

Spring 2013 Issue 105

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BUILT TWO LAST

55 Years On The Road



Suspension Checks - Greenlaning Matters - Buyer's Guide - Area Roundups- Comment



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Front cover: Courtesy of Boris Hepp

Rear cover: Courtesy of Matthew Adams

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John Horne and David Hallen - Sub Editors

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Editor's Words

At times over the last week I have started to believe that maybe winter is passing by! Like many Club members I have battled through winter working on my '65 88" rebuild, making the '58 roadworthy (with a little help from my friends) and working on the Dormobile ready for spring. Well, it hasn't all been plain sailing and I am currently a few months behind with the 88", as welding outside and rain just aren't compatible! Roll on spring and getting Bessy back onto the road before the tax finally runs out and I have to SORN her. By the time the magazine is published the Dormobile will have had some important engine surgery, just in time for the good weather maybe?

As usual, thanks goes to everyone who has contributed to the magazine this issue. It is hard to maintain enough copy at times and we really appreciate everyone who takes time out to put pen to paper. Hopefully with the return of the good weather many of you will be inspired to share your rebuilds, holidays, shows and history with us. If you have never written anything before, don't worry, we have a great editorial team of John and David working away behind the scenes, proofing all the articles.

We, as a magazine and as a Club are always looking for member feedback. Feel free to write to me in regard to the magazine, anything product related and any Committee Member in regard to Club issues. You will see from the page opposite that we have a proposal to alter the boundaries in Borders. This applies to all areas, so let us know if you think things could be re-jigged to make the areas work a little better. In addition, we are currently looking at some of the Club roles and in particular what they involve. A Club needs volunteers to run and we are still a bit short in terms of Area Organisers, it really isn't that onerous and we are working on making it less so. If you are interested, drop the Chairman a line, even if you just want an informal chat.

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

Borders Area Proposal...

It has been proposed that the Borders area boundaries be redrawn to overcome the problems inherent with such a geographically large area. The suggestion is to split the area centrally and create two new areas incorporating some of the neighbouring postcodes. The two areas would be Cumbria and Dumfries and Galloway (including those areas of Cumbria in postcode LA, shared by Borders and North West) and a North East Area including postcodes DL and TS (currently attached to Yorkshire). It is hoped that the two areas would remain closely linked as they are now and share events with each other as well as their immediate bordering their areas.

Currently this is a proposal, but we hope to implement it by the Summer unless we receive any objections. The Chairman and Committee are looking for any comments from those members who may be affected and of course for anyone who would like to be involved in looking after either area. Representation can be made to the Club chairman on chairman@series2club.co.uk or via your existing Area Organiser.

It is important to remember that members can elect to be in any area within the UK or joint areas, so nobody will be forced to leave an existing area.

We hope that by looking at some of the existing boundaries we can rejuvenate some of the areas for the benefit of the members.

As such we are open to any suggestions from any member as to how the Committee might improve the current area setup.

New Exmoor Trim Offer

New for Spring 2013 Exmoor Trim are offering all Series 2 Club Members an impressive 15% off all Series 2 products. Quote Ser0313 with your order and the discount will be applied. You never know you might save yourself another year's membership.

<http://www.trakkers.co.uk>

Committee Changes

This issue we bid farewell and thank you to two departing Committee Members. Dave Barker has stepped down as Database Officer (to be replaced by Avril Arbuckle) to pursue some other interests. During his time on the Committee, Dave has revolutionised the database and it is thanks to his hard work we finally have an effective and workable system. Eric Leuzinger has stepped down as Club Vice Chairman for personal reasons. The Committee would like to thank both of them for their time and effort. Every Club needs volunteers and all their contributions are welcome and appreciated.

Club Vacancies

The Committee currently has the following vacancies. Volunteers are the lifeblood of the Club, so anybody who feels they can assist would be welcome.

- Vice Chairman
- IT Officer
- Anglia Area Organiser
- Central Shires Area Organiser
- North Wales Area Organiser
- Surrey & Sussex Area Organiser
- Borders Area Organiser or a Cumbria and Dumfries and Galloway and NE Area Organiser should the changes be implemented.
- Editorial Staff and writers, including production.

2013 International Rally Programme...

10th Anniversary International Rally

Here is a provisional programme for those who are planning to join us; we hope to see lots of you there!

Friday AM/PM

Early arrivals or those who are extending their stay can enjoy a trip to the local steam railway, (The Kent and East Sussex) with a generous 20% off the usual travel price! We will also be putting on a display at one of the stations.

Friday PM

There will be either a fish and chip or burger van on site if you do not wish to cook. There will also be a camp fire, please bring your own drink and join us in the marquee for an evening of socialising. Plus, have go at feeling Cyril's bits!

Saturday AM

9.00 – 10.30 Safety check for those taking part in the off road route. This will be a simple check for the safety of all involved – for example we will ensure the battery is secured and there are no loose objects in the vehicle. There will be a drivers' briefing for the above. Off road route opens 10.30 – 3.00 Greenlaning is available – maps can be found in rally control.

Tea/Coffee/Craft Morning/Recipe swap - bring your latest project or recipe!
In and around the kids' marquee: children are free to use all the play equipment, all weekend. Plus competitions and more!

Saturday PM

Cream Tea and garden tour for those pre-booked – see booking form for details.

Autojumble – bring anything you wish to swap for beer tokens!

Evening BBQ – Bring your own meat/veggie options; the club will provide salad, rolls, sauces and all the other bits and pieces! Plus camp fire, charity raffle, Wittsend's world famous quiz and feel Cyril's bits again!

Sunday AM

Join us in the commemorative photo shoot. Have a go at the gymkhana – Land Rover fun and games and check your skill! Try weber wanging, and let the children join in the kids' bike trial.

Sunday PM

Prize giving, AGM and Rally Close.

Chairman's Chat

Jon Hayes

So, Spring is in the air, and hopefully the sun we have today will make more of an appearance than last year. 2012 may have been a bit of a washout for those of us in the UK but we still had some great club shows, and looking at the calendar for 2013, this year may well be even better, with the addition of the Dunsfold show in June and hopefully the club's first attendance at the NEC Classic Car Show in November. Last but not least, don't forget the club's International Rally in Kent in August. A list of the 2013 major club shows is included in this edition, along with details of how to apply. Also, don't forget that in addition to the National and International shows, there are often many local car shows, steam rallies or events which can be attended, often with free camping for exhibitors, which can make for a great weekend break and of course allow you to meet other local club members. Don't worry if your Land Rover is well-used or perhaps not in pristine condition; the great thing about the marque is that our vehicles are often used on a daily basis, and as such, members of the public are as interested in seeing and chatting about the living history of the vehicle as seeing one which is in the same condition as it was when it rolled off the production line. Why not contact your local Area Organiser or look on the club's forum for more details. In essence, this is what makes the Series 2 and our club different; yes there is a place for coveted concours 'show' vehicles, but the Series 2 is so versatile that it can be used as a daily driver, to take rubble to the tip at the weekend, or to take a bride to her wedding! (OK, my wife arrived at the church in a Discovery but only because we didn't have a Series 2 at that time!).

Those of you who have been on the club's forum recently may have noticed that there is now a new area under the 'members only' section dedicated to local community discussions and events. This local



community forum section is all about providing members within each regional/international area with their own space to discuss local activities, to publicise events and pub meets, or maybe just to chat and get to know members from within their area. We are keen to help build these local communities, so why not have a look at what is happening in your area? Remember though, that you get out what you put in, so if there isn't something happening in your area, why not start up a local meet? Just get in touch with your local Area Organiser or one of the Committee members and the club will help with assistance and advice.

With regard to my own vehicles, I have not been able to make much progress as I have been away on business for much of the time recently, and so my vehicles have had to take a back seat. My wife Carol did manage to put "Ruby", my 6 pot station wagon, in for its MOT whilst I was away, and although I had not been able to go over the vehicle beforehand, as I would have done normally (hard to do when you are nearly 4000 miles away) it

passed with just a bit of cleaning out of the passenger side washer jets. This is now the third year in a row in which it has pretty much sailed through its MOT. Admittedly, I did have to rebuild quite a lot of it, but who says that old vehicles cannot be reliable or dependable! Although it is structurally sound, it could really do with a re-spray, but after having recently stripped and partly re-sprayed a SWB, I don't relish doing the same for a LWB station wagon! My 1968 SWB diesel is still going strong and in fact was called into service as a 'Lapland Land Rover' to help get Santa to our children's primary school when he came to visit. When I do get some time I will get back on with finishing the Series 3 Ashbow camper which, despite my having completed quite a lot of the hard work, got pushed further down the queue after buying a couple of SWB's and getting them back on the road.

Have a great year, and I hope to be able to catch up with a number of you at shows and the International this year.

New Members

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

#	Name	Location	#	Name	Location
2905	C. Manning & L. Wood	Essex	4152	Mr. D. Moss	Herefordshire
4106	Mr. R. Wyatt	Hertfordshire	4153	Messers.J.& C. Hollebone	Oxfordshire
4107	Mr. & Mrs. K. Lines	Essex	4154	Mr. M. Reader	Caerphilly
4108	Mr. L. Edwards	West Midlands	4155	Mr. & Mrs. K. Wright	Devon
4109	Mr. & Mrs. P. Steele	Devon	4156	Mr. D. Steele	Antrim
4110	Messrs. L. & P. Mitchell	West Yorkshire	4157	Mr.& Mrs. D. Price	Gwent
4111	P. Brind	Devon	4158	Mr. W. Mathias	West Sussex
4112	Denise Bristow-Burrows	Surrey	4159	Mr. & Mrs. G. Saxelby	Derbyshire
4113	Mr. C. Archer	Bristol	4160	Mr. & Mrs. T. Clark	Worcestershire
4114	Miss. S. Cooper	Lincolnshire	4161	Mr. S. Bushell	Gwent
4115	Mr. & Mrs. I. McFarlane	Hampshire	4162	Mr. B. Cairnie	Angus
4116	Mr. R. Foy	Lancashire	4163	Mr. R. Brocklehurst	Worcestershire
4117	Mr. J. Abbott	Surrey	4164	Messres.P. & D. Menzies	Perthshire
4118	Mr. G. Reddick	Ayrshire	4165	Messrs. G. & I. Baston	North Somerset
4119	Nils. & Anka. Muench.	Germany	4166	L. Harding & E. Carr	Bedfordshire
4120	Mr. & Mrs. A. Badwi	Merseyside	4167	Mr. A. Skene	Norfolk
4121	Messrs. O.& J. Bryan	Staffordshire	4168	Mr. J. Nisbet	Buckinghamshire
4122	Mr. & Mrs. I. Eddleston	Cheshire	4169	Mr. I. & Miss. J. Shilton	Leicestershire
4123	Mr. M. Roberts	Swansea	4170	Mr. R. Burton	Wiltshire
4124	Mr. A. Dunhill	Devon	4171	Miss. H. Rees	Monmouthshire
4125	Mr. B. Freke	Gloucestershire	4172	Mr. J. Sagar & Mrs. L.Sagar	Lancashire
4126	T. & G. Middleton-Meadows	Buckinghamshire	4173	Mr. G. Needs	Powys
4127	Mr. G. McNair	South Ayrshire	4174	Mrs.P. & Mr. J. Hazell	Essex
4128	Mr. H. Knott	Derbyshire	4175	Mr. & Mrs. D. Bell	Hertfordshire
4129	Mr. & Mrs. P. Leach	Surrey	4176	Mr. A. Sparkes	Devon
4130	A. Inglefield & L. Andrews	Shropshire	4177	Mr. & Mrs. A. Beacroft	Kent
4131	Mr. & Mrs. G. Hainsworth	Kent	4178	Mr. N. Chitty	East Sussex
4132	Mr. & Mrs. M. Zeidler	Berkshire	4179	Mrs.K. & Mr. G. Chubb	Kent
4133	Mr. & Mrs. A. Chadwick	Cheshire	4180	Mr. A. Fernandes	Surrey
4134	Mr. S. Wardle	Surrey	4181	Mr. R. Malcolm	Hampshire
4135	G. Wilson. & M. McClymont	Ayrshire	4182	Mr. & Mrs. C. Harvey	Northumberland
4136	Mr. & Mrs. D. Sharpe	Gloucestershire	4183	Mr. D. Tanner	Avon
4137	Mr. & Mrs. R. Willey	Lincolnshire	4184	Mr. D. Bone	East Sussex
4138	Mr. R. Marriage	Herefordshire	4185	Mr. D. Gerrard	Merseyside
4139	Mr. & Mrs. A. Bywaters	West Yorkshire	4186	Mr. G. Maxwell	Perthshire
4140	Mr. & Mrs. K. Wood	Cumbria	4187	Mr. R. Stanley	Somerset
4141	Mr. P. Cheesbrough	North Yorkshire	4188	Mr. R. Allen	Bristol
4142	Mr. & Mrs. M. Chinery	Flintshire	4189	C. Macpherson & L. Craik	Somerset
4143	Mr. & Mrs. C. Smith	Essex	4190	Mr. W. Bartels	Schleswig-Holstein
4144	Mr. S. Jacklin	Durham	4191	Mr. J. Hatton	Berkshire
4145	D. Brimble & F. Francis	Avon	4192	Messrs. D.& D. Featherstone	Berkshire
4146	P. Lycett & P. Leonard	Warwickshire	4193	Mr. J. Ramiro	Kent
4147	R. Glossop & N.Pocock	Hampshire	4194	Mr. & Mrs. A. Hooper	Kent
4148	Mr. & Mrs. P. Sutton	Hampshire	4195	Mr. J. Swash	Worcestershire
4149	Mr. & Mrs. M. Macnally	Hampshire	4196	Messrs. R. & R. Wood	Herefordshire
4150	Mr. S. Lake	Berkshire	4197	Mr. & Mrs. P. Selvey	Northamptonshire
4151	Dr. M. Shackell	Suffolk	4198	Messrs.T. & G. Wignall	Carmarthenshire

Letters...

STAR LETTER UCJ 982 are you out there..?

Dear Editor,

I am a recently joined-up member of the Series 2 Club and I was wondering if you could help me?

I am trying to locate an old Series 2 Land Rover I remember as a child. My family years ago used to go to Pearl Lakes caravan park in Shobdon just outside Leominster in Herefordshire. It was a large park with grounds and woods and a golf course, and the owner and site warden used to drive Land Rovers. We used to sit on the back in the tub as kids and get driven round the site (sometimes up to ten in the back and a couple on the roof!).

There were three Land Rovers there; a Series 3 which they still had which I bought about 6 months ago, and 2 Series 2's also.

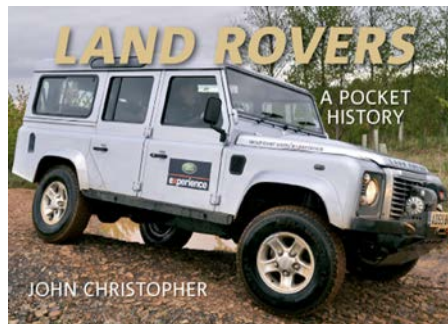
Unfortunately the new owners got rid of the other two and it seems impossible through DVLA to find them.

The one registration started MAB and that's all I can remember, but the one I am trying to find (Old Betsie) was registration mark UCJ 982. Even if it is rotting in a field I would like to get hold of it, it was in a bit of a state 20 years ago from what I remember. As you can imagine I am trying to recapture those childhood memories of endless sunny days! I remember seeing a similar advert a couple of issues ago which made me think I should at least ask.

Anything you could do would be much appreciated.

Kind Regards,
Tom

I am a sucker for missing Land Rovers. I still remember sitting in the back of my friend's dad's Land Rover back in Northiam, Sussex. Maybe the start of my obsession (registration unknown but surname Mills)? I hope someone can help Tom, but at the very least a copy of Land Rovers A Pocket history by John Christopher may help... Ed.



Dear Editor,

I've noticed more technical "how to do it" articles in recent issues of Built 2 Last, along with some adverts for rarer parts. Are you going to publish more of these in coming issues?

If so, I was wondering if you might run one on gearbox refurbishment along with a definitive list of the bearings and seals needed?

I am not sure about other members, but I really don't know where to start when it comes to sorting gearbox issues and the cost of a professional rebuild seems very high.

Name supplied.

You will have noticed some very good articles from our new Technical Officer Alex Thorpe and other great contributions from members. I know of at least one member who took their copy of B2L to a mechanic in order to show them how to do the transfer box seal! So yes, we intend to run these articles regularly and will pass on your request to Alex. Ed

Greenlaning...

Dear Editor,

I would agree with The Grinder regarding the use of greenlanes to practise winching, recovery techniques and how deep in mud can you go without stopping as totally reprehensible and anti-social behaviour. These "idiots" are rapidly getting lanes closed by the (very questionable) use of the Traffic Regulation Order (TRO) by local authorities. People caught should not be fined. They should be ordered to repair the damage themselves and in extreme cases have their vehicles crushed.

People/clubs so caught should be named and shamed.

The more enlightened councils just put a TRO on the winter months, and don't use them as a device to close lanes permanently. They also clearly mark/signpost the routes you can legally drive.

My stance would be (and it's entirely selfish and self-centred) this: these old routes, pack lanes and cattle/sheep droves are historic in origin. I would allow all historically taxed vehicles access.

Easily policed as our vehicles carry the old black/white number plates. People driving Series 1s & 2s tend to respect their vehicles more and don't want to thrash them to death.

A gentle pootle down a Greenlane at walking pace will do minimal damage, you wouldn't know a vehicle had passed - unless driven in wet & muddy conditions (and you shouldn't be there anyway). I'd like to see a 5 year trial period of access for historic vehicles only on some of these lanes - monitored to see just what damage, or not, we can do.

Alan Jones

New and Reviewed!

Our roundup of new and popular products...

Clayton Heater Matrix Offer...

