

BUILT TWO LAST

55 Years On The Road



A Day Out At Ripley - Heskin Steam Rally - Land Rovers And Oil - International News



Contents

Issue 110 Summer 2014

09 First Time Out...

Fred Palmer explores the Chew Valley

11 What, No Snow..?

Some Yorkshire Green Laning with Karin Quarrie

13 A Day Out At Ripley...

Fun and fire with Gordon Lowe

16 Keep Your Series Lubricated...

Alex Thorpe helps you keep things running smoothly

24 Heskin Steam Rally...

Karin Quarrie on the biggest Series 2 get-together

27 Land Rovers And Oil...

Artist John Lendis explains why he paints Landies

32 From The Archives...

David Dutton with some blasts from the past

33 Borders Workshop Meet...

Kevin Wood explores a local engineering works

With thanks...

Front cover: Courtesy of Paul Leach

Rear cover: Courtesy of Clive Withey

David Hallen - Editor

John Horne and Tom Pilling - Sub Editors

Dan Clements - Advertising and Editorial Consultant

Printed at The Lavenham Press, Suffolk

Editor's Words



Well, summer seems to have arrived at last, and down south we seem to have had a welcome break from the rain. Being the hardy bunch that we are, I suspect that ploughing on through the mud was actually quite high up on most people's agendas, but personally, I'm enjoying the dryer Green Lanes and the sunshine.

Of course, the sunshine brings the shows, and you'll find a range of reports in this issue of B2L, all capturing the spirit and the antics of a range of get-togethers happening up and down the country at this time of year. You'll also find lots of information about things going on in your area, so be sure to check out the area reports at the back of the magazine.

Alongside this, we have an excellent technical article from Alex Thorpe, helping you get your Land Rover ready for more summer adventures, and a feature on the artist John Lendis who has created some beautiful oil paintings featuring his old, fondly remembered Series 2.

There are lots of changes afoot in the structure and organisation of the Club, and you will find a number of inserts in with this issue. As well as another International booking form, there's an AGM agenda, proxy voting form, information on those standing for election and most importantly, a copy of the new Club rules which the current Committee would like to see adopted at the AGM in August. Alan explains the reasons behind these potential changes in his 'Director's Cut' column, which is well worth a read. Have a great summer of Land Roving and don't forget to send me your stories!

David Hallen
Editor

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.

SERIES 2 CLUB LTD. Company limited by guarantee.
Directors: Roger Horne, Helen Lippitt, Alan Jones and Sean Smeeth.
Registered in England and Wales No.2451020.
Registered Office: Blinder House, Flagg, Buxton, Derbyshire. SK17 9QG.
Club email: secretary@series2club.co.uk
Club website: www.series2club.co.uk
Club phone number: 07761 708696 (no calls after 9pm)

Letters...

STAR LETTER

Great fun at Brands Hatch...

Dear Editor

I am Eva and I'm nine years old. I've lived in West Kingsdown, which is next to Brands Hatch, for the last seven years. In that time we've been to Brands quite a lot to see cars, bikes and even trucks racing. But, it was very exciting when my dad came home from a pub meet and said we were going to have 'Ursula', our Land Rover and other Series 2's on show at the Historic Masters Day on the 25th May.

There was lots of other car clubs there; Jaguar, Ferrari, Aston Martin, and Porsche. The Series 2 Club had pride of place next to the track opposite the pit lane. There were lots of old Formula 1 cars taking part in the races. Florence (my five year old sister) and I sat in the back of 'Ursula' with the door closed because it was very, very, very, very noisy when



they were racing. We still had an extremely fun and BRILLIANT day!

Eva Hayes.



Eva and Florence in Ursula

Dear Editor

Following the Landy cakes featured in the last issue, I thought I'd send in a picture of this cake I made for my husband Anthony Sandom for his birthday. Not only was the cake delicious, but The Land Rover on the cake topper is actually his!

Tracy Sandom



Dear Editor

An area newsletter circulated a note stating that DVLA rules for a new V5 would date the registration at the date of the latest part fitted. For example, fitting a 300TDi would make it a 1995 vehicle. Would they then issue an M prefix plate? This is open to all sorts of problems, not least the Department's own previous rule that you can't transfer a later prefix or suffix to an earlier vehicle. Perhaps a Q plate would cover that, or the cherished number on a reflective plate? It can't be stressed too strongly that this only applies to rebuilds with no original documents. The less information given to them unnecessarily the better, and be careful about endorsing their weird and wonderful interpretations. The note reads "obviously a Series 2 chassis is still a Series 2 part". That may seem obvious to some. It seems to suggest that we go along with the idea that the rivet counters are OK with a Series 2 made yesterday with all new parts, but somebody on a budget replacing the engine of a working vehicle out of necessity is now out of order. Where does the 'spirit of classic motoring' end; on the road and in the workshop, or with DVLA?

I made one query of the Department of Vehicle Laughs Association by letter, hopefully expecting a reply in writing for my records. I explained that I do not use a computer. I was eventually referred to a site on the internet for the necessary information. I wrote a further letter, remembering that they have asked me to allow seven weeks for a reply. I included the line I DO NOT HAVE A COMPUTER. The reply said that for information I should refer to the same internet address. I tried once more with the same response. I wrote to the Minister of Transport enclosing all correspondence including three attempts to persuade the DVLA I was computer-less. The answer eventually came to say that my query had been forwarded to DVLA for attention and any further queries could be answered on the internet. I recently read the contribution in the mag from the retired policeman who had trouble dealing with the DVLA. I'm glad it's not just me.

Odin

Director's Cut...

Alan Jones

The AGM is almost upon us and following on from my piece in the last issue, I need to explain on behalf of the Committee why we think some changes are needed in the way the Club is run. To the average Club member, the Club's services and systems appear to operate quite smoothly and efficiently. So why change?

There are several reasons. Firstly, the current Club rules don't give us any "instruction" over matters such as protecting the Club's logos and branding, there is nothing about data protection and the complaints procedure is not viable. In the new rule-set we aim to address these and other issues, with the main one being to empower a board of Directors to govern the Club, and to create a Management Board to discuss Club policy and to plan for the future. Current Committee members are Club Officers and they are quite happy to run their portfolio on a day-to-day basis with the aforementioned efficiency you all experience, but a Committee of 30 plus members just doesn't function as one and it is hard to get members to commit more time outside of their remit. A Management Board of 10 or 11 Directors who have direct responsibility to you and the Company will be able to discuss and decide matters online without the need for long and protracted meetings, to which many of the current Committee members can't or don't attend. Nothing changes for the Club's Officers, they carry on their duties just as before, but if they are not Directors they won't be directly involved in the strategy and planning of the Club.

One of the criticisms of the current Committee structure is that they are "distant" from the membership, and if we have a management Board of Directors they will be even more remote. Nothing could be further from the truth. At present AO's are part of the Committee structure, but some areas have no AO representing them, and some AO's don't attend meetings and these are not the geographically distant AO's who clearly can't attend meetings. It's estimated that maybe

half the Club members don't have an active representation at Committee. The proposed new structure will require the AO's to report to the Areas Manager (as they do now), the Areas Manager will report to the board. It's a two-way street; information and news should flow back and forth. Club news and information is posted in B2L and supplemented by postings on the website, the forum and Facebook. In addition, Areas will be encouraged to produce more newsletters of the type the North West Area send out.

I hope that for the 2015 AGM we can encourage more to stand as Directors when you see that nothing "nasty" happens when you are one! The new rules define the Club Officer roles, and what their duties are. It allows for Club Officers to have deputies to share out the workload and provide continuity should an Officer leave or retire. We are introducing a Code of Behaviour binding on all members – not because you are an unruly lot, but sadly in these times we need to have some standards in place. This is backed up by a robust complaints procedure, with the process being clearly set out. We have better defined the AGM process, particularly in the way notices are given and how formal proposals and nominations are put before the AGM. We have listed the membership categories and formalised the "award" of Honorary Membership (of which we have a few) in recognition of service to the Club, and we have the option to include a Junior Membership if the Joint Membership is not applicable. We have a Corporate Membership option if owners of small businesses would prefer this instead of Individual Membership. These need more work and discussion but are in the rules ready, so if the (new) Board is voted in, we will be ready for them.

In fact, we have fewer rules than before, but each is better defined and laid out. Hopefully clear to every member as to what they expect and how things will operate. These changes are endorsed by the current Committee and proposed by them.

Should the membership reject the proposal then plan B would be to adopt the new rules, but keep the current Committee set-up. The other possible option is that the new rules are totally rejected, in which case we would stay as we are, with the old rules and current structure.

I think the Club has come a long way in recent years; against all trends, membership has nearly doubled in ten years and the time is right to move on and to try and improve how the Club is governed and organised. Ultimately we want to offer you an even better service and better value for your membership. We think that these proposed changes are a good way to do that.

In this issue is the Agenda for the AGM along with a proxy voting form if you can't attend the meeting itself. The instructions of what to do are on the form. Please note the resolution numbers refer to the numbers items (given in brackets) on the agenda.

A copy of the new rules is also presented. You are voting to adopt all the rules, we accept that they may need tweaking (if adopted) as and when required, just as we did with the old rules. It would be amazing if we got them right straight from day one!

You will also find in with this issue of B2L a pamphlet listing all the candidates standing for the various posts. This contains a short "bio" and (in most cases) a picture of the candidate so you can see who you are voting for. We will also put all this information on the website and forum for those of you with internet access.

Bookings for the International are going well, and it promises to be an outstanding event. If you haven't booked yet, I'd urge you to do so - the package we are offering should prove to be excellent value for money, the site is fully equipped with decent facilities and there will be lots to do for everyone – young or old, rain or shine. All the details are on page 25 of this issue, and there's a spare booking form included. I hope to see many of you there and you can come and laugh at me if I breakdown again.

New Members

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

#	Name	Location	#	Name	Location
1283	Mr. C. Scott	West Yorkshire	4581	Mr. M. Horne	Nottinghamshire
1935	Mr. & Mrs. B. Mulcock	West Yorkshire	4582	Mr. I. Howat	Hertfordshire
3006	Mr. A. Britten	Northamptonshire	4583	Mr. J. Mee	Warwickshire
3546	Mr. J. Byrne	Gloucestershire	4584	Mssrs.L.& H. Campos-Martyn	Dorset
4540	Mr. D. Berridge	Northamptonshire	4585	Messrs. R.& J. Mercer	Kent
4541	C. Underwood & J. Snell	Hampshire	4586	Mr. I. Coombes	Caerphilly
4542	Mr. L. Webster	Aberdeenshire	4587	Mr. G. Maund	Mid Glamorgan
4543	Miss L. Platman	Gloucestershire	4588	Mr. & Mrs. P. Turnbull	West Yorkshire
4544	Mr. G. Parry	Ceredigion	4589	Mr. P. Burgess	Essex
4545	Mr. A. Draper	Gloucestershire	4590	Messrs. P.& J. Chadwick	Shropshire
4546	Mr. L. Gill	Essex	4591	Mr. I. Speller	Shropshire
4547	Mr. & Mrs. L. Georgeson	Lancashire	4592	Messrs. M. & L. Eagles	Essex
4548	Mr. A. Stockbridge	Surrey	4593	Mr. P. Farebrother	Cheshire
4549	Mr. N. Hennessy	Merseyside	4594	Ms. K. Bradfield	Kent
4550	Mr. J. Mander	Surrey	4595	Mr. S. Childs	East Sussex
4551	Mr. D. Kelly	Co. Cork,Ireland	4596	Mr. & Mrs. D. Sandle	West Sussex
4552	Mr. & Mrs. G. Phillips	London	4597	Mr. G. Beesley	West Sussex
4553	Mr. & Mrs. P. Hawkins	East Yorkshire	4598	Mr. M. Rozet	Switzerland
4554	Dr. D. R. Baily	West Sussex	4599	Mr. B. Hanbury	Derbyshire
4555	Mr. J. Naylor	Yorkshire	4600	Mr. P. Higgins	Kent
4556	Rev. A. P. Jeans	Wiltshire	4601	Mr. B. Lock	Gloucestershire
4557	Mr. M. King	South Gloustershire	4602	Mr. J. Leckie	Wiltshire
4558	Mr. A. F. Beeston	Warwickshire	4603	Mr. M. Matthews	Warwickshire
4559	Mr. J. Robinson	Warwickshire	4604	Mr. P. Morley	Denbighshire
4560	Leo Van de Vate	The Netherlands	4605	Mr. & Mrs. D. Price	Gloucestershire
4561	Mr. L. Barnes	Powys	4606	Mr. M. Johnson	Essex
4562	Mr. & Mrs. A. Dear	Tarn et Garone,France	4607	C. Shiel & S. Hughes	Kent
4563	Mr. A. Harvey	West Midlands	4608	Mr. N. Gardiner	Cornwall
4564	R. Brown & T. Martin	Lincolnshire	4609	Mr. N. Hurst	Surrey
4565	Mr. P. Hutton	Kent	4610	Mr. G. Taylor	South Yorkshire
4566	Mr. & Mrs. R. Hannah	Monmouthshire	4611	A. Graham & L. Field-Leather	North Yorkshire
4567	Mr. & Mrs. M. House	Essex	4612	A. Newman & H. Aston	Buckinghamshire
4568	Mr. R. Lucking	North East Somerset	4613	Mr. J. Brodie	Hertfordshire
4569	Mr. & Mrs. C. Nightingale	London	4614	Mr. E. Prowse	Bedfordshire
4570	Messers. M.& K. Wiseman	Ceredigion	4615	Mr. J. Wroe	Dorset
4571	Mr. M. Williams-Duff	Wiltshire	4616	Mr. & Mrs. J. Hawthorne	Gloucestershire
4572	Mr. A. Head	Berkshire	4617	Mr. A. Stubbs	Worcestershire
4573	Mr. R. Lovatt	Buckinghamshire	4618	Mr. H. Watson	North Yorkshire
4574	Mr. A. Richman	Somerset	4619	Mr. A. Bickerstaffe	Lancashire
4575	Mr. J. McKinnon	Norfolk	4620	Mr. & Mrs. R. Archer	Lancashire
4576	Mr. J. Brown	Devon	4621	Mr. & Mrs. P. Stephenson	East Yorkshire
4577	Mr. & Mrs. M. Franklin	Kent	4622	Mr. & Mrs. R. Marshall	South Yorkshire
4578	Mr. F. Meakin	Staffordshire	4623	Mr. A. Blades	Lancashire
4579	Mr. & Mrs. S. Cole	Sussex	4624	Mr. M. Hodgson	North Yorkshire
4580	Mr. & Mrs. D. Gibson	Leicestershire	4625	Mr. B. Stowe	East Riding of Yorkshire

New and Reviewed...

Our roundup of new and popular products



Extreme High Back MK11 Seat...

The new Extreme High Back MK11 seats fit directly into Series seat frames and adjustable sliders with the base being a direct fit. The seat back bolts in the same way as the seat back was removed (some vehicles may need leather straps to retain the seat back in place, which is supplied with the seats along with new mounting bolts).

The seat back is much higher, and like the seat base offers great support with the added benefit of a twin stalk adjustable headrest.

The seats start from £175.00 each + VAT in black vinyl.

The images shown are a bespoke order with green piping which Exmoor



is more than happy to do to match the colour of your Landy. An introductory discount is available with the Exmoor discount code for the Club.

Club members can get a 5% discount



on the full Exmoor Trim range when purchased directly from their website at www.exmoortrim.co.uk.

To qualify, just enter the Club discount code S2CDISC when ordering.

Clayton Heater Matrix Offer...

The Club still has some of the popular Clayton Heater cores available at a substantial discount on RRP.

Although with summer upon us the need for a working heater may not be obvious, why leave it until demand is at its highest?

Feedback from our members has been fantastic and many a tired heater has been brought to life with the addition of one of these replacement cores. We are assured by those members that have already fitted replacement cores that it is a DIY job.

The Club price of the units is £135.00 - £140.00 (plus £13.50 P&P); a saving of up to £44 on the recommended retail price for these units!

If you have any queries please email sparcs@series2club.co.uk. The order form can be found on page 52 of this magazine or on the members' only section of the Series 2 Club website. (If you require log-on details to access the member's area please email Alan Jones webmaster@series2club.co.uk).

This offer is currently only open to members of the Series 2 Club.

The Club can organise for units to be taken to the Club International Rally in August at no extra cost, saving you the price of postage!

Motorbike Insurance Discount For Series 2 Club Members...

Adrian Flux Insurance Services have been pleased to respond positively to the implementation of a Club-discounted and bespoke insurance scheme for the Land Rover Series 2 Club members.

In addition we have a specialist motorcycle insurance division, Bikesure, which we would like to extend the discount to for those biker enthusiasts amongst the Club. We aim to take the hassle out of obtaining motorbike insurance cover for all members with discounts of up to 25% available from your motorcycle policies. Bikesure offers a wide range of schemes to cover most aspects of motorcycle insurance including:

- Discounts for members – up to 25%
- Limited mileage discounts
- Multi bike policies
- Cover for accessories and leathers
- Agreed value cover
- Cover for imported bikes
- Free legal expenses
- Classic to customised
- Trike insurance
- All cars (including Non-Standard)
- Household



Call FREE for all quotations on the dedicated Freephone number: : 0800 089 2000 or visit the Bikesure website: www.bikesure.co.uk.

www.bikesure.co.uk.

