

# BUILT TWO LAST

The magazine of the Land Rover Series 2 Club

£5.00

Winter 2014 Issue 112



Welding for Dummies - Area Reports - Forward Controls Compared - 5081 UR 'Ursula'





# Contents

Issue 112 Winter 2014

## 9 Welding 1:01...

Metal rejuvenation by 'Rusty Steele-Bitts' ...

## 11 Puzzle Corner...

CLRPD strikes again in the Britch household...

## 17 Fairey Overdrive Overhaul...

'Odin' gets to the bottom of a lack of forward gears...

## 32 Life with two One Tons...

Dan Warden's life gets 33.3 percent more complicated...

## 33 Leafers at Lambourn...

Dylan Featherstone finally gets to Lambourn...

## 28 5081 UR - 'Ursula'...

Ondrej Pavelka gets to grips with his dream vehicle...

## 46 Areas Reports...

All the news from the Club regions...

With thanks...

Front cover: Courtesy of Jeremy Hackney

Rear cover: Courtesy of Paul Leach

Steve Britch - Editor

Dan Clements - Editorial Consultant

John Horne & Tom Pilling - Sub Editors

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## Editor's Notebook

Hello everybody.

Welcome to issue 112 of Built

Two Last and

my first at the helm of the magazine! I hope to hone my editorial technique over the next few issues as I learn the ropes of the job, and also how to get the best from the editing programme! Once again I'd like to thank Dan Clements for his continuing support as Editorial Consultant, allowing me the benefit of his experience while I get the hang of things...

I've had a cracking time reading through your submissions for this issue, definitely the highlight of my first three months as Editor! I've even stuck my neck out and written a short archive piece, if you can do better the bar is there ready to raise! Particular thanks in this edition go to Ondrej Pavelka whose epic article, the first in a series on his superb 1962, long-wheelbase Series 2A, 5081UR (AKA 'Ursula') is the winner of this issue's Editor's prize. As a result, a hamper of goodies from the club shop will be finding their way to Ondrej in the near future! Also in this issue we have the first in a welcome series of articles on welding, something to which we all have to resort from time to time. The best thing about Winter, to the 2 or 2A owner, is the snow and many unfamiliar, previously dormant Series vehicles are suddenly pottering about the town. Unfortunately, the white stuff hasn't put in an appearance around here yet as I write this, but our Series 2s are nevertheless poised in front of the house, ready to go... Just in case it should happen...

Happy Land Rovering!

Steve



## Important

Participation at any event or show is at your own risk. While the club is happy to draw attention to events which may be suitable, arrangements are made directly with the landowners or organisers. Even if the club forwards applications and passes information, we do not act as agents for the organisers. It is a condition of membership and participation at any event, that the vehicle owner, driver and all passengers are covered by third party insurance and that they agree to absolve and indemnify the club that no member or passenger will claim against any other participant in the event, organiser or landowner. We strongly advise you to check your insurance covers off-road driving and that it is in sound condition. You are reminded that statements and opinion expressed in this magazine and other publications, are not necessarily those of the club or committee. You are strongly advised to obtain independent verification of data, advice or methods before acting upon them. Particularly where safety, finance or legislation are concerned. The club, committee, directors and contributors are all amateurs and do not accept responsibility for any accident, injury or damage resulting from an error, or omission given in this magazine, other publications, by letter or word of mouth. You should not expect the standard of advice or service available from commercial or professional organisations.

## Submissions

You can send any articles, photos, adverts or letters to the Editor's email address: [editor@series2club.co.uk](mailto:editor@series2club.co.uk) Alternatively, you can post everything to the Club's address: Series 2 Club Ltd. BM 7035, London, WC1N 3XX. Please make sure that any photos sent are in as high a resolution as possible and that all articles, letters and adverts are checked for spelling and grammar, where possible.

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

# News...

## Roger Horne receives the 'Spirit of the Club' Award



Roger receiving the award from Areas Manager Karin Quarrie...

## Fylde Vintage and Farm Show

Held on the last weekend of June (the 27th and 28th in 2015) at the Show Field, Salwick Road, Wharles, near Kirkham, this is a rally which is increasing in popularity within the Series Land Rover community and is well worth a visit.

From an initial couple of Series vehicles the first time the show was held, 2014 boasted the best part of twenty vehicles, including two ambulances, two air-portables and three series ones. The 2014 event boasted a demonstration of Chris Brook's Series 2A Fire Engine's fire fighting equipment, giving the other Land Rovers an impromptu bath as they paraded around the ring!

A great event with plenty to occupy all the family. See you there!



The Series line up at Fylde Show in 2014...

Long standing Club Director and Stalwart Roger Horne stepped down in October to pursue some of his other interests. Roger has been a stalwart of the Club since the early days and has given many years of service. He will be much missed!

As a result it was felt that Roger was the natural choice to receive the 'Spirit of the Club' award, awarded by the Thames Valley area in memory of the late Mark Rumsey.

Areas Manager Karin Quarrie recently travelled down to visit Roger to present the award (pictured).

### North Wales and Shropshire Pub Meet Update

The club members meet up on the first Sunday of every month at noon.

The dates are as follows unless there is a clash with other Shows or camping events in our area. Contact details are in the areas directory on page 40.

### Essex Monthly Meet

The Barge Inn, Hawk Hill, Battlesbridge. SS11 7RE.  
First Saturday of each month, 2pm.

### North West Wales

Conwy Falls Café - March 2nd, June 1st, September 7th and November 2nd. [www.conwyfalls.com/cafe](http://www.conwyfalls.com/cafe)  
Conwy Falls Café Nr Betws Y Coed LL24 0PN - 01690 710696

### Shropshire Area

The Bridges - February 2nd, May 4th, August 3rd and October 5th  
[www.thebridgespub.co.uk](http://www.thebridgespub.co.uk)  
The Bridges Pub Ratlinghope SY5 0ST - 01588 650260

### North West Area

As this is geographically a very large area, monthly meetings are held at various venues around the area to provide everyone with an opportunity to attend, see pages 40 and 51 for details.



# News...

## Series 2 Club - Now on Facebook!

Welcome to another branch to the Series 2 Club's ever expanding canopy. The Club now officially has a facebook page!

There has been an unofficial facebook page for a number of years, originally setup by a club member to try and get a foothold in the media section for the Club. It is open to both members & non-members alike.

If you have a facebook account and you are interested in joining the page then please either search for Land Rover Series 2 Club, or copy this link <https://www.facebook.com/groups/18623089928/>

If you send a request to join the page but you have no Land Rover related content within your profile or your security settings are very high then you may have to send an email to [facebook@series2club.co.uk](mailto:facebook@series2club.co.uk) to let us know you want to join.

There are 3 admins overseeing the page to keep things in order, we don't accept foul language of any sort and we ask that you only post Series 2 related content. These are the only guidelines we insist on as this keeps it fair for everybody.

What you can expect is a great deal of information both useful and not so useful to help in the repair or history of your vehicle.

Many posts just ask a simple question yet end up on so many tangents it is hard to decipher what the original question is from the last answer given such as "what colour should I paint my Land Rover", the end comment could read "it was full of oil when I bought it, where has it gone?" How we get to that last comment is anybody's guess, but we may have solved the meaning of life - the universe and everything on the way!

Local pub meets are advertised, local shows are advertised, national shows are advertised, and of course the wonderful Series 2 Club International



is advertised (to be held at Fakenham Racecourse, Norfolk Thursday 6th August to Sunday 9th August 2015).

We have vehicles for sale, parts for sale and the odd personal review on companies used in the everyday upkeep or restoration of vehicles. We have sneak peaks of what is to come in the next Club magazine, we also encourage you to go and have a look round the Club website to see strange and wonderful pictures from times past in our archive of old Club magazines.

We have membership forms available for download just in case one of your friends would like to join, we also have a Vehicle Database form ready for download should you not already have your vehicle details on the database. Any requests from our Editor for articles or interesting vehicles are also posted here.

If you don't have a facebook account don't worry, you will probably know someone that does and you can ask for updates

from them if they are a member of the page.

The downside to all this technology and instant media is that anything you post to facebook then belongs to facebook (this is in your terms of signing up to facebook as a whole, not specific to the Series 2 Club page), the other downside is sometimes a useful article slips down the page and wanders off into the ether. But if you go onto the Club's Forum page <http://www.series2club.co.uk/forum/forum/> you may find the same sort of information all nicely stored into specific areas. Failing this, there is a search facility which I shall point out in the following pictures.

If you have any events you would like to advertise then please feel free to advertise them, all we ask is that you distinguish between a Series 2 Club event and a Non Series 2 Club event.

**Avril Arbuckle**

### New Committee Members

Since the last Built Two Last we are glad to welcome some new faces to the Committee. Welcome to:

Richard Allin - Advertising Manager  
Mark Barnes - Central Shires Area Representative  
Clive Speaks - Severn Valley Area Representative

# Director's Cut

Alan Jones



I hope you have all been enjoying the late Autumn weather, making the most of your Land Rovers.

We've had 2 frosty mornings already here in the Far East and the electric heated windscreens are coming into their own. Some of you (lucky ones) have already seen some snow. This is where Series 2s come in handy and really show folks what they can do in difficult conditions.

A few weeks ago the new Board of Directors had their first meeting, the club systems and administration are settling down into the well run machine we've come to expect. The Autumn has seen two new Club Officers joining the team. Dan Clements stepped down and retired as B2L Editor and Advertising Manager. We thank Dan for his efforts and time he put in on your behalf, we wish him well in his new ventures. Steve Britch (Dr Morris to those on the Forum) has now picked up the Editor's pen and we are reading his first issue now. Also joining us is Richard Allin (Allthegear\_no\_idea on the forum) as Advertising Manager. Richard works in the motor industry and he is keen to continue developing the deals and offers Dan arranged for us. Richard is also hosting the Suffolk/Essex borders meetings.

We are still missing a Technical Officer. It perhaps sounds a daunting role, requiring Mastermind knowledge and rivet counter's experience. This isn't really the case. We just need someone to co-ordinate our technical activities – that's putting together articles for B2L and being the focal point for any of your enquiries. The Technical Officer can redirect the enquiry to the best person to give an answer, or find a suitable link on the Forum or Website (as the question has probably been answered before) and to commission or coordinate articles for B2L, and/or we could assemble a panel of experts, each specialising in one aspect of Series 2s, either mechanical or historical or both. Personal experience of fixing Series 2s would be a bonus. If anyone is interested please get in touch.