The Club has taken delivery of a number of replacement Smith's round heater cores from Clayton Heaters. The price of the units are £135.00 plus £13.50 P&P (RRP £179.00 + P&P). If you have any queries please email spares@series2club.co.uk. The order form can be found on the members only section of the Series 2 Club website. (If you require log on details to access the members area please email Alan Jones webmaster@series2club.co.uk). This offer is currently only open to

members of the Series 2 Club. Early Land Rovers were fitted with two different types of Smiths circular heater. One had a separate fan motor mounting plate and the other had the fan motor mounted directly onto the rear of the heater matrix. The back plate on the LE15-7A has a large central hole in the rear plate, this is the replacement for those heaters fitted with a separate fan motor mounting back plate. The back plate on the LE15-7M has a smaller central hole with three small fixing holes equally spaced around it, this is the replacement for those heaters without a separate fan motor mounting back

plate. 90% of Land Rovers were fitted with the LE15-7M type core. The Club has both types available, some minor modification is required to fit either of the replacements and we are happy to pass on details of what you need to do.



New - HNJ Land Rover Component Salvage Scheme...

HNJ Engineering have developed a new service which they are initially offering to club members only. The scheme exists for those who wish to retain the originality and quality of the original parts fitted to their Land Rover in preference to fitting pattern parts from dubious origins. The selling point of this service is that the customer/member receives their exact parts back.

At present this service is only set up for the following items:

- Driving Flange for Bevel Pinion – Part Number: 236632
- 2.25 Crankshaft Front Pulley – All Part Numbers
- Flange for Transfer Box – Part Number: 539993
- Flange for Output Shaft – Rear Drive – Part Number: 275238

How It Works

- Order online by emailing salvage@hnjengineering.co.uk. Customer to inform which parts and quantities they wish to salvage. The customer is then advised to mark/stamp their part if possible. Please advise us of your part mark during the order process. HNJ will invoice via PayPal (email address required for orders) or alternatively a good old fashioned cheque in the post will also do. The lead time is 3 working weeks from receipt of goods. The customer then provides payment by PayPal or cheque and then posts the components to HNJ Engineering Ltd. HNJ ask that you notify them when

your components are posted.

The Engineering Process

HNJ will notify the customer when their order has arrived and the contents are confirmed. Parts are then logged in at HNJ against an invoice number and bagged and labeled for Vibro-Etching. HNJ cleans and Vibro-Etches customer postcode onto the parts to ensure traceability. All the parts are measured and inspected prior to shot peening to ensure the diameters are within acceptable limits. If the part diameter is too small, the customer will be contacted to discuss salvage options (i.e. no salvage or SKF Speedi Sleeve). The parts are then sent to be shot peened to remove all oil and dirt. Upon return the part diameters are all measured and recorded. HNJ verify that a postcode is present on all parts before black powder coating. After powder coating, parts are cross referenced

with initial measurements and machined to final size. Normally HNJ find that turning down 0.010" - 0.020" removes any trace of wear on these components. If a part requires more than 0.030" removing, or is undersize then the customer is contacted before machining, as this brings the effectiveness of the oil seal into question. Each part is tagged and labelled showing the before and after dimensions.

All parts are posted back to the customer via Royal Mail 1st Class Recorded Delivery. The price per component, including club member discount is £32.75 + £5.25 P&P. If multiple parts require postage then it becomes more economical to use Citylink and the customer will be advised. This price guarantees that you receive your original components back. All parts will be shot peened and powder coated as per the sample images below.



A Fitting Tribute...

Alena Pettett



Above: Standing with a finished 'Tiny' back left to right Richard Dickinson, Barry Chandler, Charlotte Smeeth and John Havis. Standing in front, Sean Smeeth, Simon Barden, Hazel Smeeth, Laura Smeeth, Alena Pettett and Cyril Smeeth. Kneeling - Mark Stringer

In August 2012, my Dad Pat Pettett was diagnosed with terminal cancer. This was almost a year to the day that he had lost his larynx to laryngeal cancer. Sadly a secondary tumour had appeared and due to its location and the amount of surgery he had already undergone, it was inoperable. While he was in hospital at this time, I was running errands back and forth from Worthing Hospital and his home. On one particular day, just as I was leaving, his phone rang. I answered the phone and at the other end was Sean Smeeth. He asked if Dad was up for a pub visit as the Series 2 Club were having a meet near Lewes. I told him Dad was poorly, and Sean said that if there was anything he could do to help then I should let him know. I am not normally one to ask for help but I asked if he would know anyone that could do a quick restoration on Dad's project (a 1970 Series 2b 110 Forward Control). I never really expected it to happen, as this was a complete stranger who had never met my Dad!

Within a week I had a further phone call to say that Sean would come and have a look with his Dad. After seeing my Dad's project (last on the

road in 1987!) and his donor spares vehicle, it was decided that they would have a try at restoring the donor truck. It did at least still look like a Forward Control and not just a chassis with an engine and gearbox in it. So shortly after that, another Land Rover enthusiast turned up with an enormous trailer and off she went.

Dad came out of hospital and was well enough to make a few trips up

to Sevenoaks to see the progress. Although unable to speak anymore, he was still able to write comments to the restorers, and I think he was very impressed and grateful for the work they were doing for him. Whenever anything was needed, we would get a phone call and either bring it up from the spares at home or the chaps would source it and let us know the cost. All the labour was provided gratis – something that I would never have expected in today's materialistic world. It was a true labour of love, especially as it had been done to Dad's specification and was not totally original!

I managed to source some new tyres from Vintage Tyres but was mortified when they said they only had two in stock, and the other two may not come for months. There was little I could do about this, but luckily after only one month the other two appeared at my house. My little bit of assistance was to change the tyres and paint the wheels, after deciding with Dad that they would be a cream colour. I was given the code and set off to the paint shop for James Bond Limestone (the code is 007!). Once the tyres were off, the hardest part was removing forty years of rust from the wheels! They took me ages to get to a good enough condition to paint. The final two wheels literally only got



Above: 'Tiny' on arrival, a bit sorry looking and work needed...



Above: Work progressing and rubbed down ready for paint...

up there in time for the MOT!

After a while, Dad became too frail to make the journey, so I kept him up to date with what was going on by taking pictures and showing him that way. He was over the moon to learn that it had passed its MOT and would be making its way home. On the 6th January, a photo-shoot was arranged, with all those involved turning up and taking part. I drove up to see everyone and took the pictures myself, which I showed Dad when I got home. I think he was waiting for it to be finished as he passed away on the morning of 7th January 2013. Although he never got to drive it, the vehicle remains his legacy, and I will be taking it to vehicle shows in his memory. What's more he has given his original project to the participants to become an exhibit in its own right, so now they have finished one, they have another seven months to do justice to the other one! There are a few little jobs left for me to do to the Forward Control – I have a headliner, door cards and some trim to fit. I hope I can do as good a job on those bits as the Sevenoaks crew did on the rest of it, and I will be more than happy to help with their next project!

I am now also a member of the Series 2 Club, and cannot express my thanks enough to everyone involved in the project. It was truly selfless of everyone, and I think they have the most understanding Land Rover widows on the planet!

I am proud to call them my friends.

Work Carried out on "URU 393J "

The first thing was to carry out a full mechanical assessment to decide how to proceed, the following was decided.

- The Diesel engine turned over but very slowly and would not start so the starter motor replaced.
- Radiator was split and hoses perished, radiator repaired and hoses replaced.
- Gearbox, all selectors seized and no oil in main box, rectified as required.
- Clutch, no slave or master cylinders in situ, new purchased.
- Brakes, all 4 wheel cylinders



Above: Pat on his final journey, a fitting tribute to the man and his friends.

seized, all freed or replaced and replaced all brake pipes.

- Electrical wiring was in poor condition, replaced as required and new lights fitted.
- Fuel Tank , repaired and sealed.
- The rear load space in not original and was made of ply, unfortunately the termites had eaten it so that was also replaced.
- Fitted a "flame thrower" into the inlet manifold to provide some cold start when required.
- As the engine is alien to this vehicle and is a snug fit, we made DIY engine covers for both inside and outside.
- Vehicle totally rubbed down and re-painted.
- 4 Brand new tyres fitted.
- A thousand and one other jobs that kept us busy for four months !

Vehicle passed its MOT on Friday 4th January 2013. Thanks to the following, Cyril Smeeth, Barry Chandler , Mark Stringer , John Havis , Richard Dickinson and Simon Barden without whose help we would never have finished it in time. Thanks also to Hazel, Laura & Charlotte, the catering department who kept us supplied with endless tea, bacon rolls, etc.

I also must thank club members Tim Payne for supplying the new plywood, Alan Potter who repaired the fuel tank and Ian Rumsey who supplied various body parts.

Sean Smeeth

Saunders-Roe Forward Control...

John Smith



Above: A 107" Land Rover hiding beneath a GRP body...

Reading James Taylor's regular column, 'Roverphile' in January 2013 LRO, I spotted a rather attractive forward-control GRP mini-bus Land-Rover. This unusual 'one-off' was built in 1954 on a 107-inch chassis, and James confessed that, based on the information he had "...picked up from Land-Rover people...", he believed it to have been built by Mulliner at their Bordesley Green works.

James then read in my own authoritative tome, 'Land-Rover, The Formative Years, 1947-1967' (published by the LRSOC in 2009). on p.248, that this vehicle's bodywork had been '... built by Saunders-Roe... in GRP (fibreglass)'. Seeds of doubt had now been sown. In James' words "...the jury was still out..."

Then, last September, James came across another authoritative tome at the Beaulieu Autojumble - Gerald Truran's book 'Saunders-Roe, Builders of the World's Lightest Buses. Mr Truran's book made it clear that this 1954 forward-control Land-Rover minibus was indeed built by Saunders-Roe - just as I had stated - at the Friars Works, Beaumaris, Anglesey. Mr Truran also confirmed it was a 'one off'.

Turning again to 'The Formative Years', on p.34, we discover that Maurice Wilks kept his motorboat 'Kestrel' moored at Beaumaris. This gives us Rover's connection with

Saunders-Roe, who, in the 1950s, had embarked on a new venture, building light buses, at the Beaumaris works. The stage was now set for talks on the possibility of a light bus on a Land-Rover chassis. As only one was ever built, it seems likely Rover came up with a costs problem, similar to the one they faced with their earlier coach built 'Tickford' bodied Land-Rovers. However, with its 12-seats, this put it in the category of a 'bus', so this minibus would have been exempt from the usual 33% Purchase Tax, something the 'Tickford' Station Wagon could not avoid.

This Saunders-Roe 12-seater Land-Rover also appears to be the Rover

Co's first attempt at constructing a Forward Control Land-Rover - see chassis, p.250. Eventually, on 12 December 1955, this 12-seater GRP minibus was sold to Marples Ridgeway & Partners. Earnest Marples was the then Minister for Transport, and arranged for the Saunders-Roe Forward Control Land-Rover to be delivered to Switzerland in time for Christmas. There he apparently used it to take his new bride on honeymoon - see p.251. Did it ever return to the UK? I don't know. Certainly Swiss buses were all RHD vehicles, the idea being that the driver was nearer to the mountain edges and would have better visibility of the edge of the road on Swiss Alpine Passes. To the best of my knowledge, this first Forward Control and first 12-seater Land-Rover appears not to have survived the ravages of time, but you never know, it could be hiding in the Alps.

Having abandoned the idea of the GRP minibus, within two years Rover took the decision to produce their own 'in-house' minibus based on the 107 chassis - the 10-seater Station Wagon. With only ten-seats, however, it was still subject to Purchase Tax in the UK, but would be primarily aimed at the overseas market.

Interestingly, Saunders-Roe's (SARO) Beaumaris works was only about four miles from the renowned Red Wharf Bay, where Maurice Wilks

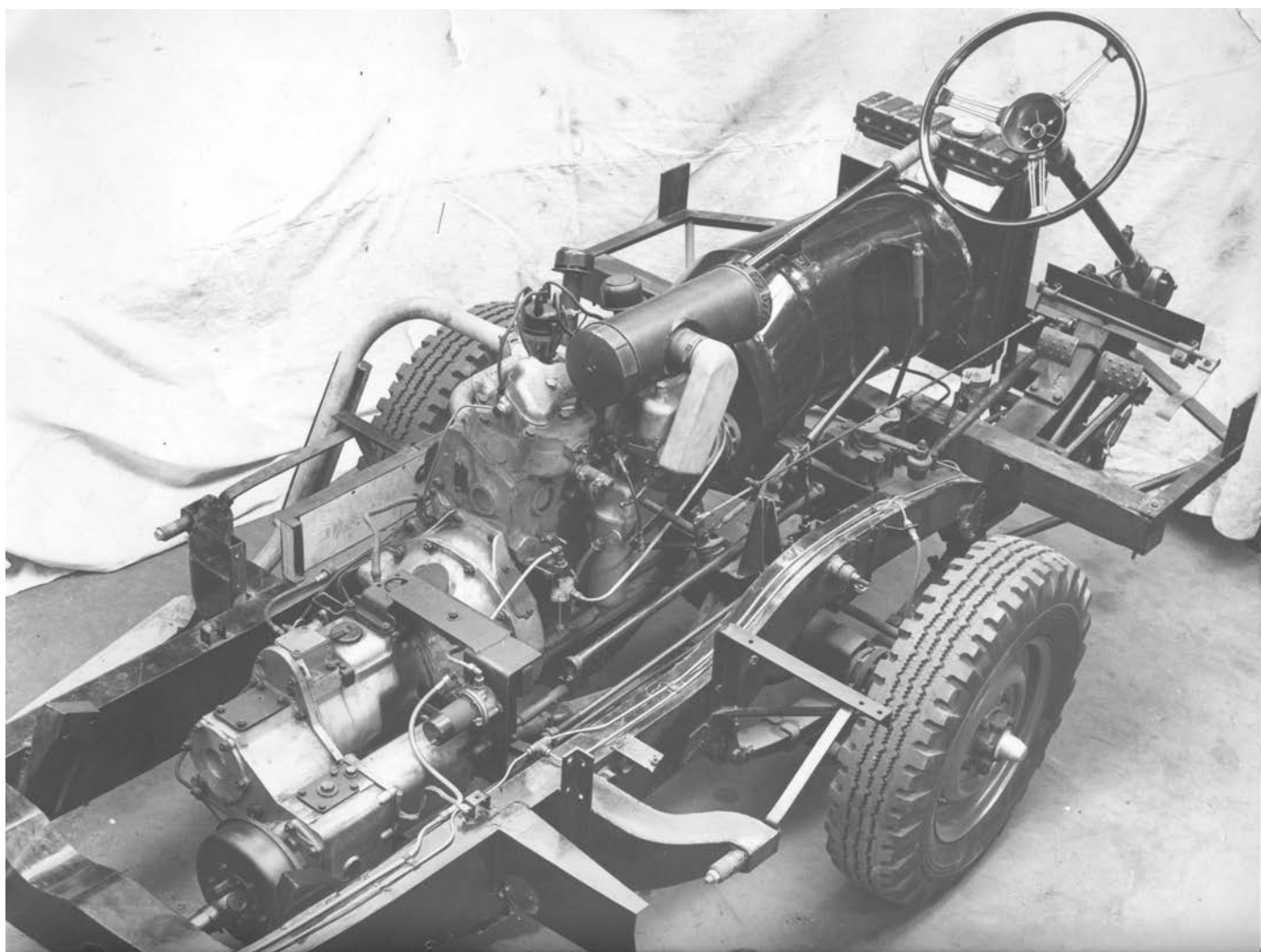




Above: Could be any 50's minibus... Below and Below Left: Close ups of the Land Rover Chassis...

first sketched out his ideas in the sand for a 'Land' Rover back in 1947. During World War Two, SARO built canoes at Beaumaris, including those used by the Cockleshell Heroes 'Frankton Raid', December 1942.

For anyone not familiar with 'Land-Rover; The Formative Years, 1947-1967', it's a highly detailed tome of 320 pages with some 500 illustrations, and tells the real stories behind the development of the various Land-Rovers, including prototype and pre-production models, produced when the Rover Co. was still an independent car and Land-Rover manufacturer. The book currently looks set to remain the standard reference work on the subject for the foreseeable future. If any club members don't have a copy on their bedside table, these are still available at a discount on the RRP of £39.99, from the LRSOC Club Shop – call 01577 868990, clubshop@lrsoc.com or contact the author direct on 01732 822236, for a signed copy. Signed copies should also be available at the S2C 2013 International.



Suspension - Part 1 - Checks...

Alex Thorpe

Introduction

This article picks out many of the key issues and checks relating to the suspension system (or those that I check on my vehicles; if anyone can think of any I've missed, please get in touch and they will be added in the next magazine).

These checks range from frequent checks, such as damage to components and security of the main components, to less frequent checks, such as corrosion and wear. Some of these are more applicable to a project vehicle or new purchase, others more to an 'on the road' vehicle – I have tried to identify this throughout. Repairs for some of these problems will be covered in future articles.

Springs Corrosion

The process is slow, corrosion will take time to develop, it is particularly likely to be an issue on a vehicle which has stood for some time.

The easiest corrosion to identify is "lamination" corrosion between the leaves. This causes the leaves to splay apart between the spring clamps and at the free ends (Figure 1). The problems caused by this corrosion depend on the extent to which the spring is corroded.

Some light corrosion between the leaves (Figure 2), will affect the spring rate and thus the ride of the vehicle – but is likely to still pass an MOT. Heavier corrosion (Figure 1) will eventually prevent the spring from functioning, giving a very harsh ride and poor(er) handling and eventual failure. Any spring with corrosion along these lines should be replaced before the vehicle is driven. In the case of light corrosion, as shown in Figure 2, it may be possible to salvage the spring. This will require the dismantling of the spring to clean the rust from the leaves and check their condition. It is difficult to judge the viability of this until the spring is dismantled and the leaves can be inspected (a future article will cover this). A spring corroded as shown in Figure 1 is beyond repair, and should be disposed of. Figure



Above: A heavily corroded spring



Above: A lightly corroded, probably saveable spring

3 shows a spring in good condition, although with surface corrosion, but thinning of the spring leaves is still worth checking for. This is most likely to occur after a vehicle has been parked up a significant time, especially if the springs have been damp. It will usually be accompanied by lamination corrosion between the leaves. Thinning of the leaves is most likely to occur where moisture can become trapped, such as the axle mountings and the spring clamps. Once spring leaves have become thin from corrosion, they must be replaced (or more likely the spring replaced).