For details of Classic Land Rover Insurance see the Adrian Flux advert in this issue of Built Two Last.



Series 2 Club Forum...

From time to time, exclusive member offers are announced on the Club Forum. If you can, it is worth registering and checking in to ensure you don't miss out on some of the fantastic deals. www.series2club.co.uk/forum/forum

Treasurer's Report 2013 - 2014...

Vaughan Hartridge

As we are, technically, a Limited Company, we are required each year to submit a copy of our annual accounts to Companies House, which has been done for this year. A copy of our Balance Sheet in this issue summarises our finances. However, I thought it would be useful if I gave you some background to these Balance Sheet figures in order to give you a better idea of how our Club has performed financially over the past year.

From the balance sheet you will see that our reserves have increased from £53,212 to £58,478 – although 'reserves' includes the value of IT, show equipment, shop stock and so on, plus of course actual cash we have in the bank.

You may wonder how we have accumulated extra reserves, considering the Club doesn't set out to be a profit making organisation. Well, apart from the Committee maintaining the policy of keeping a financial 'buffer' in the bank (which this year means about £35,000 to match a years' worth of expenditure), we've had a good income from several sources. Namely, a healthy membership base, an increase in shop sales and our

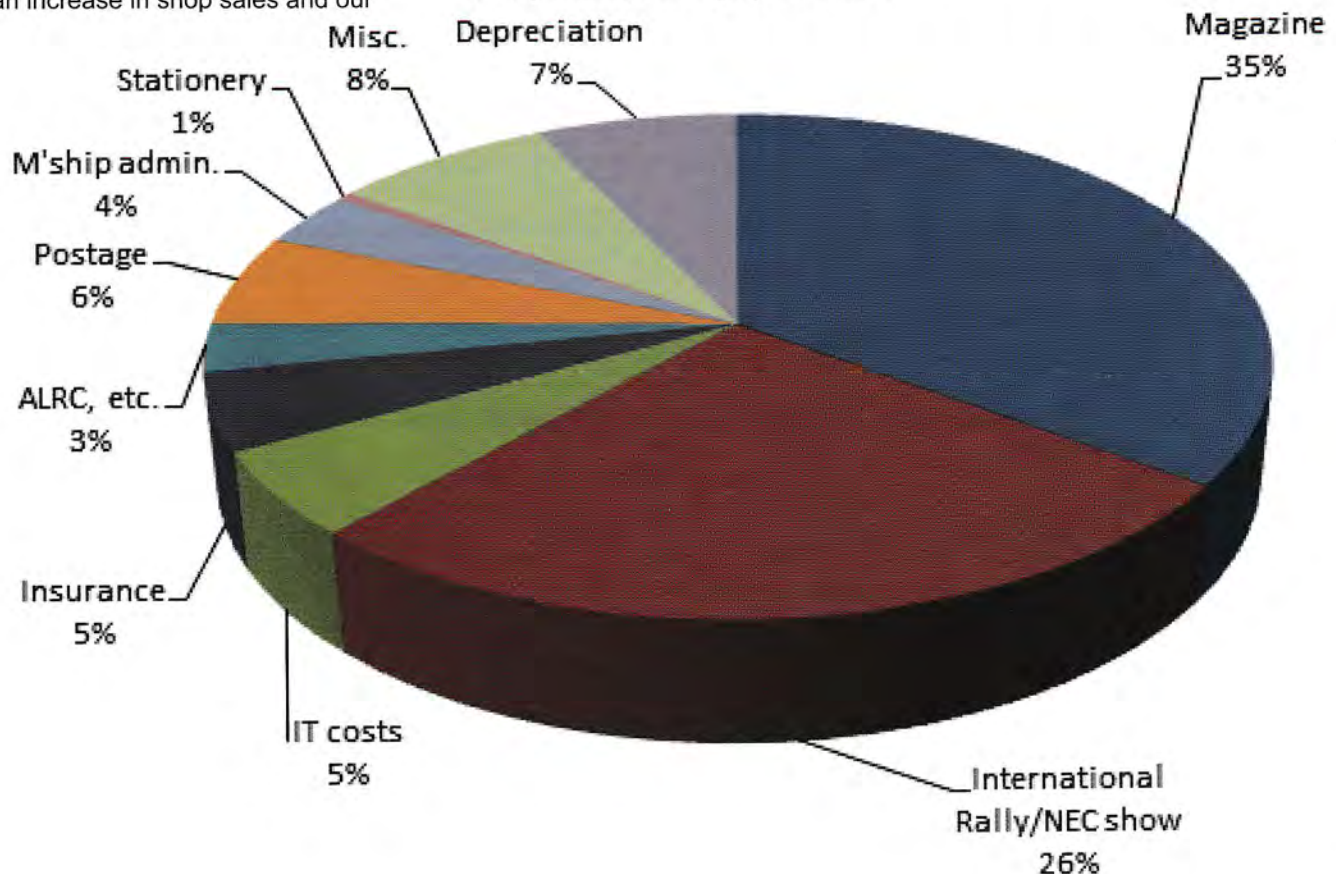
highest yet income from advertisers. We also had another good commission from insurers Footman James as a result of many members taking out policies with them. Ever keen to make savings where we can, we've cut costs by switching to an alternative printer for our magazine whilst still maintaining excellent quality. Postage costs were also reduced as a result of an increasing number of members renewing their memberships online. Sadly though, few areas have taken advantage of our Area Development funding designed to encourage more areas to run local events.

In terms of spending, we've invested in a more robust commercial internet server following some 'flaky' performance from our previous server supplier. We've also invested in more professional display material for use at shows including our first time appearance at the NEC Classic Car Show last November. Our most heavily subsidised International Rally to date at the beautiful Hole Park Estate in Kent, a truly 'green-field site', was probably our best attended rally for many a year, and not forgetting of course that we've also spent some money steadily building up the Club's

archives of Series 2 related material. In fact we actually spent more money this year than we received in subscriptions, although this shortfall was made up from other income streams.

The diagram shown below illustrates how we spent our money. However, the net effect financially of a pretty busy year means that, after maintaining our c£35,000 'buffer', we ended up with around £3,000 extra cash in our reserves. Whilst this may not be a large amount in the grand scheme of things, I've nonetheless recommended the Committee reviews how it may put any future surpluses to good use. Perhaps you may have some ideas on this?

As I am standing down as the Club's Treasurer at this year's AGM after nine enjoyable years in the job, I would like to take this opportunity of thanking the Committee members who have worked tirelessly behind the scenes completely on a voluntary basis for your benefit. No doubt much more can be done but things don't get done without effort so if you think you might be able to give a little help on a long or short term basis please, talk to your Area Organiser or a Committee member.



2013 - 2014 Budget Statement...

SERIES 2 CLUB LIMITED COMPANY LIMITED BY GUARANTEE

BALANCE SHEET

31 JANUARY 2014

	Note	2014 £	2013 £
FIXED ASSETS			
Tangible assets	4	<u>5,500</u>	<u>6,125</u>
CURRENT ASSETS			
Stocks		13,897	12,424
Debtors	5	2,459	4,734
Cash at bank		<u>37,852</u>	<u>31,083</u>
		<u>54,208</u>	<u>48,241</u>
CREDITORS: Amounts falling due within one year	6	<u>1,230</u>	<u>1,154</u>
NET CURRENT ASSETS		<u>52,978</u>	<u>47,087</u>
TOTAL ASSETS LESS CURRENT LIABILITIES		<u>58,478</u>	<u>53,212</u>
RESERVES	8		
Profit and loss account		<u>58,478</u>	<u>53,212</u>
MEMBERS' FUNDS		<u>58,478</u>	<u>53,212</u>

For the year ended 31 January 2014 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

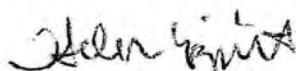
Directors' responsibilities:

- The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476; and
- The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

These accounts were approved by the directors and authorised for issue on 4 April 2014, and are signed on their behalf by:

H. LIPPITT



D.A. JONES



Company Registration Number: 2451020

2014 AGM Proxy Voting Form...



Series 2 Club Ltd. PROXY VOTING FORM for 2014 AGM

I/WE _____

of _____

Membership number _____

being a member of the above mentioned Company hereby appoint
_____ of

or failing him/her, the Chairman of the meeting as my/our proxy to vote on my/our behalf at the Annual General Meeting of the Company to be held on Thursday 7th August 2014 commencing 8:00pm at Hatton Country World, Warwick, CV35 8XA and at any adjournment thereof. This form is to be issued in respect of the resolutions mentioned below as follows (the numbering follows the numbering of the Agenda items).

Please cross out those which do not apply, leaving your choice of vote.

Resolution 1	FOR/AGAINST/ABSTAIN	Resolution 19	FOR/AGAINST/ABSTAIN
Resolution 2	FOR/AGAINST/ABSTAIN	Resolution 20	FOR/AGAINST/ABSTAIN
Resolution 3	FOR/AGAINST/ABSTAIN	Resolution 21	FOR/AGAINST/ABSTAIN
Resolution 4	FOR/AGAINST/ABSTAIN	Resolution 22	FOR/AGAINST/ABSTAIN
Resolution 5	FOR/AGAINST/ABSTAIN	Resolution 23	FOR/AGAINST/ABSTAIN
Resolution 6	FOR/AGAINST/ABSTAIN	Resolution 24	FOR/AGAINST/ABSTAIN
Resolution 7	FOR/AGAINST/ABSTAIN	Resolution 25	FOR/AGAINST/ABSTAIN
Resolution 8	FOR/AGAINST/ABSTAIN	Resolution 26	FOR/AGAINST/ABSTAIN
Resolution 9	FOR/AGAINST/ABSTAIN	Resolution 27	FOR/AGAINST/ABSTAIN
Resolution 10	FOR/AGAINST/ABSTAIN	Resolution 28	FOR/AGAINST/ABSTAIN
Resolution 11	FOR/AGAINST/ABSTAIN	Resolution 29	FOR/AGAINST/ABSTAIN
Resolution 12	FOR/AGAINST/ABSTAIN	Resolution 30	FOR/AGAINST/ABSTAIN
Resolution 13	FOR/AGAINST/ABSTAIN	Resolution 31	FOR/AGAINST/ABSTAIN
Resolution 14	FOR/AGAINST/ABSTAIN	Resolution 32	FOR/AGAINST/ABSTAIN
Resolution 15	FOR/AGAINST/ABSTAIN	Resolution 33	FOR/AGAINST/ABSTAIN
Resolution 16	FOR/AGAINST/ABSTAIN	Resolution 34	FOR/AGAINST/ABSTAIN
Resolution 17	FOR/AGAINST/ABSTAIN	Resolution 35	FOR/AGAINST/ABSTAIN
Resolution 18	FOR/AGAINST/ABSTAIN	Resolution 36	FOR/AGAINST/ABSTAIN

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

Signed.....

Dated.....

NOTES ON PROXY VOTING

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

A proxy need not be a member of the Company. If this form is returned without any indication as to how the proxy shall vote, the proxy will be free to vote on any particular matter as he or she thinks fit, or to abstain from voting. Please initial all alterations made to the form.

This form must be deposited not less than 48 hours (8:00pm Tuesday 5th August 2014) before the meeting by posting to the Company at:- S2C Ltd. AGM, 78 Emscote Road, Warwick, Warwickshire, CV35 5QR

First Time Out...

Exploring the Chew Valley in a 1959 Series 2 Fred Palmer

Having recently passed my test and even more recently joined the Series 2 Club, it seemed about the right time for my Dad and me to go on a proper Green Laning day out. Luckily, one of his friends had organised an event for a few of us, and even better the location was relatively close to home - Chew Valley Lake.

After an early start, and packing some extremely healthy provisions for the day (in other words biscuits, crisps, pies and cakes) we set off with me in the driver's seat. Now I've driven the Landy plenty of times before on roads, but the motorway was something new, and saw us staying firmly in the left hand lane at a steady 50mph, being overtaken by lorries on the way to the meet. We arrived first which was slightly surprising considering we took a wrong turn somewhere and then relied on the SatNav to get us to the right place. Of course, to begin with

Below: Helping each other out



we got the paraffin going and brewed up, waiting for the others to arrive.

Second to arrive was Patch and his son Oscar in his Series 2, the same year and model as ours (1959) but fitted with all the mod-cons; LPG conversion, proper seats in the back and an abundance of checker-plate. After Patch arrived Tim with Tristan and Max in his modern V8 Disco, a very nice looking raised Landy. A few minutes later the last of our party arrived; Kevin, Jason and Joel in a recently bought 110 Defender with milspec tyres, under-armour and a large roof rack that caused a bit of difficulty on some of the lanes.

After a brief chat and a look around each other's vehicles, we all set off.



Above: Slightly wedged around a tight bend

The first lane was a simple affair, having recently been resurfaced. A brief drive later and I was in the driver's seat tackling a slightly more difficult lane, rolling along quite pleasantly behind the slow-moving 110 Defender which by this point was dodging low-hanging branches. Dad and I then alternated driving and being passengers for the next few lanes, everything running smoothly for our entire group.

Driving through the area really was a pleasure; picturesque landscapes, villages and some great lanes. We arrived at our final lane before lunch, with Patch promising that this was an 'epic' one. I bowed out of driving

at this point, and instead took some photos of people attempting this especially steep and muddy track. Patch was first in line and took the lane well in his '59 Series, getting to the lunch spot without much trouble. Dad was next up, and despite having one wheel a foot off the ground at one point, and getting briefly wedged around a rock, managed the trail with only a small tow from Patch's Rover at the brow of the hill.

Tim's V8 was next up, the lifted bodywork meaning he had little trouble tackling the course: he took a few attempts round the wedged rock and also on the summit, but made it past both of them without any assistance. Sadly, the Defender had



Above: One wheel off the ground

Below: Our Series taking a difficult lane in it's stride



more of a difficult time, the roof rack and long chassis making the tight corner difficult and the uphill section just out of reach. He was towed up the last few metres in the same fashion as our Series.

Oddly enough, during lunch two VW camper vans appeared, having taking a different Green Lane and ending

come from. They all managed it first time, probably helped by the serious off-road kit they were packing, although afterwards they stopped for a chat as they had respect for our 'old boys' achieving the difficult climb. As it turned out, Patch and Kevin were part of the same group which the team of Defenders belonged

of us at just how well it handled the hard terrain! Sadly, as the afternoon was flying past we had to call it a day after this lane. We managed the journey home with no issues and upon arriving home felt surprisingly tired, probably due to being thrown around a fair bit on our adventure.

I thoroughly enjoyed the experience, and would recommend the Chew Valley area to anyone thinking of Green Laning, but don't forget to bring a buddy to tow you out of the harder parts!



Above: A break for lunch

up in the same spot as us. They said hello and explained that they were off-roading for the day! It certainly was a strange sight, and they drove off further up the lane towards a part we hadn't yet attempted. A few minutes later the peace was again shattered by V8 engines, and we saw a group of Defenders attempting the difficult uphill section which we'd

to: the North Somerset Land Rover Club. After a chinwag they carried on their route, leaving us to finish our lunch and get the engines going again.

We set off in high spirits for the remainder of the lane (a surprisingly severe track with lots of deep short puddles and vertical climbs out of them). Our Series took it in its stride, bouncing along and surprising both

Below: Patch is right at home



What, No Snow..?

Karin Quarrie



Above: A great view from the driver's seat

Club members from the North West and Yorkshire ventured out from Skipton in mid-March on a Green Lane expedition and scenic drive weekend. Last year we were stopped by snow, but not this year; thankfully it was much warmer, though slightly damper on the Sunday!

Saturday began slightly later than planned, due to a couple getting lost on the way to the meeting place. We helped to fill the swimming pool car park with a variety of vehicles from an 88" to a 101".

In all, thirteen vehicles arrived, so we decided to split into three groups once we were near the first lane in West Burton. John Cramphorn, Gordon Lowe and Mick Thwaites were group leaders and we left in small groups, meeting for lunch at Redmire.

From the North West we had Tony Wood and Cassie in Aggie, Jim Newby with his tray back, Pete Milligan with boys in their 88, Dave Snape with me and Rebekkah in Dot, Graham and Sandra Smith in their 88, Ken Tydd in his S3 and John and Sharon Cramphorn with Daniel in the 101. From Yorkshire were Gordon and Wendy Lowe in

their 88, Mick and Sharon Thwaites in a truck cab, Colin Wilks in his lightweight plus Robin and Patrick Sanderson in Carawagons.

We travelled from there towards Askrigg and followed a short lane across towards Burterset, then to Gayle and across a lane to Burterset again and off to Marsett. This lane began with a ford and then a drive through the river which runs down the lane. It then rises and travels further before suddenly climbing uphill over a rocky part of the lane which was no problem for those with larger tyres on but

caused 600 ones a bent drop plate and bent bottoms of UJ bolts. Not my favourite bit as we slid off rocks and crunched the bottom of Dot.

We then carried on towards Stalling Busk and back to join the road at Kidstones; a lane which had defeated us last year with four feet of snow in the lane between walls.

Stopping at West Burton on the way back for a refreshment break, we realised that we had not got enough petrol to get us back, so Land Rover ingenuity ensued.

Below: Taking a break





Above: Getting up the hill

Below: Discovering a Hoffman Kiln



KGordon removed a narrow pipe from his axle breather and we scrounged an empty pop bottle from Robin. Colin kindly opened his passenger military fuel tank and we slowly decanted roughly 4 litres of petrol to pour into Dot and get us back to Skipton.

