support Officer you can actually attain quite a good level of income. I had to work a bit harder, but when you love the job this doesn't matter. Spread-sheets and Databases have always been my passion, and creating something from scratch such as a complicated spread-sheet for working out CHEP pallet invoices split between 3 different departments stretches my brain (one of my finest moments)!

Home life for me consists of looking after my two young children who are a handful but once 8pm arrives they are both safely tucked up in bed. Then it is time to talk Land Rover to my other half

Dean and catch up with research I am currently carrying out for Landy Alf.

I hope I shall be of use to Dave with the Vehicle Database, as he is doing such a fantastic job getting useful information for member's research needs. The data has, of course, got to be in the database for you to use, so if you have anything which you think would be useful, please send it in.



Kent To Adres Auction 2012...

An auction in aid of Children In Need, was held following the 2012 Kent to Adres run. As part of the prizes, the Series 2 Club offered up the opportunity for one lucky bidder to have their vehicle featured on the front cover of Built Two Last. It is with delight that we feature Nigel Peacock's Land Rover on the

front of this issue and thank him for his winning bid of £83, a very generous bid! In addition to this Nigel also bid to have his Land Rover immortalised in paint by Phil Lightman and we thought you may like to see the finished picture which we think is cracking and are happy to publish below! Thanks again to everyone

involved and to Nigel for his competitive bidding. The run is becoming a major feature of the Series 2 Club calendar and we hope to be able to support this year's event in some way. If you are interested in commissioning your own picture then go to www.artOmotor.co.uk and you will see some of Phil's previous work.



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

Researching Alf...

Avril Arbuckle



Above: Alf as he currently is and sporting a 2012 S2C Rally Plate!

Name: Alf
Pedigree Name: Yellow Mike
Body: not bad for a 48 year old (I mean SWB Genuine Station Wagon)
Description: "an old, saggy cloth cat, baggy, and a bit loose at the seams"

Research! Don't talk to me about research! Oh, what a roller-coaster ride we had. Alf is the nickname for our Land Rover. I know, it is a bit obvious looking at the number plate, but it stops the otherwise inevitable question, "why did you call him Alf?" Below I bring you up to date with the latest dramas and my attempt at research.

He started life as a Ministry of Aviation Station Wagon running up and down the runway at Farnborough, he was sold through Ruddington Auctions and after many owners luckily landed with us (I say us, as he is technically my Dad's Land Rover – don't ask!). After years pottering about to as many shows as possible he went into semi-retirement in 2006 and was resurrected again a few years back. Life for him and me had changed dramatically in those few years and my partner Dean and I started the long process of getting him back

to a useable state. He looked sad and unloved; his front panel was so holey he was on his way to climbing the stairway to heaven. However, we dragged him back kicking and screaming: welding on the chassis was a task and a half, patching, repairing and cutting out old repairs in order to repair them properly. New brake shoes, cylinders, wheel bearings, seals and to top it all off brand "spond newydd" (spanking new) wheel nuts. We bled the brakes, then we bled the brakes some more, then just to be sure we did it again. He wasn't happy, and all this work had put him in a bad mood for some reason, so we let him sit with cylinders tight in, wheels off and cap off the master cylinder – see how you like that Mr stropky Alf! After reconsidering his current state he gave in and by some unknown miracle, after adjusting everything again we had brakes! A few times up and down the quiet road saw more pedal and by the time we had finished we were ready for the MOT. He passed with only a few minor number-plate light hiccups and the inspector not being able to find the chassis plate (it was in the same position as it had always been but new inspectors etc...).

He looked a little happier, but more

work was still needed. He was on the road and MOT'd but we were still not happy, and after giving him a clean-out and a wash down I had a brilliant idea to give the chassis a bit of a clean off, still finding sand remnants of Sibbertoft 2004 (a vintage year if ever there was one). I found another hole, but luckily it was only small although in such an awkward place. Whilst I was there I carried on and kept my fingers crossed for no more holes! I finished removing grit and muck from the chassis, this time from Coney Green 2006 (now that is a story of alcohol, good friends and lots of decisions). No more holes were found, so one fine day with the rain threatening to deluge us every time the kettle was clicked on, the hole was repaired. Dean & John did a fantastic job, but now it was over to me to paint the welds.

Alf's poor front panel was so sad looking that we decided to splash out on a litre of paint and get stuck into the new front panel which had been purchased some months previously from fleabay. What a difference that made, a new set of halogens, a bit of wiring, a re-working of the earths and we were ready for MOT yet again! He was looking so cheerful bouncing down the road four stone lighter that when we got to the MOT station I think he was all pooped out because the electrics gave up! What was happening? We hadn't done anything - why oh why was this happening to me? After I had had my Eeyore moment and apologised to the MOT tester, I booked him in again for two days' time. Could this be any worse? A total failure on all the electrics, so what was wrong? After a nice cup of tea and a choccy biscuit I found myself in a calm and logical place. It was down to me to solve this problem, but was it earth leads or was it something more serious like the widget holding the wotsit having a meltdown? Nope, it was a fuse! A fuse - is that it? Yes that was it! A simple fuse had worked itself loose. It had been in

the fuse holder since I bought the vehicle back in 2001, and now it had now decided to loosen itself! After I put the fuse back and checked all the lights again I think Alf decided I wasn't in the best of moods with him behaved.

Where are the children I here you ask? Yes, I have two small boys at home, but luckily they were running riot between the house, grass patch in front of the house and the next door neighbour's house, so they were quite happy and knew that this was for their benefit.