Spring Fracture

Although the springs are quite a robust part, they also provide the location for the axle and therefore

should be checked regularly for cracked leaves (I tend to do this at the same time as lubricating them). A cracked leaf (especially the main leaf, which in my experience is usually the one to fail, and usually at the spring eye) will allow the axle to move around, with obvious negative effects on vehicle handling.

When checking for cracks, particular attention should be given the highly stressed areas of the spring, though these can be difficult to check (spring eyes, spring clamp locating points and centre bolt).

Replacement leaves can be fitted where one has cracked, however it is unlikely to be cost effective to have a new leaf fitted (if you are able to find a traditional spring makers to manufacture and fit the



Above: Good Springs



Above: Inter-leaf wear

new leaf), due to the relatively low cost of new springs. The condition of the remaining leaves has also to be questioned. Are they likely to fail any time soon – a visual inspection will not help in determining this. As the spring ages it will lose its camber (sag). Once this has happened (likely by the age leaves begin to fail) returning to its original condition requires re-tempering, further adding to the repair cost. Fitting replacement leaves is only likely to be viable should a relatively new spring fail.

Spring Wear

Wear in leaf springs is common due to the nature of the leaves sliding over each other with little lubrication. With time the sliding motion of the leaves over each other wears away the surface of the leaves, leaving them thinned and more likely to fracture. This process is typically slow, necessitating occasional rather than frequent checks. This wear tends to occur at the tip of the leaves, where they contact the

leaf above (Figure 4). This will be difficult to detect with the vehicle on its wheels as the suspension will be sat in a loaded position, however this wear in the springs will be apparent as ‘steps’ in the leaves when the vehicle is supported under the chassis with the axles hanging – unloading the suspension.

The spring clamps can also cause wear to the top leaf for the same reason, so this area should be checked.

Wear in the springs such as this will contribute to a harsh ride. The wear ridges effectively lock the spring leaves in place preventing the leaves from sliding over each other smoothly. When the spring load becomes high enough, the leaves will move with a jolt creating a rough ride. If this problem is allowed to become severe enough, eventually the spring will fail at the wear ridge due to the ridge acting as a stress raiser combined with the thinned leaf at that point.

Spring securing bolts

Although it sounds rather obvious to make sure the suspension system is secure, it is an often overlooked item – as evidenced by the number of questions on the club forum of late, where the solution has been here. These items should be checked on a regular basis, especially if problems have been experienced.

The common theme tends to be loose axle U-bolts allowing the axles to move around, leading to some “interesting” handling.

The obvious check is to ensure the bolts are tight. If new springs have been fitted once they have settled the bolts should be checked again to ensure they are not slack as the suspension settles. Should loose bolts be found, it is worthwhile checking them again a short time after re-securing. If they are again loose, further investigation is needed (possible thread damage, wrong nuts, etc)

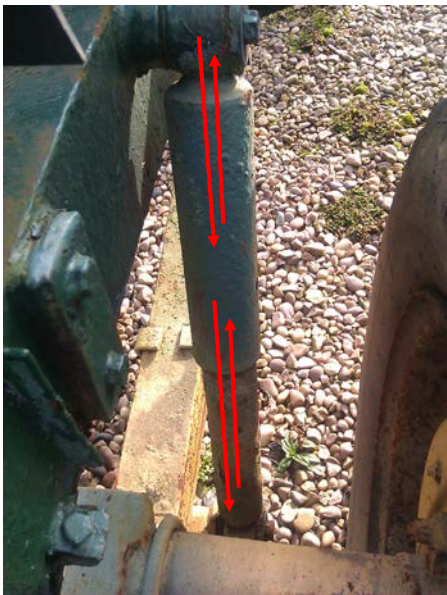
Corrosion to the axle casing can cause the U-Bolts to become loose as the casing is corroded below



Above: Spring/Axle location



Above: Shackle bolts



Above: Testing dampers

them – if this is evident, the condition of the U-bolt needs careful checking to ensure it has not been corroded to the point of being too weak to effectively secure the axle.

Corrosion of U-Bolts and axle cases is particularly common on vehicles used heavily off road as mud collects around them – it is a good idea to clean off the area and check the condition of these as part of the routine checks. Any beginning to get thin, or looking excessively corroded should be replaced.

The other, not uncommon cause of problems with the security of axles, is the spring centre bolt failing. This bolt passes through the centre of the spring and is located in a cup in the axle casing – to locate the axle to the spring (Figure 5). Checking the centre bolt is not a quick or easy job requiring the spring to be split from the axle (unless someone would like to share a way of doing it without?). Failure of this is often linked to slack U-Bolts or corrosion, therefore it is something I would only tend to check when tracing a problem, or after finding other problems rather than on a routine basis.

While checking the suspension it would be sensible to check the shackle bolts, although these tend to give the opposite problem and seize into place. (Note: The shackle bolts are threaded into the shackle plates, the front of spring bolts are not).

Other suspension components

Dampers

Checking dampers with the traditional approach of bouncing a corner of the vehicle and checking how quick it settles is not particularly

informative on a Series 2 with traditional multi-leaf springs. This is due to the friction within the springs providing damping, which can hide worn dampers. If the owner is not familiar with the vehicle, it is worthwhile removing the dampers to check them, as ineffective dampers will compromise the vehicle's ride and handling.

Checking their operation is a simple case of checking for an appropriate resistance when compressing and extending them. Part of this check should be for any "free" movement when changing direction (Figure 7 - compression to extension or vice versa). Bleeding the damper (several full strokes, as with new dampers) can sometimes cure this – usually if they have been sat idle for some time.

Dampers should be checked regularly for signs of fluid leaks (wet casing). If these are found, the damper in question should be replaced (it is recommended to change dampers in axle pairs, as with other suspension components).

Damper casings should also be checked for corrosion as this can be an MOT failure item – depending on location (although, by the time the casing has corroded, the damper is likely to need changing anyway)

Damper Mountings/Bushes

Corrosion of damper mountings is quite a regular find on the rear of 109's. Both the upper and lower mountings are prone to failure (Figure 8). The upper mounts due to their design can become a dirt trap, holding water against the chassis, accelerating corrosion until the mounting fails. These mountings are not available as a spare part and a repair would need to be fabricated. The lower mounting again can act as a dirt trap thinning it, but it can also thin under the lower shock absorber bush as the bush wears the thin metal, allowing the shock absorber to pull through – new lower mountings are available to be welded onto the axle.

Lower bushes are prone to wear, giving the damper "free" movement along its axis (Figure 7 – if this is present new bushes will be needed (due to access, changing them can be a fiddly job).

109 front and 88 damper mountings do not suffer corrosion to the same



Above: 109 Lower mounts



Above: Worn damper mountings

extent as the 109 rears, however these have their own problems. The upper mounting rarely causes a problem; the lower mounting however is a common problem area. Movement of the damper bushes on the mounting pin wears the pin (Figure 9), giving excessive movement in the bushes, further perpetuating the problem – this will become an MOT failure.

Wear in this area is often easiest to spot by attempting to twist the damper on its mounting bushes – there should be little perceptible movement (Figure 10) – as with most mechanical wear it is a gradual process, therefore periodic checks



Above: Testing for wear in damper bushes

should suffice – I check when lubricating the springs.

When badly worn, the damper mountings need to be replaced (there are plenty of bodes about to hide this problem, but they are just that.. If the mountings are worn the problem should be fixed). New parts are available. Another option would be to change the mounting pin. As the material is thick and carries very high loads this is not an amateur repair – currently it is generally most cost effective to fit new parts.

Spring/Chassis bushes

Checking for wear in these bushes can be difficult due to the weight of the suspension components. It is sometimes possible to find play in the bushes using a pry bar, trying to move the components – however, often it is not possible to get enough leverage or in the right place.

In extreme cases the wear is evident by a visual inspection (spring bolts not in the centre of the bush, or in some cases the rubber completely missing). Bushes should be visually inspected for perished rubber. This is detrimental to the ride quality, but will eventually lead to excessive play and an MOT failure.

Problems with spring and chassis bushes usually show up on the road long before anything is detectable visually. The most common symptom of worn bushes being a clunk as the suspension is loaded or unloaded (eg. turning a corner). This will usually be quite loud and if bad can be “felt” at the same time. Before diagnosing a chassis or spring bush it is worth checking the springs for wear (Figure 4) as this can give the same symptoms. Worn suspension bushes will (depending on severity) be an MOT failure. Replacement parts are available, either Genuine, Pattern or “polybush” types. Replacement of (or more specifically removal of the old) bushes is one of the “fun” jobs on a Series 2 and will be covered in a future article.

Bump Stops

The bump stops are provided to limit upward travel of the axle before the tyres come into contact with the body. Although very simple, there are still some common problems. Initially check all four are present and secure. It is not uncommon for the rubber to come away from the base plate (following motorists are



Above: Corroded bump stop mount



Above: 88” Check strap shields

unlikely to appreciate a large lump of rubber heading their way should one come off on the road), leaving only the base plate attached to the vehicle.

The other common issue, although not really a suspension issue, is corrosion of the chassis under the bump stop mounting plate (Figure 11). This is one of the most common corrosion problem areas on a Series 2 -the small gap between the mounting plate and the chassis being an ideal corrosion environment. If the base plate looks corroded or spread from the chassis, removing the bump stop, treating/repairing the corrosion and refitting is a worthwhile exercise, before chassis repairs are needed

Check straps

These are only fitted to the rear axle on a Series 2, the design of the

front suspension naturally limiting axle movement such that they aren't needed. There isn't really anything to go wrong with these, however they quite regularly get left off after work so check they are present and not cut or broken.

A more important check is to ensure the brake pipe shields are fitted (figure 12), these prevent the check straps rubbing the rear brake lines - eventually this will thin the brake lines leading to failure (note these shields are in opposite orientation on an 88 to a 109 due to the different check strap locations).

With some aftermarket suspension systems, it may be possible to remove the check straps, the manufacturer of the conversion should be able to advise as to whether they are required or not.

Greenlaning Matters...

Neil Watterson

Although I've been to quite a few club events over the last year or so, I'm not very good at introducing myself, so most people probably won't know me. However, as I've just signed up to be the Club's Greenlane Association (GLASS) rep, here's a bit about me.

I've owned my 1969 88-inch Series 2A for twenty-four years now – I bought it as my first car and couldn't face selling it. I re-chassied it in 1998, fitted a 200TDI in 2007 and painted it numerous colours over the intervening years. I've also had a couple of other Series 2's – an ex-MoD 109-inch 'bitsa' which I stripped for parts in the 90's, and a Marshall ambulance, which I sold to a friend earlier this year and which was subsequently written off by a white-van man. I've also owned several Series 3's, and my daily drive is a 1998 300Tdi Defender 110 CSW, which I've owned for a decade.

I've Greenlaned since 1989 and helped on maintenance parties all around the country. I've driven Greenlanes in every county in England and Wales, so I've a reasonable knowledge of most areas, and if I haven't driven a particular lane, the chances are I will have driven one within five miles of it, so can hopefully advise Club members on what they might expect in a particular area.

So, what is my role? It's a link between the Series 2 Club and GLASS. I can sort out access to Trailwise, advise on routes and feedback information about Greenlanes.

Trailwise

When it comes to Greenlaning, one of the most commonly asked questions is: 'Where are the best local lanes?' In ye olden days before the new-fangled interweb, you would have to buy an Ordnance Survey map, scour it for byways and then see if they existed and were signposted on the ground. You should also have checked that the right of way existed at County Hall, but most people didn't bother – if it showed on a map and there was a sign at the end, then that was



Above: Responsible Greenlaning, Neil enjoys a fun day out...

sufficient to say it was a byway.

Nowadays you don't need to buy a map and you don't need to spend time looking for the byways – just go to www.trailwise.org.uk, click on 'Browse Maps' on the left hand side, centre the map on the area you want to check for Greenlanes in and click 'Search for Tracks in View' in the bottom right hand corner.

This will show you lanes within a 3km radius of your search point, telling you the name of the Greenlane, whether its status has been checked against the definitive map and whether there are any known obstructions or restrictions on use.

Anybody with internet access can check for Greenlanes this way using Trailwise, so you may be wondering why the club also has log-ins. The simple answer is more information is given to registered users – we can see usage reports left by other GLASS and Trail Riders Fellowship (TRF) members, can search a larger area and can leave usage notes/evidence, which can help to keep lanes open.

We only have a small number of Trailwise accounts, so they are only given to area reps who ask for them, but I can also search Trailwise.

If you're planning a Greenlane trip and want to know information on the lanes, I'll happily look through Trailwise for you. If you do have internet access, though, it would

be easiest for you to tell me the lane's UID (which can be found on Trailwise) as I'll be able to pinpoint it more easily.

In Response To The Grinder

I had half expected to be incensed by The Grinder's piece on Greenlaning (B2L Autumn 2012), but found myself nodding along to parts. I don't agree that we should stop driving Greenlanes, but all Greenlaners should be sensible about where – and how – they drive the lanes.

There really is no place on Greenlanes for those who want to treat them as their own pay-and-play sites, but the suggestion about greater regulation of vehicle drivers isn't sound.

The Grinder cites an instance of a vehicle having been driven across an ancient burial mound. I agree – that's not the sort of thing that people should be doing, but would closing Greenlanes really prevent that sort of thing? The driver who deviated from the road was already breaking several laws (under the Road Traffic Act and Heritage Crimes Legislation), so why penalise the law-abiding ones?

The only way you would be able to prevent people from driving 'other than on a road' would be to put fences alongside every single road and to put gates across every non-vehicular route. It's simply not practical.

When the consultation for the NERC Act was closing, there was a big push on the walking forums trying to get a ban on vehicular use. I went through their complaints and 95% of the walkers' concerns related to incidents which were already criminal offences – and the other 5% were them not wanting to have their walk ruined by vehicle noise. I can appreciate that lust for tranquillity, but I know plenty of footpaths and bridleways where you're much more likely to encounter a vehicle than most byways.

Suggestions that Greenlanes are not designed for vehicles are also only partially valid. Prior to roads becoming sealed, they would all have had a dirt or stone base. Pre-war cars were designed to travel on these tracks. Eventually the councils put down a hard-wearing sealed surface on most of the roads. Those

roads wouldn't have originally been designed for motor vehicles either; they just received a tarmac coating. If you strip those legacy roads off the map and take the argument to its illogical conclusion, the only place people would be allowed to drive would be on housing estates, bypasses and motorways, where the roads were built for cars...

I know there are issues to be dealt with amongst rogue off-roaders – the 4x4/Land Rover press all carry stories trying to prevent further damage but, as The Grinder points out, there are groups of people wanting to treat Greenlanes like pay-and-play sites. They don't care about the consequences and will probably leave the scene after a year or two – so what does it matter to them?

Sadly, though, others follow where one errant driver has been. Some don't see the harm: 'Well, someone

had already driven there,' is often their mantra. Like The Grinder, I've seen pictures and videos showing vehicles off-piste. As I've travelled extensively on Greenlanes, I'm often able to tell exactly where it is, and if I can, so can others.

I think Greenlaning is still a valid pastime, provided people stick to the rules. Most walkers I talk to don't mind Greenlaners trundling along byways – but they do object to large convoys or people obviously damaging the environment. If every Greenlaner follows the GLASS code (see below), which, as a club, we've signed up to, we should have fewer problems in the future.

If you're going off Greenlaning, enjoy it. Stick to the code of conduct and don't forget to take some pictures for B2L! Should you need any advice, you are welcome to email me: neil.watterson@tesco.net

Below: Great fun being had during the well organised greenlaning trips at the 2012 Club Rally!



Greenlaners' Code Of Conduct

Use only rights of way with known, proven or provable vehicular rights. If challenged, discuss; if not resolved, then leave as requested until status is rechecked.

Keep to the defined track. Detour only to pass immovable obstructions. Report any obstructions (including low branches) to the highway authority and the Series 2 Club GLASS rep. Be critical of your own abilities and equipment when assessing an obstruction; it is your right to abate a non-lawful obstruction, but do not commit yourself to a bigger task than you are equipped for.

If the route is not obvious on the ground, ask locally, or check on the maps held at the highway authority offices or consult the local GLASS rep.

Travel at a quiet and unobtrusive pace and as slowly as practicable; we recommend a maximum of 12 mph when in a 4x4 and on an Unsealed Right of Way (URoW). Ensure your vehicle is fully road-legal; URoW are subject to the same laws as surfaced roads.

When travelling in groups keep to a small number; four or less in sensitive areas, although in other areas up to six vehicles may be acceptable. Guidance should be sought from the relevant GLASS rep. Weather and ground conditions should also be taken into account. On routes in good condition, split larger parties up and either use a different route or allow a good interval, at least 30 minutes, to elapse before following. With adverse weather and/or poor ground conditions avoid committing a second group to follow the same route.

Do not travel on URoW when they risk being affected beyond a point of natural recovery once the weather improves. If need be, walk some, or all, of the route first to determine its suitability. Do not use URoW that maybe damaged by the wheel pressure applied by your vehicle.

Fitting an SKF Speedi-Sleeve...

Boris Hepp

The article dealing with gearbox oil seals in the last B2L issue was a bit open-ended in terms of what to do if the running surface of the flanges or shafts actually does have a ridge. As you might know, they are hard to come by new or NOS, and therefore tend to be on the expensive side, whilst second-hand ones usually have the same amount of life in them – causing more or less the same ridges. This makes them unusable for proper sealing of rotating shaft oil seals.

If your flange (wherever it is) has a ridge or rusty spots, you have three options (*four if you see the latest service from HNJ Engineering - Ed*):

- 1.) Buy a new flange if available (a Rover Diff Flange for example)
- 2.) Restore a slightly worn one with an extremely light polish of the sealing surface (where the oil seal “runs”)
- 3.) Buy an “SKF Speedi-Sleeve” shaft repair kit of the proper size.