We are slowly but surely filling our vacant Area Organiser posts. Sadly I have to report the sad passing of Roger Marriage, AO for the Marches (Severn Valley) area, this news came too late for our last issue. Condolences to his family. Clive Speaks who lives opposite Tewkesbury is taking over the area and has asked that we revert back to the Severn Valley name. We now have a volunteer for the

Central Shires area – Mark Barnes who is based near Bedford. We still have vacancies in the Cymru (South Wales), The East Midlands and Essex areas. It's thought that the name "Area Organiser" puts off people volunteering as it implies some sort of administrative or secretarial duties. I think we are going to move forward and rename our AOs to "Area Reps" (representatives) which might (hopefully) suggest less official responsibility and work.

Whatever the name, Karin Quarrie our Areas Manager will be pleased to explain the role/duties such as they are. That said, we have more local pub meetings than ever before and more planned in the pipeline. Not everyone likes pubs or find the evening times convenient. Not all our meetings need be in public houses. The Thames Valley area now hold a coffee morning meeting – Sundays in Aston Clinton. Another group are considering meeting up at a local garden centre. It's all down to what YOU the members would like and fancy doing.

Now a plug for a couple of events coming up in (my) the Anglia Area. In this issue we have the booking form and pitch pricing for next year's International Rally, being held at the Fakenham Racecourse camp site. You can photocopy the form or use our online booking form if you want to save your magazine. The prices are a little higher than in previous years, but we feel this is justified as this is a fully equipped caravan/camping site with decent showers, electric hook-ups and we'll have use of a function room/bar. I hope to see many of you there as possible, the greenlaning and fording in North Norfolk will more than make the trip worthwhile.

Finally all that remains is to wish you all a very Happy Christmas and a prosperous (and break down free) New Year.

**Alan Jones**



# Letters...

## How easy to fit a Salisbury?

My long wheelbase utility gets some quite heavy use, especially this time of year, and over the last few years I've broken quite a few halfshafts. I think the diff is now also worn. The last time this happened, I was ascending a busy, steep hill with the free-wheeling hubs in the 'free' position and so found myself stranded, unable to leave the vehicle as my handbrake didn't work. Luckily I had my mobile and so I was eventually rescued! Never again! I've heard that some people have fitted the later Salisbury type rear axle. How difficult a job is it? **Stranded, Works.**

I think this is a sensible mod on a long wheelbase and one I plan to do myself shortly on my ambulance. I suggest posting a speculative query on the club forum where somebody will I'm sure be happy to help... **Ed.**

## Fire Engine Query...

I'm completing a restoration of a Long Wheelbase Series 2, which used to be kitted out as the fire tender for Wickenby Airport. Unfortunately most of its kit is long since gone and I have only one photo of the vehicle during its airport service. Can anyone help me out with photos or information regarding what I need to return it to original condition?

**Doug, St. Helens**

## What is a Land Rover?

### Is a Land Rover a Classic Car?

The simple answer is no. It is a Classic Vehicle, a classic vehicle that has as much right to show its bonnet as every other Classic Vehicle out there.

Is it a classic wagon, lorry or truck?

No, it is a Classic Vehicle with as much right to show its grumbling engine, and noisy gearbox as every other Classic Vehicle.

Is it a steam wagon a steam roller or steam engine?

No, IT IS A CLASSIC VEHICLE with as much right to show its "polluting" exhaust fumes as every other Classic Vehicle.

Why then oh why do we turn up to shows, cripple ourselves with expensive fuel, freeze our backsides off in the winter, boil our butts off in the summer to be ignored. Why do we put ourselves through this? I shall tell you why, so that we can re-educate the masses to include our

vehicles (in whatever state they are in), that these vehicles are classics. Not just classics but classics with the same rights as every other vehicle that has managed to stay on the road for the past 40 odd years. It does annoy me terribly that we have to attend shows for years before we are recognised in the same high esteem as a sporty little model, or a wagon that is parked in a barn and only let out for shows. Most of us use our vehicles daily, if not daily then weekly, taking care of them, washing, servicing, repairing them. I have nothing against the other vehicles, I admire and respect their owners, what I do have a problem with is the organisers who put us out of the way or park us in with the large wagons or tag us along with the cars, what really really annoys me is when we are parked in a corner. As that famous line goes "Nobody puts baby in the corner".

Watch out you Classic Show organisers, we are coming into our own now, we are out there and we

will still be around when your euro box has rotted, been taken to the scrap yard then rotted some more.

I send a plea to all your Classic Vehicle owners out there – if you haven't been to a Steam Rally, Classic Car Show, or Classic Vehicle gathering before then get yourself surfing those pages whether it be paper or electronic and add a local show to your list of outings next year. Show the organisers what a Series 2, 2a or 2b looks like. Let's educate them in the ways of Solihull, a Great British Vehicle.

**LONG LIVE  
THE LANDY  
BUCKET  
!!!!!!!!!!!!**



**Avril  
Arbuckle...**

*For nearly 15 years I have been chasing 7.50x16 Military bar tread tyres with no luck, all the reasons you could imagine, from they have gone out of production, because they are not safe on the road, how fast do they think old Land Rovers go, etc etc. BUT we kept looking, I have even sent an e-mail to members all over the world to no avail.*

*Three years ago I was at a military jeep gathering and spotted a garage sale stand*

*at the event selling tyres so of course we asked, "sorry mate not available" was the reply. Never mind so I gave him my card and said if you ever find them I will have five please.*

*My Series 2A was delivered new with them hence my desperate desire to make the vehicle as original as poss.*

*Now three years on we got an e-mail from the company and yes you guessed it, they have got stock of them, so now Josie*

*will be as original as will ever be possible to be, we have also ordered a canvas hood for my Weapon Carrier.*

*Just goes to show my company slogan (when we were in business) was "never ever give up"*

*Perseverance it's called...*

*Cheers,*

**Len Smyth**

# Advertising news...

## Introducing our new Advertising Manager...

Hi everyone, I am Richard and a relatively new member of the club, having joined at this year's Billing Land Rover show. My background is within the automotive marketing industry and on reading the last issue of B2L, I was interested in the advertising manager role. A few emails, telephone calls and a face to face conversation with Alan at the newly formed Area Meet (South Suffolk, look at forum for details) I found myself offering my services to

the role and also being a contact for the Area Meet.

I have had a love of classic cars from a young age, learning to drive aged 12 in a 2 door Range Rover and had a Series 3 as my first car. After years of classic Ford ownership I became increasingly keen to get back to the real fun and genuine driving a Land Rover gives you. I have always felt the Series 2 is the best looking Series and decided this was the Land Rover I wanted next.

So earlier this year I brought Dennis, who is a 1959 SWB 2.25 petrol. The drive home was quite a shock to the system as I was a little bit out of practice and was not used to the layout and driving style of a Series Land Rover. The highlight of the journey happening in busy town traffic, where I swung the heater control over to its maximum position only to realise it was actually a hand throttle!! The windscreen wiper motors were soon found to be in need of an overhaul, my girlfriend Louise had to take over on manual wiper duty when it started to rain. So far I have replaced the rotten door tops and bottoms, converted him to a full soft top and spent a couple of weekends carrying out a roller brush paint job to smarten him up. Future plans are to keep him looking as standard as possible externally but add a few discreet extras to make him a bit more practical. I am always looking for ebay bargains and trying to get the best deal on new bits so hope to use this to the benefit of the club and welcome any suggestions as to suitable companies we should look at.

As a reminder of the current club discounts they are as follows:



### Parts:

- Richards Chassis** ([www.richardschassis.co.uk](http://www.richardschassis.co.uk)) offer a **5%** discount to club members on their chassis - mention the club when ordering...
- Pegasus Parts** ([www.pegasusparts.co.uk](http://www.pegasusparts.co.uk)) offer a **5%** discount on various products - enter code S2C2012 at the online checkout...
- Dingocroft** ([www.dingocroft.co.uk](http://www.dingocroft.co.uk)) offer a discount to club members on parts - mention the club when ordering...
- Les Cromie** offers a **10%** discount on ribbed footwells and other bulkhead repair panels - contact [lescromie@googlemail.com](mailto:lescromie@googlemail.com) or via ebay (lescr)...
- Past Parts** ([www.pastparts.co.uk](http://www.pastparts.co.uk)) **15%** discount on brake cylinder repairs, seal kits and parts - quote code S2C2012 when ordering...
- Thomas Smith Fasteners** ([www.thomassmithfasteners.co.uk](http://www.thomassmithfasteners.co.uk)) - Imperial fixings - BSF & Whitworth, **10%**, quote LANDROVER2 on checkout...
- Spalding Fastners** ([www.spaldingfastners.co.uk](http://www.spaldingfastners.co.uk)) offer **10%** off to club members - Quote code ccdsf1pc when ordering...
- Imperial Nuts and Bolts** ([www.imperialnutsandbolts.co.uk](http://www.imperialnutsandbolts.co.uk)) **12%** off Imperial fasteners inc. complete vehicle sets - quote s2cf12 on checkout...
- Westfield Fastners** ([www.westfieldfastners.co.uk](http://www.westfieldfastners.co.uk)) **5%** off - enter code 234-302-368 on check out...
- Tinley Tech** ([www.tinleytech.co.uk](http://www.tinleytech.co.uk)) - **5%** off LPG kits and conversions to members mentioning the club when ordering...

### Consumables:

- Smith and Allan** ([www.smithandallan.com](http://www.smithandallan.com)) Oils and Grease offer a **10%** discount to club members, enter code S2CL on checkout...
- Dinitrol** ([www.dinitrol.co.uk](http://www.dinitrol.co.uk)) - **10%** discount on rust prevention and treatment products, enter code LROV2 at checkout...
- Craftmaster** ([www.craftmasterpaints.co.uk](http://www.craftmasterpaints.co.uk)) a **10%** discount on Enamel and Cellulose paint. Order over the phone and mention club membership...