The day of the MOT came (again) and after having a word or two in his shell-like, we piled into Alf. We had no problems whatsoever, and the MOT tester picked up on two minor items, which were a) no number plate light and b) windscreen wiper. I calmly and precisely explained to him that the number plate was illuminated by the white section of the large red lens placed strategically over the number plate. You know the one – you saw it last year after you failed it on exactly the same thing. So he was happy with this explanation but then went on to explain the windscreen wipers were inefficient and thought they should have a bigger blade and the blade was worn. I smiled sweetly and said "not a problem, I will go home and sort it." I hope he didn't hear me as I drove away from the MOT station otherwise I will be in for it next year!

Now where to find a windscreen wiper at short notice, bearing in mind I had just spent my last few coppers on an MOT? I decided to borrow one from Dean's Land Rover, so after dismantling the wiper and extracting the blade I fitted it to Alf. Job done, now I just needed to check the dimensions of windscreen wipers on the Series 2 Forum so I would be prepared for any argument. Luckily, Wittsend was online and explained with a picture the sweep of a wiper, the length of the blade and so on. So yet again, I put my best smile on and we went to visit the MOT station, prepared for a punch-up if needed. I popped my head in the door and explained that I had fetched Alf back for him to check. Wandering back outside, I stood by the Land Rover waiting for the inspector. Two minutes later, he walked out with the MOT pass! As

I stood there with MOT in hand and pointed to the Land Rover, he turned and walked away! I was so shocked that I just said thanks and drove home. He hadn't even checked it; he obviously knew not to mess with the witch!

Visiting Skipton Autojumble was probably one of the worst ideas Dean had, as it gave me the opportunity to provide him with more work to do. On a lovely sunny Lancashire morning we ventured across the border, passports in hand, hoping the locals wouldn't eat us alive! We had heard rumours of the Yorkshire locals, never to be repeated. Meeting up with John (who was sort of a Yorkshire man), we blended in well, and with a determined look on our faces and a little brass in pocket we tackled the Autojumble stall by stall, firstly scanning and then going in for the kill if we found anything interesting. I took the pushchair primarily for use as extra storage, but it would also handy and a battering ram should the need arise. The children (aged two and one) insisted on riding round in it, but we had a plan. After filling the bags and the bottom with bits I spotted some Series 2 door bottoms from a distance. After deploying the battering ram, we were within touching distance! I saw a hand come in from the left so I quickly grabbed the door bottoms, checked condition and made sure they were Series 2. After putting on my dippy look (helpless female, don't know what I'm buying) I

asked the vendor for a price; "£20" came back the reply. Turning to Dean I said "are these the ones you want?", actually meaning "get your wallet out because I'm not going anywhere without them". I think the stare and the smile on my face got the message through and I was then the proud owner of two Series 2 door bottoms, in need of a little fettling, but I was sure that they would be okay. The children were extracted from the pushchair and told to stay with daddy whilst I emptied the pushchair and bags. I struggled through the market balancing my precious doors on the push-chair, and struggling through the set of double doors I just about managed it. Suddenly, a helping hand appeared and said "can I help you with those?" A bloke I had never seen before helped me take them to the car and unload the rest of the junk. We stood chatting for a bit, I asked him if he had a Land Rover, I promoted the Series 2 Club and its benefits and luckily I had a leaflet in the glove-box of the car which he was presented with. I think his name was John, and his mate was selling stuff, so after explaining which stall it was, I thanked him and went to find Dean and suggested we visit the stall as John had been so helpful.

We picked up a few more bargains after that from a lad from Halifax. What a bargain, he just wanted to get rid of stuff and go home, so we relieved him of various bits including a pair of station wagon sliding



Above: Dean gets stuck into the welding...

Series 2 Tales

windows. Our car and our mate John's car was so full on the way home, we almost had to leave the children behind! It is a good job they are only small.

A few weeks later, Dean sanded down the door bottoms, finding a few pinholes here and there on the ribs, and after patching one rib most of the way down and welding some more holes, they were ready to be primed and painted. Zinc oxide primer and the same colour blue as the front panel made the door bottoms gleam. I had my replacement for the Series "other" door bottom I had had since my purchase. I decided to let them harden off for a few weeks as they had a few layers of paint on and were dry but still a bit soft. The next job on my list whilst waiting for the doors was to attempt a little research to see if we could find the "crest" which I was told by a previous owner was under the marine blue.

My quest had begun, but where to start? Start at the beginning, where Alf originally came from. I contacted FAST (Farnborough Air Sciences Trust), as they have the archives for Farnborough. However, Alf was not an aeroplane, and therefore time spent in the archives looking for Land Rovers was not a priority, and I received an email back from them stating as much. So, I contacted the RAE Apprentices Association, explaining I who I was, what I wanted and hoped I would not come across as a complete nutcase. The day after, I received an email from Neil, saying he was at Farnborough way after Alf had left but to leave it with him and he would see what he could do. To my utter surprise, I had three or four emails within a couple of days from ex apprentices, and Neil also sent me the phone number of a fella that worked there at the same time as Alf! I replied to the emails, thanking them for contacting me. They could not give me much info other than to say they remembered a Land Rover there, but could not give many more details than he had a flashing light and ground to air radio. It was also suggested that there was a Land Rover with the crest on in a Jimmy Stewart film. We searched EBay, bought a copy and sat watching it without luck I am afraid. However,

it gave me hope that there were people who cared about helping a total stranger with a totally strange request.