This thin-walled stainless steel sleeve [0,28 mm (0.011 in.)], developed by SKF, is simply pushed into position over the worn area of the shaft, providing a counterface surface that is optimised for radial shaft seals. This is just about visible on some of the pictures. It looks slightly burred underneath my greasy fingerprints – but that’s how it’s meant to be. More on this later.

There is no shaft disassembly or machining involved and downtime



Above: SKF Speedi-Sleeve in position on a Land Rover Series 2 drive flange

of the car is minimised. Since the same sized seal as the original can be used, there is no need to search for other seals, or keep a stock of different sizes, or even get to the machining workshop to open up the outer seat of the then-new oil seal.

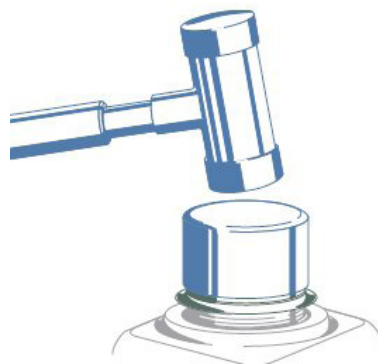
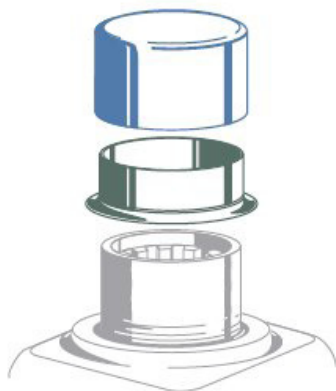
No special equipment is required, since the installation tool is supplied with the sleeve. It’s a hat-type formed piece of steel with a ridge on its lower open end, which then pushes on the mounting-flange of the actual sleeve. A mallet and a pair of pliers are all that is needed for the installation. There might

be circumstances where a longer tube of the correct diameter might be needed to push the sleeve further down a shaft as the supplied installation tool is not reaching deep enough (for example, the shaft of a rear PTO gearbox).

The only thing this tube needs to have is the correct inside diameter for not touching the surface of the sleeve (to avoid any risk of damage) and the lower end should be cut or made absolutely true square, even and smooth. The sleeves do not want to be pushed down the shaft diagonally. You must ensure they go down square and true to the shaft. Personally I found using a press or vice is easier than knocking it into position.

Features

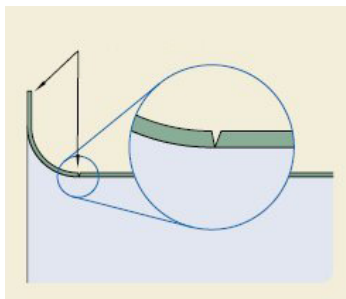
The SKF Speedi-Sleeve uses a proprietary stainless steel material and manufacturing process, resulting in an optimised seal counterface surface that minimises wear on both sleeve and sealing lip. The proprietary material provides increased strength and gives excellent ductility properties to the sleeve. Imperceptible lubricant pockets (hence why it looks a little



Above: Sketches courtesy of SKF

burred in the pictures) enable the lubricant to reside on the sleeve and thereby prevent dry running of the sealing lip that otherwise can create excessive wear. The contact surface is wear resistant and machined to minimise directionality ($0^\circ \pm 0,05$) with a finish of Ra 0,25 to 0,5 μm (10 to 20 μin). This is, in fact, a better counterface surface than can often be achieved even on a brand new flange or shaft. We would never reach that accuracy and smoothness with whatever wet-n-dry we might use on the surface of a worn shaft.

The sleeve has a removable mounting-flange to simplify installation. This flange can most often be left intact and in position, but in applications where the flange will interfere with other system components, it should be removed so as not to cause friction heat and wear debris. The flange should also be removed in applications where it



Above: Sketches courtesy of SKF

may reduce the supply of lubricant to the seal. This would reduce the cooling effect of the lubricant, resulting in elevated under-lip temperatures and premature aging of the seal material.

If the flange is to be removed, it should be cut from the outside diameter into the radius in one location prior to installation. The flange can then be twisted and raised up after installation, and grasped with a pair of long-nosed pliers and twisted into a coil. It will then break away from the actual sleeve on a machined groove which is there to enable exact removal of this mounting-flange.

Size range

The standard size range covers sleeves for shaft diameters from 11,99 to 203,33 mm (0.472 to 8 in.). Each sleeve is designed to fit a specific shaft diameter range,



Above: Picture showing installed sleeve on a rear PTO shaft with the mounting-flange being cut and half way removed from machined groove



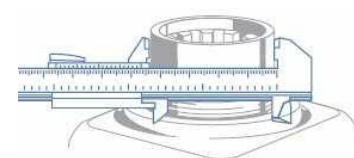
Above: Picture showing removed mounting-flange, leaving plain SKF Speed-Sleeve on PTO shaft

usually above and below the nominal shaft diameter. This permits some flexibility to accommodate variations in the actual shaft diameter.

Choosing the right size

To determine the appropriate sleeve size, it is first necessary to clean the flange or shaft carefully, at least in the area the oil seal runs on. The diameter of an undamaged section of the seal counterface should then be measured on at least three different planes. That means you “walk” around with your calipers. The arithmetical mean of

these measurements determines the size of the shaft repair kit with its sleeve. If the value lies within the permissible range listed in the product table for the shaft diameter (d_1), the sleeve will have an adequate tight fit on the flange



Above: Sketches courtesy of SKF

or shaft and will not require an additional adhesive.

If no suitable size is listed in the product table, it will be necessary to machine the shaft to an appropriate dimension. This also means that a new seal size will be required. As far as I am concerned, this will not be necessary on Series Land Rovers, as I have yet to find any "non-fitting" diameters. The engine front pulley on my Land Rover Series 2, both gearbox output flanges, the diff flanges, the worm shaft of an Aeroparts Capstan Winch and the shafts of the rear Power Take Off can be done with standard sizes off the shelf.

Installing the SKF Speedi-Sleeve

Although installation is quite simple, it should be done carefully to achieve the best results. As the thin-walled sleeve has an interference fit, any disturbances on the shaft surface may create a similar pattern on the sleeve surface and cause the seal to leak. Therefore, the seal counterface surface of the shaft should be carefully cleaned and any burrs or rough spots filed down prior to installation.

Deep wear grooves, scratches or very rough surfaces should be treated with suitable powdered metal epoxy-type filler. The sleeve must be positioned on the shaft before the filler has hardened.

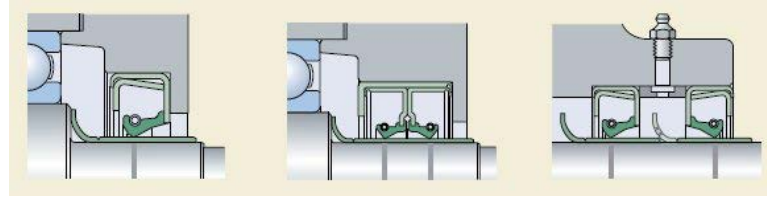
It's obvious that the sleeves should not be installed over keyways, cross holes, splines or threads since this will result in deformation of the sleeve, making it impossible for the oil seal to follow its new counterface surface as it rotates.

In addition, the sleeves should never be heated prior to installation. Using heat will cause the sleeve to expand, but when it cools, it may not contract back to its original size, resulting in a loose fit on the shaft.

Installation

1. Clean the seal counterface surface on the shaft. File down any burrs or rough spots and make sure that the sleeve will not be installed over keyways, cross holes, splines or similar.

2. Measure the diameter on an unworn portion of the shaft where the sleeve will be positioned. Measure in three positions and average the readings to make sure the shaft is within recommended



Above: 'Different Installations' Sketches courtesy of SKF

specifications. If the average diameter is within the range for a given sleeve size, there is sufficient press fit built into the sleeve to prevent it from sliding or spinning without using an adhesive.

3. Determine where the sleeve must be positioned to cover the worn area. Measure to the exact point, or mark directly on the surface. The sleeve must be placed over the worn area, not just bottomed or left flush with the end of the shaft.

4. Shallow wear grooves do not require filling. Optionally, a light layer of a non-hardening sealant can be applied to the inside diameter surface of the sleeve. Clean away sealant that migrates to the shaft or sleeve.

5. If the shaft is deeply scored, fill the groove with a powdered metal epoxy-type filler. Install the sleeve before the filler hardens, enabling the sleeve to wipe off any excess filler. Clean away any remaining filler from the sleeve outside diameter surface.

6. It should be repeated that heat should never be used to install speedy sleeves.

7. If the mounting-flange should be removed after installation, cut it from the outside diameter into the radius in one location. The flange end of the sleeve goes on the shaft first. Then, place the installation tool over the sleeve. Gently tap the centre of the installation tool until the sleeve covers the worn shaft surface. If the installation tool is too short, a length of pipe or tubing with a squared-off, burr-free end can be used. Be sure that the inside diameter of the pipe is the same as that of the installation tool. Use care not to scratch the precision ground sleeve's outside diameter.

8. The sleeves should always be installed so that the outside edge of the sleeve is seated on the full shaft diameter. It must not rest in or outside the chamfer area since the sharp edge will likely cut the sealing lip during seal installation.

9. If the flange was cut for removal, use a pair of long-nosed pliers to grasp the flange away from the sleeve and twist it into a coil, being careful not to lift the end of the sleeve off the shaft or it will leave a



Above: Speedi-Sleeve being installed with supplied tool (far right) onto a drive flange in a vice



Above: Series 2 petrol engine pulley - you can see the ridge caused by the oil seal running on the same position over several decades



Above: Properly installed sleeve on a drive flange – mounting-flange left in position

jagged edge. Flange removal must be done with care to avoid damage to the outside diameter of the sleeve.

10. After the sleeve is installed, check again for burrs that could damage the seal.

11. Lubricate the sleeve with the system medium before installing the seal.

12. Proceed with seal installation.

Removing an SKF Speedi-Sleeve

A shaft sleeve can be removed by applying heat to the sleeve with

an electric heat blower. This will expand it enough to let it slide off without causing any damage to the shaft.

Alternatively, the sleeve can be removed in any of the following ways, always using care not to damage the shaft surface:

- by relieving the press-fit tension using a small hammer topeen across the full width of the sleeve
- by using a cold chisel to cut through the sleeve. Be careful with this method as it will leave burr

marks on the shaft.

- by using a pair of wire cutters starting at or near the flange and applying a twisting motion

Please note that the SKF Speedi-Sleeve cannot be reused.

The complete catalogue for SKF shaft repair sleeves can be found under the following link:

http://www.skf.com/binary/12-57778/SKF-SPEEDI-SLEEVE-new-generation_11337_1_EN.pdf



Above: SKF shaft repair sleeve positioned on top of pulley shaft



Above: Halfway down – installed with supplied tool, now just needs some more movement with the aid of a piece of tubing

Land Rover Show Tickets...

Frank Dunhill Shows Officer

This year the club will be attending five major shows as you can see below:

- Spring Adventure, Great Yorkshire Showground, Harrogate 18th & 19th May
- Bristol & West Land Rover Show, Shepton Mallet, Somerset 22nd & 23rd June
- Billing Land Rover Fest, Billing Aquadrome, Northampton 26th, 27th & 28th July
- Eastnor Land Rover Show, Eastnor Castle, Ledbury 24th & 25th August
- Land Rover Owner Show, Peterborough 7th & 8th September

Each show has its own unique character and challenges in mounting a club display stand. For each show a stand manager will be appointed to

run the club stand; this would usually be the area organiser in which the show is taking place. Complimentary tickets normally cover 2 people and camping; these will be allocated on a first come, first served basis. An application form for each show needs to be sent to the shows officer as per the address on the show tickets request form. There are some conditions for receiving these tickets:

- The tickets are for paid up members only
- You must arrive in a road legal Series 2 Land Rover
- The vehicle must be displayed on the stand
- Help is expected in manning the club stand for some part of the show, which includes setting up and packing away, club shop and so on.

When I receive your request form I will notify you by email or phone and also inform you what number you are on the allocation list. The amount of complimentary tickets for each show this year is 8. Sometimes we are offered discounted tickets if we have more members who wish to attend the shows.

We do not want to waste tickets so if you have been allocated a ticket and then find you cannot attend please contact shows officer ASAP so that we can reallocate them.

If you have any queries do not hesitate to contact me - 07803943822 01797 362960 fdunhill@aol.com or shows@series2club.com

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109" Series 2/2A SW - A to C suffix	Starting from £1,460
109" Series 2A - D to H suffix	Starting from £1,420
109" Series 2/2A SW - D to H suffix	Starting from £1,420
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Contact Richards Chassis to discuss your specifications and needs.
All prices exclude VAT.

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Web: www.richardschassis.co.uk

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

Mojo, another joins the fleet...

James Williams



Above: Mojo, scrubbed up nice back at her new home!



Above: Interior Patina..

Mojo has been sat in dry dock since October and by the time you read this I will have begun the task of replacing all of the hydraulics, hub oil seals and stub axle distance pieces. The bearings will of course need inspecting, but I hope to be able to re-use the existing ones. The plan is to tinker with her throughout the summer with a view to getting her through an MOT. After that who knows? Perhaps a canvas roof?! I do know one thing; it does look quite cute parked next to my blue 109".

I wasn't expecting or planning to purchase another Land Rover. How many of us have said that before?! I mean one really is enough. For me anyway! Last October I stumbled across a 1961 88" that had been laid up in a garage for five or so years. You must believe me when I say I wasn't actually looking for another Land Rover. This one really did find me. I'd told myself over and over again that I don't need another one, and that one is enough. It was evident, however, that this 88" really deserved a good home as it was surprisingly original and unmolested. I had a good look over the vehicle and was satisfied that the project was feasible. The original chassis was still present and in good condition too. The rest of the vehicle also appeared to be very original. Therefore on the surface the initial problems were that of any Land Rover which had been sat still for a long time.

It was clear that the rear cross member would need some work and that new rear leaf springs would possibly be needed. The handbrake drum had a steady trickle of EP90

coming from it and the brake pedal went straight to the floor! The vehicle was however a runner and much to my surprise the clutch and hydraulics still worked so I was able to drive it about a bit in order to test the gearbox. The bulkhead was also in excellent condition, which is always a good start. The deal was done and a week later Martin (The South West Area Comedian) and I turned up to collect the vehicle from a village in deepest darkest Dorset. Like all Land Rovers she needed a name. In the hope of 'welcoming' the Land Rover into the family I thought it best to let my other-half come up with a name, which she duly did: Mojo.



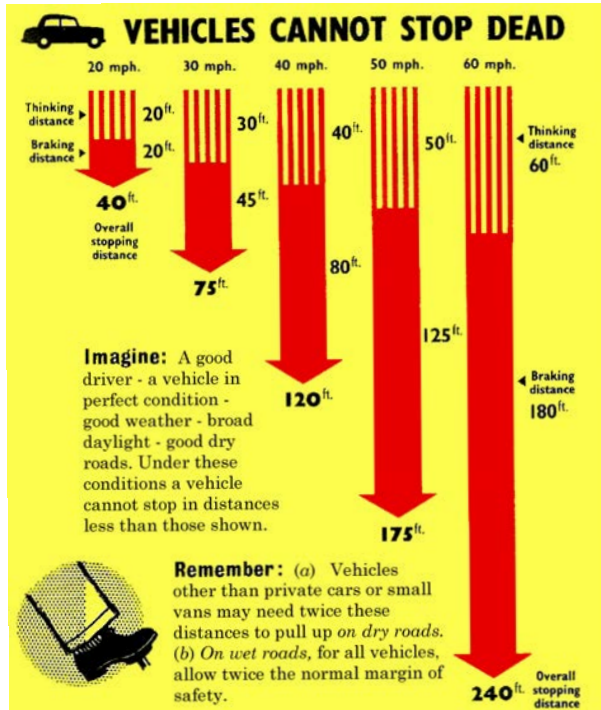
Above & Below: Collection Day...

Below: As found....



Tales From The Highway Code...

Alan Jones



This time we are looking at brakes. It wasn't until the third edition in 1946 that Stopping Distances were published in the Highway Code. These were given as a guide based on ideal road and weather conditions and a vehicle that was mechanically sound.

From 50 mph (Land Rover cruising speed) the stopping distance comprises of a "thinking distance" of 50 feet (10 feet for each 10 mph of speed) and a braking distance of 125 feet, making a total of 175 feet. The stopping distances were something that every learner driver dreaded being asked on the driving test. You just knew the examiner was going to throw one at you. The Stopping Distance diagram here is reproduced from the 5th edition of the code, first published in 1959 and covers most of the Series 2 Land Rover era.

The next edition included more road signs and pictures of models at various road junction scenes – this change was forced as the country changed to decimal currency on 15th February 1971. The price changed from 6d to 6p – that's inflation.

Despite the modern advances in vehicle design and performance; servo'd disc brakes, ABS systems with other electronic aids and radial tyres etc, the stopping distances listed in the current Highway Code are still the same as they were in 1946. (The only change being feet to metres – 3 feet 3/8 inches equals 1 metre.) Many motoring magazines and TV programmes have demonstrated that modern cars can stop safely well within the distances given, but I guess the authorities err on the side of caution and if they started messing with these distances it would just cause confusion.

The point is that Land Rovers in proper mechanical condition can easily stop within these distances, all things being equal. Another point to appreciate is that the MOT brake test requires 50% efficiency for vehicles built after Jan 1st 1968 and only 40% before. Given that before and after this date the brake specifications didn't really change it follows that pre 1968 Series 2s should also be able to attain 50% efficiency. If your vehicle cannot meet this performance

level, it will fail the test.

We get many posts on the forum regarding brakes, probably the single most taxing problem. Many (new) owners seem very keen to modify and "improve" their brakes, by fitting parts from the LWB models onto SWB models and the larger 3" wide drums/shoes from 1-Ton versions and the like onto their vehicles.