The day ended with a meal at the Woolly Sheep which does a very nice pint of Timothy Taylor Landlord and also good food.

The following day dawned and we went to the car park to find Dot had a flat tyre and a duff jack, so

Gordon to the rescue with a high lift jack and quickly we swapped the spare on. Then off to Morrisons to meet up with Louise Limb and all the others who were coming. A photo moment, and then Graham explained that his clutch was slipping and that he and Ken were going to coax his Landy home and not subject it to steep hills.

We had John, Sharon and Daniel Cramphorn leading the scenic drive in their 88, followed by us in Dot, Gordon and Wendy Lowe in their 88 with canvas truck cab, Colin

Below: Time for a picture



Below: In convoy



Wilks in his lightweight and in a two week old 130" twin cab high cap were Gordon and his partner.

We left Skipton and set off for Eastby where there were stunning views to be seen and off towards Burnsall, Hebden and Grassington. Then up to Kilnsey and on to Arncliffe. By this time the weather was deteriorating and the cloud was low, so as we went towards Malham, what should have been a fabulous view was a wall of mist, which was a shame. We had lunch on the moor just before Malham, sitting in vehicles and talking through windows as it rained and the wind blew, catching a rainbow as it appeared...just!

We then set off for Stackhouse and turned under a railway bridge off the main road to find a Hoffman Kiln which was fascinating. Anyone who is interested in history could do well to visit this place and maybe get lucky and spot the pair of peregrines that nest on the cliff face.

We then set off back towards Skipton and homewards for all, except us, as we went to collect a gearbox from Mick who had rebuilt us an early one for Topsy, and it seemed an opportune time to collect it. Once that was loaded we set off for home and reflected on the great weekend that we had just had.

Below: Through the ford!



A Day Out At Ripley...

Gordon Lowe

The venue for the Spring Adventure this year was the picturesque deer park overlooked by Ripley Castle. This is a location renowned for flooding quickly so it was a huge relief that the forecast for guaranteed, glorious sunshine was spot-on.

The Series 2 Club had been allocated the prime spot in front of the main entrance and we packed 10 members' vehicles onto the stand. With the Club sail banners flying, Mick Outhwaite's 2B Forward Control Tipper and the Murex Ltd. works fire tender belonging to new members Jerry and Jane Holland, the display was eye-catching and fresh.



Above: Jerry Holland's fire tender

Dave Snape, (Membership Secretary) and Karin Quarrie from the North West Area brought the Club shop as a focal point for

prices. We also used the club marquee on Saturday to provide afternoon tea and cream scones

Before leaving the stand at the end of the day, fire tender owner Jerry Holland, set the water pump going much to the delight of the youngsters on the stand. William Outhwaite tried to outrun the spray but was laughing so hard he received a soaking. The show organisers had expressed their interest in having the Murex fire tender as 'Best in Show' but sadly

"As we circled the ring, Club members threw teddy bears from the back of Land Rovers..."

new members to join and to give everyone the opportunity to buy new T-shirts and so on at show

to Series 2 Club members visiting and displaying their vehicles on the stand.

Below: Sean McCurly in the ring



Below: Priming the pump





Above: The Club stand



Above: Afternoon tea

Jerry and Jane couldn't make it back for the second day.

On Sunday lunchtime we were invited to parade the vehicles in the main arena. As we circled the ring, Club members Pete Reas and Alice McCurly threw teddy bears from the back of Land Rovers to children in the audience (many thanks to Pete for the great idea and providing the teddies too!) A

Below: John Horne - full of cream scones!



Above: Arena line-up



Above: Fire men!

large heart teddy was given to the delighted commentator Diana Tigwell as she described the origins of the Series 2 and our Club. Shortly after our performance in the arena, Diana was unfortunately knocked down and injured by a competition vehicle. It shocked everyone and served to remind us that just because the sun was out and flags were snapping in the breeze, we were attending an event with sizeable vehicles, where the safety of others was paramount. Thankfully Diana was reported as being keen to make a full recovery from her injury before Billing.

Thank you to Club members attending the show, displaying or not, who kept the stand bustling and lively all weekend.



Above: We liked the fire engine!

Specialist Land Rover Insurance

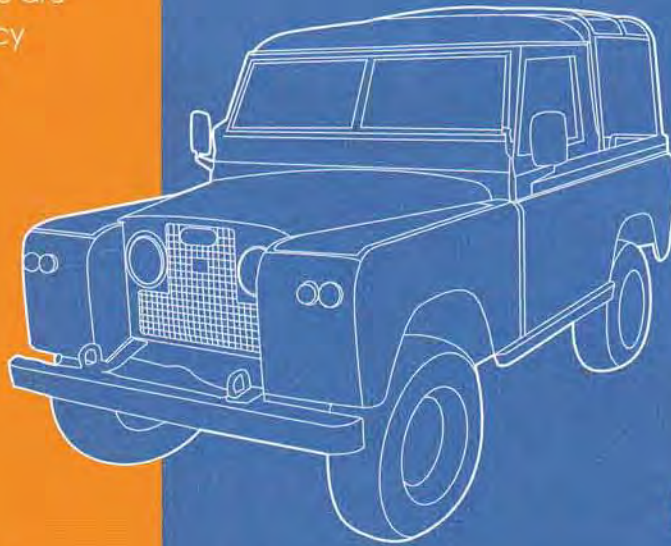
Adrian Flux know how much you love your Series 2 Land Rover, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.



0800 089 0035
adrianflux.co.uk

Authorised and regulated by The Financial Conduct Authority

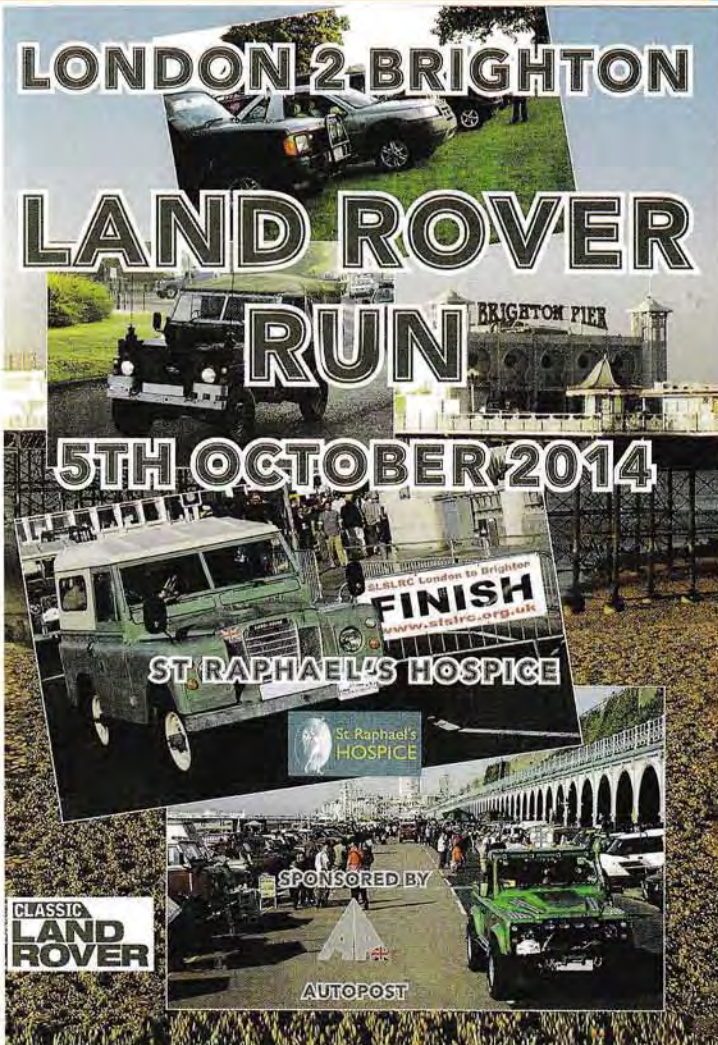
Your Pride and Joy



Benefits available include:

- FREE Legal Cover
- Modifications Cover
- Agreed Value
- Limited Mileage Discounts
- Off Road & Green Lane Cover
- Club Member Discounts

LONDON 2 BRIGHTON LAND ROVER RUN 5TH OCTOBER 2014



The SLSLRC 16th annual London to Brighton Land Rover Run 2014 will be taking place on the 5th October leaving at 8am from the new larger, LEZ friendly venue at Hook Road Arena, Epsom.

A larger free overnight camping area is available on the 4th from 14.00 hrs. (sorry no caravans) with pubs, takeaways and restaurants within walking distance.

For further information and to download an entrance form visit: www.london2brighton.org.uk

If you do not have internet access please send a 'stamped addressed envelope' to request an entry form to:

L2B SLSLRC
P.O. BOX 45228
LONDON SE10 9YU

Or alternatively please contact Brian on 07756 420732

To receive a free t-shirt, completed entries must be received by Friday 26th September 2014.

If you would like further details on SLSLRC our club website is: www.slsirc.org.uk

To contact the L2B team email us at email.slsirc2b@gmail.com

The SLSLRC L2B team look forward to seeing you there.

IN SUPPORT OF
ST RAPHAEL'S HOSPICE



Series 2 2¼ Petrol Lubrication...

Alex Thorpe on how to keep your Land Rover running smoothly

In all cases, capacities are approximate. Actual levels should be set to the dipstick, or appropriate level plugs. If significant topping up is required between routine oil changes, further investigation to find the source of the leak is advised. Sealing washers on drain plugs should be replaced after each use. Lubrication intervals are based on "normal" use. For use in "difficult" conditions (such as dusty, tropical, extended wading and so on), frequencies are likely to need reducing. For stationary use, frequencies should be based on running hours (see service schedule for timing). The manual recommends (for most of the oil changes) driving the vehicle to warm the oil before draining. Bear in mind the oil temperature can approach 100C in some cases, so take appropriate precautions when draining it. I have included information from the three manuals for comparison of service intervals (and more modern lubricants).

Engine

Capacity

6 litres - if changing filter add extra 1.5 litres for larger (early) filter or 0.85 litres extra for smaller (Later) filter.

Oil Grade

From S3 workshop manual (S2 manual does not list multi grade oil, listing SAE 20 oil for UK climate).

- Oil should meet API specification SE or SF

- (-20C to + 30C) 10W/40, 10W/50,

- (-10C to + 30C) 15W/40, 15W/50,

- (0C to +30C) 20W/40, 20W/50.

Frequency

Every 3000 miles change oil. Every 6000 miles change oil and filter (the increase to 6000 miles is in the S3 manual).

Notes

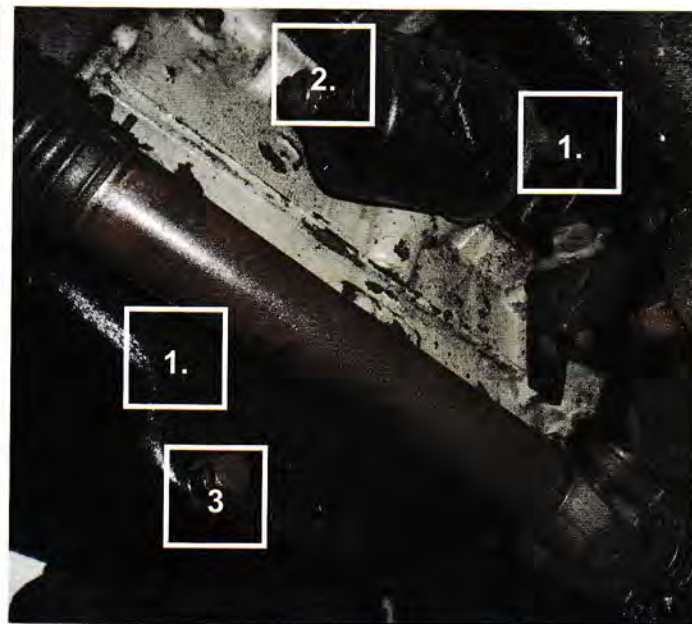
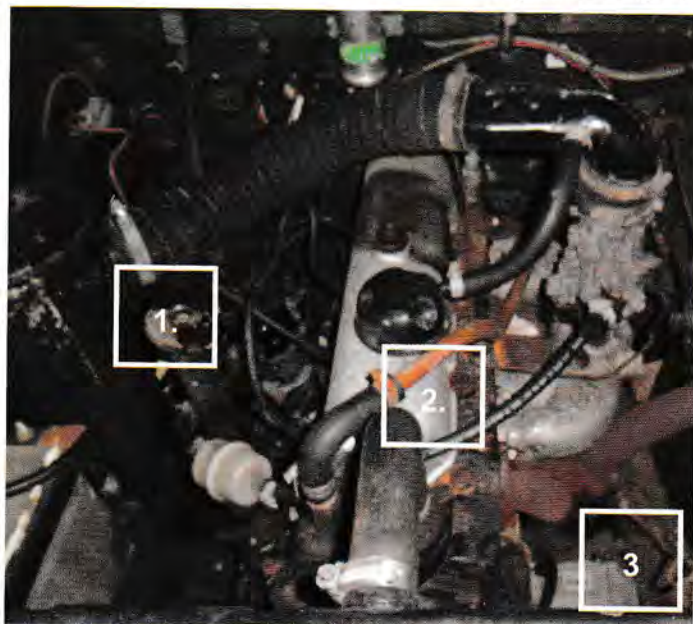
Series 2 engines have high and low markings on the dipstick. For vehicles with replacement engines, the dipstick may have 3 markings as used on S3's; High, Low and Min Low. In this case for normal use the High and Min Low mark are the ones to work with. When used at steep angles the High and Low marks

should be used to reduce the chance of starving the engine of oil.

When refilling the engine after draining, some oil will remain in the engine; therefore the full capacities above are rarely needed. To avoid over filling, consider filling with slightly less oil then allowing the level to settle (10 minutes should be sufficient). Check and top up to the mark on the dipstick. Once the engine has been run, allow the level to settle and check again, also checking for any leaks – especially after a filter change.

Consider changing the filter at every oil change; they are cheap and with many vehicles covering low mileages it may be sensible to change them due to age rather than mileage covered.

When changing the filter, it is important to ensure the old casing to housing seal is extracted from the housing and replaced or else the seal will leak. Over tightening the securing bolt must also be avoided as this can damage the seal (the S3 manual gives 12lb.ft for this).



1. Oil filler tube (on a Series 2 engine this will have a filter as per the rocker cover rather than a radiator-style cap)

2. Late Series 3 engines do not have the filler tube and have a filler cap on the rocker cover located at the front (usually orange)

3. Dipstick

Oil filter housing (this is the later, smaller type)

1. Ensure old seal to the housing is removed and replaced

2. Check seal under housing nut is in good condition

3. Sump drain plug - the sealing washer should be replaced before re-fitting



Air Filter

Capacity

0.85 Litres

Oil Grade

Same oil as engine

Frequency

Every 3000 miles, clean filter and change oil (this was increased to 12000 miles in the S3 manual).

Notes

The manual recommends changing the oil, cleaning out the oil pan and cleaning the filter element (top section) every 3000 miles. Cleaning of the filter may be required at shorter intervals if operating in dusty conditions.

Air filter oil pan. 1. Secured to the filter by three spring clips 2. Level marked by a pressing in the side (also marked MAX) Filter oil should be the same as the engine oil

Gear and Transfer Box

Capacity

Gearbox: 1.5 litres

Transfer box: 2.5 litres

Oil Grade

From S3 workshop manual

- Oil should meet API specification GL4

- EP 90 (Bellow -10C, EP80W)

Frequency

Every 9000 miles, drain and replace oils. Oil level should be checked more frequently than this, as running

low will cause expensive damage to the transmission. (The oil change was increased to 24000 miles in the S3 manual).

Notes

Levels are determined by filling to the bottom of the respective level plugs.

Early transmissions have filler plugs on the top (under a flap in the transmission cover for the gearbox and under the centre seat panel for the transfer box). Some gearboxes

also had a dipstick, accessed through the flap in the transmission tunnel cover.

As some oil will remain in the gearbox and transfer box, actual quantities needed are likely to be slightly less than those indicated.

Care must be taken to avoid damaging the threads in the aluminium transmission casings when refitting the plugs.



**1. Gearbox level/filler plug
2. Gearbox drain plug**

Fill until oil is level with the base of the filler plug

Front Axle

Capacity

Differential: 1.75 litres

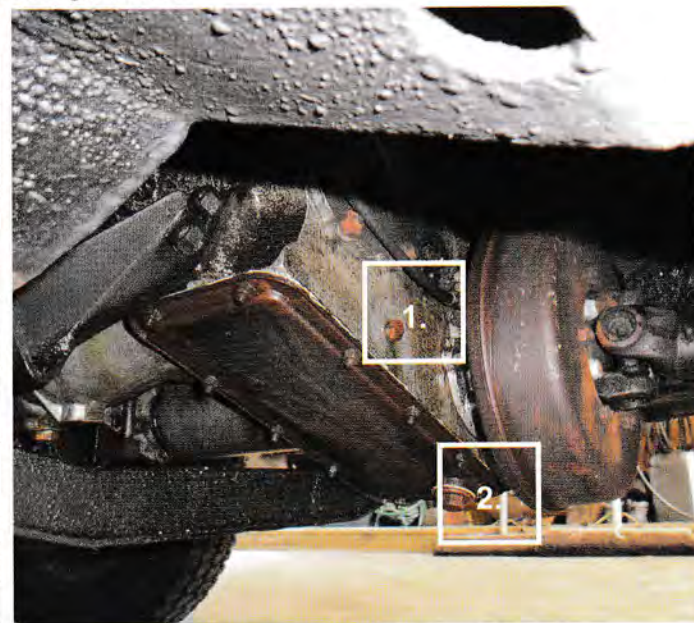
Swivel housings: 0.5 litres (each)

Oil Grade

As Gearbox/transfer box.