### Services:

- Footman James** ([www.footmanjames.co.uk](http://www.footmanjames.co.uk)) - **10%** discount on insurance. Mention club membership at the end of the call...
- Heritage Insurance** ([www.heritacecarinsurance.co.uk](http://www.heritacecarinsurance.co.uk)) offer a **10-15%** discount on insurance - Mention the club at the end of the call...
- Mapyx** ([www.mapyx.com](http://www.mapyx.com)) offer a **15%** discount on their digital mapping software - enter code HFGEC6 at checkout...
- RBS** ([www.rbsproperymarking.com](http://www.rbsproperymarking.com)) - discount on GPS Tracking systems - visit their clubs page and go to ALRC, enter code defm8...
- Visionaire** ([www.visionairegps.co.uk](http://www.visionairegps.co.uk)) - **10%** discount on Vehicle Tracking Systems - Mention the club when ordering..

Please remember to use them as it not only benefits you in saving money but shows these businesses that we are putting business their way, encouraging them to continue supporting the club. This will enable the club to secure further discounts if we can demonstrate how current business have benefitted from providing these offers.

**Richard Allin**



# New Members

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

#	Name	Location	#	Name	Location
2426	Mr. R. King	Cornwall	4745	Mr. R. Wyatt	East Sussex
4705	Mr. R. Macarthur	Surrey	4746	Messers.P. & C. Buckley	Surrey
4706	Mr. & Mrs. S. Ensor	Warwickshire	4747	Mr. B. Edgeworth	Surrey
4707	Mr. R. Wootton	West Midlands	4748	C. Bennett & J. Richards	Surrey
4708	Mr. & Mrs. S. Hayes	Norfolk	4749	Messers S. & J. Butcher	Derbyshire
4709	Mr. D. Ramage	Surrey	4750	Mr. M. Brigham	London
4710	Mr. K. Ball	Lancashire	4751	Messers. S. & O. Higgins	Hampshire
4711	Mr. L. Thompson	Somerset	4752	Messres. R. & A. Last	Kent
4712	Mr. M. Simpson	Essex	4753	Mr. P. Shires	London
4713	Mr. S. Ebden	Lancashire	4754	Mr. K. A. Bolton	Norfolk
4714	Mr. & Mrs. J. Crellin	Warwickshire	4755	Mr. S. Ayres-Sumner	Oxfordshire
4715	Mr. S. Evans	Argyll, Scotland	4756	Mr. G. Mogford	Wiltshire
4716	T. Breakwell & R. Griffiths	Shropshire	4757	N. Wood & S. Fox	Dorset
4717	H. Brown & L. Ghomshei	Kent	4758	Mr. & Mrs. J. McClure	Shropshire
4718	R. Allin & L. Whiting	Suffolk	4759	Messers. M. & H. Ryder	Hampshire
4719	Mr. A. Roberts	North Yorkshire	4760	Ms. J. Sutton & Mr. J. Wood	Worcestershire
4720	Mr. S. Giblin	West Yorkshire	4761	Mr. C. Gee	West Yorkshire
4721	Mr. & Mrs. P. Vasey	Dumfriesshire	4762	J. Dymott & T. Brace	West Sussex
4722	Mr. C. Hughes	Shropshire	4763	Mr. L. Mepsted	Surrey
4723	Mr. B. Taylor	North Yorkshire	4764	Mr. T. Panciroli	Highlands
4724	A. & J. Thomas	East Sussex	4765	Mr. R. Cook	County May, Ireland
4725	S. King	West Sussex	4766	Mr. & Mrs. R. Stanyer	Staffordshire
4726	Mr. C. Mayne	Leicestershire	4767	Mr. C. Mussett	Somerset
4727	Mr. S. Sharman	Worcestershire	4768	Mr. & Mrs. I. Michael	West Glamorgan
4728	Mr. P. Gentilli	Hampshire	4769	Mr. C. Griffith	Surrey
4729	Mr. & Mrs. A. Tate	Warwickshire	4770	Mr. R. Dainton	Lancashire
4730	Mr. R. Malone	Kent	4771	Mr. K. Burton	East Yorkshire
4731	Mr. R. Collins	Hertfordshire	4772	Mr. & Mrs. R. Dennis	Essex
4732	A. Smulders & A. Smulders - Cremer	The Netherlands	4773	Mr. A. J. Warr	West Midlands
4733	Messers. J. & J. Raven	Wiltshire	4774	Mr. & Mrs. W. Naylor	Buckinghamshire
4734	Mr. S. Rowe	Suffolk	4775	M. Stagg & B. Yearsley	Kent
4735	Mr. J. Rivett	Kent	4776	Mr. C. Arrell	Northern Ireland
4736	Mr D. Cook	East Yorkshire	4777	Mr. J. Riches & Miss. P. Manning	Norfolk
4737	Mr. G. Gosney	Sussex	4778	Mr. J. Apted	Somerset
4738	Mr. J. Chandler	Kent	4779	A. Jackson & K. Dixon	Dorset
4739	Mr. M. Andow	Dorset	4780	Mr. S. Pegler	Cumbria
4740	Mr. & Mrs. H. Chapman	Essex	4781	Mr. & Mrs. D. Shaw	Lincolnshire
4741	Mr. & Mrs. H. Murray	Herefordshire	4782	Messrs. K. & A. Raistrick	Lincolnshire
4742	Mr. S. Thompson	Buckinghamshire	4783	Mr. & Mrs. D. Robinson	Somerset
4743	Mr. & Mrs. A. Lear	Lincolnshire	4784	Mr. & Mrs. M. Anthony	Nottinghamshire
4744	Mr. M. Gill & Miss. S. Tsang	Devon	4785	D. Davies & A. Kelly	Warwickshire



#	Name	Location
4786	Mr. & Mrs. M. Frizzelle	Bedfordshire
4787	Dr. I. Wilkinson	Lincolnshire
4788	Mr. D. Harris	Devon
4789	Mrs. & Mr. C. Jeff	Suffolk
4790	Miss. L. Smeeth	Kent
4791	Mr. P. Lawrence	Hampshire
4792	Mr. D. McHugh	Hampshire
4793	R. Sprokholt & D. Strijp	The Netherlands
4794	Miss. J. Willetts	West Midlands
4795	Mr. C. Winston	Middlesex
4796	Mr. S. Walby	Warwickshire
4797	Mr. A. Parish	West Midlands
4798	Ms. A. Coggins	Gloucestershire
4799	Messrs. S. & C. Freeman	Leicestershire
4800	Mr.W.& Miss L. Griffin	Greater Manchester
4801	Messrs. D.& A. Wiggins	Somerset
4802	Mr. R. Miles	Suffolk
4803	Mr. N. L. Heslop	Tyne & Wear
4804	Mr. & Mrs. T. Harvie	Clackmannanshire
4805	Mr. & Mrs. S. McCreath	South Ayrshire
4806	Mr. & Mrs. M. Roberts	Cumbria
4807	Mr. M. Watkins	Norfolk
4808	Mr. & Mrs. C. Sherry	Lincolnshire
4809	T. Pearce & H. Rogers	Dorset
4810	Mr. A. Browne	Norfolk
4811	D. Scheffer & E. Scheffer	The Netherlands
4812	Messers. T.& J. Watson	Suffolk
4813	Mr. & Mrs. A. Tansey	Shropshire
4814	Mr. & Mrs. G. Butcher	South Yorkshire
4815	Mr. & Mrs. M. Barnes	Bedfordshire
4816	Mr. S. Minns	Norfolk
4817	Mr M. Leck	Northumberland
4818	Mr. C. Ball	North Lincolnshire
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4820	Mr. K. Hart	Camarthen
4821	Mr. & Mrs. N. Keene	Wiltshire
4822	Mr. D. Padgett	Lancashire
4823	Mr. M. O'Connor	County Kerry, Ireland
4824	Mr. I. Arthur	Northhamptonshire
4825	Messers. C.& A. Johnson	South Gloucestershire
4826	Mr. D. Berry	Wirral

#	Name	Location
4827	Mr. R. Huchthinson	West Yorkshire
4828	Mr. S. Weir	Derbyshire
4829	Mr. & Mrs. J. Aubrey de Lavenu	New Zealand
4830	Mr. S. Graham	Canada, T7E 1B5
4831	Mr. & Mrs. A. Smith	Derbyshire
4832	Mr. B. Gilliam	West Yorkshire
4032	Mr. D. Stripp	Somerset
4833	Mr P. Haddleton	West Sussex
4834	S. Venters & V. Turner	Fife
4835	Mr. N. Hinze	West Yorkshire
4836	Messrs. K.& G. English	Cambridgeshire
4837	Mr. M. Gallagher	County Durham
4838	Messrs. G. & G. Wallace	Stirlingshire
4839	Mr. C. Burke	Bedfordshire
4840	Mr. B. Elms-Lester	Herefordshire

**H**i all and seasons greetings from the Membership Office.

Over the past year at the request of Avril, our Vehicle Database Officer, I have included with your new card on renewal either a vehicle sticker or a vehicle details form. Thanks to all who have returned a completed form and to those who have not; please make Avril's New Year extra special and post a completed form ASAP. Anyone in need of a vehicle sticker or form, or to add, change joint member, change e-mail or postal address, please contact me at membership at any time throughout the year, details in the magazine.

As there is now no need to display a tax disc, from October this year all renewals will include a round club sticker that can be used to replace the tax disc on the windscreen. A tip; should you wish to keep your (Series 2) tax disc holder, remove a roll of kitchen cling film from the box, and fix the sticker on the rolled up cling film then unroll, trim and place in your tax disc holder.

Have fun in the New Year with your Series 2...

**Dave Snape** (Membership Secretary)



# Welding 1:01...

## 'Rusty Steele Bits'

**W**elding doesn't have to be the problem which many people make it seem, it isn't alchemy and you don't need a witch doctor. People do it every day, why not us? I'm not the world's leading authority on welding, but like many people I've done a few Land Rovers and have learnt by experience and I can now, having made many mistakes over the years, get passable results.

Firstly there are several different ways to stitch two bits of metal together, some suit certain jobs better than others. I'll go through the different types and discuss the pros and cons as I see them. I hope to make this into a series of articles and so in later issues I'll go through how to weld with the different types of welder in more detail and look at tackling some bits of Series 2.