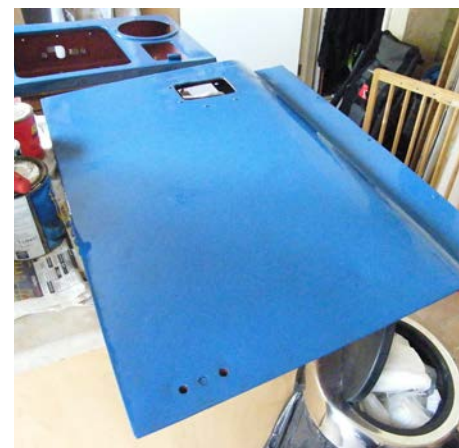
The next morning I woke up early, the weather was dry and everyone else was still in bed. Was I mad? Yes, quite possibly! I put on my boots and dressed in my pj's and dressing gown took some sand paper and a stool outside where nobody would see me - I was on a roll!

Sat on my stool by the passenger door, I started to sand, little by little, carefully picking my way through layers of paint. I knew there were at least two layers of marine blue and two layers of primer. A little bit here, a little bit there and I found the edge of the crest! Following the edge even more carefully I uncovered the crest. When Dean came downstairs and saw the front door open he wondered what I was doing, but after seeing me sat almost in tears of joy in my boots and dressing gown, he asked if I wanted a cup of tea. Luckily he knows what a total idiot I am and nothing surprises him anymore. He sent me in to get dressed before the neighbours phoned the funny farm and carried on under instruction from me to be careful. We both sat sanding the door whilst the children ran round in their pj's. You know those cartoons years ago that had the saying Love Is..... well, in our household, Love is..... working on Land Rovers.

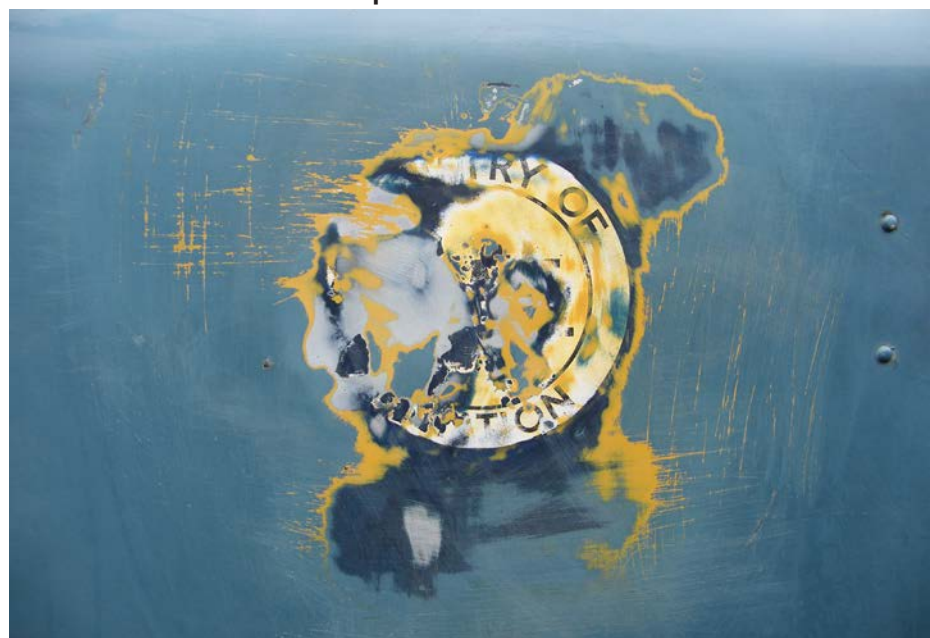
The time had come for my phone-

call. I explained who I was, and listened to the words "I can't tell you much." The chap on the phone had worked in the workshop and had known the driver Wally very well. 'Yellow Mike' as Alf was known due to the large 'M' on his roof, drove round the airfield guiding aircraft to their parking positions. He had a yellow flashing light, follow me sign, and two radios, one to talk to the aircraft, the other to talk to the Control Tower. He promised he would have a look to see if he had any photos but wasn't hopeful. I thanked him immensely, putting my faith in the human race back on the good side of the scales.

My research will continue, my doors will be fitted, and one day soon I hope to be able to have the crests back on my doors again. It may be a while before I update his progress, but rest assured, as soon as I discover more lines of enquiry for researching vehicles I will let you know!



Below: Original Ministry Of Aviation Door Crest. Above: Shiny painted replacement door...



DD's Archive

David Dutton Club VRO



Left: Series II at North Leach, Glos. May 1993. D Dutton.



Right: Series IIB Forward Control at Orsett, Essex. Taken in March 1984. D Dutton.



Left: Magaluf, Spain October 1990. A Santander 109" Series IIA. B Dutton.



Right: Bagshot, Surry, Sept 1993 SIIA ex Mil



Left: Crich Tramway Museum August 1978. SIIA 109 FC.

Tales From The VRO

David Dutton

Lots of things have happened since Tales in the autumn. I am writing this piece (late I know) on the 18th November (the date clanging somewhere in the back of my head) ah yes MOT's.

From the 18th of November, all vehicles manufactured prior to 1960 will be exempt from an MOT test. There will be a separate communication from DVLA in B2L giving DVLA's position on this but I too have my observations. Ensuring you are using a roadworthy vehicle, as ever, is the driver's and keeper's responsibility, however I wonder about some I know who don't care and now won't have an annual check on their respective vehicles. What are the insurance companies going to say about insuring vehicles that are never checked for roadworthiness? Will we be seeing them demand these checks? Indeed, safety checks have already been mooted. I think it is case of watch this space.