Frequency

Every 9000 miles drain and replace oils. Oil level should be checked more frequently than this. (The oil change was increased to 24000 miles in the S3 manual).



**1. Transfer box level/filler plug
2. Transfer box drain plug**

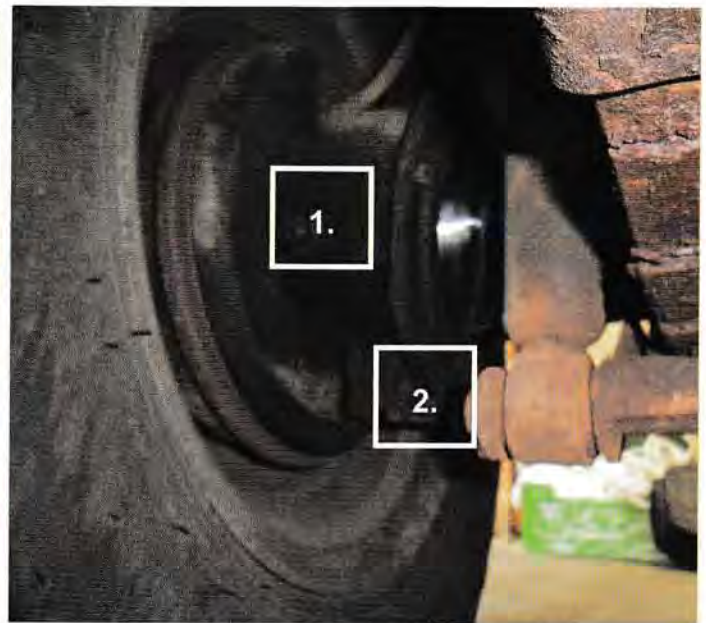
Fill until oil is level with the base of the filler plug

Notes

Front differential oil level should be checked using the level plug on the front of the axle casing, not the differential itself. The correct level is obtained by filling to the bottom of the level plug.



1. Front diff level/filler plug
2. Front diff drain plug



1. Passenger side swivel filler/level plug
2. Passenger side swivel drain plug
Similar plugs will be found on the driver's side

Rear Axle

Capacity

Rover: 1.75 litres
Salisbury: 2.5 litres

Oil Grade

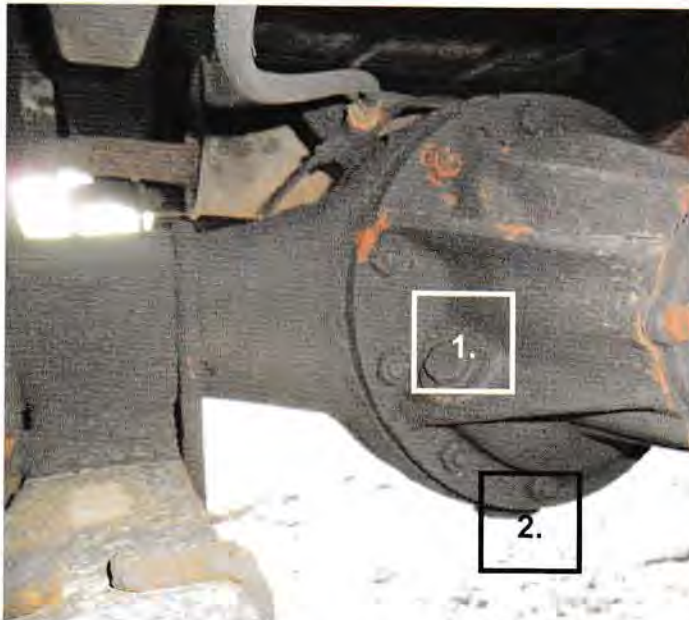
As Gearbox/transfer box.

Frequency

Every 9000 miles drain and replace oils. Oil level should be checked more frequently than this. (The oil change was increased to 24000 miles in the S3 manual).

Notes

With a Salisbury axle, the filler/level plug is located in the rear cover. Rover axle filler/level plug is located in the differential casing. The correct level is obtained by filling to the bottom of the level plug.



1. Rover rear diff filler/level plug (looking to rear)
2. Rear differential drain plug



1. Salisbury diff filler/level plug
2. Rear differential drain plug

Steering Box

Capacity

Not listed. Estimate less than 0.5 litres.

Oil Grade

As Gearbox/transfer box.

Frequency

No frequency is given for replacing the oil, only a note to check the level every 3000 miles (12000 miles in the S3 manual), and replace as necessary.

Notes

Correct level is to the bottom of the filler plug. The steering box does not have a drain plug; oil would have to be "sucked" out, or the steering box dismantled to empty it. As Land Rover has not specified a change interval, this would suggest the oil should not need changing between overhauls. It would still be worth checking when topping up for contamination (dirt), water (cloudy

appearance) or discolouration, indicating it could do with changing.

Steering Relay

Capacity

Not listed. Estimate less than 0.5 litres.

Oil Grade

As Gearbox/transfer box.

Frequency

No frequency is given for replacing the oil, only a note to check the level

every 3000 miles (12000 miles in the S3 manual).

Notes

Correct level is to the bottom of the filler and vent holes. To fill, remove two opposite bolts from the top cover. Fill through one, while allowing air to vent from the other. Due to the tight clearances the relay can appear full before it actually is (oil sitting

in both holes or bubbling from the breather hole). To get a true level it is necessary to allow significant time (can take several minutes) for the oil to settle into the relay housing, and checking the level again afterwards. This often needs to be repeated several times to fill the relay. The relay is full when the oil level remains at the bottom of the fill/vent hole

after allowing time for it to settle. As Land Rover have not specified a change interval, this would suggest the oil should not need changing between overhauls. It would still be worth checking when topping up for contamination (dirt), water (cloudy appearance) or discolouration, indicating it could do with changing. Early relays have dedicated filler.



Steering Box

- 1. Steering box filler/level plug-correct level is to the base of the plug

Grade

Multi-purpose lithium based grease.

Frequency

Lubricate sliding joints and universal joints every 3000 miles (6000 miles in the S3 manual).

Notes

Some later vehicles may have a blanking plug in place of a grease nipple on the front shaft sliding joint – if so this should be replaced with a grease nipple, lubricant applied and then the blanking plug refitted. If there does not appear to be a grease



Steering Relay

- 1&2. Remove two bolts from the top cover, one as a breather and one as a filler

nipple at any of these points, check for the threaded hole on the shaft or universal joint as appropriate – a previous owner may not have fitted it after changing the joint/shaft. In total there are 4 universal joint grease nipples and two sliding joint grease nipples.



- 1. Rear prop shaft sliding joint grease nipple
The front shaft has a nipple in a similar location (may be under the dust cover/gator)



- 1. Rear prop shaft, rear universal joint grease nipple

Distributor

Grade

Engine oil and light machine oil.

Frequency

Lubricate every 3000 miles (6000 miles in the S3 manual).

Notes

Engine oil should be applied to the heel of the cam, operating the contact breaker. Light machine oil should be used sparingly to lubricate the shaft bushes. Light machine oil

should be used sparingly to lubricate the advance mechanism (access is awkward due to the distributor base plate). It is essential that lubricant does not get onto the contact breakers or electrical connections.

Dynamo

Grade

As per engine.

Frequency

Every 12000 miles, apply oil to rear

bearing.

Notes

The oil port is covered by a plastic cover. A small amount of oil (sufficient to wet the lubricating pad) should be applied to the rear bearing through the oil hole. The manual recommends using a pump-type oil can to inject the oil. Care should be taken to only apply sufficient oil to wet the bush.



1. Lubricate cam with engine oil

2&3. Lubricate shaft bearing and advance mechanism with light machine oil

1. Remove oil way cover and apply a small amount of oil, sufficient to wet the rear bush

In addition to the main components, consideration should be given to lubricating other moving items occasionally (such as throttle linkage joints, door locks, hinges and so on). Land Rover didn't specify what "occasionally" means in the Series 2 handbook. I would do them twice a year, or when the joints appeared dry if sooner.



Above: Aggers having a great day out. See "Grease Monkeys" on p29 for the full story!

88" Land Rover Series Handbrake Pivot Assy

Part no: HNJ240829

Shaft & Bracket for Handbrake to Chassis (1954-66)
Manufactured from S275 Steel
Primed in EPOZINC 100.
This primer is ideally suited for use in marine equipment used in coastal environments
Powder coat finish using Interpon 610.
Note: Bolts not included.

£79.95 Includes UK P&P



Gearbox/Overdrive Main Nut Tool

Part no: HNJ600300

Manufactured from EN24T Steel
1/2" drive & 30mm AF Hex

£54.50 Includes UK P&P



HNJ
Engineering Ltd

t: +44 (0)7989 101458

w: www.hnjengineering.co.uk

e: sales@hnjengineering.co.uk

Dr Morris' Puzzle Corner 6...

Steve Britch

It's been really nice to bathe in the nostalgia brought about by Lola's return. Six months and over 2,500 miles of daily use hasn't in any way dampened my enthusiasm for the old girl and for her part she's settled back into the old routine of rescuing other people's cars and shifting three piece suites without the slightest fuss. I think we've now covered enough miles together to properly understand each other once again... Once she's up to speed, the old girl potters along quite nicely, her tyres humming and her oil cooler valve merrily grumbling away to itself like a depressed cellist. She's quite the talking point on the school run too. Even my mum is glad she's back. This optimism has however been dampened by our loss in February of Lola's co-pilot of many years, our seventeen year old Jack Russell / Yorkshire Terrier cross, Jack. He was the 'Salacious Crumb' to Lola's 'Jabba the Hutt', an unflattering analogy but an essentially accurate one... he went everywhere with us.

Lola is looking pretty tatty these days as it's been some seven years and some really hard winters since I last slapped on some NATO green



Above: Jack in his favourite window

to smarten her up... It breaks my heart to see her looking anything less than her best but this situation won't change for the foreseeable future as the family and I are relying on her. Sharon currently uses our one operational Morris Minor Traveller, and so I have no alternative everyday vehicle. That is at least until a 'regenerated' Oddjob can return to the road later this year. At that point Lola will come into the hangar for a

long overdue 'major'. I won't be using the roller when she gets her much needed repaint, she deserves better really... So, in common with Oddjob's recent new paintwork, she'll be getting a proper bare-metal re-spray in Bronze Green cellulose, as she appeared when she left Marshalls, save for retaining her nose-art adorned doors. Paint stripping, as I have discovered to my dismay while rebuilding Oddjob, is an unending, miserable task, especially on the Marshall Ambulance where there's so much more ground to cover! I have used so much wire wool and paint stripper (2.5 gallons) on Oddjob that I now have no fingerprints!

There are many other jobs on Lola which have been left undone from my last period of ownership, which were irritating niggles back in 2012, but now, magnified by time, are daily eating into my being. The bulkhead, although sound in all the important places, is frilly around the edges and she desperately needs a replacement engine. I've never been happy with the 2.25 petrol unit I fitted some years ago to Lola, it ticks over well enough but her

Below: Lola's mini-me; a panel-fit test model on Lola's actual wing





Above: Oddjob as bought



Above: Oddjob's rear quarter during his refit

Below: Bent rear quarter frame minus it's skin



big end rattles when she's pushed hard, so a replacement must be on the cards. I'd like to stick with a petrol unit, although perhaps I might be able to lay my hands on a reasonable 2.5 petrol engine. This,

once rebuilt, would endow Lola with a few extra horsepower, although I'll concede not enough for a land speed record attempt, which, given her wayward handling is perhaps just as well. I have, however,

found time for one job; the driver's side leather tie back strap for the stretcher in the back of Lola has always been missing during my ownership, and looking at the remaining one on the passenger side, it just happens to be the exact size and colour of old Jack's collar. Therefore a memento of Jack will continue to accompany us on our adventures, which is nice.

Oddjob, the main drain on my time at present, is progressing well, if haphazardly. It occurred to me when I started the rebuild that although I had owned three Marshall Ambulances over about ten years, I knew relatively little about their construction. So, in order to prepare for the rebuild of Oddjob's body, I mustered my historical skills and did some research into how Marshalls built the body originally. I also produced a miniature ambulance body in card, constructing the frame then overlapping the panels in the same way as they are on the original (pictured under construction). After all this preparation I felt I was as ready as I'd ever be to tackle the work. Interestingly, if one looks at photos of Marshall Ambulances, there are innumerable detail differences between the survivors. Lola and Oddjob are surprisingly dissimilar in detail, much more so than one might expect from a production gap of only two or three years between the two.

At the time of writing, this preparatory work appears to have paid off and the body is now largely rebuilt. The new (to Oddjob at least) 200tdi engine is in situ although it hasn't been turned over yet. I have stripped, annealed and prepared all of the front end panels of paint and de-skinned the lower driver's side body in order to straighten the accident damage to the body frame and inner skin. This is the bit I have found the most fun, basically because I've had to work harder than I usually do on a Land Rover. Bits for the Marshall body just aren't readily available and so I have had to remake or improvise bits which, on a short wheelbase I

Members' Motors

could have normally just replaced off the shelf, funds permitting.

For example, the damaged body frame is composed of blind-riveted extrusions of presumably duralumin. This was the devil's own job to straighten out. In spite of the fact that I had heated them to the point where I expected them any minute to dissolve into a puddle of molten alloy on the floor, it still often required my struggling with both hands and both feet in order to provide enough force to bend them a minute distance. In common with many ex-military Land Rovers, the newness had long since worn off many of Oddjob's panels. Those not damaged in his accident were badly dented or poorly repaired after hard use in antiquity, and all, for some reason have illogical, random holes drilled in them. I'm currently speculating that he may have served in Northern Ireland and carried the VP kit, which was a bolt-on external composite armour. Once Oddjob is finished, I'll get down to researching his history to find out for sure. I have replaced the driver's door skin, the original being beyond saving due to accident damage and the seven random holes drilled into it for no apparent reason. Likewise, I've been forced to let new metal into other damaged sections of the Marshall body, where straightening of the originals has proven impossible or uneconomic. As I write, a freshly painted but still dormant Oddjob sits in the drive. While not perfect, he looks respectable and is tidy looking enough to keep me enthused while finishing his rebuild.

Sharon and I would like to thank several Club members in this issue for their help in progressing Oddjob, particularly Mike Buss, Jon Hayes and Brad (Romanyrose on the forum), whose generous contributions have saved us both money and time. The Series 2 Club Forum has also been an invaluable tool to me over the last few months. I'm often to be found lurking on the forum although I don't always log in.



Above: The outer skin was scrap but the frame is straighter



Above: Oddjob's coming together nicely

Posting regularly on the forum are many very clever, knowledgeable people with excellent engineering skills (I don't include myself in this category by the way). Oddjob has benefited greatly from my pilfering of many of their ideas especially regarding his power plant change, in addition to helping me maintain my enthusiasm for a partially dismantled vehicle which has been out of commission for several years. There's no way Oddjob would have been a viable restoration for a professional

restorer, he was just too mangled. At best, he might have expected to lose his damaged Marshall body in favour of a standard long-wheelbase utility rear and roof, which would have been a great pity. As it has turned out, he will shortly live again in his original form, hopefully in time, with his consort, to mingle with many others of his breed at this year's International Rally.

See you there!

Heskin Steam Rally...

Karin Quarrie

Heskin Steam Rally runs the weekend after the late May bank holiday at Heskin Hall, Ecclestone, just off junction 27 of the M6. It all began when a few years ago I took Betsy and she was amongst the commercials as often happens. I asked if I could take a Series 2 Club tent and shop the following year and offered to organise the Land Rovers in return. The rest, as they say, is history!

Each year I encourage members and we try to beat the previous record for Series 2's on show over the weekend. This year has surpassed all records; we had 36 vehicles on show on Saturday, of which 21 were Series 2's and 39 on Sunday with a total of 28 Series 2's on show over the weekend, and one more skulking in with the stationary engines. It was amazing - we made a row and a half in the show ring; even when we'd made a full row, more Series 2's were pouring in!



Above: In the ring

Chris Brook gave an amazing talk about Land Rovers and really knows his stuff. He makes the talk interesting to the public and to us. Nowhere else will anyone find this



much information available both in the ring and out of it. The shop sells a fair amount and we get new memberships each year. The Club presence is large and visible and the vehicles attract a lot of attention, especially as they are displayed in date order on the stand where possible, but definitely in date order in the ring. This way the story of Land Rover is told and unfolds as we go through a large variety of vehicles. One of the most popular activities on the Saturday was a winning demonstration, with several Series 2's showing just how much power they had under the bonnet.

This year we had three Marshall bodied ambulances; Lola, Odd Job and Dean's very original one, two forward controls, a 2A and 2B (it should have been three but one blew a head gasket the night before). We had two fire appliances

Below: A great range of Series 2's



Above: A wonderful line-up

and another that had been a fire chief's vehicle, not to mention the station wagons, short and long from 1955 to 1971, a LWB with Carawagon windows and a large variety of LWB and SWB vehicles to delight everyone, including Gordon's amazing LWB camper conversion.