### Arc (Stick) Welding:

This has been around for ages, it takes a while to master but some good results can be achieved once you have the hang of it... On the positive side, the thicker the metal, the better results you can achieve as the current you're using rises. Second hand sets are plentiful and new sets are cheaply available. On the minus side, it is very tricky to weld thin sheet with an Arc Welder. In my experience, if you turn down the power enough to not blow holes in the sheet then it becomes difficult to strike a proper arc. With care, even a cheap Arc



### Arc Welder from the Ark

Welder would weld your chassis adequately, but as explained above, it isn't at all good for bulkhead work.

### MIG Welding:

Probably the most commonly used welder, both professionally and by the amateur. It is relatively easy to get the hang of MIG welding but much harder to produce really nice results. Cleanliness of the edges to be welded is absolutely essential. With MIG, it is very difficult to tell if your weld has penetrated the steel properly as the build up of weld is happening the whole time the trigger is pressed. This can look very substantial but in fact turn out to be dangerously weak. This build up also looks quite ugly and usually needs some dressing with a grinder. On the plus side, MIG can be used to reproduce spot welds for bulkhead work with ease and produces relatively little heat which might distort the metal. MIG, when combined with different gas can weld Steel, Stainless Steel and Aluminium.

### Gas (Oxygen / Acetylene) Welding:

The type of welding preferred by the 'Old School'; the old boy in a 1950s garage would use nothing else, and armed with it and his years of experience, would produce a really, really nice job - a thing of beauty. My old Series 2 has some superb antique gas welds. With gas you actually melt the two



Mig Welder... Excuse the mess!



edges of the metal with a flame, adding the rod yourself as you go to fill in the gaps. You're assured of good penetration as you can see it happening, and as you decide how long the heat remains on the job, really neat welds can be achieved. Really thin sheet can be welded and practically any metal can be soldered, brazed or welded with this kit. On the minus side, a lot of heat is produced which can easily distort the job, the gasses you are using are not, unlike other forms of welding, inert and therefore require utmost care in use. There are also procedures which must be observed for the transport and storage of the gas bottles. A good strong gas weld is easy to produce, but to be a really proficient gas welder takes many years. This is versatile then, but anachronistic.

**TIG Welding:**

TIG is an interesting compromise between Arc, MIG and Gas welding, and is becoming increasingly available at a price the amateur can afford, for instance, I recently picked up a small scratch start TIG inverter for a mere fifty pounds second hand with a full set of kit. This type of welder is becoming increasingly popular for bespoke work; you often see it in use on TV programmes such as 'Fast and Loud', used in this capacity. The TIG welder has a tungsten tip which, surrounded by inert Argon gas, strikes an arc which melts the metals together, a thin rod is applied to fill in any gaps in the same manner as Oxy-Acetylene welding, but as no flame is used, the heat is much more localised. An



Old School: Oxy Acetylene Welding Gear...



**The Modern Approach: Tig welding opens up opportunities...**

experienced TIG welder will scarcely burn the paint on a job, often welding at as little as 30 amps. As a result the panel being welded is much less likely to distort. The finished weld, like a Gas weld, is extremely clean, needing scarcely any dressing. Having been designed to weld Stainless Steel, TIG does that superbly (unlike Gas which needs a flux), an AC-DC TIG set (more expensive) will also weld aluminium. On mild steel, better results can be achieved with TIG by using rods with a stainless steel mix as they flow more nicely, TIG also hates coated steel and will protest if the steel to be welded isn't scrupulously clean, I've also found welding upside down extremely tricky using my TIG. TIG is quite difficult to master, but like Gas, I've found it can give very satisfying results.

**Spot Welding:**

Land Rover bulkheads were largely produced using this method, where two electrodes passed a current directly between the two panels, fusing them and producing a permanent fixing. This method is great for fresh steel, doesn't distort and is very neat, however as most of us have found, it isn't particularly waterproof and moisture ingress eventually produces rust which forces the joint apart. Still, for a perfect restoration, if you can afford (or borrow) the kit, it is unbeatable!

**Panel Bonding:**

Anyone remember that idea? That was going to be the next big thing in the classic car restoration world... I wonder what ever became of it?

In the next issue I'll look at one of these welding methods a little more closely and also have a look at doing a local repair, perhaps on a dumb iron. I'll just nip and check which bits are most rusty on my Landy!



# Doctor Morris' Puzzle Corner 9...

Steve Britch



I continue to be really pleased with Oddjob. Yes, he's not particularly quiet and there's still plenty to do before I consider him done. He is however a pretty economical and laid back way of getting about now we've ironed the bugs out, and he copes with my hairbrained schemes just as well as Lola does. I did however drive Lola well over 300 miles over the course of the week of the International (most of that towing the caravan or off-road) and she, in her own quiet way, reminded me why I love her more than any other Land Rover. I feel really guilty I still haven't started her rebuild.

We came up against another new parts quality issue on the way to the International, coming through a busy Warrington town centre with Sharon at the helm, Oddjob's brakes faded to the point where they weren't

***"I've had a differential fail in Oddjob's Rover axle, arresting progress with frightening suddenness"***

actually stopping him at all. To add insult to injury, later in the journey the clutch slave cylinder failed in spite of having covered only 1500 miles. I was able to purchase a replacement slave cylinder while at the rally and Ondrej let me have the new (more expensive) brake shoes he was saving for his impending axle refit. I decided to fit the donated parts so that we could at least travel home in relative safety and as a result spent a large portion of my time at the International covered in oil and brake fluid, then there was a water shortage to the field, the showers packed up and I had to stay like that, armed only with baby wipes... Needless to say, Ondrej's shoes completely and immediately transformed Oddjob's brakes, and he's been brilliant and nearly trouble free since (I've sent the suspect shoes back to the manufacturer). Lola, looked on at the proceedings with Oddjob at the International without comment. She simply did what she does best over the weekend, taking the greenlanes and the off-road course in her stride as usual...

I've also had a differential fail recently in Oddjob's Rover axle, arresting progress with frightening suddenness! I became so sick of halfshaft and crownwheel and pinion failures in Lola that I substituted her Rover axle for a Salisbury unit and have had no



Oddjob earning his keep carrying a very heavy 1967 Baldwin Organ



further trouble, so I plan to equip Oddjob similarly having tracked down another axle...

Moving to the big green one, although work hasn't commenced yet, I've started to save up the parts for Lola's impending refit. As I mentioned an issue or two back, I hope to raise the bar with Lola's refit, I learned a lot while Oddjob was in bits, and as I've hinted above, given the service I've had from her, I think Lola deserves to be done properly. I've been researching the history of the batch to which Lola belonged, a batch of Rover 9, left hand drive ambulances, numbered from 24 EN 24 to 25 EN 82. These apparently left Solihull as truck cabs (pick ups), the rear bodies and roofs being removed and sold before the Marshall bodies were fitted. Lola's, and for that matter Oddjob's, data plates were not stamped with their military registration numbers, which has made tracking down their military history somewhat tricky. I plan to return Lola's exterior to her original Bronze Green finish and unit markings, with all the exterior military fittings returned to her, but retaining as much of the original vehicle as I can. Inside the saloon, she is currently stripped out but I intend to fit her out as a camper again, this time as a 2 person so that my 11 year old daughter Libby can follow her older sister Rose in leaving our caravan a less crowded place while at rallies. This of course means that eventually, I'll need another ambulance, or possibly a forward control camper for our youngest daughter Isobelle to use as an annexe... See Sharon... I can justify it!

It's normally at this point however that I spot another Land Rover, buy it, and push Lola's refit back another twelve months. This time has been no exception as I've been seduced by the charms of a lightweight. The vehicle in question is a reasonably straight and relatively unmolested FFR example which is great as I've wanted one since 1993 and I also need something inexpensive, rugged and easy to park to carry my tools in. Also Sharon can use it around St. Helens as she makes no secret of her dislike of running the ambulances in rush hour, her Morris Traveller being badly in need of new woodwork at present. I have recently found that a lack of ready cash is an excellent moderating factor for my acquisitive instincts, but not (unfortunately for Sharon) enough to prevent my acquiring the lightweight. The old bucket, dwarfed by our two ambulances, has very quickly acquired the name 'Mimi', named after the diminutive



Patina? Chris Wareing's RAF Crash Rescue Vehicle...



### Mimi... The new addition to the Britch family...

but tough and technically insane waitress and resistance operative from 'Allo 'Allo. Fortunately, apart from being a non-runner and an electrical nightmare, Mimi is not too bad structurally, and with all those demountable panels, I can take them off and restore them one at a time. As I plan to go for a bronze green scheme, the same as Lola, I can double up with the spraying, hopefully making some economies there. Deadline for the project – you've guessed it – Heskin Steam Rally 2015.

As I write, the parts are gradually coming together for both Mimi and Lola and thanks to Dean Groves I now have a pair of correctly marked 'FV' headlights for Lola, and also one of the missing rubber radio aerial mounts and a replacement starter for Mimi. I've also taken note of some details from Dean's Ambulance, which, like Lola was tropicalised at some time during service. This has been particularly useful as; unlike Lola who had years of post-demob service with the St. John's Ambulance service and many owners since that, obliterating many of her fittings; its military paint has not been disturbed on the back body, its interior and exterior have also remained largely unchanged since demob. I've also had a good look around Chris Wareing's newly acquired ex-RAF crash rescue example. This is quite different from the army ones. It appears to have been fitted with civilian axles from new, rather than the beefed-up military ones one might expect to find, as fitted to other ambulances. My old ex-RAF short wheelbase was the same in that regard, being more 'civilian' than its army counterparts. One never finds two Marshall Ambulances to be exactly alike, and true to form, the body on Chris' example is very different in detail from any of the others I have seen, quite apart from the TACR type crash bar on the front. I'm sure Chris won't mind me sharing a few details of his vehicle as its restoration progresses in the next few issues... All fascinating stuff! Well, it is to me anyway!

Happy Land Roving!

Steve

# Grease Monkeys...

Laura & Charlotte Smeech - S2C Junior Editors...