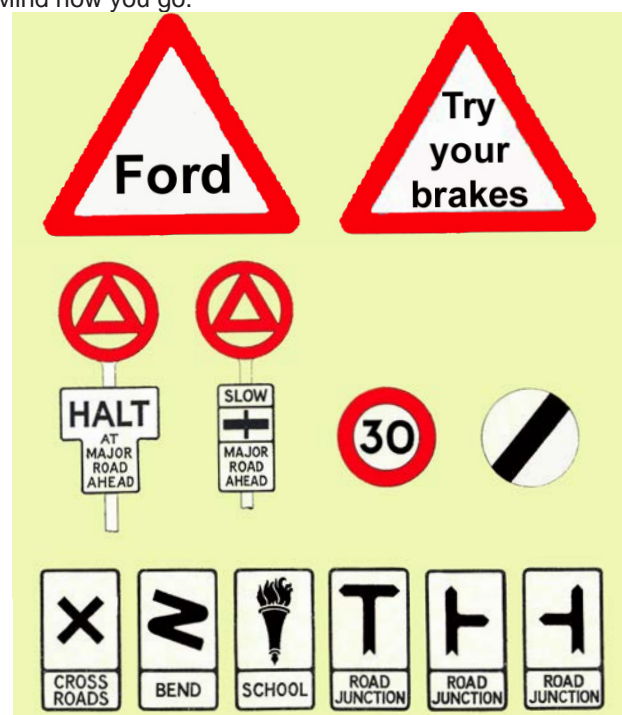
This is just fraught with problems if you don't know what you are doing. It would be so easy to get the front/rear brakes "out of balance". I'm sure our Technical Officer, Alex Thorpe has some future B2L articles up his sleeve to guide you on brake maintenance.

The fact is that correctly fitted and properly adjusted OE brakes are more than sufficient to stop your Land Rover within the prescribed distances. Series 2 Land Rovers are safe in modern traffic conditions if driven sensibly, the secret being anticipation, reading the road, and not driving the vehicle like a racing car.

In the first Highway Code, the motorist only had to worry about 10 road signs:

By the time the Series 2 entered production we had 20 to contend with. In the early 1970's this had increased to some 100! And the number is increasing all the time; information overload.

Arguably the only two signs of interest to Land Rovers are the "Ford" sign, and possibly the only road sign especially for Land Rovers "Try your brakes". We love driving through fords in our vehicles, but the warning is apt. For the next 10 minutes or so their performance is severely limited. Some drive with their foot on the pedal in an attempt to heat the drums and drive the water out, but I find it's better to make several short hard stops. (When doing maintenance work on your brakes, clean out the 4 drain holes in each drum. Whilst allowing water in, they will also allow the water to quickly drain away.) Slowly the brakes will come back, but be aware that they may well pull to one side or another. With this in mind there's no reason why you shouldn't enjoy fording. Mind how you go.



The Grinder - "The sparks are gonna fly!"

Courting Controversy (or not maybe?)

It's MY Land Rover....

Back on my old hobby horse again, I'm afraid. That is whether owners of Series 2s should modify and adapt their vehicles to suit their own needs, tastes and budget. Recent discussions on the Club forum have brought out the usual group of "purists" who would happily stone anyone who even suggested that they "improve" their vehicle. As regular readers will know that really gets my goat and in response to all the rivet counters I hereby raise two fingers and have done this:-



What a heinous disgusting crime! I really should be thrown out of the Club. Firstly I stick over-sized tyres on 8 spokes, and then, if you believe your eyes, I've painted the roof in a Union Flag. (It's not a Union Jack unless it's on a boat - another pet hate...). Actually I don't care what other people think and I don't have a duty to the youth of today to preserve my vehicle for future generations, because in all honestly I don't believe that we will be allowed to drive old vehicles in the late 2020s and beyond. So I am going to enjoy mine now. Why big tyres? They handle better; in my area with about 20 speed humps to negotiate in each direction the softer bouncier ride cushions the impact. It makes the vehicle ride a bit higher too which

I like in our congested roads. And they were cheap, nearly new and local. Might paint the rims at some point, but then I might not. The rest of the paintwork isn't up to much either. One day I might sort that. But mechanically it's all sorted and I pass the MOT every year with no advisories.

The painted roof? That's purely to wind the rivet counters up.

Just finished reading this month's LRO. In this issue two Series 2s are featured. One a highly modified blue V8 Morgan engined monster. Absolutely awesome piece of kit. Another is a yellow 88 from El Salvador that has lived through civil unrest, car bombs and several generations of one family. Why was it painted yellow? Because the current young owner thought the colour would impress the girls more. Good luck to him, I hope he was successful in that aim. Both vehicles would no doubt get the "it's not original" bleat if they turned up at a club event.

Another perennial comment on this theme is the debate about modifying vehicles in order to make them more suited to driving on modern roads. My vehicle doesn't have any engine mods. Two reasons mainly, I don't have the skills to do the modification myself and I haven't got the cash to pay someone else. The problem I have is that I use a section of

very busy motorway locally with a downhill section. While the Landy will eventually wind up to just over 60mph, other vehicles, most notably Eastern European HGVs on their way to Dover, frequently bear down on me really quickly. The lighting as you know on a LR is pathetic at best and I have heard the sound of brakes being applied very hard behind me on a number of occasions. I have no desire to be the bonnet mascot on a Russian truck so I'm aiming to make myself as visible as possible. I have therefore applied retro-reflective stickers to the tailgate. Might even add a flashing orange beacon as well. No doubt someone will go on about the legalities. I'll argue that one in court rather than my wife having to read the will.

That's it for this issue. The mailbag seems quite empty, either everyone is busy or they simply don't give a hoot.



Grease Monkeys...

Laura and Charlotte Smeeth - S2C Junior Editors

Hello Readers!
I hope you enjoyed your Christmas, and a Happy New Year from us! Here in Kent it has been snowing! Did it snow where you are? If it did, send us a photo of you playing in the snow with your Land Rover and we will publish it. There are lots of prizes up for grabs on this page, but don't forget to tell us your name, age and address, and to check it is okay with Mum or Dad, or a Guardian. We hope you have a very good 2013 and we would like to see you at the International with your Land Rovers. We have some fun things arranged for children to do, so please come and meet us!

Laura and Charlotte

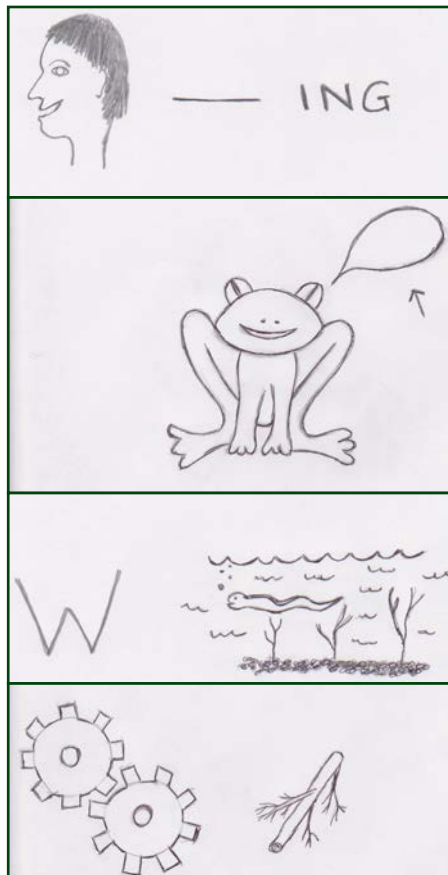
February is, of course, one of the least active months for the club in terms of events. However, it is the ideal time for Dad to carry out maintenance on the Land Rovers. Currently, he and various other people - Granddad (Cyril), Mark, Richard, John, Simon and Barry - have just finished restoring 'Tiny', a Series 2b, and are now beginning on her sister 'Titch', another 2b. Something my friends have never understood is why we name our Land Rovers. To us, they all have different personalities and as they are like one of the family, need a name. Ours are called Saffy, Katie and Dinky. Does yours have a name? Is it funny, or named for a reason?

Don't forget that our drawing competition is still running, so send in a drawing or painting of your Land Rover. We will print it in the



magazine, and the best one will win a prize! Here is a picture I have painted of Saffy...
See you next time!

Spring competition.. Look at the pictures below and try and work out the Land Rover related words. Send in your answers to the Club address or email the editor on editor@series2club.co.uk First one out of the hat wins goody bag!
Closing date May 19th 2013



2013 Charity Land Rover Run

This year's Charity Land Rover from Kent to Ypres is set for the weekend of 11-12th May. For those junior members involved, don't forget there is a special prize this year for the family/children raising the most money for The Great Ormond Street Children's Hospital - a family pass (2 adults and 2 children) to Thorpe Park. The prize will be awarded on 1 July 2013, so get fund raising today!

If you would like to sponsor one of the participants or offer up an auction prize, you can contact the organisers via the magazine editor, all support welcome.

Catherine and Georgia

Winter Quiz Results...

Jeremy Hackney



The puzzle from the last issue highlights what in my mind is one of the most enjoyable aspects of Series 2 ownership: the individuality of the vehicle. Exposure to the elements, repairs and modifications chronicle the vehicle's life under its different owners and duties, making no two Series 2's the same, even if only diehard Series 2 owners can tell them apart!

No other vehicle is so well-suited to personalisation, like a blank canvas. You can brush-paint a VW bus, perhaps, but adding a winch or tow-hooks would look ridiculous, even if they were useful. On a Series 2 you can do both and it looks perfect! Hard top, soft top, seats in back or a pick-up. Camper? Towtruck? Or an LPG tank? The vehicle was intended to be easily and variously modified to make it as useful as possible, and it still is even after 40-50 years. It can evolve with the needs of its owner(s) over decades. (Note: it's not "bodged", it's "personalised"!).

The Series 2's design fits a certain personality; those who like things practical, simple, unpretentious and under their own control. I have a modern car, as well, but it's been optimised from a nameless person in a factory for safety, environmental impacts, low-cost manufacture, and appearance. Personalisation is limited to a bumper sticker. Indeed I wouldn't want to risk changing anything else for fear of putting its optimality so far out of balance that it would completely stop working.

The puzzle was admittedly a bit boring given the fantastic range of personalities that Series 2's actually have! But it points out how even little things can be changed to suit us on these cars, which you just can't do on modern vehicles or even many other brands from the Series 2 era. It was for trained eyes and ... well ... cold, dark winter evenings when nothing's on TV!

It showed a picture of three Marine Blue 2.6L Series 2A Dormobiles which left the assembly line in 1969, 1971 and 1970 respectively. Though their diverse owners even confound that simple assertion, because mine (on the left of the picture) is actually 50% 1969 and 50% 1970!

By the years alone, there are a few technical differences already from the factory. But this is about what the owners did to change them.

The ownership history of the Dormobile parts on mine is unknown, but I traced its rotten non-original 1969 sixpot chassis to 23 owners before me, starting as a commercial vehicle in a factory in London and finally being donated to the Dormobile (and transformed into a 2.25l) in ca. 1990. Its final personalisation occurred when I put the Dormobile components, repaired over the years to differing degrees of "personalisation" by owners, onto a 1970 left-hand-drive sixpot chassis.

So it's back to its original engine spec, but it drives on the "wrong side". This demanded modifications to the beds and dining table inside. It also has the deep sills from early 1969, which I know are "wrong" with the headlights, but it's my canvas to paint, and I really like them. It has standard running gear except a Fairey overdrive and freewheeling hubs from America. It is hand-painted to match the tone of the faded Marine Blue paint, and rubbed down to get rid of the brush marks. In the photo I have no spare on the bonnet, but I have a bonnet with the spare carrier at home that I use when we need to carry cargo on the back door: how many modern cars let you swap body panels depending on what loads you're carrying?!. We use it with 2 small kids so my modifications suit them: 4 side steps, an Eberspacher heater, 4 shoulder belts, and mounts for a DVD player/TV in the back seat.

The middle Dormobile is an original 1971 Martin Walter, imported to France from England in the 1990's, I believe. It has had a recent professional respray and it runs a Series 3 2.6L engine while the original engine awaits rebuilding. If I remember right, it's got a disc brake conversion in the front. It is regularly used for vacations by 2 adults, whose children have grown up. They have taken very long cross-European trips (including Istanbul and Morocco in the past few years).

	Vehicle 1	Vehicle 2	Vehicle 3
Difference	1969	1971	1970
Number plate location	Front right	Standard mounting plate	Left bumper
Freewheeling hubs	Dualmatic	MAP	Selectro
Road Springs	Standard	Parabolic	Parabolic
Wheel color	White	Limestone	Limestone
Above front bumper	D rings	Foglights	Foglights
Spare location	Back door	Back door	Bonnet
Curtains	Beige	Beige	Blue
Mirrors	Popsicle	Door hinge	Popsicle
Aimable spotlight	None	Door hinge	None
Sun Visor	External	None	None
Left-right drive	Left hand	Right hand	Right hand
"Four wheel drive station wagon" badge	Rear only	Grille	Grille
Sidesteps	4	2	None
Sills	Tall	Shallow	Shallow
Roof rack	LRbits	None	LRbits
Sign on grille	Le Bal des Séries	None	None
Side awning channel	On tilting roof	None	None
"Dormobile" badge	Chrome	Black	Black
Tax disc holder	Dormobile club	?	?
Swiss highway tax (sticker)	Paid	No	No
Mudflaps	Front and rear	None	?
Radio antenna	None	Front right wing (retracted)	None

The one on the right was also imported from the U.K. to France in the last 5 years and is also original. It came from an inn, where it was used to transport guests. It has recently changed owners and this was one of the first trips the couple took in it. They had worked on its running gear, and it had a professional respray to a bit brighter blue. The hand-painted name of the inn is restored on its side in large white letters. Its original engine is smoky, but I think they'll be repairing and keeping it!

Readers were asked to take note of any differences they found among the three similar vehicles. For example, "spare on the bonnet": no, no, yes.

Above is the list of differences I compiled, based only on the photo (you believe me, don't you?):

As different as they are in minor ways, I think it's amazing that we had 3 blue Dormobiles together with IOE sixpots in them!

Anyway, members Alec and Helen Hill are the contest winners and found many of these plus the following:

- Different stickers on the rear side windows
- No edging on the lifting roof in the middle vehicle
- Repeater indicator light on lower front wing ... I don't know what this is, so I give them credit for finding it!



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Buying A Series 2 - Part 1...

Alex Thorpe

Introduction

The first article in this series looks at some of the options available when choosing which variation of Series 2 to look for. In the case of Land Rovers, the decision is made difficult by the vast combination of specifications available and the ease with which they can be modified, making choosing the right vehicle a potential minefield. Similarly, the number of variations make it impossible to cover anywhere near all of the options here. This article looks at the basic standard vehicle options as supplied by Land Rover, some of the after-market conversions carried out by other companies and also some common owner modifications – both period modifications and more recent modification trends.

Basic Configurations Models

The basic range of vehicles available still gives quite a big pool from which to choose, with basic choices including chassis configurations of Short Wheel Base (88" - Regular) Long Wheel Base (109" - Long). Both of these versions were in production throughout the life of the Series 2, with numerous variations on these basic configurations. These included

the standard civilian options as well as military variants, fire tenders, ambulances and other specialist conversions.

The Forward Control models were introduced in September 1962 as a Series 2a model with a 109" wheelbase, and replaced in September 1966 with the 110" wheelbase Series 2b.

In September 1967 the "Lightweight" was introduced – a purely military variant based on the 88" utility running gear. In September 1968 the "1Ton" version of the 109 was introduced, with an up-rated carrying capacity over the standard 109".

Body

The bodywork of a Series 2 is where the largest selection of variations arises, with many coach-built variations as well as the standard Land Rover options.

The 88" and 109" models were both offered as Station Wagons or Utility models. The SW models were intended to be more passenger friendly than the utilities, with improved seating and creature comforts (as far as that goes on a Series 2, so not very many!). The 88" SW is closely related to the 88" Utility – both can seat 7, though the SW uses individual fold down seats



Above: 2.25 petrol



Above: 1 TON (picture Dan Warden/Claudia Patatas)



Above: 88" Soft Top (picture Lee Bell)



Above: 88" Pick Up (Truck cab) (picture Peter Wales)



Above: 109" Pick Up (Truck cab) (picture Harvey Allard)



Above: 88" Hard Top (picture Author)



Above: Light weight (picture Alan Jones)



Above:109 SW (Truck cab) (picture Matthew Saywood)



Above: 2B Forward Control (South African CKD) (picture Keith Thorpe)

in the rear and is fitted with a full trim kit.

The 109" SW is not so closely related to the 109" Utility, having a different body (a 5 door arrangement) and some chassis differences.

The 109" SW seats either 10 or 12 depending on the specification when new (6 on forward facing seats, the remainder on side facing bench seats accessed via the rear door).

In both cases the SW has improved trim, with headlining, door cards, floor mats, side opening rear door for improved access, heating and other items that were either optional or not available on the Utility models.

The Utility models cover the Pick Up (Truck cab) - available with canvas load bed cover, Hard Top (van) and Soft Top versions, as well as the chassis cabs supplied to bodybuilders for conversions. These options are common to both the 88" and 109" vehicles. The basic supply was a full Soft Top on the 88" and a Truck Cab on the 109", with the other configurations being optional.

The 1 Ton was only available as a Utility vehicle, as were the Forward Control models. In the case of the Forward Controls, many seem to have been supplied as chassis cabs for conversions. The Lightweight was only ever built as a full Soft Top body, although different to any other Series 2 in its body design.

Engines/Transmission

Engine choices (for the UK market) were quite limited. In the case of the 88", Rover's 2 litre petrol engine was carried over from the Series 1 for the 1958 model year, to be replaced from then on by the now familiar and long serving 2.25 litre petrol engine. 109" chassis were fitted with the 2.25 litre engine from the beginning.