I recently attended Ipswich DVLA office for a 'stakeholder meeting' I had over an hour with staff discussing various aspects of 'Classic' Land Rover ownership, including chassis corrosion and the stamped in chassis number, the identity swap to newer vehicles problem, and incorrect or missing vehicle information on the

DVLA database. I will be making a list of do's and don'ts in the future. The immediate problem is for keepers of 1959 build Series II vehicles of the 1960 model year 01/09/1959-31/08/1960. Many of those manufactured in 1959 were not registered until 1960 e.g. WJN was built in September 1959 but not registered until July 1960. Therefore as far as DVLA are concerned WJN is not exempt MOT! There is no specific provision for a build date on the V5C. To get the build date registered you must have evidence from the manufacture and this does not include BMIHT Gaydon Certificates or S2C Certificates - again read the DVLA communiqué. I did get a letter and copy from Land Rover Ltd some years ago from the 'Traceability Engineer' the latest information I have on this contact is:-

Mr E Pagan, Senior Engineer, Traceability systems, Lode Lane, Solihull, West Midlands, B29 8NW.

This has been accepted by DVLA and the build date is now stated on the V5C on the front page S3 'Special Information'.

After my call for more inspectors, I now have Deeside, Somerset and Lancashire (Preston) covered. I need someone around Peterborough, Exeter and mid to West Cornwall.

There are more holes to fill but I am working on it thanks to Alan Jones (Wittsend) and his map, so I can now see where you inspectors are in relation to the inspections. The map also means I can see where there are no inspectors, thanks to John Horne for his first inspection, Chris Bentley and Paul Bohan (both again!) John inspected a wonderfully original Series IIa 109" cherry picker owned by the Plant people Plowman's, in particular owned by Matthew Plowman.

WJN, I've run out of space and time, perhaps I will let you know next year! Happy Christmas from Jackie and I.

Below: Lovely and original 109" cherry picker...



Goings On In The Garden Of England...

Sean & Hazel Smeeth

Since the last report three Garden of England members (and their better halves!) attended the LRO Show at Peterborough. A good time was had as always with plenty of little bargains if you are prepared to rake through endless cardboard boxes. Following on from this was Aylesford Priory car show where again members turned out despite the rain (with scattered sunshine). This show is only in its second year, but is already a firm favourite in a nice location. At the end of September we held our late summer camp, please see separate report on

this. Pub meets have continued to be well attended with new faces coming along, welcome to Phillip, Ann, Paul, Ian and Ondre.

A Christmas meal is booked for the 22nd December and already we have a good number of members attending. We would like to thank members who have supported us at events over the last year and would like to wish them and everyone else in the club a very Happy Christmas (and hope Santa brings you all those Landy goodies).

A Short Anecdote

Alan Stanford

"Reading a recent review of the newest Range Rover I observed a "tick the box" option for a £4000 + Meridian surround-sound system which has a 29 speakers and 825W output. Would this be enough power to overcome all the "natural" noise of a S2?"

Contactless Distributor...

Dave Pragnell

I recently changed my original distributor for a contactless type, some might have fun by describing them as pointless, all modifications on a Landy being considered as such! My existing distributor was clearly worn out as it was not possible to determine where the lands were for the points to ride up and open. These new distributors are assumed to provide better fuel efficiency, my experience is that they don't make any difference to consumption.

That aside the difference is quite astonishing. Fitting was easy, two bolts and the old one slipped easily out. The new one was a perfect fit and attaching the HT leads is exactly the same as the old dizzy. The fitted unit looks exactly the same but has one less wire to connect. I chose to go the whole hog and fit a high output coil, following the instructions on the box.

Having fitted and timed the ignition, it was time for a spin.

The starting was very good and

the idle was smoother, and, should I ever find water in the engine bay it will not affect the low voltage side of the ignition system (unless the water level reaches the coil of course).

So to the open road, pick up is smooth and the new tight advance retard made an obvious difference. I pointed it at a hill and floored the throttle in third doing 30mph. The adrenalin rush was spectacular. This was not the acceleration but more the obvious lack of direction control coupled with knowledge of a barely adequate braking system. Landy owners will call this the normal handling characteristics of a Series. It pulled very well accelerating to 40mph in no time and without holding traffic up. This is a huge improvement on the old performance which was about the same as a duck with a hernia.

After several months I can report that I use the same amount of fuel, there is a noticeable improvement to pick up and top speed so maybe

it would be more economical if I drove at the same speed. Noise is unchanged, so I still can't hear any whining because of the road noise. But the really good thing is the starting and cold idling, miles better than before. Instant start and if the battery is weak the LV (low voltage) pulse is generated by EMF (electromagnetic flux) within the dizzy. This means if the starter motor is using all the available power it won't prevent the ignition system from sparking and the engine will run without any power being generated. So if I am out and the alternator/dynamo dies I'm not reliant on the battery to run the engine.

Conclusion, very worthwhile update, plus it is about the same cost as a new conventional distributor. Once timed I never need to adjust it and it is easily the best way to tackle starting problems in cold damp conditions. There is less smoke on start up but the smell is unchanged and the mirrors now have only slightly blurred images whilst idling, which makes reversing less of a lottery.

Land Rover PTO For Sale

Land Rover power take off (PTO) set for a short wheelbase Land Rover which has been put together over the last few years. The parts are all in good condition and would be ideal for anyone looking to put an authentic optional accessory on to their Land Rover. What is included:

- Rear PTO gearbox (the lower fixing is cracked but sound, slight oil weep from oil seal)
- Rear PTO guarding (the main guard has a slight bend in it)
- Rear PTO mounting bracket
- PTO propshaft (cleaned and repainted)
- Transfer gearbox PTO drive unit
- 2 x Selectors for the transfer gearbox PTO drive unit (I think one is an earlier type and the other with the side lever is a later type)
- New linkages for the Series 2 & 3 PTO selector
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- Nuts and Bolts mostly new items
- Fitting Instructions for Series 2 & 3

Price £595.00 or nearest offer.