Hey Readers!  
It's that time of year again. Time to stand at the bus stop in my coat and scarf, willing it to snow. The show season may have died down but the Land Rovers are still in use, and my Dad is still busy tinkering. The Forward Control may be finished and taking pride of place in our driveway (Mum's resorted to calling it "the love of his life") but we have somehow still managed to have Land Rover parts spilling out of the shed into the house. Dad is already planning the coming years' shows, and I am delighted that I will be able to attend them now as a member

myself. Dad's idea for my 18th birthday present. Definitely one of my favourite presents! Now I just need a Land Rover..... Dad...! Please continue sending in drawings, photos, puzzle answers etc... and we will display them on this page and you may even win a prize!

**Laura**

## Autojumble Anagrams...

See if you can work out what these are - They are all something to do with Land Rovers...

- 1: cihnw
- 2: ipd wcsthi
- 3: frisaa ofro
- 4: tliatglea
- 5: psunsosein
- 6: ebkhuadl
- 7: nieeng
- 8: sonptsi
- 9: rasege
- 10; ilo



Lola the ambulance by Isobelle...

Answers: 1: Winch, 2: Dipstick, 3: Safari Roof, 4: Tailgate, 5: Suspension, 6: Bulkhead, 7: Engine, 8: Pistons, 9: Grease, 10: Oil

Above: A Short Wheelbase Series 2 by Libby...



# Cool Runnings...

Ian Dean



We have a 1968 Series 2a petrol that gets called upon in the winter to get us from Tilehurst in West Berkshire over to some horses that we ride and help look after located out in the more rural areas south of Reading. It not only needs to get us there when modern transport grinds to a halt, but we also have to transport feed, water and anything needed to keep them fed and well during the more gloomy months. A set of tasks the Land Rover seems to excel at. There is a robustness and versatility to the Land Rover that seems to make them suitable for any work and for our circumstances this has truly been the case.

Whilst an 88" never seems as big as I expect them to be, there

always seems to be a way of getting the load on-board, such as with the big builders sack of hay pictured. Due to the requirements of the horses I tend to do my repairs and restoration work in the Spring as this is also MOT time and the least likely time the Land Rover

runs in the low temperatures. All this so that there is a chance that the old Smiths heater may warm the toes this Winter, if not I may need to look at a new heater matrix next Spring.

I find preparation is key for the winter and pack spare coats

## ***"Preparation is the key for the winter..."***

will get called upon by us. This year just gone I took the opportunity to replace the door seals and purchase a fume curtain to reduce the cab volume for improved warmth. I also fitted a grille shield, made from modern foam insulation sheet and painted black, held in place with a simple bungee cord to help the motor warm up in the short

gloves, a shovel, some grit, fill a flask, carry some tools and a torch and some matches. For the Land Rover I check the anti-freeze ideally before the bad weather arrives and add some winter screen wash mix. Check the tyres and pressures and check your lights are working, but most of all take care and do not rush or take risks.





# Trucks across the Trough of Bowland...

A Winter's Tale by Paul Shaw



**Above: Northern England in Siberian headgear?**

The trip to the Trough of Bowland actually began a week earlier, with Dean Groves, James Sagar and myself, (Paul Shaw) travelling in James' trusty steed to perform some reconnaissance! We met at Beacon Fell visitor centre and pored over maps and routes! Once underway, it was like the budget version of the 'A Team' that nobody talks about and which probably went straight to DVD! We did have a lot of fun however, with a dash of pioneering spirit and a hint of derring-do! Our exploration of the area gave us a route, which we felt would do what it said on the tin and provide us with a scenic drive!

We ended our fact finding with a visit to Wayne's and some great hospitality! Of course, we were very mature in the snow, as you would expect! After this and a flurry of activity on the T'internet and the Newsletter, the date, the 29th of December was decided upon and the starting point was to be at the Sainsbury's at Longridge! The day itself was cold but bright and the jaunt up the M6 to Longridge passed without any Land Rover based emergencies!

We met at 9.30am and there were 7 Vehicles ready to begin the journey! Simon, Paul & John, Paul & Wendy, Graham & Ken, James & Alice, Dave, Karin, Rebekka & Mika - (all the way from Australia) Avril, Dean, Ben & Charlie - all in short wheel based Land Rovers. John, Sharon & Daniel were in their Volvo as they had difficulty getting their long wheel base started. After stocking up on provisions from Sainsbury's, and giving out maps, our departure was announced with small playful puffs of smoke and the promise

of adventure!

Jeffrey's Hill was our first port of call. There was a settling of snow on the surrounding countryside and across the distant hills, which, along with the cool, crisp air, added a real Christmas card feel to the occasion. The Land Rovers looked right at home, seemingly huddling for warmth along the side of the road. After a bit of leg stretching, and some admiration of the scenery, we continued our route and headed towards Chipping! Turning at Chipping, the route took us through the area of the Wild Boar Park, experiencing some greener views along what seemed to be a valley basin. From here we meandered towards Dunsop Bridge, a quick fill up of fuel and then on towards Slaidburn.

Slaidburn itself was a lovely place to drive through, offering small winding roads and even a Lightweight, nestled under canvas. We congregated on the car park by the river, to eat dinner and take advantage of the facilities! Plenty of butties, mince pies and chat made this an enjoyable stop! Graham and Ken even cranked up a couple of stoves and

made soup! Simon and I had a couple of stoves on the go and provided tea and coffee to any who needed it! Continuing from here, we began to climb the valley side and started to wend our way towards Gisburn Forest. The scenery began to change again, as we entered the forest, with some interesting micro climates that held the ice! It was nothing the trucks couldn't handle however! With a bit of caution and occasionally feeling some wheel slippage, nobody came unstuck!

Our official route end was the car park in Gisburn Forest, facing the beautiful Stocks Reservoir. Dave, Graham and Paul chose this point to return homewards. Those that remained were to continue, through the Forest and over the Bowland Knott. Our visit, the week before, had shown this to be quite snowy and very slippy! John, Sharon and Daniel Cramphorn completed the whole trip in their Volvo which coped admirably! At the top of the Knott, the remaining group stopped to take in the view, which became more difficult as a freezing fog rolled in. The younger and more energetic amongst us took the opportunity to sledge and play in the snow! No snowball injuries were recorded!

From here we split off and began our homeward journeys. Our own route took us through Bentham and further on towards the M6 motorway! The day was great to be involved with and I hope everyone found it to be as enjoyable as I did. It is fantastic to be able to use these legendary vehicles, in environments that provide some degree of challenge, but which also give a great sense of pride in the capabilities of these fantastic machines.

(Various parts of the journey were filmed and can be viewed on the Series 2 Club FaceBook page)

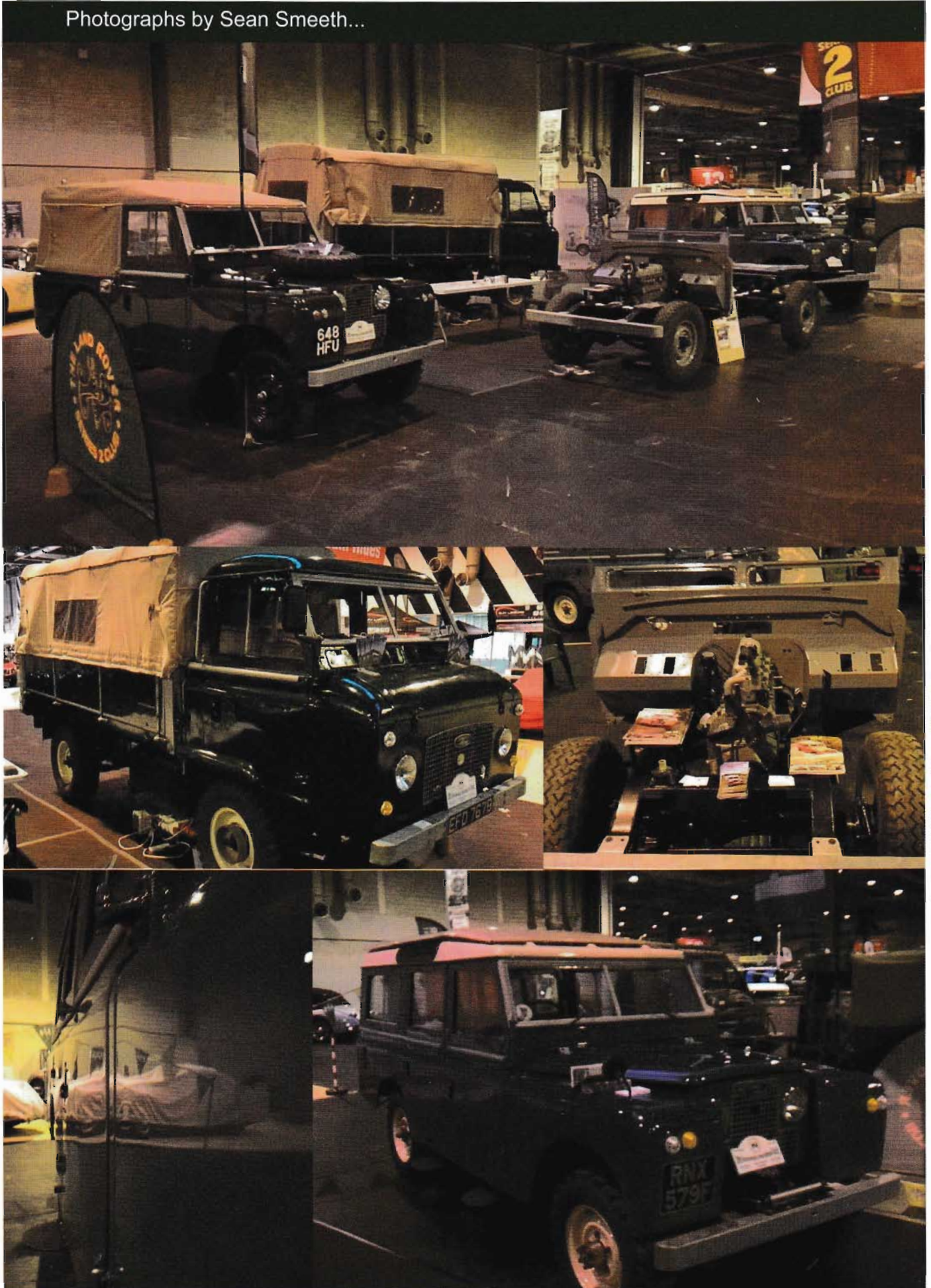


**Above: Series 2s rest at Bowland Knott...**



# NEC Birmingham 2014...

Photographs by Sean Smeeth...