Above: Deep in conversation



Above: Series 2's getting cosy

It is hard to fully describe the vision people see as these wonderful vehicles are shown in a large curve, but have a look at the pictures and maybe consider joining us next year in the North West.

The Series 2 Club International 2014...

Andy Parker

Well, by now I hope you are all aware of our 30th Anniversary International Rally at Hatton Country World in Warwickshire from 7th - 10th August 2014. For quick reference, you can discover more about the park itself at <http://hattonworld.com>. This event is one not to be missed and has something for everyone.

Hatton Country World is a fine example of a farm that has embraced the concept of farm diversification. It is part of a country estate owned by the Arkwright family who are direct descendants of Sir Richard Arkwright, a pioneer of the industrial revolution.

The Arkwright family acquired Hatton Estate in 1830, which were originally seven small farmsteads. Over the years the small buildings on the farms became redundant due to the modernisation of British farming. The current owners, Johnnie and Arabella Arkwright saw a different future for these buildings and in the early 1980's created Hatton Country World.

Hatton Craft Centre was the first area of diversification in 1983, utilising these redundant farm buildings and transforming them into craft outlets. This attracted a blacksmith, saddler, wood turner and vintage car restorer amongst others.

The Craft Centre has now become Hatton Shopping Village, anchored by a garden centre, an antiques centre and two restaurants.

In 1991, planning permission was obtained to erect a building to house a farm park. This comprised a rare breeds centre, pet's corner, adventure playground and a museum. Over the years, the farm park has been added to and is now one of the largest farm parks in the country, incorporating a seasonal programme of events, adventure play, farmyard favourites and a massive indoor play centre.

Collectively, the Shopping Village and the Adventure Farm are now known as Hatton Country World.

Karin Quarrie our Area Manager gave a good introduction to the event in our Spring B2L, the salient points of which are below. You will also see below our provisional timetable for the week (this may be subject to some changes so keep your eyes on the website or the forum for the latest information).

The cost is £40 for the rally weekend which includes camping for Thursday, Friday, and Saturday nights, but there is the opportunity for those that wish to extend their stay between Tuesday 5th and Monday 11th lunchtime for just £7.50 extra per night. There is a day rate of £10.00 for those who only wish to attend during daylight hours without camping on a particular day or days.

Pre-booking is preferred and can be done through the Club website. Alternatively, there is a copy of the booking form in this issue of B2L. A list of local B&B's and hotels will be posted on the forum, so if you don't fancy the idea of sleeping under canvas, you can book directly with them.

Normal Adventure World Entrance Rates:

Adult Full day Rate £12.95
Child Full day Rate £12.95

S2 Discount on production of Club Membership Card:

Group Entry of £7.95
3 Day Pass of £25.00
Weekend Pass of £15-20
Depending on numbers

If you are planning to visit the Adventure Farm and Children's Activity area please indicate numbers on the Club website when you are booking for the event so we can let Hatton know prior to the event. There is no charge for visiting the Shopping Village and other attractions.

On-Site Farm Shop

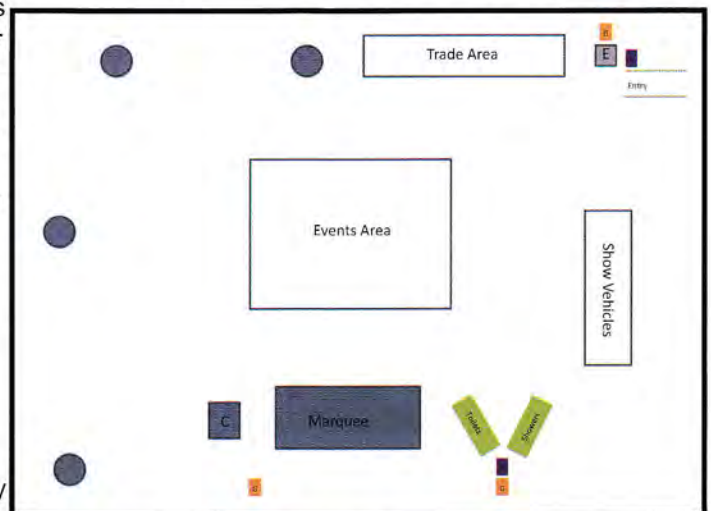
Open 10am – 5pm daily for all grocery and general supplies.

Spinning Jenny Restaurant

Open daily 10am-5pm. Between 10am -11am you can get a 10% discounted breakfast on production of Club membership card.



Home to a myriad of independent shops full of gorgeous gifts



Above: The layout of the International

	4th	5th	6th	7th	8th	9th	10th	11th
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
AM		Arrivals		Off-Road driving in own vehicles	Gaydon Visit	Off-Road driving in own vehicles. Craft Event in Marquee. Vehicle Show.	Autojumble. Group Photo.	Clear up
PM	Setup	Arrivals	Treasure Hunt		Green Lane Run	Judging. Gymkana. Children's Bike Trial.	Green Lane Run	Clear up
Eve	Setup	Arrivals	Pub Run	AGM	Fish & Chip Run. Camp Fire	Camp Fire. Bar. BBQ. Quiz. Cyril's Bits. Band. Prize Giving. Raffle Draw.	Camp Fire.	

Above: Event timetable for 2014

We have negotiated to use the off-road course at Adventure Sports using our own Series vehicles. Vehicles other than Series will not be admitted. This is not something they normally allow so please respect it as it is a special concession. The cost is £10.00 per driver per session. If you wish to split a session between drivers it is still £10.00 per driver. This will be run during a session on Thursday and Saturday mornings. Club organisers will be manning and policing these sessions.

Scrutineering will take place prior to both events. You must pre-book/pay for these sessions with the Club, preferably on the Club website, or for day visitors, when you arrive at the campsite.

Adventure Sports

For the more adventurous of our members we have agreed some discounted rates with Adventure Sports which should be booked with them as required. They are located only three miles

from the campsite. State you are a member of the Series 2 Club and give them your membership number when booking. You can find out more at www.adventuresport.co.uk.

Clay shoot

£30 for 25 bins. Minimum of three people. 2hrs per individual or groups @ £55 for 50 bins.

Archery

£25 per person in groups, with a minimum of five people. Children must be 11+ years.

Paintball

£9.50 per person. Children must be 13+ years.

Zorbing

£25.

Quad Biking for 16Y+

£40/35 depending on which Quad you choose.

Off Road 4x4 in their vehicles
£POA.

Other details as they emerge will be posted at www.series2club.co.uk and on the forum.

Superslide Mania
From thrilling drop slides to a sensory area for under 2s Superslide really does have it all... including Mums and Dads! Arcades, there are loads of adventure activities too.

Scales and Tails
(NEW Easter 2014)
From snakes to stick insects, tortoises to tarantulas, it's a close encounter of an exotic kind! Get hands-on! If you don't get your hands on these extraordinary reptiles, bugs and mini-beasts.

Hatton's Grand National
Place your bets and cheer your team through the race as they hurtle round our very own version of this famous race. Sheep, goats, pigs and Shetlands - they're all trained and ready to race! Weekends and school holidays.

The Timewarp
(NEW Easter 2014)
Our exciting NEW tractor ride. Sometimes you'll be transported into the distant past and at others into the far-off future. Whichever the direction, it'll be a fun adventure.

Family Theatre
Magic, Punch & Jolly dancing, circus skills training... An ever-changing programme of fun-packed shows with Zoozoo, the UK's Children's Entertainer of the Year, or Tigger 'n' Tex.

The Falconry Centre
One of the biggest collections of birds of prey in the Midlands! Fascinating shows with these incredible birds, enlightening chats with our resident falconer and even the chance of handling one of the hawks from around the world.

Farmyard Favourites and Guinea Pig Village
All the visitors and friendly faces of the traditional farmyard, some undercover and some in the paddocks. All waiting for a stroke and perhaps a bit of funny level. As well as 250 Guinea Pigs waiting for a cuddle.

Hatton Shopping Village
A part of Hatton Country World, Hatton Shopping Village is a place of special charm and features a garden centre, antiques, gourmet food, butchery, a myriad of independent shops offering unique and specialist gifts in addition to hair, restaurants, sewing, pet delicious home cooked fare. There is no entry fee to Hatton Shopping Village and all parking is FREE.

Hatton Adventure World
Save 10% when booking online at hattonworld.com
Please check website for further seasonal offers and discounts

Rainy Day Guarantee
If you book online for visits between April and October, and bad weather affects our daily programme, you can get a FREE RETURN VISIT*
*Conditions apply, see website for details.

Hatton Country World, Hatton, Warwick CV35 9BA.
Telephone: 01926 843411
email: info@hattonworld.com

Like us on

February Frolics
15th to 23rd February 2014 - Half term
Weekend fun every day. Meet Jack and the Rat Patrol, the Sheep and the Pig. The Shepherd on hand to explain. With Spring just round the corner, there are new arrivals in Farmyard Favourites too, and further off weather fun in Super Slide Mania and the Family Theatre.

Easter Eggstravaganza
12th to 20th April 2014
A clock-to-bio programme of events with our popular Easter Egg and Bunny Hunt for the price at least a £10! Scavenger Hunt for the older children and be the first to meet our NEW Scales and Tails!

Wonderful Whitsun
2nd May to 1st June 2014 - Half term
Agility Dogs, Dart Ducks, Goat Racing - to name a few but three of our special features! A great medley of the unusual and absurd!

Character Visits
17th May to 7th September 2014
Come and see your favourite characters at Hatton at intervals on selected dates:
Peppa Pig (17-20th May)
Fireman Sam (14-15th June)
Ben and Holly (6-7th September)

Summer Spectacular
19th July to 1st September 2014
Ropeclimbers, Hike and drive them at our NEW WILD WEST CARNIVAL. Try canyoning, hunt the wild, outdoor, can be gold but don't miss that Solar! It's what you'll find The Explorer's Trail in the Jungle Maze.

Potato Shindig
September and October Weekends 2014
Into our potato field to pick a FREE bag of potatoes! And then, it's time to harvest our field of magic for a FREE bag of sweeties... Just check on time that we've got enough left!

Pumpkin Week
25th October to 2nd November 2014 - Half Term
A FREE pumpkin for every child and daily carving competitions: creep round our haunted house and take a Terror Tractor ride. If you dare! Oh - and do dress up - there's a daily competition!

Winter Wonderland
Weekends from 22nd November and every day from 22nd - 24th December 2014
Come and see Father Christmas in his truly brilliant Grotto. Then, select your own gift from his workshop! Be sure not to miss the resident, naughty elves starring our very own nativity animals, festive parties in the Family Theatre and of course all our regular indoor activities. A really special Christmas treat.

Land Rovers And Oil - An Artist's View...

David Hallen



Of course, Land Rovers and oil have always gone hand in hand (and quite often there's more oil on the driveway than in the engine), but Cotswolds – based artist John Lendis has recently been combining Landies and oil of a very different nature. John is an artist with more than 20 solo exhibitions in Australia, New Zealand and the United Kingdom, and his painting “Land Rover II, oil on linen” (above) has just gone on display at Celia Lendis Galleries in Moreton-In-Marsh. It is the second in a series he has been pondering for many years; the first was sold in March within hours of being hung! John is looking forward to presenting his finished collection of Series 2 paintings in an exhibition in September. There are lots of great reasons to paint Series 2's (and not just in Deep Bronze Green). John explains...

series of perhaps ten works that I am currently undertaking, all based around a Land Rover that I used to own (and wish that I still did) while living in the wilds of North-Western

Tasmania during the 1970s and early 1980s.

It was an ex-army Series IIa SWB ragtop; fitted with long-range fuel tanks and a hand throttle.

“This is the second painting in a



Land Rover IV - “Sheep's Bridge”

In the summertime I took off the doors, roof and windscreen and, even though it was periodically soaked, it didn't seem to have any adverse effects on the car. It was an amazing vehicle that we took into the most remote parts of the wilderness: up impossible slopes, through rivers and bogs, and it allowed us access into breathtaking country that is rarely seen. Never once did it fail; even after being submerged in a river, it was winched out and in the morning when it was less soggy. I dried the plugs and battery terminals and it started second go.

I have had these paintings in mind for a long time and now it seems absolutely the right time to make them. The imagery of course is embellished and has benefited from the vagaries of poetry and memory. In each of my paintings I try to instil a sense of magic; to see and show the beauty of the scratches and rust, and all the other small details that 'humanise' the picture. I have tried to show how intensely beautiful things like the landscape formed by the gravel on the floor are, how the flashes of colour and sense of narrative in the bits of tape and wiring illuminate the emotional impact of the image.



Above: "The Cotswold Way"

Below: "Land Rover 1"

The landscapes, of course, form an integral part of each picture – they are all English scenes that have some particular significance to me. In this painting the landscape is the road to my studio on the Stowell Park Estate in Gloucestershire."

The Land Rover exhibition will open on Saturday 13 September 2014, but "Land Rover II" is currently on show in the gallery.

Celia Lendis Galleries in the Cotswolds represents artists of integrity whose work expresses an authentic vision, commitment to craftsmanship and an engagement with the world. The gallery's exhibition programme of established and emerging artists, both British and international, is gaining a reputation throughout the United Kingdom for quality and depth.



Above: John Lendis

Grease Monkeys...

Laura Smeeth

Hey Grease Monkeys!

The summer is rolling round which can only mean one thing: the show season is starting again! We have been to a few events already such as the Drive it Day and the charity event to France and Detling. Please write in, send photos or drawings of your Land Rovers or you and your family and friends at events and we will display them on this page.

Bluebell Railway Show Report

On the "Drive It Day" of Sunday the 27th of April, the Kent area visited the Bluebell Railway. We travelled down in convoy, stopping for a scenic photograph before arriving and lining the Land Rovers up again on the grassy slopes of the car park. We walked down to Horsted Keynes station (still prettily preserved as a Victorian era railway station), and quickly boarded a train, much to the dogs' (Lizzy and Aggers) reluctance. The trip to East Grinstead station was scenic and pretty with yellow primroses and of course the famous bluebells after which the line is named. For Tara's dog Aggers, it was his first time on a train and he covered under the seat, although he could be coaxed out for biscuits.

The children (Sophie and her sister Tabby) and Johnathon, watched



Above: Jonathon at the Bluebell Railway Show

as the engine disconnected and switched to the opposite end of the carriages before setting off again. We made it back just in time to avoid the rain and sat down to eat lunch in the Land Rovers!

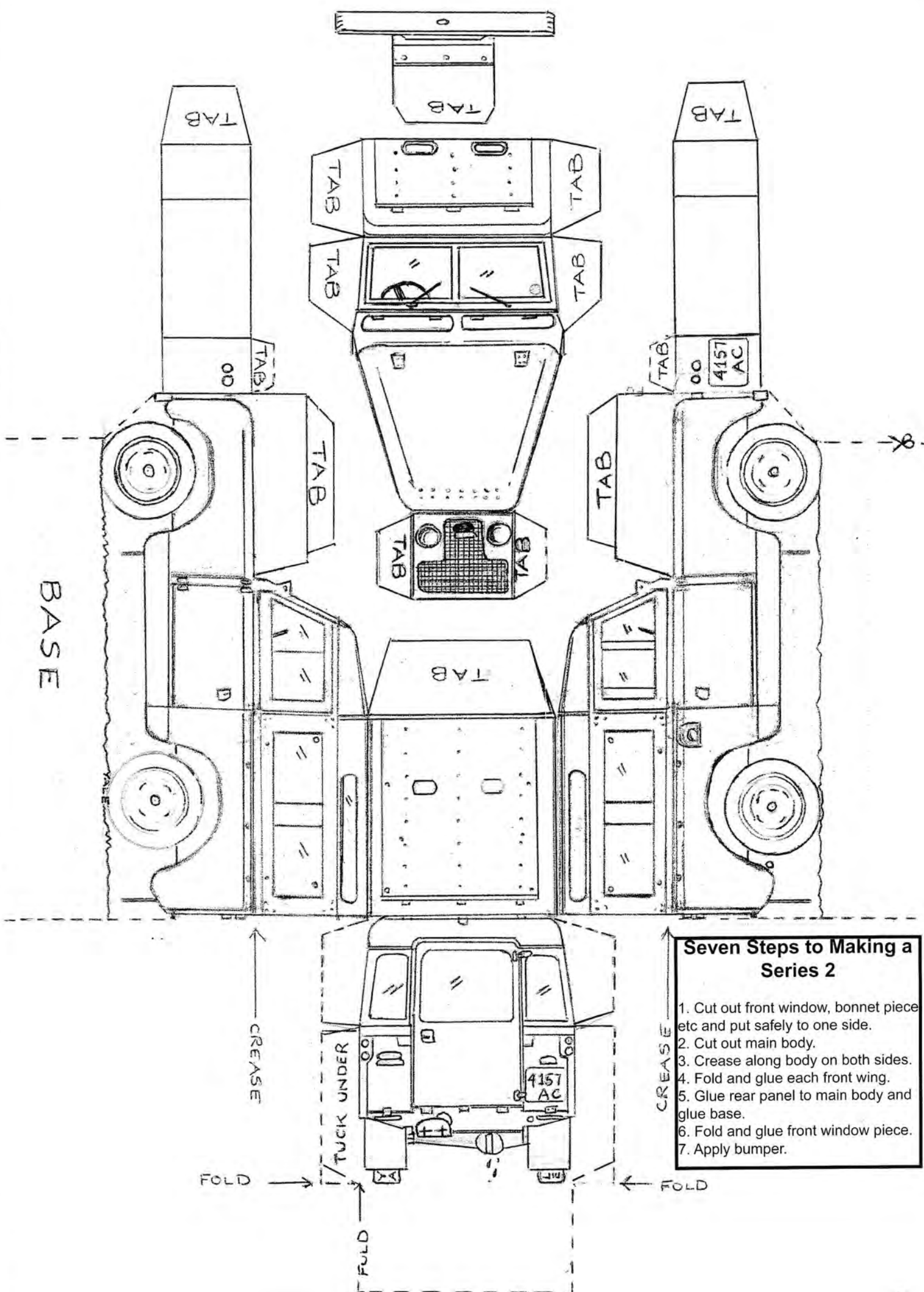
Afterwards we again got on the train to travel to Sheffield Park station where then we got the opportunity to look around the mini museum and see the footage of the extension to

join the mainline which took 42 years to complete! The men also took the chance to explore the workshops while the women and children lazed in the sun and looked around the shop.