Rover's 2 litre diesel engine was carried over from the Series 1 for the entire Series 2 production in both 88" and 109" chassis, being replaced by the new 2.25 litre diesel engine with the introduction of the Series 2a in 1961. 109" vehicles were available from 1967 with Rover's 2.6 litre petrol engine. The "Lightweight" was only powered by the 2.25 petrol engine, while the 1Ton was powered exclusively by the 2.6 litre petrol engine. The 2a Forward Control was powered, in the UK, by the 2.25 petrol (export vehicles were offered with the 2.6 litre petrol engine). The Series 2b was offered with the 2.6



Above: 2.6 Petrol (picture Jeremy Hackney)



Above: 2.25 diesel (picture Luke Pullen)

petrol and 2.25 diesel in the UK (with the 2.25 petrol available for export).

Almost all vehicles were fitted with essentially the same 4-speed gearbox and 2-speed transfer box, albeit with slightly differing gear ratios and mountings to fit the varying engines. The exception to this were the Forward Control and "1 Ton", both having a lower ratio transfer box modified to allow low range to be selected while moving.

Period Conversions

Throughout the production years of the Series 2 there were a lot of conversions, and certainly far too many to cover here. Typically, these



Above: Marshal Ambulance (picture Peter Wales)

were where the 4x4 capability or load carrying ability of a Land Rover were needed. Some of the more common around today include camper conversions – either Dormobile or Carawagon – both essentially motor home conversions of one of the Series 2 configurations.

Ambulance conversions are also common, particularly the military Marshall ambulance, based on a 109" Land Rover, powered by the 2.25 petrol engine. Numerous companies converted almost every variant of Land Rover into a fire tender over the life of the Series 2, with varying levels of modification from a basic fit-out of a standard vehicle, to complete chassis-up re-engineering.

Recovery trucks are also a common conversion, often done by the vehicles' owner at the time – no doubt in part due to the ease of modifying a Series 2 with basic resources. The 109", due to its increased load carrying and better stability, tend to feature in this category. 1 Tons are often found as tow trucks.

Modifications

Modifications can become a bit of a controversial area, with most owners having modified their Series 2 in some way. As with the period conversions, there are so many modifications that it would be impossible to mention all of them, so I will pick out a few of the more common ones. Modifications will always divide opinion, and there is no 'right way' to go about them. Their suitability depends on the intended



Above: 109" Fire Tender (picture Alan Green)



Above: 109" Pilchers Ambulance Conversion (picture John Dyson)

use of the vehicle and the owner's wishes (younger members would be well advised to stay with standard specification vehicles, as insuring modified ones can prove difficult and expensive).

Engines

The most likely modification to be found currently is to a vehicle's engine. This could be a simple "period" change, such as a 2 litre diesel for a 2.25 diesel, or a change for a modern engine such as the TDi or Perkins Prima.

The most common of the modern engines is now the TDi, due to its ease of fitment and availability. Both the 200 and 300 series have been fitted with success in the Series 2. There are still a significant number of Land Rovers around with older engine conversions such as the Perkins Prima or the Land Rover 2.5 N/A diesel engine, and whilst not as powerful as the TDi, they still offer an improvement on the standard engines (in some cases the Prima is reported more economical than a TDi). There are also still some Series 2's about with the Rover V8 conversion, giving a useful increase in power. Changes with period engines are quite common, although usually done earlier in the vehicle's life, either after engine failure or for more power (diesel to petrol) or economy (petrol to diesel).

Transmission



Above: Carmichael FT 6 Conversion (picture David Sparkes)



Above: Dormobile (picture Alex Bywaters)



Above: Carawagon (picture Robin Sanderson)

Transmission modifications are quite common, with the usual modification being the installation of an Overdrive. Later in production, a factory approved option was offered, manufactured by Fairey. The overdrive gives an increase in final drive ratio when engaged (reducing engine speed for a given road speed, or if sufficient power is available, increasing top speed), but retains standard gearing when disengaged.

Higher ratio diffs can be fitted, and these give a permanent increase in gearing. The most common fitment is the 3.54:1 ratio diff from a Range

Rover or Discovery, usually coupled with a more powerful engine. Other ratios are available as fitted to Rover cars (usually 4.3:1), though less common choices. Upgraded transfer boxes are available with an increased gear ratio, and this has a similar effect to the increase in diff ratio.

Occasionally Series 2's are seen with a 5 speed gearbox conversion, although these are rather uncommon. The conversion is not easy to do. It offers similar benefits to the overdrive options.

Suspension

Upgrading the suspension to parabolic springs is now quite common, with the price being relatively close to that of fitting new standard suspension. As with most modifications it generates mixed opinions. There are a lot of systems on the market and the suitability of the one on the vehicle needs to be considered.

Brakes

There are numerous ways in which

Series 2 brakes can be upgraded.

Fitment of a servo was a factory option to reduce the pedal effort needed. This used a remote servo mounted on the passenger side of the bulkhead.

There are also a lot of "home" modifications such as fitting the larger front brakes from a 109 to an 88, the entire system from a 109 to an 88 and so on. Almost every combination has been done. My opinion of these is to avoid them, as home modification of brakes can be dangerous – the modified system needs to be balanced and the cylinders properly matched. If it is to be done, stick with a system Land Rover fitted, as that way it is known to be safe and properly developed.

There are a few disc brake conversion kits on the market, but these do not tend to be seen too often on Series 2's, due, I expect, to the cost of the conversions. Some of these require modifications to the vehicle to install, while others can be fitted to a standard vehicle.

Conclusion

This article has described the basic features of a selection of the standard vehicles, and some of the more common modifications being done to them. In the next issue, I will look at the advantages and disadvantages of the items described in this article, with the aim of making it easier to identify the ideal vehicles for the prospective buyer's intended use.

Thanks go to the club/forum members who have provided photographs for this article.



Above: TDi Conversion (picture Pete 'nightmare' Collins)



Above: V8 Conversion (picture Michael Lloyd)

Series 2 Club AGM 2013

Advance notice of the 2013 Club AGM

By order of the Board of Directors, pursuant of the Companies Act 1985.

Company limited by guarantee, registered in England and Wales No. 2451020. Registered office: Blinder House, Flagg, Buxton, Derbyshire, SK17 9QG.

Notice is hereby given of the Annual General Meeting of the Company to be held at the Club International Rally, Hole Park, Kent, TN17 4JB, on Sunday 11th August 2013, commencing at 3:00pm. For the purpose of considering and, if thought fit, passing ordinary resolutions as the Directors of the company, and as to its ordinary business, its accountants and accounts.

Notes:

- 1) Any members of the company entitled to attend, speak and vote at the above mentioned meeting may appoint a proxy or proxies to speak and vote instead of that member. A proxy may demand, or join in demanding a poll. A proxy need not be a member of the company. A proxy form will included with the Summer issue of Built Two Last, along with full instructions for submission.
- 2) Voting shall be by a show of hands, all members should produce their membership card as proof of membership to demonstrate a right to vote. Proxy votes need to be registered via the company office 48 hours before the meeting in accordance with the rules. One membership, one vote. Joint memberships count as one vote.
- 3) The full accounts and every document required by to be annexed to it will be laid before the above mentioned meeting. The statutory registers are available for inspection with prior notice during normal business hours without charge at the above address.

Members of the Series 2 Club Limited are invited to submit any proposals and resolutions for inclusion in the 2013 AGM agenda. Proposals will be published in the Summer 2013 Built Two Last and should be received on or before May 19th 2013 for inclusion in the magazine (the final date for resolutions will be published in Summer B2L, this date is for inclusion in the magazine). Proposals can be sent to the Chairman on chairman@series2club.co.uk or to the Club's postal address at the Series 2 Club Ltd. BM 7035, London, WC1N 3XX

Election of committee members

The following Directors seek re-election at the 2013 AGM:

- Alan Jones
- Roger Horne

The following committee members are standing for re-election, nominations for these roles are also being taken should anyone wish to stand for election:

- Jon Hayes - Chairman
- Dan Clements - Advertising
- Dominic Pudney - Shop
- Ivan Plachy - Europe
- Sean & Hazel Smeeth - G of E
- Kevin Fletcher - Peak District



- Paul Mercer - Thames Valley
- Gordon Lowe - Yorkshire

The following committee roles are currently vacant and nominations are being taken should anyone wish to stand for election:

- Vice Chairman
- IT Officer
- Anglia Area Organiser
- Central Shires Area Organiser
- East Mids Area Organiser
- North Wales Area Organiser
- Surrey & Sussex Area Organiser
- Borders (or two proposed new areas) Area Organiser

The following committee members

have been co-opted during the year and seek election at the AGM.

- West Midlands Area Organiser - Andy Parker
- Severn Valley Area Organiser - Jules Throne
- Database Officer - Avril Arbuckle

This list is subject to change before the Summer issue of Built Two Last Issue 106.

Should any member wish to discuss any of these roles, please contact the Club secretary or any other current committee member who will be able to advise as to the requirements for each of the committee roles.

Volunteering for a committee role can be very rewarding. If you are not sure what would be involved in being an Area Organiser or a Club Officer, then we are happy to have an informal chat so that you can ascertain if it is for you. It is a common misconception that Area Organisers organise everything and that the demands on Club Officers are great. Roles vary greatly in requirements and there are opportunities for members to get involved at all levels, so give it a go.

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 members (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	Covered by Stuart Abram	The Lowndes Arms 4 High Street Whaddon Milton Keynes MK17 0NA meeting is held on the second Friday of the month.
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 l' 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	Second Wednesday of each month at the Catash Inn, Cary Road, North Cadbury, BA22 7DH. From 7.00pm but we tend to start arriving at 6.30 Third Monday of each month at the Thirsty Farmer, Whimble, Devon, EX5 2QQ. From 7.00pm Organised by Chris Doyle - 07935 535493. Keep an eye on the forum for details.
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....

Land Rovers, My Life With Them...

Karin Quarrie

In 2004 I decided that I needed a vehicle that I could fix myself and would appreciate in value; plus use for Scouting, transporting guide dog puppies and children. Being no stranger to Land Rovers, having had a Series 3 in the past and driven a borrowed County of my brother's, I looked on eBay and found a Series 2, totally unaware how my life would change.

I won and this Land Rover was collected on a trailer and brought home. I remember the words: 'it'll take a couple of weeks to get on the road', however taking the tub off to replace the rear crossmember caused a sharp intake of breath and a dash for the computer once more. One chassis, swivels and many other parts later, with bloody knuckles and plasters applied, grease ingrained in my hands and a depleted bank account, I realised I was in possession of something special. After joining the Series 2 Club and getting a lift to my first meet with a handful of photos, I was told that my Land Rover had one piece doors and these were rare and had to be saved. So off went the doors for a refurb. Eventually, she was ready and on the road, the MOT in my hand with no idea of what would happen next. Having traced all the former owners and found out her history, I decided to take her back to see her original owner near Shrewsbury. The farmer who had originally bought her as a Christmas present to himself had passed away, but his daughter and wife were still at the farm and had kept the Landy for 37 years. They were thrilled to see her and had thought they would never see her again. I let Julie, his daughter, take her for a drive and when she returned I said I needed a name for her. "Dad always called her Betsy" so Betsy was named.

After a summer of shows with Betsy, I'd met many new friends within the club and discovered that I never need to remember where I parked when I went to the



Above: The family group...

supermarket. During the following year I went to many shows and cemented friendships within the club. This helped me when I was divorced and we became a one Land Rover and daughter family. I had met both Avril and Dave and we travelled to shows over the summer together as we were from the same area. I discovered that Dave's Wesley also had one piece doors and then we discovered that our Land Rovers had been built two weeks apart. Amazing that after nearly 50 years, two of Solihull's finest should be 28 miles apart. After a couple of years Dave and I were spending more time together and eventually we decided to share our lives and Land Rovers. We then began talking about a Station Wagon and noticed 'Dot' in a Land Rover magazine; she was in Gloucestershire and we were in Warrington. A journey was planned and we met Dot's owners. Our main task was not to agree a price but to persuade them that we really would look after her. Dave and I drove home, him following me in Dot, locals waving at us as we drove through the village and then large lumps of farm mud falling off the chassis as I drove up the motorway. We managed to get all three Land Rovers together at Heskin, took

a group photo and sent it to the previous owners to show them she was happy. We now had a his, hers and theirs.

Fast forward to 2009, a night in the pub for a meal and a 'shall we bid on this Land Rover?' conversation. Returning home we decided we had to save her as she was early and put in a bid. I blame the beer I think. We set off for Darlington to collect her and began the journey back. Stopping for fuel, I realised that the back door was coated in oil, a sniff, yes EP 90. A RAC ride home and Topsy was ours. She was a Station Wagon lookalike, botched and hand made. A previous article in B2L details the fun we had restoring her, but at the International in 2010 we had all four vehicles. The family was complete.

We have Betsy on the drive, Dot outside the house on the road, Topsy in the backyard and currently Wesley is still in Leyland. We drive them all, all are road legal, though Topsy does need a gearbox rebuild, Wesley and Betsy need their one piece doors fettling and there will always be jobs that need doing on them. However we love them, we use them and my life would have been very different without them. They definitely grow on you.

The FFR and the Fordson Major...

Armine John Hut "Frenchie"

About three years ago now, I got hold of a Series 3 FFR for £50 from a friend who had had it stored up on a farm for the previous seven or eight years. I only bought it for the gearbox, which, my friend had told me, as far as he could remember, never made any unusual noises. On this basis, I borrowed a trailer and took it home. Once it was on my driveway, I decided that it needed stripping as soon as possible, as it was taking up room that I normally use for parking my car.

At this point I began to think that I might need some help, but where was it going to come from? My son Charlie has at times helped me out with holding this or taking that off or cleaning this and that up. Basically he has grown up wielding a spanner from a very young age and he was very willing to help out, whilst also bringing a friend of his along. Charlie has a bit of a passion for motorbikes and he has had a few in his short time on this earth. He is more than capable of pulling a bike apart and rebuilding it from top to bottom, so dismantling an old Series 3 would, I was sure, be a piece of cake for him.

A day was decided upon, and we set to with a grinder, spanners, screwdrivers and a big hammer. I was hoping that we would have it stripped down to its chassis over a weekend and I was right in my prediction. Come Sunday afternoon the worst was taken off and anything that was of any use was stored away for a rainy day. This Landy had been taken off-road rather vigorously for many a weekend and it had seen some real abuse. With its rusty and broken chassis and with it having been left out in the open for a few years, there wasn't a lot left worth saving, but as I said before, I had really only bought it for the gearbox. The chassis broke and collapsed in the middle which sort of made it easier to move into a van to be weighed in at the local scrap merchants.



Above: The Fordson Major...



Above: No S2's were hurt in the making of this article, the lads get stuck in to the Series 3 FFR..

Anyway, Charlie and his friend were a great help and they both enjoyed the new challenge of pulling a Series apart. He was 15 years old in the photos and he is 18 now and he still likes to get his hands dirty by helping out now and then. He still loves his motorbikes and he is now part of a trials display team "The Up and Over's" and he performs at many local Steam Rallies.

This brings me onto another passion of his, which is old tractors. At one Steam Rally a few years back now, he came to me and told me that he had bought a tractor. I automatically thought he had bought a model tractor but I soon found that I was organizing a trailer to go and collect said tractor. It was a Fordson Major built in the 1950's, and Charlie spent most of his spare time out in front of the house cleaning up

parts and re-fitting them. His pocket, birthday and Christmas monies were spent on new parts for it, and soon enough it was ready for a re-spray. I did the spraying for him and once it was finished, the plan was to take it to Steam Rallies and show it off. However, he decided to sell it and put the money towards another motorbike and some new fishing gear. He loves to go fishing but I hate it, so he's on his own when fishing season is on.

He still likes to get out to an Off-Road Play Day and be winch donkey and just get very muddy. I'm sure that one day he will come home and tell me that he's bought a Land Rover, but for now, it's girls, bikes and drinking with his mates... I'm sure I was the same at 18, although it's been that long ago, I can't quite remember..!

The day 871 VLG Met Concorde...

Roy Monk



I purchased this vehicle in late 1960's as a tow vehicle for the Bollington Parascending Club and as the club grew, it was possible for a dedicated vehicle to be purchased by the club and I could then use my beloved chariot for personal use only - this is still the case!

I used the vehicle at the BAPC National Championship event held at Filton in 1969 and was lucky to witness the first flight of Concorde 002 over the assembly factory.

Now, over 50 years later, I have found a photograph of that event, showing Concorde 002 flying over series 2 871 VLG, decked out in the Bollington livery and showing the sponsor's name (Kenroy Dispersions Limited).

I have travelled to France in 2011 and 2012 (Kent to Ardres in 2012) with my Series 2 without a single moment's problem, having travelled from North Yorkshire to Dover and back using less than 1 litre of oil, but rather more petrol!

I am proud to report that 871VLG is substantially original with the original engine & gearbox, chassis etc., the only significant modification being the replacement of the dynamo with a much more efficient and reliable alternator.

Voluntary MOT's...

FBVHC News

At the NEC show last November, several members raised queries regarding the operation of voluntary MOT tests.

All testing stations were notified by Special Notice from VOSA that as and from the date of exemption for pre-1960 vehicles, these owners can apply for a voluntary test. These can be booked in the normal way and charged the normal fee (or lower if the garage is giving special offers) and garages cannot refuse to test them. Please notify the secretary if any garages are refusing to conduct a voluntary test.

Those few vehicles that have always been exempt from MoT,

mainly specialised vehicles for which no manuals exist and fall outside testing protocols, are not eligible for voluntary testing. (These vehicles are listed on the V112 form, the Declaration of Exemption from MoT Testing). However DfT have been under pressure from the EU and are starting to consider reducing the approximately 30 types of exempt vehicles (most of which are now built on modern truck/bus chassis) down to only those machines with specially tailor-made layouts i.e. extremely low volume production.

Any voluntary test should be conducted as previously practiced and the normal pass or failure

notification will be issued together with 'advisories' if appropriate. It therefore follows that an electronic record will be held on the VOSA database, which the enforcement teams of VOSA and the Police may interrogate. It is plainly not acceptable for owners to ignore a failure and continue to use a vehicle without correcting a known fault and use an excuse of: "Well, I need not have had it tested anyway". Good practice is to resubmit for a retest after the rectification of a failure fault.