# Faurey Overdrive Overhaul...

'Odin'

We set off from Whitby to do our own thing after arrival on Coast to Coast. Just as well for my mechanical credibility, because we ran out of forward gears after only a few miles. We parked up well off the road, luckily not very far in reverse, and got out the bottle, to think.

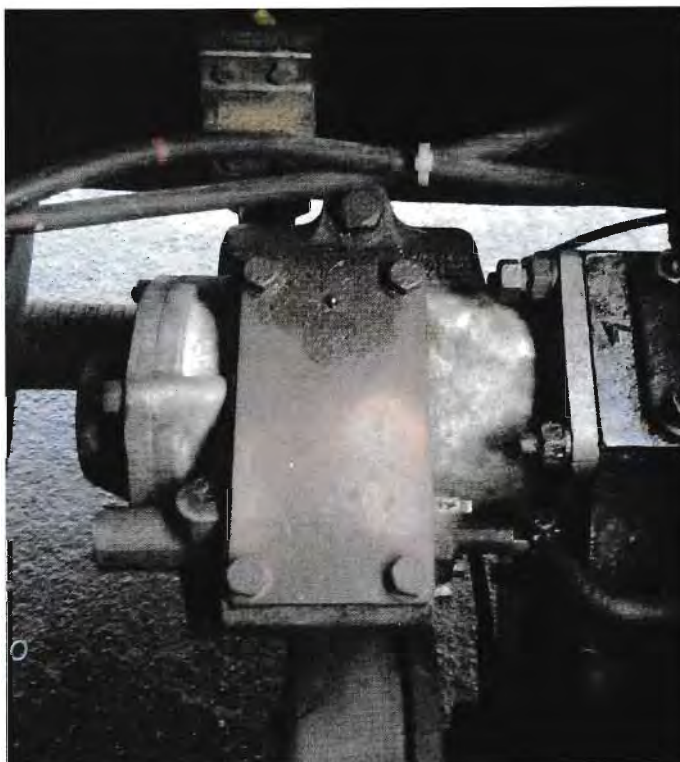
Sunday was a brilliant sunny day, so we spent it removing the overdrive box. I just happened to have the cog and bearing blank with me as you may imagine, and away we went.

Since then I've sussed the job out and include a few notes...

I have consulted a few instructions and tried to add bits where I found myself scratching my head. The fitting instructions, as supplied with the original kit, are available online at [www.landrover.net/overdrive](http://www.landrover.net/overdrive) This shows exploded diagrams with the part description as well as the part number. It seems Rovers Down South who took the item over from Superwinch of Tavistock, stopped production following the New Orleans floods. A combination of Craddocks and [www.shop4autoparts.net](http://www.shop4autoparts.net) could source the spares required. An early decision to make is whether the job is an economical proposition. This subject was covered comprehensively by Alex and Tony in B2L Spring 2011.

You will probably need a new clutch sleeve RTC 7170, you will need a lock washer for it RTC 7169 (or L/R part no. 217476), shim pack RTC7189, O ring pack RTC 7166, 2 oil seal pack RTC 7173, gasket to transfer box 622047 (or L/R part no. 217680). These come to nearly £100. The input shaft, RTC7168, needs careful inspection. Mine stripped together with its second clutch sleeve at 133,000 miles. This costs, when available, about £140. I managed to source a good used one. Rocky Mountain are offering to import the Roamerdrive for about £1275, R Whitehouse and Son are offering a high ratio transfer box, and Ashcroft Transmissions other magic conversions, all for alternative consideration, but the overdrive gives most flexibility for a multi-use Landrover. After what I thought was a fair mileage, with regular attention to the EP90, especially having been driven by a 4.182 Perkins to pull an oversize, overweight lwb camper, all the bearings seemed to be in good condition.

Having rebuilt a few Series 2 gear boxes with varying amounts of success, I found the dismantling and reassembly of the overdrive easier than expected. We are warned that the synchro may fly apart, but carefully removed in neutral mine was well held by the detent springs when I checked each one for operation. The aforementioned diagrams clearly show where the parts should be in the event of a disaster. If the cogs, spacers and bearings are removed one at a time and



laid out on paper, numbered in order with the front face as removed laid face up, they can be replaced in the same order. If you decide to reverse the thrust washers for a new bearing surface, this will also be obvious.

## Dismantling...

First measure the distance from the face of the output shaft gear to the face of the input shaft (main shaft) gear inside it. This dimension will need to be added to the distance along the input shaft to the centre of the machined area for the seal, to determine the seal position inside the output shaft on assembly. This will become clear on dismantling.

Take out the four bolts and remove the top plate. Remove the two small bolts to access the selector shaft O ring oil seal under the retainer plate. The short stub on the side of the casting has a small allen screw retaining the shaft. The longer stub has a larger allen key holding the detente spring and ball. When these are removed, take the bolt out of the selector fork and remove the selector shaft and fork. With the case horizontal preferably in the vice, take the 4 nuts off and remove the rear plate. The large O ring seal here is the only non-standard one; jointing compound or a few turns of fine twine could be used instead. At this point, check that the input shaft end float is 2 to 4thou with a feeler between the thrust washer and shims. My spares kit had a total of 15thou in shims, not quite enough, but it'll do. Next time (as I'm going to live forever) I'll get a 20thou washer machined.

Remove the circlip, washer, and second circlip. Keeping everything horizontal, carefully remove the



input shaft, noting that bearings and washers may stay inside the output shaft and may have to be hooked out with a piece of wire, to lay out everything in order on the bench.

The oil seal may have stayed in place inside the output shaft, so the depth can be measured for the replacement, as it has no seating. This is where your early measurement is a useful check, the machined area on the input shaft for the seal now being exposed. The input shaft could be re-assembled temporarily to keep the parts in order, or laid out on paper as previously suggested.

The output shaft overlaps the layshaft gears, so the layshaft must be levered out next. This is best done with the shafts vertical so that a screwdriver or thin rod can replace the layshaft, to roughly keep the gears aligned and out of the way, while the output shaft, gear and bearing are driven out of the case. I put a substantial chamfer on one end of a 5/8 inch (15mm) bar to assist re-alignment of the lay gears prior to replacing the layshaft on re-assembly. This can be used now to check the endfloat in the lay gears. The shim kit contains the spacers for adjustment. Mine had originally two shims at the rear. This is probably the easiest position to put any more if required, but I was surprised to find negligible play here. Lay out the synchro, lay gears and bearings in order of removal. Note that the raised centre of the synchro goes at the rear.

The large bearing held in the case by the circlip will probably be OK cleaned and oiled in position, but if it has to be driven out, a heat gun on the case would aid replacement. Replace the O rings as you go.

### Reassembly...

Based on your previous measurements use the input shaft to pull or push the new seal about three inches (75mm) inside the output shaft, so that it will run on the machined circumference of the input shaft on reassembly.

Although this seems to work OK, I wonder in retrospect if there may be room for a thin tubular spacer, like a short piece of split exhaust tubing made a tight fit inside the output shaft to form a step for the seal?

Ensure there's no oil in the casing to hinder insertion of the layshaft. With the case again held with layshaft hole on top, grease the lay gears, place in position and slide in the bearings, spacers and shims previously selected. Retain roughly in place with the narrow bar or long screwdriver wedged in with a rag. With the casing reversed in the vice, and a third hand ensuring that the bar is held in on the underside, put the output shaft in at the top with EP90 on the seal. Commence reassembly of the input shaft before again turning the case over.

Use the chamfered bar to line up the lay gears before carefully replacing it with the layshaft. Fit the thrust bearing, synchro gears, bearing and rear plate tightening the nuts evenly.

Fit the selector shaft and fork. Put the allen screws in, with Loctite, to position the shaft. Unscrew the top small one ¼ turn to let the shaft move freely. Unscrew the larger one with the ball and spring, about three turns to just give enough detente resistance.

Before bolting on the top cover with the oil deflector the right way round, I replaced the split pin in the breather with a 3" length of fine tube. This stopped one of the oil leaks.

The original rod from the gear lever was a bit delicate at the selector shaft, so I welded on a fork of mild steel strip to replace the formed end.

The original fitting kit came with instructions not to clean off the special dry lubricant they call anti-suff paste, from the input shaft splines and bearing. This is another expensive item; grease is not recommended. The clutch sleeve could be given a thin film as well. Rocol, Leeds supply Dry Moly Paste via lubricant suppliers. Tel 0113 232 2700 for your nearest, or [www.rocol.com](http://www.rocol.com). I got a 100gm tube, (plenty enough for a very long lifetime) for £35 including post and VAT, from Hayley, Kingstown Carlisle 01228 635780.

If the gearbox mainshaft nut has not been torqued to 100lb by the special tool advertised in the mag, buy or borrow one. If you've used a blunt chisel and 2lb hammer many times before and have several spares, you can do that again. Don't forget to cut off the two spare tabs after using the one nearest a slot to lock the nut.

**Odin**

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# How to complete a Vehicle Database Form...

Avril Arbuckle

## The Wrong Way

Chassis Number – unknown, under rust  
Suffix – Is that near Norfolk?  
Registration Mark – I think it has a tick at the end  
Build or Registration Date – It was created, do you have a date for created?  
Original Mark – Big Black tyre mark on wing was the original one, it has had a few more since 1964  
Military Registration – Were they all Military?  
Original Body Colour – Flower Power Yellow with a big Daisy on I think  
Current Body Colour – Which Panel do you want?  
Original Body Type – Streamlined  
Current Body Type – Non streamlined like it's owner  
Engine Type – Oily  
Engine Number – I think it is the third, I know I have changed it twice  
Fuel Type – Not willing to state  
Optional Extras – Water Leak, Oil Leak, Draft, Spider. Is this list optional or does it come as standard?  
Modifications – None, except the silicone sealant to try and stop the leaks  
Additional Information – How many pages did you say I could use?