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Thames Valley Update...

Paul Mercer



Above and Above Right: Images from May's green laning trip...

Another year has gone and I thought it was time we should have a look back at some of the events Thames Valley members have attended in 2012.

Summer 2012 saw a drought which was then followed by a deluge. Many local shows suffered as a result, including the Woodcote Steam Rally (one of my favourites) as well as the Chiltern Hills Rally. However a number of other events and activities continued. This included a group of us who got out and about enjoying a few local lanes in May.

The annual trip up to an off-road course at Sibbertoft saw plenty of action, camaraderie and a good dousing of rain over the weekend. We didn't let the rain stop us and although retreating to the pub for Sunday lunch to dry out a bit, we spent the rest of the weekend out and about.

Once we had reached September and the Uffington Camping and Laning Weekend, the vegetation had enjoyed the mix of sun and rain and was growing furiously. We squeezed through some very tight lanes and across some great wide open scenery in West Berkshire. My thanks to everyone who contributed with food, map reading, cooking, and organisation. Everyone pitched in to make it a great weekend. Friday evening, before we had even started, saw the first rescue. Two of us spent the evening searching West Oxfordshire for a lost member. It was imperative that we found him as he had the beer! As we returned from the hunt for our wayward member,

dinner was ready, and we enjoyed an evening around the camp fire with food and beer.

Members have also attended a number of days out in various venues. These including the picturesque National Trust property, Grey's Court, near Henley and the gathering of anything automobile at Classics on the Green, Croxley Green. Most recently a number of Thames Valley and Surrey members enjoyed a gather and attractions at the Rural Life Centre's Land Rover Day. The Autumn sun shone and a wide selection of modern, modified and Series Land Rovers turned out.

I would also like to remind all members about the Spirit of the Club Award, Set up with by the Rumsey family and Thames Valley members to recognise any member who represent the best traditions or values of the club. If you know someone who has helped you, or think their efforts are worth recognising please send your nomination to thamesvalley@series2club.co.uk

That is just a small selection of what has happened in 2012, so what, you ask, will happen in 2013? I invite you to come and join us at one of the two pub meets in the region. The Ship Inn pub meets will continue and the long-standing Stag meets continue to go from strength to strength with the usual mix of mayhem and Land Rovers (mostly mayhem). A number of Thames Valley members will be making the trip over to Kent for the club national hosted by the Garden of England Members. As many of



Above: Images from the Uffington Camping and Laning Weekend. Below: S2C Members at Greys Court...





Above: Images from the off road action at Sibbertoft, proper pay and play fun!

you will have recently hung your new 2013 calendar on the kitchen wall, here are a few key dates to add:
 Chiltern Hills Rally 19th May 2013
 Woodcote 13 - 14th July
 Dunsfold Open Weekend 15 - 16th

June.
 And don't forget the pub meets,
 Second Wednesday of the month at
 The Stag, Heath End Road, Flackwell
 Heath, Bucks, HP10 9ES
 Fourth Tuesday of the month at

The Ship Inn, Ashford Hill, Berkshire,
 RG19 8BD
 If you fancy coming along or want
 to get more involved please drop me
 a line at thamesvalley@series2club.co.uk

Central Shires Area Update...

Alan Spolton



Above: Classic pub meet lineup, plenty of variation and plenty of interest!

The Central Shires area has been rather quiet since Gordon stepped down as Area Organiser, but several members have organised pub meets in the Stevenage and Milton Keynes areas. Although no road runs have taken place (mostly due to the poor summer weather) several members have displayed their Land Rovers at local shows and attended the LRO show at Billing.

Recent pub meetings held in locations not previously visited has allowed members local to the Milton Keynes and Stevenage areas to get together. The meets have been well attended with both regulars and new faces, bringing together a variety of

Series vehicles as was highlighted by the lineup at the pub meet near Milton Keynes.

New members attending does bring new stories and tales of Series Land Rover ownership and one recurring theme relates to the issue of fuel starvation, more commonly referred to as running out of fuel!

At one pub meet we were treated to several members' tales of fuel starvation. One such tale involved the Highways Agency closing the A14 for a short while whilst two (yes two!) Series 109" Land Rovers were recovered the quarter mile to the nearest filling station. Another recounted the time when the lawn

couldn't be mowed as the fuel from the mower had to be borrowed to ensure the Land Rover would make it to the petrol station. Yet another owner found that after arriving home following a couple of hours taking in several local lanes, the Land Rover wouldn't start again. This inevitably led to all sorts of profanities being eloquently expressed and various checks made to the ignition system, only to find the fuel had run out at exactly the same moment it had pulled up on the drive.

Not sure this bonnet raising moment was fuel related, but it never ceases to intrigue how a raised Series bonnet can attract the attention of so many people and how this simple act can break the ice and bring so many people together.

Below: Raise a bonnet and they will come, a classic Land Rover phenomenon?



Cymru Area Update...

Alan Spolton



Above: Land Rover lineup at the Carmarthen show (don't be fooled by the blue skies)...

On the August bank holiday weekend at Carmarthen show ground the Orllwyn Teifi 24th Vintage Show was held.

This event was held over two days, Sunday and Monday, but allowed exhibitors to be on site Thursday morning through to Tuesday, with a classic car auction, bingo and a road run taking place during the non show days.

The usual posse of my family and I, along with Will, Nigel and their respective wives were present for the first day of the show (Sunday, which was a glorious sunny August day). However with the very wet ground and this being a new venue, things were a bit hit and miss, but a good day nonetheless.