We escaped back to the Land Rovers just in time to avoid the last of the rain showers!

Match The Tools To Their Boxes...





Seven Steps to Making a Series 2

1. Cut out front window, bonnet piece etc and put safely to one side.
2. Cut out main body.
3. Crease along body on both sides.
4. Fold and glue each front wing.
5. Glue rear panel to main body and glue base.
6. Fold and glue front window piece.
7. Apply bumper.

CREASE

CREASE

FOLD

FOLD

FOLD

TUCK UNDER

BASE

R

TAB

TAB

TAB

TAB

TAB

TAB

TAB

OO

TAB

OO

4157
AC

TAB

TAB

TAB

TAB

TAB

D

D

4157
AC

CELEBRATING
30
YEARS



WIN
a Restored
Classic Car*
Simply get a
quote today!

Specialist rates for Land Rover Series 2 Club members.

Footman James is proud to have worked with classic vehicle clubs for 30 years and is delighted to offer specialist rates to Land Rover Series 2 Club members.

Call our friendly UK team for a quote today.



Footman James

We share your passion

WORKING WITH



Footman James classic car policies include as standard:

- ✓ 24 hr breakdown recovery in both UK and Europe
- ✓ The agreed value of your classic
- ✓ Specialist claims repairer - choose a repairer you trust
- ✓ Legal protection
- ✓ Salvage retention**

Policy Options include:

- ✓ Limited mileage options
- ✓ Multi vehicle policy options
- ✓ Track day cover**
- ✓ Occasional wedding hire**

SPECIALIST RATES FOR CLUB MEMBERS**

Call our friendly UK team for a quote today.

0843 357 1081

or visit:
footmanjames.co.uk

Follow us! @Footman_James

MODERN CAR CLASSIC BIKE MODERN BIKE HOUSEHOLD CLASSIC MOTOR TRADE COLLECTORS

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded for your protection. Opening hours: Mon - Fri 9am - 5pm and Sat 9am - 1pm. *Terms and Conditions apply - see leaflet or online for details. **All cover is subject to insurers terms and conditions. Full details are available upon request. ADCLC020.01.13

Richards Chassis

5% discount for Series 2 Club members

Contact Richards Chassis to discuss your specifications and needs. All prices exclude VAT.

Type	Price
88" Series 2/2A - A to C suffix	Starting from £1,122
88" Series 2A - D to H suffix	Starting from £1,122
88" Series 2A Lightweight - D to H suffix	Starting from £1,255
109" Series 2/2A - A to C suffix	Starting from £1,590
109" Series 2/2A SW - A to C suffix	Starting from £1,590
109" Series 2A - D to H suffix	Starting from £1,590
109" Series 2/2A SW - D to H suffix	Starting from £1,590
109" Series 2A 6 cyl - D to H suffix	Starting from £1,770
109" Series 2A 1 Ton - D to H suffix	Starting from £1,810
109" Series 2A 1 Ton SW - D to H suffix	Starting from £1,810
109" Series 2A 1 Ton 6 cyl - D to H suffix	Starting from £1,860
109" Series 2A 1 Ton 6 cyl SW - D to H suffix	Starting from £1,860



Tel: 01709 577477

Web: www.richardschassis.co.uk

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

DD's Archive Page...

David Dutton



A Series 2A or a Series 3, 109 Station Wagon LHD at Eastnor ARC 1993

Below: Two Series 2a 109 Station Wagons, date not recorded



Above: A Metropolitan Police Series 2a 109 Station Wagon

Borders Area Workshop Meet...

Kevin Wood

We are always looking for different members within the areas to host their own workshop meets. If the meet has a theme too (for example welding) then this can make the day more focused and interesting. Therefore we were delighted to be invited to Wm Clarks Engineering in Parkgate, Dumfries, by Borders stalwart Ken Coupland. The meet was set to take place on Saturday 26th April, and the day was to be split into three core activities: We would meet and have a tour of the works in full swing at Wm Clarks, do a little Green Lining and scenic drive back to Ken's house near Lockerbie for some lunch and refreshments, and finally have a welding master-class for anybody wanting advice or help.

On the day of the meet we were greeted with typical Scotch mist (light rain), but the sun came out as the day went on. There was a turn-out of ten members with Bryan Dundas and Paul Askew each making a two hundred mile trip to attend the day! The works carries out everything from making one-off grabs, buckets and other specialised handling and carrying equipment, to armoured vehicles for ordinance clearance, hydraulic ram manufacture and reconditioning rams and pumps.



Examples of manufactured kit



Above: Outside the engineering works

We gathered at Clarks at 10.00 for Ken to take us on his tour. Ken's role is now to design the range of equipment manufactured and remanufactured on site. Ken informed us that as it is a relatively small family business, everyone starts on the shop floor and can only progress when they have a full knowledge and skill set with regards to the practises of the manufacturing of bespoke implements, grabs, buckets and specialised handling equipment.

We started off by looking at the steel stock yard. Ken informed us that they only use two certain type of Swedish steel; very high grade and armoured plating grade. This is two to three times more expensive to buy in than normal of grades steel, but it is more cost effective in the long run when making high quality handling equipment.

We then moved inside the first shed to see where the magic takes place. The first machine we looked at was the CNC plasma cutter where the sheet metal comes in. The CNC ensures minimal waste and increased precision. Most of the applications they make are of a composite construction.

We then moved on along the shop

floor and looked at the how the process of manufacture takes place. This is different with each piece of equipment, but always starts with the cutting of plate, bending, assembly, shot blasting, drilling with the radial arm drill, bushing, final assembly and finishing/testing. We saw a selection of three grab shears developed for the car recycling industry (useful only to those who have not the foresight to buy Land Rover)!

We then moved onto the shed



Some of the bigger pieces





Above: Listening hard!

where vehicles are armoured and made ready for ordnance clearance with the likes of the Halo Trust, and you can find out more about them at www.halotrust.org. They had just shipped out a batch of Land Rover Defenders that had been in to be armoured, so we had to make do with a John Deere tractor instead! Ken explained the process of armoured and explained it is all about blast deflection and dissipating the energy from the blast. This is done through the shape of the hull and ensuring things like the wheels/cab would blow off to absorb the energy. However, each piece of equipment has to be designed differently, based on upon what work it will be carrying out. The particular John Deere tractor they were reconfiguring at the time of our visit was being converted for a role in clearing anti-tank mines. It was a 7525 and designed for the third world, no fly-by wires or solenoid operated valves. It was made tough and could be fettled with a hammer and duct tape, just like a Land Rover. All of this is a world away from the beautiful lush lowlands of Scotland where this machine was conceived! After finishing they then go to Sanquar for testing (only joking Ken), and then off to what-ever part of the world and job they have been built for.



Examples of manufactured tractors





Above: A perfect view



Above: Green Laning in style

After this we moved in to the hydraulic department to learn about the process of making and remanufacturing hydraulic rams and the reconditioning and testing of hydraulic motors and pumps in their brand new bespoke facility. This was designed by Ken too!

We then went into the boardroom for a brief history of how the company started as a blacksmiths serving the local forestry industry and has subsequently snowballed and specialised to stay ahead of the

competition. This is done through innovation, quality and offering a flexible approach to their customers' bespoke needs. The works was in full swing and although our presence was causing a disruption to the staff on the shop floor, it was never a problem to them. They were very welcoming and displayed the upmost professionalism throughout.

Our convoy of Land Rovers

(three 88's and one 109 Dormobile, a Series 1 and two 110 Defenders) left Clarks in the early afternoon for a slow meander back towards Ken's house near Lockerbie. Those members that travelled to the meet in their cars hopped into a Land Rover for this part of the day and left their vehicles at Clarks.

We travelled on a selection of charming country roads and Green Lanes. It was at this point that Dan Clements had to leave the group in his Dormobile and head home.

Most of you will have heard of Lockerbie because of the Lockerbie air disaster, but the town also produces delicious Lockerbie Cheddar and is the home of A W Jenkinson Forest Product's Scottish fleet. The lanes were an absolute delight and very easy going on our scenic drive back for lunch at Ken's. It is always a joy to discover such a nice drive close to home. We arrived at Ken's by literally coming over the mountain to Ken's house. Quite a nice party piece really!

Ken, Pam and Amy (Ken's wife and daughter) made us all very welcome in their home and kept us well supplied with bacon sandwiches, cake and tea. Everyone enjoyed the Coupland's hospitality so much that we ran out of time chatting about Land Rovers and didn't get to have our welding class. Not to worry, Ken has said he would like to host a welding master class in the late autumn, which we are all looking forward too!

On behalf of the Series 2 Club I would like to formally thank Ken and family, along with Clarks Engineering for providing such a fascinating and enjoyable day for all who attended.

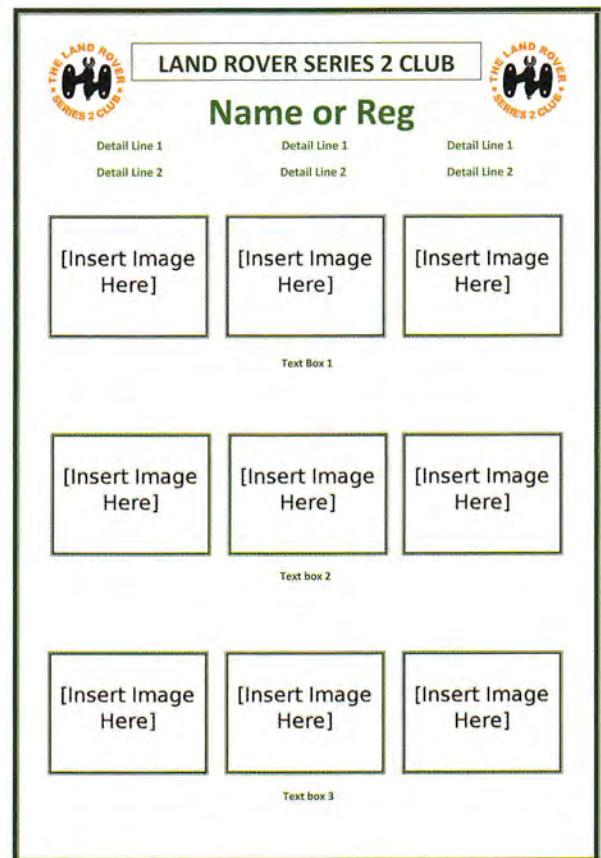
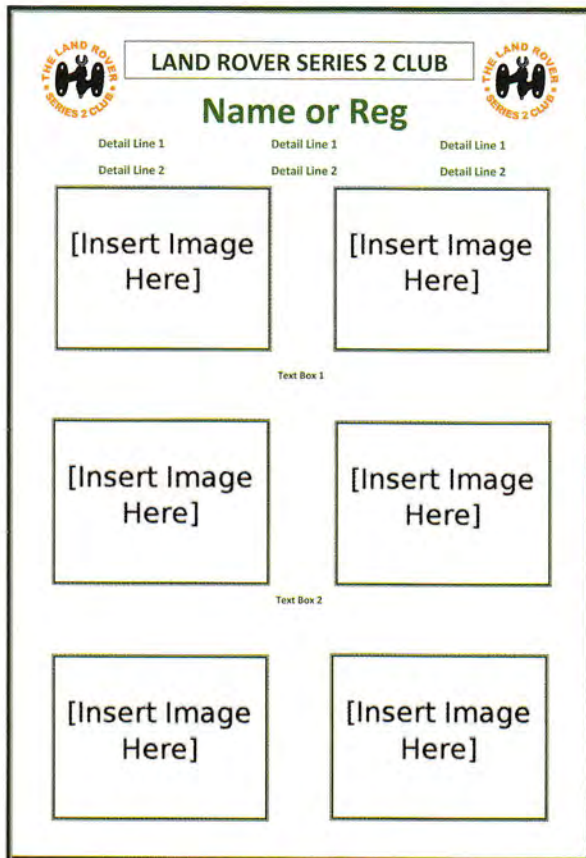
Below: A Borders Club presence



Vehicle Information Boards...

Paul Leach

To help you share some of the interesting history behind your vehicles and to also help promote the visibility of the Series 2 Club at shows and events we have a Series 2 Club Vehicle Information Board available for you to use. Two templates have been created; a 9 picture board and a 6 picture board set out with Club logos, vehicle details at the top and then text boxes in between the photos for up to 150 words.



The pictures below show some options for sizes and printing. A3 is good if sat on the front window and A3 reduced to 95% fits perfectly in the side window channels. These can be laminated or printed on 1mm plastic sheeting to make it more rigid and robust. The plastic board could perhaps sit in a grooved block of wood or could be hole-punched and tie-wrapped to the vehicle.



The templates are available to download from the Members area on the Club website or email Surreyandsussex@series2club.co.uk and I'll email you a copy.

Tales From The VRO...

David Dutton and Chris Gregson

If you're not sure what we do here in the VRO, you'll find a sample of our recent activities below...

V765

To be registered with the DVLA, the Club has to deal with any V765 applications whether they are from Club members or members of public. Once a V765 application has been accepted by the Club, the vehicle which is the subject of the application has to be inspected by a Club inspector. Due to the closure of the DVLA local offices, any original evidence now has to be sent to the Club to be copied and certified by the VRO.

Proof of Age

This service may be requested for a range of reasons such as the owner having to provide proof of their vehicles' age, usually to facilitate the DVLA in issuing an 'Age Relation Registration Mark' for a vehicle which is ex-military /never registered / has a lack of I.D. or the

vehicle chassis/VIN differs from recorded information. This service is primarily open to Club members, however public applicants are accepted and many join the Club as a result. If the vehicle is already registered with the DVLA, a copy of the relevant information in the Club copy of Glasses Guide will be supplied. If the vehicle is not registered with the DVLA, the vehicle will be inspected when roadworthy, MOT'd (if applicable) and insured on the chassis number. A letter giving the year of manufacture will be supplied if applicable.

Issue of Chassis/VIN Plates

These will be issued as required subject to rules, and a record will be kept. The Club has plenty of chassis plates for you to order (£15 inc P&P) together with shiny new 'TYRE WEAR PLATES' at £5 inc P&P. You can order yours at vro@series2club.co.uk

What's going on at the moment?

I am dealing with a V765, reinstating a registration for a Series 2A 109" HCB Firefly appliance that is fairly local to me in Essex. This vehicle from British Aluminium in Wales is now owned by new member Malcolm House and is a lovely low mileage vehicle set to get the fire appliance enthusiast's hearts racing when they see it. See picture below...

Over the spring period there has been a steady flow of your enquiries and orders for chassis plates. As usual Chris and I deal with these as best we can whilst doing a balancing act with our lives outside the Series 2 Club so please be patient and if you do not receive a reply after a couple of weeks, try a reminder, but please don't leave it for six months and then complain because nothing has been done.

We have had a number of enquiries for both V765 and Age Related which will hopefully



Above: A great-looking fire appliance...

materialise into 'solid' cases to enable us to get more Series 2's on the road / registered with the correct information.

The Club is now authorised to 'certify' a copy of an original document for the DVLA. The Club will always use recorded delivery when posting these original documents, and I highly recommend that applicants posting original documents do the same as the Club will not be held responsible for loss in the postal system.

Vaughan (the Club Treasurer) and I recently attended an evening event local to us in Essex hosted by one of the Classic Car insurance companies. We were seated with the MG Drivers Club whose representative calmly told us she and seven others were employed by the Club and they had 40,000 members worldwide. Not deterred, however, we took the opportunity to distribute old copies of B2L and Club flyers to further the Series 2

Club and our presence at the NEC was noted last year!

FBHVC News

The main news is that Nigel Harrison (the FBHVC rep) has 'retired' to concentrate on his role of VRO of the Morris Commercial Club. We have had quite a lot of assistance from Nigel and his role in liaising with the DVLA and in sorting out new procedures in the light of the local offices closing, he has been very helpful. Ian Edmunds (an Alvis and Brough motorcycle devotee) has taken over from Nigel.

The Federation of British Historic Vehicle Clubs (FBHVC) press release dated 20th March 2014 comments; "The Federation of British Historic Vehicle Clubs is naturally pleased to hear the announcement in the Budget that henceforward there will be a rolling exemption from liability to pay Vehicle Excise Duty (VED) in respect of vehicles over 40 years

old". We at the VRO thought "how long before the VRO office gets Series 3 vehicles to deal with?" In response to this, Chris recently acquired copies of Glasses Guide covering the years up to 1999 to accompany the set we already have, so dealing with Series 3's for VRO issues won't be a major problem.