Reproduced courtesy of the FBVHC News Issue 1 2013 page 6.

DD's Archive

David Dutton Club VRO



Left: Late Series 2a at Swanage Railway Station, September 1989 D Dutton



Right: Series 2A at Bristol floating dock. July 1988



Left: Series 2 at Foxton Locks, Leics. September 1988



Right: Series 2a at Winscombe, Gloucestershire. May 1993

Tales From The VRO

David Dutton

Leading up to Christmas I was kept busy in my attempts to uncover the suffix change-over information of the Rover 1 or ½ ton, Airportable/Lightweight (Chassis prefix 236 /239). I know the suffix changed from A to B in 1970 but at what car number did this happen? I didn't really get to the bottom of this (it will be a Gaydon visit I suspect), Mark Cook's book the 'Military ½ ton Land-Rover' does not have this information. The Proof of Age paperwork was returned to the applicant with a build date of 1970 based on the vehicle fitments and what information is available but I have not been informed as to its success. In the meantime I dealt with another Proof of Age, a very original un-rebuilt Suffix B IIA that had all its original engine, gearbox, axles etc and chassis plate, but the stamped-in VIN area had suffered corrosion with the usual weld/plate repair. It looked possible that the stamped-in VIN could still be available once the repair was gently removed. Unfortunately it was not as the area was crumbling rust. The report giving a precise build date and an explanation on how all the serial numbers confirmed this build date combined with the chassis plate screwed to the bulkhead was returned to the club member. Trafford DVLA examined the vehicle and decided it was a mongrel purely based on the fact that the repair plate had been removed so the stamped in VIN was not available

despite the evidence that I had asked for this to be done. The case went backwards and forwards between Trafford and Swansea until Trafford upheld their own decision. So now the vehicle is liable for a 'Q' VRN and the extra tests. I am in the process of contacting the FBHVC re this, so watch this space. My question is, a similar vehicle i.e a Series IIA Suffix B with less dating evidence and the stamped-in VIN missing as the dumb iron had been cut off and then been replaced – this vehicle sailed through an extremely quick visual inspection at another local DVLA office and was immediately given an 'Age Related Number' So where do we stand?

Answer in next Tales from the VRO (maybe)

Thanks to Chris Bentley and Paul Bohan for the inspections. I have two more on the go at the time of writing. As usual please be patient as many of the answers to emails take hours of research to answer correctly on top of the V765 and Proof of Age cases. We have had another hiccup recently concerning re-chassis-ing and V765 – separate item on this.

That's all for now. Remember Drive it Day care of the FBHVC. Please use your classic vehicle or attend the events on the day – SUNDAY 21st APRIL. The Gaydon Heritage Centre admission is £5 to all arriving in a classic vehicle – check their website for details.

Contact me on vro@series2club.co.uk



V765 and Proof of Age Application UPDATES

1. We cannot inspect dismantled vehicles.
2. When obtaining a vehicle without paperwork please deal with this first before rushing into a restoration and tearing the vehicle apart and losing vital dating evidence.

Over the past year many of the applications have been made once the vehicle has been dismantled for restoration or where the restoration is getting to the point of completion and thoughts of paperwork rear their ugly head. Assuming the vehicle has not been dismantled before, we can gain much dating evidence that is usually lost when the vehicle has been restored; this can cause difficulties and disappointment and even a 'Q' plate.

The reasoning behind inspecting a vehicle is to confirm the vehicle's identity and that the vehicle is a genuine vehicle that is; not one made up of parts. Obviously all the vehicles the subject of the Proof of Age process are inspected to 'ascertain their year of manufacture' to enable DVLA to issue an Age Related Vehicle Registration Number (VRN) and V765 vehicles are inspected to confirm year of manufacture and that the vehicle is a genuine vehicle.


Recently a club member's V765 application has been refused as a rebuild including the use of a new chassis was not notified to DVLA. In the future in respect of all V765 applications that require a new chassis, please inform your local office of this fact before applying to the V765 scheme

If you need any advice contact me preferably on vro@series2club.co.uk I may not answer straight away as occasionally the number of enquiries and workload defeats me.

A letter from the past...

Editor

I was lucky enough to come across this in amongst a package of information with my 1962 Dormobile and I thought I might share it with the Club. I wonder if the technical departments of today would respond in such a personal manner. In addition, was the advice correct? Maybe Alex Thorpe's earlier article goes some way to answering that?



BY APPOINTMENT TO HER MAJESTY QUEEN ELIZABETH II
MANUFACTURERS OF MOTOR CARS AND LAND ROVERS

THE ROVER CO. LTD.

TELEPHONE
SHELDON 4242
S.T.D. 021. SHE 4242

TELEGRAMS
ROVREPAIR SOLIHULL
TELEX 33-156

TS/CER/MN

SERVICE DEPARTMENT
S O L I H U L L
W A R W I C K S H I R E
E N G L A N D

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY AND NOT TO INDIVIDUALS

24th August, 1966.

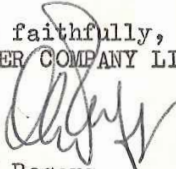
Dear Sir, Re: Land Rover Estate Wagon.

We thank you for your letter dated the 19th August and would advise that the fact that rust is present on the springs need in no way be viewed with concern as it is unlikely to cause any serious corrosion.

Normally, it is preferable to allow the spring leaves to remain completely dry, as inter-leaf friction helps the damping of the vehicle and, therefore, takes a certain amount of load off the shock absorbers.

There is, however, no objection to the spring leaves being cleaned periodically - say, once a year, with a mixture in equal parts of paraffin and engine oil. Great care must, however, be taken to ensure that this mixture does not find its way on to the rubber bushes of the spring eyes, otherwise these are likely to deteriorate very rapidly.

Yours faithfully,
For THE ROVER COMPANY LIMITED.


C.E. Rogers.
Technical Service Dept.

Yorkshire Update...

Gordon Lowe

Yorkshire area members met at Ripley Castle near Harrogate on Sunday 30th December to spend the day driving the Greenlanes of Fountains Earth Moor and Grewelthorpe Moor in Wensleydale.

The 'Morocco Overland Veterans' (John Horne, Steve Walker, and Robin and Patrick Sanderson), set up a field kitchen to prepare an enormous fried breakfast before setting off cross-country towards Masham in 3 Carawagons, along with an 88" truck cab belonging to Jonny Reas, Chris Smallridge in his 88" full tilt, Neil Pocock (re-building his camper) and a LWB V8 kindly lent to John Horne for the weekend by a fellow club member Martyn Cranney. Who says a Yorkshireman never does 'owt for 'nowt?

A second group made up of 88" Series 2's left Ripley to join the Greenlanes of Fountains Earth and Grewelthorpe Moor at Stoope Bridge, for an enjoyable 7miles of scenic off-roading before leaving the moors, negotiating Wreaks Lane and driving towards the Market Place in Masham for lunch. Gordon Lowe drove a truck cab, Sean McCurley, Grahame Dennison and William Gaunt braved the weather in full tilts, while North West Area Organiser Karin Quarrie and Membership Secretary Dave Snape filled the back of their station wagon, DOT, with club member Tony Wood and his daughters, who travelled from Crewe for the weekend. The lanes were quite popular, with a group of 110 twin cabs, the Series1 Club and the 101 Club also using them for a club excursion. Unfortunately, the short hours of daylight meant that we all met up within a few hundred yards of each other, although luckily going in opposite directions!

The routes used for the day were all non-damaging, well-maintained lanes and country roads, and even considering the amount of rain that had fallen, were sound and mud-free. Some members did opt to drive straight to Masham where the cafe offered warmth and comfort and sticky cakes! As the day unfolded and the blustery hail showers

passed, we were rewarded with fantastic views of Leighton reservoir and the rainbow over the Druid's Temple near Ilton. The view of all our vehicles lined up in Masham Market Place was equally spectacular. Kettles and cakes appeared from the back of Land Rovers while everyone chatted in the square. The variety of vehicles attracted lots of attention from visitors and local residents, and even potential members came for a look.



Right: Here is the selection of photos from our run at Christmas, lots of them were just big white blobs of snow and hail on the camera lense!



North West Update...

Karin Quarrie

The meeting at the Longlands Hotel went well, with a gathering of familiar Land Rovers and a new member turning up with his yellow lightweight. Gordon and Vena showed off their converted camper once more to a group of fascinated observers. We left snow in Warrington, only to find none in Carnfoth; one day we will drive to a northerly pub meet and find snow I am sure!

We will have met at the Helsby Arms by the time this goes to print, where our huddle of welders will get together and plan how they can offer welding tuition to members. So far we have four welders from Crewe to Preston and hope to add more to the network, helping members learn an essential skill to help keep their Land Rovers on the road.

We will also have had our Greenlaning weekend and scenic

drive Sunday from Skipton. I shall be writing an article and putting in pictures of this weekend in the next issue for your enjoyment.

Heskin Steam Fair is on the 1st and 2nd of June and we are hoping for a massive turn out of Land Rovers to rival the 31 (22 being series 2's) that we had the year before last.

On April 7th we are meeting at the Swan Inn St Asaph with the North Wales and Shropshire members to plan a camping weekend 5th to 7th July. We are hoping that we can have a good turnout and a fun weekend in early July. The more the merrier, so get in touch if you are interested, find my contact details on the web site.

We had a fabulous meeting with Yorkshire at Christmas, Greenlaning with many other members. Also a fantastic Christmas dinner with

The North West; 22 of us getting together to share a Christmas meal and raffle prizes, which we all brought, wrapped and shared between us, also giving the children a selection box so they were included too.

Joint activities are a great idea and I can recommend sharing events with neighbouring areas; it has worked very well for us so far.

The Coast to Coast will run on 7th September, Blackpool to Whitby, expressions of interest to me as detailed above.

My monthly letter is always found on the area section of the Club website under North West. Get your letter here if you have lost or not received it for any reason.

Hope to see lots of members over the course of the Summer pub meets and show season.



ASHTREE INTERNATIONAL

REFURBISH & GALVANISED LAND ROVER BULKHEADS FRONT PANELS & ANCILLARIES

Ashtree International is owned and run by Lyndon Swann who has always had a passion for Land Rover's. Over the years he has worked on, and owned numerous models, but the Series II has always been a favourite. Lyndon has a vast collection of Land Rover's, which consists of a 1961 IIA, Series III dormobile, Series III 109, Series I and Discovery I. Like most Land Rover owners his collection is in various states of restoration.

At Ashtree International we fully understand the importance of preserving these wonderful vehicles. This is why we refurbish and galvanise bulkheads, which are all jig aligned for added perfection. Alongside this Ashtree also sell refurbished front panels, ancillaries and brand new British made doors; for Series 2's, 3's, lightweights and Defenders. We will refurbish any bulkhead whatever the condition and always ensure you get your bulkhead back. Ashtree do personal deliveries in the UK, and use specialist packers/shippers for international orders. For further information please visit our website (address below), or if you do not have access to the internet please get in touch by phone or post and we will send you a brochure.

Club members are offered a discount of 5% and 10% discount is available for multiple orders.



Email: enquiries@ashtreelandrover.com
Tel: 0044(0)1264 333021
Mob: 0044(0)7968 041 318



Ashtree International
5 Waterloo Terraces
Anna Valley
Hampshire
SP11 7LY

Cymru Area Update...

Alan Spolton

Well, it's a new year, and it's that time again where we have to start planning shows and events that we want to attend. This is where all you lovely people in my area have the chance to blow the cobwebs out and come up with some ideas with regard to what you would like to do over the coming year. If you know of any shows or events that you think would be good for us to attend as a club, please do get in touch with me. I have plans for a few shows that we can attend, and will put the details up on the forum as well as emailing the information out to you directly.

I'm looking forward to your input! Many thanks, Alan.



Above: Cymru hybrid plays in the recent snow...

Goings On In The Garden Of England...

Sean & Hazel Smeeth

Since we last wrote, the Christmas meal has taken place, with 35 participants. This is the highest number we have ever had! A new location was chosen for the meal due to the high turnout meaning we had outgrown our usual pub, and it turned out to be a superb venue. Nice food and nice company, and also good to see some new faces attending. January's pub meet is normally quiet, but we ended up with 33 people turning up, with four or five new members coming along for the first time – hope we didn't scare them off! Events already planned so far for this year are:

- 6th April Detling Transport Show

- 11th April Pub Meet
- 21st April Drive It Day (destination to be confirmed)
- 9th May Pub Meet
- 8th – 9th June Wrotham Steam Show
- 15th – 16th June Dunsfold Open weekend (see separate article)
- 11th July Pub Meet
- 14th July Darling Buds Classic Car Show (TBC)
- 9th – 11th August Series 2 Club International Rally
- 11th September Pub Meet
- 22nd September Aylesford Car Show
- 10th October Pub Meet

- 13th October Tilford Rural Life Centre Land Rover Day
- 14th November Pub Meet
- 12th December Pub Meet
- 21st December Christmas Meal (Venue TBC)

We are having Club stands at Detling, Wrotham, Darling Buds and Aylesford. Please let us know if you are attending these, or for more information on any of the above please phone us on 01732 763 900. Please look at the Garden of England area board on the forum or on our microsite for the latest details! There may be more events added, so keep checking.

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10% discount from internet price for members.

Telephone bookings only 01760 723355

South West Area Update...

Clive Withey

Pub Meets:

Somerset Borders Pub Meet
Our Christmas Meal meet was at The Catash Inn, due to the closure of The Camelot. It was very well attended and both food and company where terrific; thanks to all that came. This meet really is going from strength to strength with new faces at almost every get-together.

Our regular meet will now be held on the second Wednesday of each month at The Catash Inn, Cary Road, North Cadbury, BA22 7DH and as always, I will put a post on the forum.

Devon Pub Meet

This is organised by Chris Doyle and there have now been two meets, one in November and another in January.

It is at The Thirsty Farmer, Whimble, Devon, EX5 2QQ on the third Monday of each month. The pub is great, with a large car park and wonderful food including excellent ham, egg and chips (my favourite)!

Chris posts the details on the forum, and you can contact him on 07935 535493. We have a lot of members

in this area, and I can see it has the potential to really take off, so please join us for a great evening; everyone is welcome in any vehicle.

Green Lane Trips:

Henry JS organised another Somerset Lanes day out for the 29th December. We were getting all revved up, but unfortunately we had to call it off due to the torrential rain. If we had gone ahead we would have churned up all of the lanes and given ourselves a bad name in the process! I am sure we will be doing something else soon, so keep an eye out on the forum.

A few of our members joined some New Forest & Solent members for a day out on Salisbury Plain on the 5th January which was such a great day out that we did it again on 10th February, when Dom Pud organised another day out, which was very wet by all accounts!

Events:

This year's Somerset Camping Weekend is now organised for Friday 17th – Sunday 19th May, at Yeatheridge Farm Campsite, East

Worlington, Crediton, Devon, EX17 4TN.

Last year's event was a blockbuster, and this one promises to be even better. The campsite has wonderful facilities with something for all the family, and the Greenlaning in Devon is much better than in Somerset! As always it will be a seriously laid back event and everyone is welcome.

Bristol and West Land Rover Show: 22nd/23rd June 2013

Brad Wills (Sailaway Brad) and Dan (Margi2A) are organising a Series 2 Stand at this year's show. They are looking for a theme for the stand and would like some suggestions from members, so please check out their post on the forum. If you want any other information, you can contact Dan during working hours on 01363 775065.

There are eight free passes available on a first-come, first-served basis from Frank Dunhill (Shows Officer). See instructions and an application form elsewhere in this issue.

Thames Valley Update...

Paul Mercer

Spirit of the Club Award 2013.

In 2012 The Thames Valley Members and Rumsey Family recognised the work of Alan Jones in numerous areas of the club.

It is now time for you to nominate the 2013 winner of the Spirit of the Club Award. This club award is by club members, for members. It aims to recognise any member for their efforts in any aspect of life within the Club and with Series 2 Land Rovers. Do you know someone who always answers that silly question when you get stuck? Someone who is there with a spanner or welder when something falls off? Or who worked on a faultless restoration, or created a modification or conversion the factory never dared to do but is just good fun? We want to hear about it.

Please send in your nominations to thamesvalley@series2club.co.uk Nominations are required by 7th June.

Nominations will be discussed by

members at the June Thames Valley Pub Meets (Provisionally The Stag 12th June, & Ship Inn 25th June).

The Award will be made at the 10th International Rally, Hole Park, Kent

9-11th August 2013.

This award is here for you, so please take a moment and let us know if there is someone you know who deserves recognition.



Central Shires Area Update...

Stuart Abram

Since starting the pub meet at Whaddon, we have held several meetings there including our Christmas dinner and it is great to see new members attending, as well as members from farther afield.

The meets are well attended but, as yet, due to the dark evenings we have not had any opportunities to lose ourselves under the bonnets of

our vehicles in the car park.

As the days start to become longer we hope to organise some road runs, green lane trips and possibly a camping weekend.

One Series 2A made it to the last pub meet, but was delayed on the way home due to headlight failure about 200 yds from the pub. After a quick fuse change they carried

on home, minus a working heater though!!

A few members also attended a classic car gathering in Northampton despite the poor weather.

If any Central Shires members have any suggestions of what they would like to do this year please let either Suzanne or myself know.

New Forest & Solent Area Update...

James Williams

It's that time of year again and spring is almost upon us. Soon the days will be getting longer and hopefully warmer. As I write this we are experiencing a cold snap and I am thankful that I have a fireplace to sit in front of. I have spent the past 3 weeks using my Land Rover as my daily drive and so far it has performed admirably. I now feel like I've had my money's worth out of the radiator muff I bought last summer!!

We have several events planned this year and I hope a lot of you will be interested in attending them. We have a workshop meet on Saturday 13th April at a club member's garage/workshop – fully equipped with pool table and tea. If you fancy a catch-up or want to exchange parts then please pop along from 10am. Address: Purkess Close, Chandlers Ford, SO53 2ED. You can't miss his house it's the only house with a double garage. If in doubt keep your eyes peeled for Land Rovers! I shall also see you there.