The first day on site was followed by a night's camping so that vehicles could be left on site for the next day's show. Much beer and wine was consumed until late into the night, maybe too much by some? However by 05.30 the following morning after very little sleep, the usual bank holiday weather started (wind and rain) and I had to dismantle the gazebo before it took off and was damaged.

Sitting it out thinking that it may blow over soon (this is Wales) organisers decided to call it a day before it even started. So naturally we decided the only thing we could do was start to pack up ourselves.

This was going to be fun as we not only had driving rain, but also we were the only ones with a tent and I

also had the handicap of one hung-over wife! As such, this took much longer than I would normally expect.

Many thanks to Will for hanging around and giving us a hand to pack the tent and contents away, it was very much appreciated. So day two was a wash out, which was a great shame as many people including Chris and family had travelled a fair distance for no reason (there being little to look at apart from soggy people and rain), but it was very much appreciated and nice to put a face to the name. Thanks to all those that showed up and for their support.

At the end of September was the West Midlands boys green laning weekend, which myself and Nigel went along to. Being only lightweights and only being a stone's throw away, we only camped on the Friday night.

Upon arrival we were greeted by West Midlands members and the next thing the tent was put up in record time. It was nice to join forces with other Club members and use

their (yes I know) local knowledge of the area for green laning, as it is one of their regular haunts.

Due to putting a new tdi engine in my S2 I had to use the wife's S3 tdi (sorry), but the good news is that it broke down in a nice muddy track (alternator died). So a good old Series 2 came to the rescue to give me a tow start. Well, after he went up the bank to get around me to give me a tow start (thanks Adam).

Many tracks and hills later we arrived back at camp for a much needed beer (and food) and usual Land Rover talk, as you do....

Next morning (Saturday) I thought we should do some more club bonding and a bit of keep fit and a warm up before another days laning, so on that note i got everyone to give me a push start as I had a flat battery! (I left the Land Rover running for most of day).

We got to see some great scenery and had a great deal of fun even with the kids in the back shouting at me that we are going to die.... Who needs extreme sports when you have a Land Rover and green lanes? So a big thanks to all the West Midlands area for making us feel welcome and for a fantastic weekend. All that's left to do now is to sort my area event out then we can return the favour.

Below: The view down the lane...



Above: Devils Bridge lineup during the West Midlands weekend...

New Forest And Solent Area Update...

James Williams

New Forest & Solent Scenic Drive – 2nd September

On the 2nd September we held our first scenic drive since the 2011 International. As usual, the British weather did its thing all morning and it rained constantly as I drove across the forest to our starting point at Bramshaw, near Cadnam. Luckily, us Land Rover lot are a hardy bunch and more often than not we'll drive around in waterproof coats during the wetter months. Why? Well if your Land Rover is anything like mine the hardtop will leak at random, depending on how fast you corner in it! - Thank God for Sikaflex, for my leaks now appear to be sorted!

I approached the pub to find six Series 2 Land Rovers all ready and waiting – excellent stuff. We headed off across the forest towards Fordingbridge, passing through Breamore and looping back around through Linwood. En-route, we stopped briefly at the High Corner Inn for a cuppa and a toilet stop. The owner of the High Corner Inn spotted us lining up in his car park and decided to bring his yellow Series 3 out to join the line so that he could take a photo of the Land Rovers all together.

We left the High Corner Inn and headed through the centre of the



Above and Below: Some cracking scenes from the new Forest and Solent Scenic Drive....



forest, down the Ornamental Drive towards Bolderwood. By now it had thankfully stopped raining and - true to form - the New Forest Ice Cream van was parked up in the large car park by the Deer Sanctuary. We couldn't miss out on this opportunity; it wasn't raining and there was an ice cream van in the vicinity, so we pulled up and took time out to have a very tasty New Forest Double Chocolate Chip Ice Cream... Well, I did anyway!

From the Deer Sanctuary, we headed down through Rhinefield towards Brockenhurst and stopped just outside of Sway for 45 minutes to allow the kids to stretch their legs and the dogs to have a run (and so on). Time was now pressing on and we had a pub to get to in Boldre, near Lymington. We went through both fords at Brockenhurst before finishing up at The Red Lion for a roast dinner. All in all it was a great day out, even with the weather! Big thanks to all who attended, especially Colin & Kate who came down from Surrey! We shall make this a yearly event and hopefully next year the weather will be kinder to us.

The Hunters Inn, Swanmore Pub Meet – 30th September.

Gil decided to leave his Land Rover at home for the Swanmore pub meet on 30th September and attend in his even older Rover! Very nice it was too, really comfy

Below: Multiple Land Rovers outside a pub, it can only be the Series 2 Club!



Area Roundup



Left: Tim tries out an alternative Rover, running boards are built to hold exactly one pint of beer! Above: A line of raised bonnets, a good reason to clean your engine prior to a Club meet!

and Tim decided to give it a try. Again another really good meet and a good turn-out, considering I accidentally arranged this to be on the same day as the Sodbury Sortout – oops! The food at The Hunters Inn was cooked to its usual high standard.

The Lamb Inn, Nomansland, New Forest – 14th October.

This was our first pub meet at the Lamb Inn, as we were finding the Royal Oak at North Gorely was no longer really working for us. As a group we had decided to try the Lamb Inn as it is fairly central and still located in the forest, offering good access for those to the East and West of the New Forest. Obviously if you are on the fringes of our area then this could turn out to be an epic drive in your Land Rover – sorry!

We were fortunate that the sun was shining on the day of the meet and thus we had an exceptional turn out. It was good to catch up with some old friends that we hadn't seen in a while and welcome some new members along. The pub food was excellent and in true pub meet style Land Rover parts changed hands. Richard eventually decided to offer his wheel and tyre a good home!