'Drive It Day' in April seems to be gaining in popularity. There was a breakfast classic car run on Southend sea front and many others in the Club got involved in other national events. One year WJN and I might run it!

WJN

Due to family pressures I am afraid WJN has been mothballed for the moment until Jackie and I get our life back, so no updates as such.

Land Rover Insurance

CALL NOW FOR OUR 'BEST' QUOTE REF: S2C

Exclusive Rates
for all Series 2 Club
Members on
Classic Policies!



GREAT DEALS!
on your home insurance too!



*- Peter Best Insurance -
Supporting clubs & their
members since 1985*

TEL: 01621 840400
TEL: 01376 573033

The Farriers, Bull Lane,
Maldon, Essex CM9 4QB



Authorised and Regulated by the
Financial Conduct Authority

WWW.PETERBESTINSURANCE.CO.UK

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.
Cumbria & Dumfries & Galloway and North East	Kevin Wood	Pub meets are organised intermittently throughout the year. Telephone Kevin Wood on 07901 734967.
Central Shires	Vacant	Nothing official at present.
Cymru	Vacant	Meets are organised intermittently check with Alan or look out for notices on the Series 2 Club forum.
East Midlands	Vacant	1st Thursday of the month, From 7.30 At The Lincolnshire Otter, nr Gainsborough Contact Alex Thorpe on 07791257205
Essex	Vacant	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	Bernie Morris & Diane Whitworth	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, you can get a newsletter here or by phoning 01925 722286, or emailing northwest@series2club.co.uk .
Peak District	Stephen Robinson	The Grouse Inn, Longshaw, Froggatt Edge, S11 7TZ 1st Monday of the month.
North Scotland	Alistair Yule	Nothing official at present.
South Scotland	Gene Maxwell	Nothing official at present.
The Marches	Roger Marriage	Please check directly with Roger.
South West	Clive Withey	<i>Somerset Borders Meet:</i> The Camelot, Chapel Rd, South Cadbury, South Cadbury, Yeovil, Somerset BA22 7EX. Second Wednesday of each month at 7.00 pm <i>Devon Meet:</i> The Thirsty Farmer, Talaton Road, Whimble, Devon EX5 2QQ Last Tuesday of each month starting at 7.00 pm
Surrey & Sussex	Paul Leach	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. The Ship Inn, Ashford Hill, Berkshire RG19 8BD 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. The Lock Inn, Wolverley Road (B4189), Wolverley, Kidderminster, Worcestershire, DY10 3RN on the second Tuesday of each month from 7.30pm onwards.
Yorkshire	Gordon Lowe	Green Dragon, Exelby, 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, get in touch with your Area Organiser and ask them to let the members know the dates.

Anglia Area Report...

Alan Jones



Above: Flying the flag at the Rural Pastimes show

The first event of the show season was the FBHVC sponsored "Drive It Day" held on April 27th (the Sunday nearest to St. George's Day) at the Bressingham Steam Museum, near Diss, Norfolk. This was one of the FBHVC check points for those going on the 'grand tour'. The DID organisers had arranged a substantial discount if you arrived and parked up your classic car (or Land Rover) for the day. In all, some 200 classics turned up, but mine was the only Land Rover. Nevertheless, there was a lot of interest in the Lightweight and we gave out a lot of Club leaflets. The Drive It Day event is becoming a

larger event each year and next year we should try and get more Series 2's in the car park and raise our profile a bit. Our next event was the Euston Park Rural Pastimes Show. This is always a good event, with lots to do and see for all the family. In the past the club have put on a good turnout. This year was a little disappointing with just the Lightweight and a guest fire appliance from Coventry city. Again, we had plenty of visitors and got through a few more leaflets. The highlight of the day was a fly-past by a Spitfire which did a few low passes and rolls for us, before departing.

The Norwich area pub meetings take place on the first Tuesday each month (at the Fur & Feather Inn, Woodbastwick) and now the weather is getting better we had a modest turnout of Series 2's at

our June meeting – we even sat outside! The sister pub meeting takes place at the Red Lion, Stretham on the first Monday of each month, and I'm sure the regulars would be pleased to see you. We are a massive area; it's some 65 miles from Norwich to the Stretham meeting!

We realise that the area has been very quiet of late and once we get the AGM and International out of the way, we plan to conduct a survey within the region to see what things/events members would like to do – hopefully leading to a more active area, and maybe finding some more pub meeting locations.

Below: Enjoying Drive It Day



Below: An Anglia pub meet



Borders and North East Area Report...

Kevin Wood

Saturday 26th April saw Ken Coupland host a workshop at his workshop meet at Wm Clarks Engineering between Moffat and Dumfries in South West Scotland. We had a fantastic day learning all about the processes involved in their work and got to see some work in progress. You can read all about it on page 33 of this issue, and check out their website at www.clark-engineering.com.

The day concluded with a few Green Lanes and back to Ken's house for bacon sandwiches and light refreshments. The day saw a good turn-out of ten members and Land Rovers for this all day event. Bryan Dundas and Paul Askew get a special mention for their dedication in both making the round trip in excess of 200 miles from opposite parts of the area to be part of the day.

Sunday 27th April saw Andy Cartlidge host a workshop meet in his premises at Darlington, County Durham. The day was attended by six members who enjoyed bacon sandwiches and bottomless cups of tea. Andy tells me they all had great enjoyment playing with Andy's 1948 "Old Grey Freggy", which has just recently had a new clutch fitted. Both events were a complete success and a fantastic way to get inspired and share ideas. Thank you very much Ken and Andy for opening up your garage doors to us all!

The weekend of Saturday 3rd and Sunday 4th May saw Borders

Area members attend the annual Heathersgill Vintage Club Rally at Carlisle Airport. This is, incidentally, the home of Vulcan XJ823, which is held at the Solway Aviation Museum. There was camping available on the Saturday night along with entertainment and a beer tent on the runway. We had a turn-out of thirteen members with seven vehicles, with Neil Cass and son winning a third place prize for his immaculately restored 88". A first place went to an original Series 2, winning because of its original condition. The irony was that it belonged to the NW Area Organiser for the Series 1 Club and is his daily driver. We had a chat and he told me that it was practical as an everyday vehicle where his Series 1 was not. This only goes to highlight what a fantastic vehicle a Series 2 still is!

We had a few of the more interesting Series 2's there too. Dan and Karen brought their Martin Walters Dormobile and camped out. A big thanks to David Kirk and family who brought their fleet: a Marshall Ambulance, a military 88" and his daughter's Triumph Herald. Gordon and Vena Spragg generated a huge level of interest with their home made camper which seemed to inspire most people's spirit of adventure. Jan and Andy were present with their 88" diesel, which was the only one there. It was a fantastic weekend for all of those who attended this well put on and typically informal North Cumbrian gathering. A big thank you

to all of our members who took the time to take their vehicles to show off to the public!



Below: Gordon and Vera's camper



Above: Some Borders Series 2's

Garden of England Area Report...

Sean and Hazel Smeeth

Below: Looking good in the sunshine



Well, it has been an interesting couple of months in Kent, and we have been busy again!

The show season is just getting going, and first in April we had Detling Transport Show, which is distinctive for the number of vintage busses which circle the show, giving rides the whole day. We had a good display of Club vehicles, and bumped into more Club members at the show, some of whom were indulging their other passions - busses that is! We were lucky with the weather, as this is such an early show it can be a little chilly, but the sun shone on us. This is a show which is getting bigger each year and this year had more attractions for the children such as a model steam display, a display of remote controlled vehicles (with the diggers industriously moving piles of soil) and a mini trial motorbike circuit. There was also a



farmer's market, with some really nice produce. Next we went to The Bluebell Railway for Drive it Day - I'll leave Laura to report on that on the Grease Monkeys' page, but we had a really good turnout and I think everyone enjoyed it! Then, although not a Club event, some of the Garden of England members were part of the 42 vehicle-strong convoy that went on the charity run to France, at the beginning of May.

Later on in May, we took part in the Masters Historic Festival at Brands Hatch motor racing circuit. This was a great event and was a new show for us. We had prime position, right in front of the Brabham Straight, and just opposite the start and the winners' podium. We managed to have a very interesting line up, which we had in age order, working from an 80" through to Defenders, and including a Carawagon belonging to our new member Kip, and a 101. This showed very well the variety of vehicles owned by Club members and also the evolution of the Land Rover. We very much enjoyed the racing, which was in an assortment of formula one cars from the past, including the JPS car, and also tourers and cars such as Jaguar e-Types, Frog Eyed Sprites, early

Below: They might go a bit quicker than a Landy!



Porsches and Cortina Mk1's, so there was something for everyone. We had some wonderful home-baked cake, thanks to Rose and Marion, and we all went home various shade of pink due to the unexpectedly strong sun! And a big thank-you to Mark, for taking the great photos for us!

We would like to thank everyone who comes to our events and pub meets (second Thursday of each month except August - we're there until closing time) and welcome anyone else to join us! There are plenty of up-coming events, including the Wrotham Steam Show, Darling Buds of May, Folkestone Automobile Show and Aylesford Show, and a big group of us will be at the International. So why not come and join us? Contact us for full details - 01732 763 900 (before 9pm please) or at kent@series2club.co.uk. Hope to see you soon!

Picture credits: Mark Stringer

Below: The Kent gang looking good!



New Forest Area Report...

Karen Clements



Above and Right: A vintage line-up



all weekend.



Above: A range of classic cars at the Vintage Show

For the third year running we enjoyed a weekend reliving a bygone era - it's not often a contingent of Series 2's are some of the newest cars on site. We had half a dozen vehicles on the stand,

including a Marshall ambulance and had good interest from visitors. Elsewhere you could find just about any classic car you can think of, British and US, and we were able to watch a steady procession in and out

For anyone interested in areas other than vehicles the show features many stalls selling vintage and retro; you can even try a vintage hairstyle. The outfits worn by many attendees are fantastic. One of the highlights was a pair of Tiger Moths not only doing a flypast but full on aerobatics. The evening entertainment was perfectly suited to the theme of the show and we continued the tradition of great weather at this event. It was a relaxing weekend among enthusiasts of all types and it was great to catch up with a few faces we have not seen in a while. We're looking forward to next year at a show that has improved year on year.

Below: Tiger Moths in action



Above: Relaxing, Series 2 style



North Wales and Shropshire Area Report...

Bernie Morris

Summer will be upon us as you read this. Hopefully all the important jobs have been done on the Land Rovers so rallies and shows can be attended.

Well, it is nearly one year on since I took on the running of the North Wales/Shropshire side of the Series 2 Club. I can say it has been a fairly busy one, with finding venues and getting the meetings up and running. I would like to thank those who have attended so far and extend a warm welcome to all the members who wish to pop in and see us.

So far, Club meets are continuing at a steady pace and have a consistent attendance of members. Conway Falls had members from the Porthmadog area: Chris and Maria in their ex-military 2 ¼ petrol 2A, John in a SWB 2A 200 Tdi, Hannah and children Hari and Sali in their Freelander, Ian and Amanda in the 2 ¼ diesel, Bill and Aubyn and lastly of course ourselves. We all had a lovely meal in the café as the food there is excellent. Sadly the Llandegla meet was not as well attended, although it was lovely to see Mark and Joanne with baby Bethan again and good to meet Dave and Jane.

Events for your Diaries

July 11th – 13th Camping Venue - Neuadd Owen Hall, Cefn, St Asaph, North Wales, LL17 0EY.

North Wales and Shropshire have a camping weekend organised and will be joined with members from the North West area. On the Friday night, for those who wish to, there

will be a 'chippy run', on Saturday we've planned a scenic run leaving the site at 10am with lunch at a local pub or café. In the evening there will be a BBQ - can you please remember to bring your own food and BBQ? This will be followed by a quiz. Weather permitting on Sunday morning there will be a non-damaging gymkhana and group line-up for photographs. You can attend this weekend for the amazing price of £5.00 per day or £20 for the weekend if you plan to camp. Could you please contact me and let me know whether you will be attending for the day or weekend. This will give me an idea of the number of units attending. Please note, there will not be any hook ups, but there are toilets and showers available for us to use. Phone Bernie on 07545092072 or email northwales@series2club.co.uk.

August 24th Bersham "History Alive" show is hosting the Veteran and Vintage Machinery Rally at Bersham Iron works. Members have been invited to attend this show by Mark Hodgson who is himself a Series 2 Club member. He has advised us that this is a living history display of vehicles alongside living history displays, historical re-enactors and community heritage stands. If you would like to take

part or attend please contact **mark.hodgson@wrexham.gov.uk** or ring 01978 318970 for a booking form and more information. Closing date to book will be 20th July 2014.

September 20th – 21st North Wales Leisure and Tourism show, Ffrith Beach, Festival Gardens, Victoria Road, Prestatyn Denbighshire LL19 7AA. www.nwtalshow14.m.webs.com

Above is another date for your diaries... the Series 2 Club have been asked to hold a Club stand at this event and they have kept us room for 8 – 10 units to camp and display our vehicles. Please note that this event takes place on hard standing which may cause problems for tents. The event is, however, free of charge. Could you please let me know if you are interested in attending so I can inform the event organiser if this will be feasible. Members have the option to attend for one day or the weekend camp. Phone Bernie on 07545092072 or email northwales@series2club.co.uk.

Below: A pub meet line-up



Scotland North Area Report...

Alistair Yule

The main activity here in the Scotland North area at present is preparation for the Old Meldrum Show in August. We now have five (and possibly a sixth if he is in the UK) confirmed entries for our stand, which should look good. My main worry at present is that they are all nice clean restored Land Rovers except mine, which still has to work

for a living!! I am planning on putting the expedition equipment and roof tent / awning on to it though so it should look the part by the time the show comes along.

We have our banner and some Club fliers along with the rear tent which fits on my Land Rover, so come rain or shine we are well prepared.

The distances involved in meeting

up are a very real problem for members here but I would like to try and organise at least one get together later in the year, so if anyone has any good ideas please contact me either via the Club email or by phone. I would be particularly interested to hear how members in other rural regions cope!

South West Area Report...

Clive Withey

Below: South West members in full flight!



Pub Meets

Our Somerset Borders Pub meet is going from strength to strength, with another record attendance in May. Hopefully you will have seen that it is still on the second Wednesday of each month but now back at the Camelot in South Cadbury. There is always a post on the forum.

The Whimble meet in Devon is also growing slowly but surely and we are

Below: Dave testing the water



hoping for higher attendance in the coming summer months.

It would be great to get a Cornwall meet going but unfortunately it is just too far for me to travel. I am happy to post details on the forum on a regular basis so if you would like to get together with other Landy owners in Cornwall, please contact me and we can get something organised.

All South West events are posted on the forum.

South West Camping Weekend - Cornwall

This year's event turned out to be bigger and better than ever. The sun shone all weekend and temperatures went into the 20's. It was held on May 16th, 17th & 18th at the Camping Caradon Touring Park, Trelawne, Cornwall, which is a small but well run site with very nice facilities, we were all down in the far end of the site which suited us perfectly.

People started arriving at midday on the Friday, and surprisingly I arrived first, just before 1.00pm, set up our South West Club banner, opened a Guinness and got my tent up at a very leisurely pace. Then came Gilbo followed by the others, and all in all we had 15 pitches and 28 people with the last couple (Pete and Lucy) arriving about 9.00.

Andrew (Mowersman) arrived with his brakes playing up so it was good he had come straight from work and wearing overalls as he had to get his problem sorted. As some of you will have noticed, this is the norm for Andrew!

Some then stayed and cooked for themselves, some sent out for Fish & Chips while others went to the bar for drinks and food.

As is usual when camping I was up pretty early next morning taking photos in the glorious sunshine. About half the campers cooked breakfast while the rest of us went for a big breakfast in the campsite restaurant, which really set us up for the day.

We had 13 Landies for the Laning; eleven Series 2's, one Series 1 and one Series 3. We set off about 10.30 in three groups at 15 minute intervals. The first lane went down into woods, across two forestry tracks and up and out the other side but when we had checked it out prior to the weekend we discovered that the exit lane was un-drivable as it has been severely washed away in the winter storms. This meant that we had to go back up the way we came so we organised a relay system so that none of the three groups met

each other along the way. I was a little worried but it actually worked out perfectly.

The second lane was a long, rugged lane, again going through woodland. In the middle there is an area that had been cleared by the Forestry Commission, leaving outstanding views across the countryside. At the bottom of this lane there is a lovely ford but again the exit lane was un-drivable so we turned to the left before reaching the ford although a lot of us did go down to see it.

Next was a lunch stop at The Plough in Duloe. Group 1 arrived about 1.00 with the other groups arriving shortly afterwards. We took our time over lunch and left about 2.30 for the last three lanes of the day.

Lane three was nice and long with a challenging stream exit in the middle of it. This section took up a fair bit of time. Lane four wasn't too long but at the very start it had had a very deep gully washed away in the centre; it looked pretty difficult but turned out to be fairly straight forward as long as you took it slowly. Lane five was just a nice long simple lane to round the day off.

Unfortunately Tim had a breakdown at the start of the last lane (a wheel bearing problem) but a few of the guys got stuck in and sorted it so he could get back to the campsite, then Andrew (Mowersman) got his overalls on again and made repairs so Tim could get home without further problems. Its times like this when the Club spirit is at its best.