## The Right Way

Chassis Number – 24114330  
Suffix Letter – B  
Registration Mark – ALF 654B  
Build or Registration Date – Build 29-04-1964, Registration 09-05-1964  
Original Mark – ALF 654B  
Military Registration – N/A  
Original Body Colour – Dark Blue  
Current Body Colour – Marine Blue  
Original Body Type – Station Wagon  
Current Body Type – Station Wagon  
Engine Type – 2286cc  
Engine Number – (about to change, will update you)  
Fuel Type – Diesel  
Optional Extras – None  
Modifications – Child Seat in rear, Overdrive, Blanket  
Additional Information – Left factory for the RAE Farnborough under the Ministry of Aviation. Sold "from site" by Walker Hanson Auctioneers at Ruddington







## Series 2 Club Vehicle Database Vehicle Details



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

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

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

Office Use Only

Database Ref:

Date:

(Revision 5 December 2014)

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

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

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

Or email to [vehicle\\_database@series2club.co.uk](mailto:vehicle_database@series2club.co.uk)



## 900 LOM...

Malcolm House



When I took early retirement one of the things I wanted to do was to restore a Series 2. Not in a million years was I thinking of restoring a fire engine. After trawling the internet for many months I came across a 1964 Angus Firefly Fire Engine which lit a spark with my imagination. After a few phone calls to its owner my wife and I travelled from Essex to Colwyn Bay with a trailer to pick up my project. The owner was moving and no longer had room for the vehicle. His intention was to restore it but moving and family commitments prevented him from doing so and so his loss turned out to be my gain!

He told me of its history:-

900 LOM was purchased for the British Aluminium Company Limited, Rheola Works, Resolven, Neath, Wales in 1964 from new. It was used once a week to check the fire hydrants and equipment around the factory hence the low mileage of 7450 miles. The owner had joined the company at the age of 16 and retired with the title of Chief Engineer. He had grown very fond of the vehicle over many years. He had a work sheet showing how many hours a month it was used (averaging just 4) and what its use was, an MOT dated 1972 with 2000 miles registered, letters from Glamorgan Council stating

no tax or mot was needed as it was classed as a Fire engine.

The factory closed in 1982 and the vehicle was transferred to their sister factory at Dolgarrog, Conway, Caernarvonshire where it stayed in service until 2008 when the factory closed. The owner approached the company and asked to purchase the vehicle, they willingly agreed and 900 LOM had been kept in his garage ever since. It is in full working order with all the hydrant equipment, even an antique helmet! It does need some TLC which is to be expected for something of that age.







I decided to name her Dillys after the shopkeeper Dilys Jones from Fireman Sam, (those with children /grand children will understand!) her coming from Wales this did seem apt! In the bright light of morning I did think 'what have I done', not having restored anything before or having much knowledge of Land Rovers I did think I had bitten off more than I could chew! With the support of family and friends this has turned out to be something of a lovable, slow, enjoyable rebuild and I cannot wait to see the end result.

My first job was to get her registered. Having not left the factories, her registration was not updated and she had dropped off the system. This is where David Dutton came to my rescue, without his invaluable knowledge and support I would still be running around in circles. I now have a V5!!! with the original number plate.

Much to my delight when I started to strip Dillys down I was running out of room so decided I needed a workshop to house the parts I had taken off and all the 'big boys tools' I now needed. After eight weeks Dillys now had a new home and I had all the room I needed.

The internet has been an invaluable source for materials, workshops manuals and advice.

I have done some research finding out about the Angus Fire Fly and where they came from down in sunny Southampton. With so many different



variants made by Angus, trying to find information on 'Dillys' is becoming a challenge in its self.

I took a deep breath and took the plunge and started the long process of stripping her down from the back first: chequer plate, cubby holes for hoses and equipment, gauges and wiring. This exposed the actual frame of the tender which in some places will need some welding; new cubby holes made and gauges refurbished. With over 600 photos and a couple of hours of video in total I am starting to build up my own library of events. It was not until I started to see things that were hidden that I realised I needed to take this more slowly and start writing a record of parts needed and fabricated. When I removed the framework this left me the tender pump and the prop shaft to the PTO to remove. At this time I could then look at about 60% of the chassis which was in very good condition with original black paint in some places!

Time to use my 'big boys' tools' in removing the



90 gallon water tank which took me a whole day!

All the exterior panels have now been removed leaving the final stages of engine gear box transmission steering bulkhead and wiring left to do. Emotions have run high and low so far as I doubt my abilities to restore her to her former glory. I do not own Dillys I am just her custodian but hope she will live on for another 50 years. I am not judgmental about people who replace and renew rather than restore as many parts as necessary but am trying to keep as many original parts as I possibly can but will no doubt have to buy new eventually!

This is my first year in the Series 2 club and already I have received some invaluable knowledge and encouragement, thank you David Dutton.

I look forward to sharing the next part of my emotional rollercoaster with you!



# The rebuild of 115 AUB - Part 1...

Norman Beech



**A**UB 115 is a 1961, Series 2A, 88 inch pickup, with a solid if somewhat dented roof. The colour is Rover Marine Blue. My son Phil who has learning difficulties attends a council run smallholding near Baschurch, Shrewsbury, Shropshire.

“solid” but articulated tow bar. That was a real white knuckle experience ride over a well known, fairly narrow in places, switchback road. AUB had a death wish and every time a vehicle came in the other direction he veered off line towards it, while I had

***“I have owned AUB for just over 4 years and have been a bit tardy in getting stuck into the mammoth total rebuild”***

My wife Wendy and I visit there a couple or three times a year on open days to buy produce and Xmas trees etc.

I had seen AUB slowly rotting away there over a number of years: (AUB must be a ‘he’ with that registration number, rather than a ‘she’ if it had been AUD). I quizzed the then manager to whom it belonged as it was a shame to see it degenerate, he said that it was his but he didn’t have time (for that read inclination) to get it sorted and was I interested in buying it? I sort of said yes, if the price was OK, thinking he’d perhaps want a grand or so for it. I was taken aback to be told the asking price was £150, so muggins shook hands and paid up!

A couple of days later he towed me the 10 miles or so from Baschurch to my home in Poynton Green which is close to RAF Shawbury (where the two Princes did their helicopter training). He in his Nissan pickup with me in AUB behind connected by a

to wrestle ‘the steering’, with its 10 inch steering wheel, back on course. Methinks a complete overhaul of the steering geometry is on the cards!

I know very little about the history of AUB but I did find out the name of the previous owner to last and that he came from the Much Wenlock area of

Shropshire which is where my parents were raised and are in fact buried.

This chap is the one who I believe fitted the 2.286 diesel engine circa 2002 because the MOT for 2001 lists the fuel as petrol and for 2002 as diesel. The previous owner told me that he used it for fun on a commercial off-road track venue near to Ironbridge, hence the damage to the wings all round. Bernie says it is a Land Rover engine, with the year of manufacture being about the mid-Eighties. It seemed to run ok but was a bit smoky so time will tell on that when I have finished the body repairs.

There is a gearbox driven Fairey winch on the front which I have already rebuilt as the Hardy Spicers were shot. I have taken the very long wire rope off if anybody wants one free of charge, I hate wire ropes after many years in heavy engineering and will replace it with a nylon one of shorter length.

Wire ropes are hard, insensitive, difficult to handle/heavy, liable to fray under pressure if not handled correctly and one always should wear kid gloves. I remember as a youngster visiting my Uncle Ted’s mate who had compound fractures to both legs after one failed when he was helping to pull trees out with a Caterpillar tractor – shudders! I much prefer the nylon alternative - soft, light, compliant yet tough and colourful.

I have owned AUB for just over 4 years now and have been a bit tardy in getting stuck into the mammoth total rebuild. I have had done some galvanising of small items and worked





on the front wings and hood to repair/prepare for painting. The jury is out on the decision to spray paint or roller/brush. I am currently appraising the latter but I am apprehensive as I have seen some disappointing results of late. I have obtained some special brush vehicle paint from our local vehicle paint supplier and the small parts done thus far look nice and glossy. A domestic radiator roller should eliminate the risk of brush marks on larger panels. I have a spray kit and compressor but find it wasteful, messy and a bit of a black art.

Since I joined the club early this year I have been to a couple of the North Wales & Shropshire Area Meets organised by Bernie and this has prompted me to finally get stuck in with a vengeance. The situation as I write is that all of the body parts are removed with the exception of the dash bulkhead which I am advised to leave in situ as a datum check point for doors and tub for when the new rear half chassis is fitted prior to final welding by a kind offer from fellow member Adrian Inglefield. The half chassis has now been received from Craddocks and grafting on is imminent.

I have constructed a very Heath Robinson setting jig from an old angle iron single bed frame to set the new half chassis. It locates at the front off two screws on the gearbox and has been set to the row of stand up tabs for locating the tub on the old chassis. In theory when I cut off the old chassis it should place the new one in exactly the same place fore and aft as the old one relative to the front end. It runs plus  $\frac{3}{4}$  inch either side of the



chassis to give the side alignment and flush to the top member for the height. Of course I will support the end of the gearbox and place metal supports under the rear member of the chassis prior to cutting and to ensure the new one is at the same height from the deck.

I have just remembered that I bought a cheap DIY laser level from FOCUS before they closed and so I will use that as a sanity check for all round levelness. 'Droopy draws' or 'Bums in the air' are definitely undesirable conditions!

I will secure the new half chassis temporarily with light weld tacks or roofing screws before calling Adrian in when I am sure it is in the right situation.

I am happy this set up will be ok with regular checks by eye and straight edge with the main concern being that it does not twist with welding. I had a

bit of fun trying to renovate one of the spring anchor bolts with a  $\frac{1}{2}$  inch BSF die until I studied the parts list and realised somebody had bastardised the set up by using a later 9/16 inch BSF bolt – I wondered why that one shackle plate had the  $\frac{1}{2}$  inch BSF tapped hole made into a clearance hole! – doh!

I have two dumb irons to weld on the front as the originals have been patch plated which is not good. I also need to make a patch for the mid cross member where it and the new half chassis will join together. In reality a complete new galvanised chassis would be better but throwing money at it would be simple and to my mind cheating a little. I am reminded of the old adage about the shop labourer who bragged that he had used the same broom for twenty years with only a dozen heads and three new steeles being replaced.