After a very tasty (and large) lunch, the usual line up of Land Rovers was arranged with bonnets being lifted up. Two and a half hours later and we were still peering under our bonnets! Good fun eh? – Well it was

sunny so we were making the most of it! Again, a massive thank you to all those who attended; this was a cracking pub meet.

By the time you've read this we will have held our Christmas Meal at the

Lamb Inn. All being well, this will become our regular meeting point, so do keep an eye on the website for more details.

www.series2club.co.uk/newforest

Below: More lineups, more bonnet lifting and the next generation catching the Land Rover bug!!



Newark Vintage Tractor & Heritage Show...

Gordon Lowe



Above: The Land Rover lineup at Newark, variety is the spice of life!



This year's was one of the best Newark Vintage Tractor & Heritage Shows since it began 10 years ago. With over 1000 vehicles entered and blessed with some great weather the number of visitors topped 17,000. The range of tractor displays was complimented by spare part traders and a unique 'Living History of The British Isles' area, full of native breed ponies with Paddington the miniature Shetland pony creating a queue. There was also a working Shire Horse demonstration and an impressive range of traditional crafts and local food producers. The theme for this years feature marquee was 'Perkins Diesel Engines'. Tractors, small commercials and Land Rovers were all presented together with the earliest known Perkins high speed diesel engine 'Wolf' serial no. 3028, made at

the Peterborough factory on November 14th, 1933. This engine type was used in everything from Fordson Super-Major, Bedford, Commer and Albion commercials and complimented the engine range already available to customers.

Newark always coincides with Remembrance Sunday and a service was held in the main exhibition hall amongst the tractor displays at 11am. It's quite a poignant sight to see an entire show stop to observe the two minute silence in tribute. The Vintage auction run by Brown & Co. offered 100 lots for sale, top price being realised by a 1969 Massey-Ferguson 135 at £4,800 and Sunday's sort-out was busy the minute the gates opened. The show offers free entry for two adults and a caravan/camp pass for the weekend if you exhibit and there is no charge for under 17's. There was a fantastic carvery and bar available on Saturday evening and Sunday lunchtime and an exhibitors breakfast buffet was available both days.

The show organisers provide a huge area for the Land Rovers display, thirty one vehicles attended and we had room for the same again. Visitors were impressed with the four Carawagons

and Range Rover Caravagon along with the Series Ones, Two's and Three's. A very nice Range Rover Autobiography, an early Disco and a Series 3 High Cap all helped to keep the display area busy all weekend.

It is hard to appreciate the sheer number of enthusiasts who give up their free time to attend shows like this with their vehicles, to judge and help as stewards. Newark is a very well run Heritage show which is gaining a reputation as a quality day out for all the family and with a great atmosphere, fantastic displays and wonderful locally produced food. The dates for 2013 are November 9th & 10th where the feature tractors will be Massey-Harris, Wallis and Ferguson. See you there next year?



Top: The obligatory tractor display. Middle: The Land Rover Lineup. Below Left: Caravagon attracted a lot of attention and Below Right: To the victor comes a rosette...



Hole Park Late Summer Camp...

Sean and Hazel Smeeth



Above: The campers line their vehicles up in front of the grand house!

At the end of September we held our second camp at Hole Park Gardens in Kent, thanks to the new Club initiative of providing a fund for events of this kind. We had previously held a camp on the Jubilee weekend to take advantage of the extra days holiday, but as so many members already had something booked and were unable to attend, we decided to run a second event. Plus it gave us another weekend camping before the onset of Winter!

We had always intended that this event not only gave us all a chance to relax with friends, but also gave the chance to meet new friends and as such it was open to anyone who wanted to attend. This intention worked out in spades, as we had David and Jackie from Essex, Josh and Ben from Anglia (well Suffolk really!), Alan from Anglia, and Chris and Pete from Central Shires, as well as a good crowd from Kent – Mark and Becky, Barry and his son Robert, John and Barbara, Phyllis and Cyril, Simon, Tara, Sophie and Tabbie, Keith and Bob, and ourselves and the girls. Vaughan and Rosemary from Essex and Alan Potter all joined us for a day as well, so all in all a really good turnout.

Friday evening thankfully remained

dry whilst everyone arrived at the site (some later than other due to the distance and a slight problem with programming the sat nav!). I had to wait until after work before I could start off (Sean had already arrived to welcome everyone!) and when I did arrive, was relieved to see the camp fire already burning! Just don't let Becky put any logs on! So a run to the local fish and chip shop and relaxing around the fire sounded good for the evening!

Saturday morning dawned with beautiful weather, considering it was so late in the year, nice autumnal weather, so that was a relief! The camp fire needed just a kick and a few more logs to spark back into life and the men seemed intent on burning their way through the huge pile left for us. We did consider going out somewhere together, there are so many good attractions in the area, everything from zoos, to aircraft museums, to a pineatum, and also Biddenden and Tenterden to explore (I was thinking shops!). I think we were all feeling a bit lazy though, and the fire was very tempting... Quick trip to the micro brewery for supplies, pull up a chair and sit and chat was the order of the day! We did go and look at our field for the International (we were on the opposite side this

time) and made a few more plans, but that was about as energetic as we got! We had a BBQ that evening.

Sunday was our photo shoot day, and as something a bit special we asked the land owner Edward Barham if we could have a photo by the house. 'No problem, I'll just move the quad bike and the car out of the way to make a better photo' was the answer. And he switched on the fountains too! Those of us who had brought a Land Rover and hadn't had to make an early departure to get home, went and lined up, and the photos were duly taken.

We had a fantastic weekend, thank you to everyone who came and joined us, it was great to have your company. Roll on the International, we can't wait to be back in this fantastic venue!