All in all it worked out really well. The lanes were a bit challenging but everyone including novices managed really well and no one damaged their vehicles.

Terrific lanes, wonderful scenery and brilliant sunshine made this a great day out.

Thanks to Gary for helping with lane selection and coming along with me to check them out a fortnight before. Thanks to Josh for advising Gary and thanks to everyone who came along and made it an exciting day.

I also have to say a big "thank you" to Karen who took a day out from

her holidays to be my navigator and photographer. I have already booked Karen again for next year.

When we got back to the campsite we had our line-up for photos, then some liquid refreshment followed by a BBQ with meat from a local butchers, bread rolls, cheese and chopped onions, the latter being the closest thing to green stuff. Thanks Kimberley and Ian for helping me cook, and thanks Dave for lending us the second gas BBQ.

It was a big birthday for Ian Draycott (Cromwell) the following Thursday so he got a badge from Anna (I think) and there was a round of "Happy Birthday" but no Bumps!

The Club funded the BBQ so a big thanks from us for that. As usual we charged £5.00 per head

and all of that is given to Cornwall Air Ambulance. This year's total is £120.00.

On Sunday morning we just got up when we felt like it, cooked breakfast and chatted as you do. The last of us left about midday for the long drive home.

This was another laid-back weekend with a great bunch of people. Many thanks to all who came along to make it so good; it was great to see the new faces and also have some families along as well.

Next year the weekend will be in Devon again, so keep an eye out for the notice in B2L and the post on the forum.

Below: Waiting on the first lane for the second group to catch up



Below: The second lane of the day



Surrey and Sussex Area Report...

Paul Leach

April saw a pub lunch with a gentle tootle around the countryside planned for the morning for those interested. We had an assortment of Land Rovers arrive at our start point at Horsham Nature Reserve due to various Series 2 ailments but all were very welcome. Some were very eager as we had to wait for the car park gates to be opened at 10am. Great to welcome some members I hadn't met before and our newest member arrived with membership form and cheque in hand.

Unfortunately a couple of vehicles didn't make it to the start point but with less vehicles than planned that left us with the option of taking in a few of the local Green Lanes. Darren (our newest member) happened



Above: Through the ford

to be a bit of a Green Lane expert and arrived fully prepared with map, ropes, his local knowledge and his Series 3 (his Series 2 stayed at home

as it is particularly tidy following an extensive restoration). Most of us are fairly inexperienced at driving off-road but all agreed to have a go.

The first lane was great; fairly flat and not too bumpy until we reached the ford. Most of us approached with caution and thoughts of maybe turning back crossed our minds but our leader showed the way, even stopping half way through proving all would be alright.

At the end of this lane we were all feeling slightly more confident about our vehicles and our own abilities so we set off towards Leith Hill for the second lane. Much more of a challenge this one, about a 30 minute drive uphill, downhill, leaning sideways, pot holes and lots of overhanging branches. Really great fun and many thanks go to Darren for showing us around.

Off to the Pub for a well-earned drink at the Parrot Inn, Forest Green where we were joined by several more members and their vehicles. The new Club posters for use at shows got the thumbs up as did a template I have created for individual vehicle information boards branded with the Club logo. I've had a few printed up as examples and hope to get them into wider use later in the year.

It's been great to meet local members as more events in our area



Above: Hard at work tinkering

start to take place; you never know when you might need to call on an extra pair of hands. In preparation for the Charity Run to Le Touquet I arranged for a last minute workshop meet to check my Series over and Gavin took the opportunity to swop the sides of his hard top. Coffee, bacon sandwiches, a little time tinkering then out for a short test drive together. Many thanks to Gavin, Alan and Simon for coming over and helping out.

Main local events for your diaries are:

Help for Heroes 4x4 autojumble in Capel on 8th June

This is a turn up on the day and pay at the gate event with an organised off road course for those interested.

Goodwood Revival 12th -14th Sept

Entry tickets need to be pre-booked. However, you can just apply for a free parking ticket and enjoy the "over the road area". I hope to be able to coordinate parking our Series 2s together in the Classic Car Park so do let me know if you plan on attending.

London 2 Brighton Land Rover Run on 5th October

This is likely to be the biggest event in Surrey and Sussex this year. I've been in contact with the organisers to book a Club stand so please let me know if you are coming and I'll coordinate the entry forms.

Tilford Rural Centre Land Rover Day 12th October

I haven't been before but it sounds like a good event and I will be arranging a Club area so again please let me know if you plan on attending.

Left: What a great view!



West Midlands Area Report...

Andy Parker

Well here we are in the middle of summer again, shows galore and the International only weeks away. It's been a busy year so far for members in our area...

Starting in January we held a well-attended Green Laning day around the Warwickshire lanes, some of which you can drive when you come to the S2 Club 30th Anniversary International at Warwick in August.

Some of us also attended an excellent Green Lane day organised by Clive Speaks in the Monmouth area. Clive is also stand manager for Eastnor Castle show. A few brave members attended The 6th Annual Leafers at Sibbertoft Camping and Off-Roading Weekend, which was a brilliant event. At the end of May we have a wedding to attend, as we will be forming a cavalcade of Landies for Dave Harkness' daughter.

June will see us at Wheels and Wings at Wellesbourne on the 16th, and at Wartime in the Vale near Evesham on the 21/22nd. On the 28/29th June we will be manning a

S2 Club stand at Bloxham Steam Rally near Oxford. Then in August we are hosting the S2 Club 30th Anniversary International at Hatton Park in Warwick, and if you haven't booked your place yet please do so via the S2 webpage and join us for a fantastic week of celebrations.

Some of us are then travelling to Wakefield for LATP on 22-25th August. We then have the Cub Stand at Moreton in Marsh show on the 6th September, and if you have not been to this show I would recommend it as it is a brilliant one day traditional agricultural show. The 14th September will see us at Gloucester and Warwickshire Steam Railway Transport Day. Then at the end of September we shall be travelling to Wales for our annual area weekend; all are welcome to this, we have fabulous driving and scenery, not to mention the beer!

On November 14th-16th we shall be at the NEC Classic Car Show (yes the Club have secured a stand to display Series 2's for the second

year running) and your support is welcomed. I think that following that we shall be resting, although some of us might need some serious repair work after a very busy summer.

I look forward to meeting lots of you over the year.

PEGASUS PARTS

www.pegasusparts.co.uk

The site that offers **NEW** parts for old Land-Rovers!

Just add the Finishing Touch



Tel: 00 44 (0)1737 764377
pegasusparts@btinternet.com

Yorkshire Area Report...

Gordon Lowe

A scenic drive with overnight camping was set up for Series 2 Club members who wanted an opportunity to relax over the Easter weekend in the North York Moors National Park. Bung Dale Head Farm at Scawton, close to the Kilburn White Horse, kindly sacrificed their small lambing paddock for 3 days, providing us with a remarkable view of Rievaulx Moor and Rye Dale from our caravan/tent doors.

We set off at 10.30am on Saturday for a surprisingly strenuous scenic drive of around 60 miles that Neil Watterson, the club's Green Lane officer, had planned out for us. At the point where Sutton Bank climbs over the top of Roulston Scar we headed along an ancient drover's road (now tarmacked) that turns into the long-distance Cleveland Way walk and

used the helter-skelter Sneck Yate Bank to drop back down into the Vale of York. Skirting round Boltby Forest, we drove through the quaint villages of Cowesby and Kepwick where we climbed 350m to drive a Green Lane over the moor to Arden Hall and the village of Hawnby.

It was whilst opening the last gate off Arden Bank that we were stopped by the local farmer, Gabriel. He lent an elbow on my window and said "I've a gearbox ye can 'ave, doors, wings, bits'n bobs. That's me number. Pop up yard int' mornin' and tek 'em. Shut the gate!" He patted my

Below: A Series 2 in its natural environment



Area Roundup



spacer after the wheel had gone back on!) After letting us clamber all over the Park Ranger they have in for restoration and lots of "thank you's" to Claire and Tim we decided to call it a day so the last part of the route over Pockley Moor and Rudland Rigg was missed. Perhaps we can arrange a date later in the year to drive the route again, maybe without the integrated pit stop!

Chris Scott, Sean and Alice McCurly, Patrick and Robin Sanderson, Chris Smallridge, Chris and Cath Reas and Pete Reas, Neil Pocock and the map-reader Wendy Lowe.

Below: We can fix it!



Whitby on Easter Sunday was bustling but we managed to squeeze our way into town for a ride out on the Old Lifeboat and the traditional alfresco lunch of fish and chips. The perfect place to be on a Bank Holiday! Thanks go to Club members John and Sandra Horne,



Below: Slowly through the river



Above: Great scenes in Yorkshire

Land Rover on the rump and trundled off to check his sheep.

We climbed Murton Bank to drive the 'wet road' near Old Byland and then dipped into the byway that crosses the River Rye close to Rievaulx Abbey, but once we'd joined the main road to Helmsley, Club member Sean McCurly detected a wheel bearing hum. Stopping in a quiet picnic area we decided to take the hub off to see if the problem was fixable. No. Where could we find a wheel bearing on a Bank Holiday weekend? Thinking fast, John Horne phoned a local company, Trek Overland, on the off chance they would have a wheel bearing kit on the shelf. Claire and Tim could not have been more considerate when we all turned into the yard on their day off. The kettle was on, the garage doors were open and a bearing was found and fitted (someone did hold up the lock nut



Above: Home, after a great day out

For Classic Land Rover Enthusiasts

NEW

CLASSIC LAND ROVER
 FROM SERIES TO NINETYS AND BEYOND
 ISSUE NO 11
 £4.10
HEARTBEAT TV STAR
 District Nurse's Land Rover on location
100% CLASSIC
 www.classiclandrover.com
 THE WORLD'S BEST SELLING CLASSIC LAND ROVER MAGAZINE
TOP NOTCH RESTO
 Is this Britain's best Lightweight?
SERIES III
SERIES III SPANISH ADVENTURE
 We show you how to have a classic trip
Series IIA for work and play
 Two 88ins and a 109in Inside
TECH AND TOOLBOX MASTERING MUD
 Classic Driving School: Coping with muddy ruts and selectable 4x4
SERIES III PROJECT TACKLING THE BODYWORK
 Our 109in becomes a five-seat utility model
80in Series III
JUST £4.10

Classic Land Rover is an exciting new monthly magazine dedicated to Series and the classic Land Rovers. Written by enthusiasts, it is the complete guide to buying, owning, running, driving, repairing, modifying and restoring pre-nineties Land Rovers and Range Rover classics.

Regular features include:

TECH AND TOOLBOX - sections dedicated to comprehensive workshop and practical Land Rover tasks.

RESTORATION FEATURES - classic Land Rovers enthusiasts have restored.

VINTAGE BRITAIN - 'out and about' in interesting corners of Great Britain in classic Series Land Rovers.

JOURNEYS - tales of adventure and accounts; off-roading and greenlaning and trips further afield to and from other continents.

PLUS club reports and events, free classified reader adverts section and all the latest news from around the world.

Special Discounts

Members save £5.00 on a subscription to Classic Land Rover

TO CLAIM YOUR DISCOUNT



Simply enter the code XCLRS2 at the checkout when ordering online at www.keypublishing.com/shop



Call UK: 01780 480404
 Overseas: +44 1780 480404
 and quote your code
Lines open 9.00-5.30pm Monday-Friday. Excludes Direct Debits.

AVAILABLE FROM WHSmith AND OTHER LEADING SUPERMARKETS AND NEWSAGENTS
On sale every first Wednesday of the month*



LIKE US ON FACEBOOK
 Search
 Classic Land Rover Magazine



FIND US ON TWITTER
 Search
 @CLReditor

ALSO AVAILABLE TO DOWNLOAD



SEARCH CLASSIC LAND ROVER
FREE APP
IN APP ISSUES £3.99

READ ON iPhone & iPad Android
 PC & Mac Blackberry Windows 8 kindle fire
 Visit pocketmags.com for more information

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5; iPod Touch or iPad 1, 2 or 3. Internet connection required for initial download. Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2014. All rights reserved. App prices subject to change. *UK On sale date.

www.classiclandrover.com

Club Shop...

Please send all clothing and memorabilia orders, including a contact telephone number to The Series 2 Club Ltd, BM 7035, London, WC1N 3XX 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. Larger clothing sizes available on request. For size chart, e-mail shop@series2club.co.uk

It is also possible to pay via paypal to our account: shop@series2club.co.uk. To confirm pricing- please email to shop@series2club.co.uk

Remember, we also offer personalised embroidery of any item for £3.50, so 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, Prairie Dust, Black

Sizes: S,M,L,XL,XXL

Womens £12.50

Colours: Heather Grey, Black

Sizes: 8,10,12,14,16

Kids £10

Dark Green, Light Green (please contact shop)

Sizes: S,M,L,XL



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



Club Sweatshirts

Colour: Green

Sizes: S,M,L,XL,XXL £20.00



Fleeces

From the Regatta professional range featuring Symmetry Material.



Womens £25.00

Colours: Green, Black, Red

Sizes: 10,12,14,16,18,20



Mens £25.00

Colours: Green, Black

Sizes: XS,S,M,L,XL,XXL, ,3XL

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. *This is a special order item and delivery will take up to 14 days from receipt of order.*

Mens £45.00

Colours: Black/black, red/black

Sizes: S,M,L,XL

Womens £45.00

Colours: Black/black, red/black

Sizes: 10,12,14,16,18



Polo Shirts

Polo Shirts with embroidered Series 2 Club logo on chest £15.50

Colours: Green, Grey, Black

Sizes: S,M,L,XL,XXL





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

Memorabilia...

Brass Rad badge £8.50
Ice Scraper £2.00
Key Rings (both types) £5.50
Bottle Opener £3.50
Stickers £2.20




Cap
£10.00 - one size fits all (waterproof)

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



Clayton Heater Core Booking Form...

Cut out or copy and return with payment to place your order.

Name			
Address			
Postcode			
Membership Number			
Email Address			
Telephone Number			
Heater Core Required	LE15-7M		LE15-7A
Please see instructions on page 7 of B2L or on the forum to assist in identifying which core you require			
Heater Core	£135.00		
Post and Packing	£13.50	Email for overseas packing	
Total	£148.50		
Delivery Address if different from above			
Please post order form along with payment to: Series 2 Club, Spares, BM Box 7035, London, WC1N 3XX Please make cheques payable to: Series 2 Club Ltd			

Series 2 Club Contacts

Committee			
Chairman	Vacant		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	David Hallen	07414 701701	editor@series2club.co.uk
Advertising Manager	Dan Clements	07930 485544	borders@series2club.co.uk
Shop Manager	Stuart Abram		shop@series2club.co.uk
Technical Officer	Alex Thorpe		technical@series2club.co.uk
Vehicle Registration Officer	David Dutton		vro@series2club.co.uk
Vehicle Database Officer	Avril Arbuckle		vehicle_database@series2club.co.uk
Shows Officer	Frank Dunhill		shows@series2club.co.uk
Webmaster	Alan Jones	01603 747956	webmaster@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	Kevin Wood	07901 734967	borders@series2club.co.uk
Canada	Michael Pranschke		canada@series2club.co.uk
Central Shires	Vacant		centralshires@series2club.co.uk
Cymru (South Wales)	Alan Spolton	01559 363853	cymru@series2club.co.uk
West Midlands	Andy Parker		westmidlands@series2club.co.uk
East Midlands	Vacant		eastmidlands@series2club.co.uk
Eire & Northern Ireland	Andrew Carlisle	07808183535	eire@series2club.co.uk northernireland@series2club.co.uk
Essex	Bob Sutton	01206 827436	essex@series2club.co.uk
Europe	Ivan Plachy		europe@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 (East)	Chuck Cullen	07930 485544	americaeast@series2club.co.uk
North America (West)	Jay Comella		americawest@series2club.co.uk
North East	Kevin Wood		borders@series2club.co.uk
North Wales & Shropshire	Bernie Morris & Diane Whitworth		northwales@series2club.co.uk
North West	Karin Quarrie	01925 722286	northwest@series2club.co.uk
Peak District	Stephen Robinson		peakdistrict@series2club.co.uk
Scotland North	Alistair Yule		scotland-north@series2club.co.uk
Scotland South	Gene Maxwell		scotland-south@series2club.co.uk
South West	Clive Withey	01823 444622 07711 121399	southwest@series2club.co.uk
The Marches	Roger Marriage		marches@series2club.co.uk
Surrey and Sussex	Paul Leach		surreyandsussex@series2club.co.uk
Thames Valley	Paul Mercer		thamesvalley@series2club.co.uk
Yorkshire	Gordon Lowe		yorkshire@series2club.co.uk

a distributor for

Ex Moor Trim™

take yourself on an adventure

Sympathetic Seating
Original Pattern Hoods
Hoop Stick Sets
Rear Seating
Second Row Seating
Acoustic Moulded
Matting Systems
Moulded Floor Mats
Seat Belts
Hardura Floor kits
Premium Acoustic
Carpet Sets....



NEW! **Elephant Hide Grey Material**

Is being reproduced to match exactly this old Classic Series vinyl.

Exmoor has invested in new Pattern Rollers which are being manufactured **NOW!**

Material will be in stock 3rd week of November 2013

Get in queue!



**Hand
Crafted
the Original Way**



01386 793 506 | www.trakkers.co.uk | info@trakkers.co.uk

Bouts Barn, Bouts Lane, Inkberrow, Worcestershire, WR7 4HP, United Kingdom