We are also partaking in the Vintage & Nostalgia Weekend again at Codford, Salisbury from

31st May – 2nd June. (<http://www.vintagenostalgiashow.co.uk/>)

We attended this event last year and found it really good fun. You can either come along and camp for the weekend or turn up for the day. Either way, please get in touch with me if you wish to attend and display your vehicle. Pictures from last year can be seen in the gallery section of our website: www.series2club.co.uk/newforest

New Forest & Solent - Camping Weekend - Church Farm, Sixpenny Handley, Wiltshire - 19th - 21st July 2013

After some positive feedback from the 2011 International Rally, New Forest & Solent Area will be hosting a camping weekend at Church Farm, Sixpenny Handley, Wiltshire from Friday 19th – Sunday 21st July 2013. This weekend will be laid back 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) and Campfire.

The rest of the time we shall do as we please which will mainly involve lazing around the campfire, 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 campsite's Rally Field for this weekend.

Pitch price in the Rally Field is £10. Members also have the option to stay on the main campsite, although this will cost extra. This campsite has a café and bar onsite and is great for families.

Note: There is a micro brewery in the village.

Please keep an eye on your emails and our website throughout the year as I am set to arrange some more pub meets and the odd green lane trip. If you are interesting in running either a pub meet or green lane trip then please do let me know. I can spread the word to all other members

Borders Update...

Dan Clements

It has been a quiet winter up here in the Borders, not least as I am still caretaking the area in lieu of a full time Area Organiser (or possibly two if we split the area as mentioned elsewhere).

We are hoping to go for a 'Drive it Day' outing on the 21st April, probably in the Lakes if you are in the area. Check the Borders area of the forum for details.

Other than that the first Borders

camping weekend for a while is set for 14th -16th June 2013 at Leekworth Caravan Park, Middleton-in-Teesdale, County Durham, DL12 0TL. All Club members welcome so drop me a line at borders@series2club.co.uk for more details.

Database Roundup...

Avril Arbuckle

Vehicle Database totals as at 11th February 2013

- Members Vehicles 2860
- Production Records 6181
- Photographs 251

And more searchable Information throughout.....

2012 was a breakthrough year for the Series 2 Club Vehicle Database, after 13 years of accruing vehicle details in a more structured format and 27 years after the first vehicles were added to the 'register', we went all out high tech and hit the Series 2 Club website. Research was on its way to becoming much easier and much faster for Series 2 Club members through a secure link on the Series 2 Club website.

What information can I find in the Vehicle Research area?

It all depends on the information that a member has given on the Vehicle Details Form and the options they have chosen to show to everyone. This is why the club is

grateful for the information sent to us, but we are even more grateful when the information is shown to others to help research.

- Option 1 shows - Chassis No., Engine No., Optional Extras, Modifications, Additional Info
- Option 2 shows - Current, Original & Military Reg Numbers
- Option 3 shows - Vehicle Details additional documents
- Option 4 shows - Photos

Potentially, you could find a chassis number near to yours, a Registration number from the same area, a copy of the details from Gaydon and more photos than you can shake a stick at.

The 2nd part of the database is the Production Database; this consists of records that are openly available to the public through research at Gaydon and member's own research regarding a particular type of vehicle or vehicles associated with a certain company. These records show the chassis number and details of build

dates and so on. The database can also show more than 1 record for a particular chassis number as the information may have come from different sources.

If you don't have access to the internet but still want to research details for your vehicle, I can recommend using the computers at your local library to access the Club website, but remember they are public computers so unless you log out of the computer it will still retain your information. Alternatively please contact the Vehicle Database Officer who is quite happy to do the searches for you.

I hope this gives you the encouragement to go that extra mile and show your vehicle details to others; if you are still unsure then please contact me. Which ever options you choose or don't choose we still appreciate the information you share with the database.

2013 Club Events Roundup...

As well as attending various official shows (see the show ticket application in this issue) we have a packed season of Area Events this year. Many areas are organising camping weekends and outings, so why not incorporate some of these events into your calendar this year? Keep an eye on the Club forum for additional details and event announcements, we have recently incorporated area sections into the forum where you will find details of goings on in your region.

- Yorkshire Camping Weekend 30 March - 1 April, Goathland, North Yorkshire Moors, contact Gordon Lowe Yorkshire Area Organiser.
- 21st April Drive It Day, lots of events going on in different regions, check with you Area Organiser for details.
- Somerset Camping Weekend - Friday 17th – Sunday 19th May, at Yeatheridge Farm Campsite, East Worlington, Crediton, Devon, EX17 4TN. Contact Clive Withey, South West Area Organiser.
- North Wales and Shropshire members propose a camping weekend for the 5th to 7th July, contact Karin Quarrie, NW Area Organiser for details.
- NF&S camping weekend Sixpenny Handle Friday 19th – Sunday 21st July 2013. Contact James Williams NF&S Area Organiser,
- Borders Camping Weekend 14th -16th June 2013 at Leekworth Caravan Park, Middleton-in-Teesdale, County Durham, DL12 0TL. Contact Dan Clements (Editor and stand in Borders Area Organiser).
- 10th Series 2 Club International Rally, 9th – 11th August, Hole Park, Kent (See separate booking form).
- Coast to Coast Run, 7th September, Blackpool to Whitby. Contact Karin Quarrie, North West Area Organiser.

If you would like a Club event featured in the Summer issue of Built Two Last, email the editor on editor@series2club.co.uk. Remember, anybody can organise an event or pub meet, we would recommend seeking advice from a Committee member if there is any doubt regarding insurance.



Vehicle Details Series 2 Club Vehicle Database



The club requests your assistance in building up a register, which will show the life of the Series 2, 2a & 2b vehicles from the first to the very last. These records can be used to help identify the changes which happened over the lifecycle of the vehicles. This in turn may help with your research or restorations you undertake. Please complete the form with as much detail as possible to enable this to happen. If you have more than one vehicle, please add this on a separate sheet. Please send a 24cm x 18cm (6"x4") picture(s) of your vehicle(s) with your form. This can either be by email or post to the addresses below. Completion of this form is not a condition of membership.

The boxes below are the options for sharing the details of your vehicle with other Series 2 Club members, there are 4 separate options to enable you to control what members can and cannot view. We hope you will agree to sharing your information, if not then please delete as appropriate.

PLEASE COMPLETE	
Membership No. (if known)	
	Please delete as appropriate
Show - Chassis No., Engine No., Optional Extras, Modifications, Additional Info	YES
Show - Current, Original, Military Reg No.s	YES
Show - Vehicle Details additional documents	YES
Show - Photos	YES

Office Use Only

Database Ref:	
Date:	

(Revision 4 February 2013)

Chassis Number: <small>Chassis number can be found on metal plate fixed to inside of bulkhead.</small>	Suffix Letter: (if applicable) <small>Please include Suffix Letter which is found at the end of the chassis number.</small>
Registration Mark:	Build or Registration Date:
Original Mark:	Military Registration:
Original Body Colour:	Original Body Type:
Current Body Colour:	Current Body Type:
Engine Type:	Engine Number: <small>Engine number can be found on front left of block.</small>
Fuel Type:	
Optional Extras:	
Modifications:	
Additional Information: <small>(Use a separate sheet if more space required)</small>	
Name:	
Address:	
Email:	Telephone:
Signature:	Date:

Personal information will not be disclosed to any other parties. All personal information will be stored in accordance with the Data Protection Act. You can at any time request your personal details to be removed.
 Either enclose with your membership application form and send to:

Series 2 Club, BM 7035, London, WC1N 3XX

Or email to **vehicle_database@series2club.co.uk**

Series 2 Club Ltd. Registered in England No. 2451020. Registered Office:- Blinder House, Flagg, Buxton, Derbyshire, SK17 9QG

An electronic version of this form can be found in the Members only section of the Club Website at http://www.series-2club.co.uk/vehicle_database/bin/documents/vehicle_form.pdf If you haven't already, you will need a log in, contact the Webmaster for details.

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*
- *Beautiful Setting*
- *Green Laning*
- *On Site Micro Brewery*
- *Garden Tour & Cream Teas*
- *Wittsend's World Famous Quiz*
- *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!



Booking Options

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

Club Shop.....

Series 2 Club 'Built 2 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



Polo Shirts

Polo Shirts with embroidered Series 2 Club logo on chest

£15.50

Colours: Green, Grey, Black

Sizes: S,M,L,XL,XXL



Hooded Sweatshirts

Medium weight hooded sweatshirt with embroidered Series 2 Club logo.

Adults £24.00

Colours: Green

Sizes: XS,S,M,L,XL,XXL

Kids £17.50

Colours: Green

Sizes: S,M,L,XL

Fleeces

From the Regatta professional range featuring Symmetry Material.



Cap

£8.50 - one size fits all (waterproof)



Womens £25.00

Colours: Green, Black, Red

Sizes: S,M,L,XL,XXL



Mens £25.00

Colours: Green, Black

Sizes: XS,S,M,L,XL,XXL



Softshell Jacket

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

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

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



Berghaus fleeces – please contact the shop

Woolly hats - £10.00
 Adults: Grey
 Kids: Green



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

Memorabilia...

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



Components...

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

Chassis Parts

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

8. Bulkhead riggers (pair) £93.60
9. P riggers (pair) £93.60
10. Front fuel tank rigger £41.94
11. Engine mounts (contact the club for a price)

Suspension Mounts

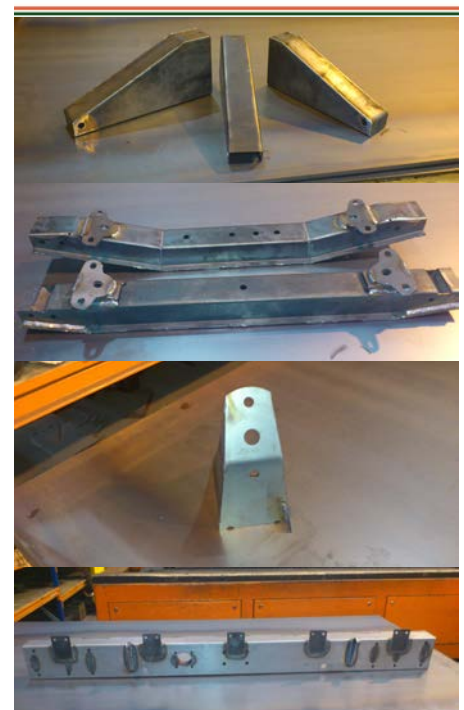
12. Series front of fronts £93.60
13. Series front of rears £118.80
14. Series rear of rears £68.40
15. 1 ton front of fronts £108.72
16. 1 ton front of rears £108.72
17. 1 ton rear of rears £63.36

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



International Rally 2013, FAQ's...

Sean and Hazel Smeeth



So... perhaps it's your first International since joining the club, or you've never been to one and you're thinking you might this time, but you haven't booked yet and have a few questions. Perhaps you've never asked because you feel silly... well, here are your answers!

Q: Why book early? It doesn't matter if I decide last minute, does it?

A: It helps the organisers if bookings come in early, as we know how many toilets to provide, how big a marquee to order and so on. This helps keep the costs down and makes the experience better for everyone.

Q: What are the toilets like? I really don't like the blue boxes!

A: Nor do we! There will be some of these, so that if you are down the far end of the field, you don't have to hike all the way back, but we are ordering a proper toilet trailer, with real toilets and wash basins.

Q: Can we bring our dog?

A: Yes, dogs are welcome, but MUST be kept on a lead and under control at all times as there are farm animals on the estate. As the ponds are stocked with fish, we must also ask that they are kept out of these. There will be details of good local dog walks in Rally Control.

Q: Will the kids be bored?

A: We certainly hope not! There will be a lot of other children there to make friends with. There will also be a children's area, with colouring and crafts, and outdoor toys to play with (this will be non-supervised). There will also be organised children's activities such as the bike trial and scavenger hunt.

Q: Will there be a quiet area for those who don't want to sit up all night?

A: Yes, we will have a quiet area, away from the camp-fire and marquee. This will allow those who want to socialise until late (or early!) the chance to do so, without worrying about disturbing others.

Q: Can I bring a generator?

A: Yes, but not in the quiet area and they are to be switched off by 10pm please.

Q: Can I come early?

A: Yes, the booking form gives details of this.

Q: I haven't got a Land Rover at the moment, can I still come?

A: Yes! All members are welcome, regardless of what you arrive in (although there may be some gentle teasing)!

Q: My other half is thinking of coming, but do you just talk about rivets?

A: No! Those who are so minded are welcome to, but it is a large club and our interests are as diverse as our members. We are planning a craft/coffee morning with a recipe swap (yes, this includes the guys too)! There is the garden tour, beautiful green lanes to explore, quizzes, and there is lots to do in the area.

Q: I won't know anybody... does that matter?

A: We are a friendly club, and there will be plenty of opportunities to meet new people and socialise, whether during green laning, on the woodland course, during the coffee morning or

round the campfire.

Q: What do I need to bring for the BBQ? Is there a bar?

A: There is no bar, simply bring your drinks over to the marquee. For the BBQ, just bring your meat, fish, or veggie option, there will be BBQ's set up for you to cook on (there will be a separate one for vegetarians) plus your drinks. The club will provide salad, rolls, sauces, paper plates, cutlery and so on.

Q: What on earth is a gymkhana? I never join in because I don't want to look daft!

A: Actually, nobody wants you to look daft. We just want everyone to join in and have fun, and like lots of games, it is more fun if you take part. A gymkhana is a loose collection of events and changes depending on who is running it, but they are all designed to test your driving skill and how well you know your Landy. Some tests could be asking you to reverse into fictional garages or guess how big a gap your Landy will fit through, and some are a bit more unusual such as driving over a bumpy course with a bowl of water and measuring how much is spilt by the end. There is even a trophy for the winner!

Q: My question isn't here, how can I get the answer?

A: Don't worry, send us an email at kent@series2club.co.uk or telephone us (evenings, but not after 9pm please) on 01732 763 900.



Series 2 Club Show Ticket Request Form

The club is often offered concessionary or free tickets/passes to some of the larger Land Rover shows. These are usually for 2 adults and include a camping pass.

Tickets are distributed on a first come basis after the Stand Manager has received his or hers.

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

Show to attend:
Membership number:
Name:
Address (including postcode):
Email:
Telephone:
Series 2 registration number:
Vehicle Details:
Numbers in Party:
Adults :
Children under 16 (please state ages) :
Camping: Y / N
Dates attending:

Return to:-
 Mr Frank Dunhill
 Series 2 Shows Officer
 7 Melbury Mews
 New Romney
 Kent TN28 8XD

Shows for which we expect to receive tickets for are:-

- Spring Adventure, Great Yorkshire Showground, Harrogate 18th & 19th May
- Bristol & West Land Rover Show, Shepton Mallet, Somerset 22nd & 23rd June
- Billing Land Rover Fest, Billing Aquadrome, Northampton 26th, 27th & 28th July
- Eastnor Land Rover Show, Eastnor Castle, Ledbury 24th & 25th August
- Land Rover Owner Show, Peterborough 7th & 8th September

If you would like any more information about any of the above shows please get in contact at the above address or phone: 01797 362960 07803943822

For Club use only:
 Date received:
 Application No:
 Ticket allocated:
 Ticket sent:

Series 2 Club Contacts

Committee			
Chairman	Jon Hayes	07817 711973	chairman@series2club.co.uk
Vice Chairman	Vacant		
Club Secretary (temp)	Hazel Smeeth	01732 763900	secretary@series2club.co.uk
Treasurer	Vaughan Hartridge		treasurer@series2club.co.uk
Postal Secretary	Stuart Abram		post@series2club.co.uk
Membership Secretary	Dave Snape	07891 484910	membership@series2club.co.uk
Magazine Editor	Dan Clements	07930 485544	editor@series2club.co.uk
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Vehicle Database Officer	Avril Arbuckle		vehicle_database@series2club.co.uk
Shows Officer	Frank Dunhill		shows@series2club.co.uk
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IT Officer	Vacant covered by Alan Jones	01603 747956	server@series2club.co.uk
Catering Officer	Julie Stock		catering@series2club.co.uk
Area Organisers			
Anglia	Vacant covered by Alan Jones	01603 747956	anglia@series2club.co.uk
Australia & New Zealand - ROW	Len Smyth	+61 3 5341 3745	australia-nz@series2club.co.uk
Borders	Vacant covered by Dan Clements	07930 485544	borders@series2club.co.uk
Central Shires	Vacant		centralshires@series2club.co.uk
Cymru (South Wales)	Alan Spolton	01559 363853	cymru@series2club.co.uk
East and West Midlands	Andy Parker		eastmidlands@series2club.co.uk westmidlands@series2club.co.uk
Eire & Northern Ireland	Andrew Carlisle	07808183535	eire@series2club.co.uk northernireland@series2club.co.uk
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Europe	Ivan Plachy		europa@series2club.co.uk
Garden of England	Sean & Hazel Smeeth	01732 763900	kent@series2club.co.uk
New Forest & Solent	James Williams	07989 101458	newforest@series2club.co.uk
North America	Vacant covered by Len Smyth	07930 485544	northamerica@series2club.co.uk
North Wales & Shropshire	Vacant covered by Chairman		northwales@series2club.co.uk
North West	Karin Quarrie	01925 722286	northwest@series2club.co.uk
Peak District	Kevin Fletcher		peakdistrict@series2club.co.uk
Scotland North	Chris Ansell	07863341107	scotland-north@series2club.co.uk
Scotland South	Covered by Chris Ansell	07863341107	scotland-south@series2club.co.uk
South West	Clive Withey	01823 444622 07711 121399	southwest@series2club.co.uk
Severn Valley	Jules Thorne	07712 627704	severnvalley@series2club.co.uk
Surrey and Sussex	Vacant Covered by Sean Smeeth	01732 763900	surreyandsussex@series2club.co.uk
Thames Valley	Paul Mercer		thamesvalley@series2club.co.uk
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Other contacts			
Club email		07761 708696	info@series2club.co.uk
Parts orders			orders@series2club.co.uk



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