Above: Timeless camping scene...

South West Area Update...

Clive Withey

Our Somerset Border pub meets at the Camelot Pub, South Cadbury, have been going really well, with our record attendance in September. Unfortunately, we arrived there for our November meet to find that the landlord had given up and the pub was closed, so we went back to our previous venue, the Catash Inn in North Cadbury. Thankfully the new owners where extremely accommodating and the food was very good as well.

Our regular first Wednesday of the month meets will continue for sure, but please either call me on 01823 444622 or check the forum to ensure you know at which pub we are meeting until things get themselves fully sorted again.

A new meet has been organised by Chris 1ZA at the Thirsty Farmer, Wimble near Exeter. I am writing this a week before the first meet which is on Monday 19th November, and I can already see there are a fair few who intend going so have a look on the forum under First Wimble Meet to see how it went. We have a lot of members in this area; hopefully it will become a regular meet for Devon.

It would be great to get a Cornwall meet going again as there are a lot of you guys out there. The biggest concentration of members is in the St Austell area followed by the Bodmin area, so if anyone would like to start a meet, please contact me to discuss and I will happily put a post on the

forum.

South West Camping Weekend 2013

I am just starting to organise our 2013 camping weekend. The exact date is still to be decided but it will be in May again, and this time we are looking for a campsite in Devon where there is some good green laning, and there are a few members who know the area well. As last year this will be a very friendly, laid back event suitable for the whole family, with all welcome, in any vehicle. A post will be going on the forum with details shortly.

All the best and have a great Christmas!

LRO Peterborough Show 8-9th September...

Alan Jones

September usually brings a late burst of summer weather and this show weekend was no exception.

Once again we were allocated a good display pitch, but this year the space was the size of a small farm. We had what seemed like acres of space and so we were able to spread ourselves out, in contrast to previous years. The lengths of new club bunting marked out our territory very effectively. Not so many vehicles on the stand despite the best efforts of Frank (Shows Officer), but everyone made it – eventually, with Martyn Cranney's wagon being towed into the show. Open gearbox surgery was the order of the day on Saturday with chief medics Brad (Romany Rose on the forum) and John Horne leading the team. I'm not sure exactly what the problem was, but it was fixed and pronounced fit to drive home. It was handy having Sean's sectioned gearbox on display in front of the club shop. It's always a good talking point, attracting a lot of attention. We had a steady stream of interesting visitors throughout the whole show, keeping us well busy. There was lots of under bonnet gazing and we even managed to sign up a few new members in the process. Thanks to all who displayed and to those members who stopped by to say hello.



Above: S2C fully branded and the sun shining! Below: Plenty of visitors stopped by to take a look at the display.



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 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
Remember we also offering personalised embroidery of any item for £3.50, why 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



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Polo Shirts with embroidered Series 2 Club logo on chest
£15.50
Colours: Green, Grey, Black
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Hooded Sweatshirts

Medium weight hooded sweatshirt with embroidered Series 2 Club logo.
Adults £24.00
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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
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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.

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



Berghaus fleeces – please contact the shop

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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
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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.**

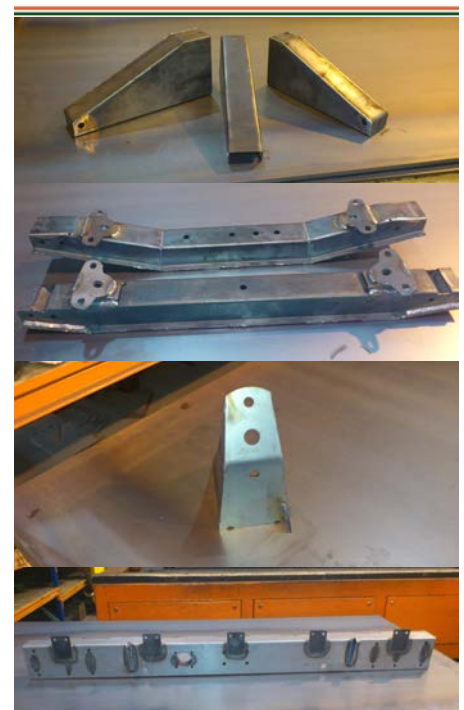
Chassis Parts

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



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International Rally 2013...

We would like to invite all members to join us at the 10th International Rally

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

- *Price Held At Only £35*
- *Meet Club Members From Around The Country And Abroad*
- *Woodland Off-roading*
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- *Feel Cyril's Bits (The Hands On Land Rover Parts Quiz)*
- *Gymkhana*
- *Kids Bike Trial And Games*
- *Fish & Chip Van On Friday Night*
- *Camp Fire*
- *Craft Morning – Bring Your Latest Project*
- *Extend Your Stay For A Holiday And Explore Kent's Many Attractions, For Only £7 Per Night*
- *Convenient For Members From Mainland Europe*

So what are you waiting for? You will find a booking form and instructions with this copy of Built Two Last, so book now and don't miss out!



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We can ONLY accept booking via the following means:

Post: If you wish to book by post you will find a booking form with this copy of B2L, please complete all details and send to Series 2 Club Ltd, BM 7035, London, WC1N 3XX

Payment can be made by cheque (payable to "Series 2 Club Ltd" or by card using the spaces on the form.

Email: Please download a booking form from the Series 2 Club website or forum, complete all details and email to rally@series2club.co.uk

Payment can be made via PayPal or by completing the card details on the form.

These are the only methods of booking, to avoid confusion please do NOT send emails to any other email address or attempt to book through your area organiser.

Please note that all bookings must be made using a booking form, any payments received without a form will be returned, whether made by Paypal, cheque or payment card