When all that is done I have to remove and repair the bulkhead, add to that the door repairs and we are on our way to full repaint and reassembly. Then I can start sorting the mechanicals including the steering geometry, wheels, brakes and wheel bearings. My fingers are crossed on the engine and gearbox being sound but watch this space. The multiple array of roof spotlights and home brewed bull bars are already ditched but I will possibly fit a couple of the lamps either side of the winch.

I will give you updates on my progress and the problems I encounter...





# Better Is Not Always Bigger...

Steve Britch

In 1962, making a play for the four wheel drive light lorry market, Land Rover introduced their Forward Control model. This model represented an innovative use of standard Long-Wheelbase components, repositioning the cab over the front wheels provided a long uninterrupted load bed even long-wheelbase owners could only dream of. The new Forward Control model's commanding driving position gave the driver an unparalleled understanding of his surroundings, even if the climb to the cab was rather arduous, especially in the wet.

The repositioning of the controls in the 2A Forward Control was not an unqualified success. The steering wheel position was uncomfortable for those used to the normal control models; the handbrake was difficult to find if in a hurry and the gearchange took the word sloppy to new depths! The problems with the new model were not confined to matters of control: The height of the vehicle, combined with its double-chassis design adversely affected the stability of the vehicle, Solihull suggesting a reduced payload when driving off-road, which to some extent rendered the extra capacity of the vehicle pointless, if it could only be taken advantage of on-road.

Another issue was an increased incidence of component failure. As the owner of two Marshall bodied Ambulances, I can empathise with 2A Forward Control owners in the 1960s. I'm well aware how close to the edge some of the standard components, which were designed for much lighter vehicles, are when situated under the heaviest models. Particularly in the case of the 2A Forward Control, the standard Rover back axle was completely out of its depth when in two wheel drive and failures must have been a regular occurrence. Even when fitted with a light, flat-bed type rear body, hopping about of the lightly-loaded back wheels under heavy cornering was a cause of multitudinous halfshaft failures.



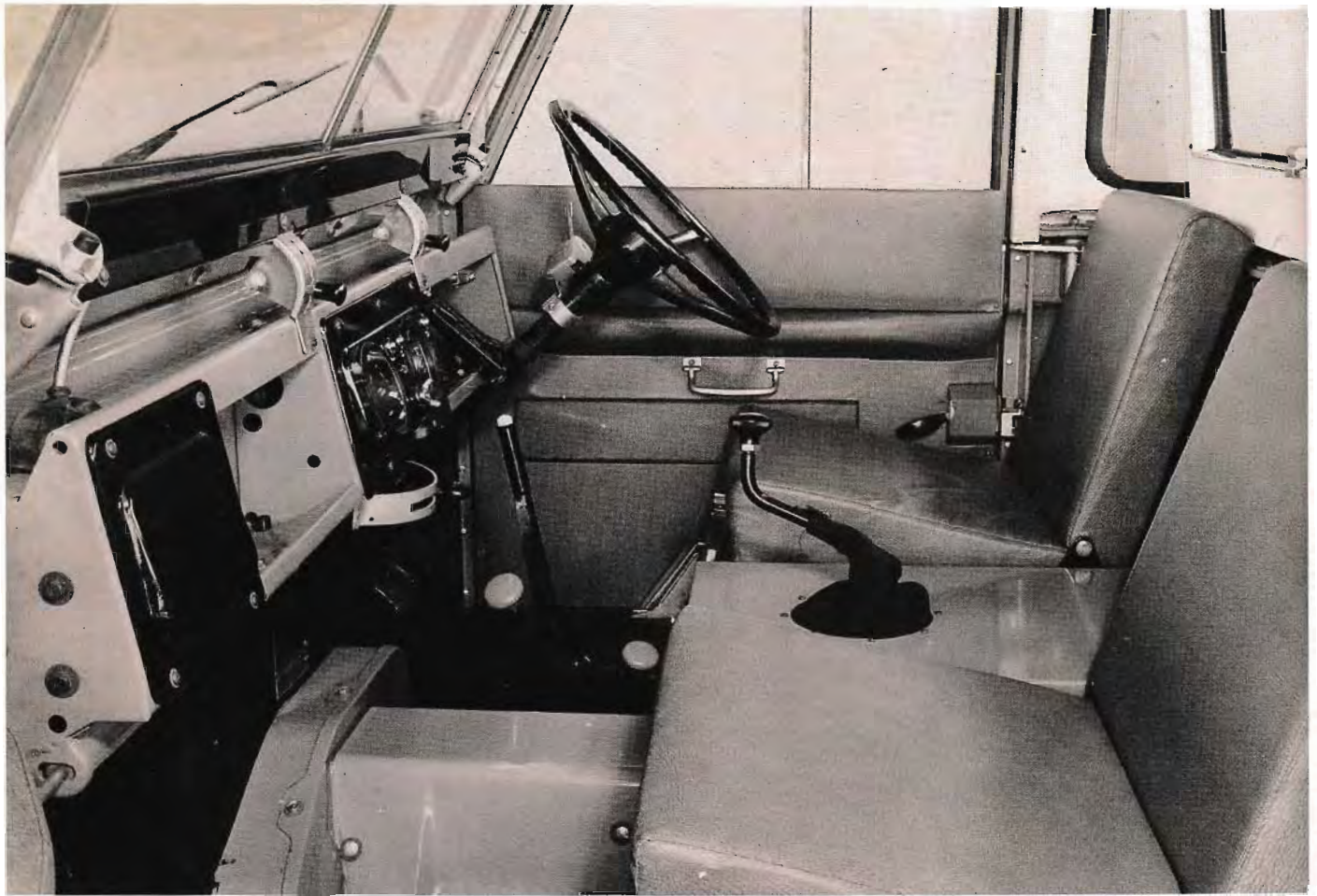
**2A Forward Control - Owned by Jim Manton...**

This is not to say that the 2A FC isn't a capable vehicle, Jim Manton's example was often to be seen turning up at rallies with a Ferguson tractor on the load bed, a feat few other Long-Wheelbases can match! However, when applied to a hard-worked vehicle in the mid-sixties where some overloading was implied, clearly some redesign was required.

Two years after the launch of the Forward Control, a major redesign was already underway at Solihull under Norman Busby which would result in the introduction of the 110 inch 2B Forward Control. The previous, largely familiar silhouette (except for headlight position) disguised a considerably more capable vehicle. Heavy duty ENV axles increased the track by a not inconsiderable four inches, the rear axle now mounted below the spring instead of above and the front axle was moved forward by  $\frac{3}{4}$  inch. Stiffer springs and improved dampers, a front anti-roll bar completed the revised handling package. As the 2A FC models were felt to be underpowered (the 2A FC Diesel never went on sale) the transfer gearing was revised to make better use of what power there was, and the 2B finally gained a suitable engine, the Six-Pot lump being no longer confined to export-only models. Other modifications from the 2A Forward Control were the same as those found on post 1966 2A models. Solihull had the 'beefed up' 2B ready for release by 1966, only in Mid-Grey unless to special order.

Surprisingly, although superior to its predecessor, the 110 model was never a big seller, 2,304 vehicles being completed, averaging just 8 units per week. This was considerably less than the 3,153 vehicles the 2A FC had achieved over its four year production. Production of the 2B did not continue long into the rationalisations of the British Leyland era, ceasing in 1972.





**110" Forward Control Land-Rover**



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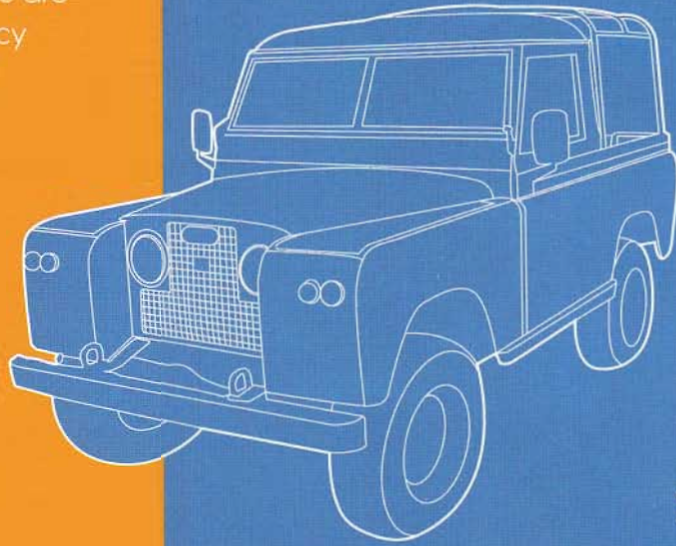
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## Free Roamerdrive Transfer Cover!

(There is a catch...)

From the Spring issue of Built 2 Last and for the following three issues, the Club are pleased to announce that Romerdrive have offered us four transfer covers to give away as prizes for the best article received for inclusion in the magazine.

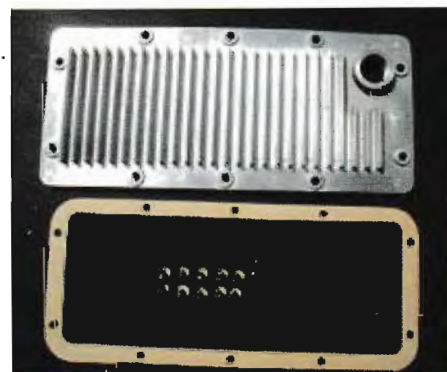
These transfer covers are a direct swap for the originals and being aluminium offer the prospect of a better seal than the perpetually leaky original pressed item.

Additionally a prize will be offered for the author or artist of the best story or drawing for 'Grease Monkeys', the junior section of Built 2 Last... Judged by our Junior Editors, Laura and Charlotte Smeeth...

So there you go! an incentive to get creative...

As usual all submissions to [editor@series2club.co.uk](mailto:editor@series2club.co.uk) or alternatively you're welcome to discuss your ideas with the editor on 07729 371520...

We look forward to seeing the fruits of your labour!



## Newark Vintage Show...

John Stokes

This 'end of season' show attracted some 35 Land Rovers of all marks to congregate at the Newark Showground on the Lincs / Notts border. Owners corralled their vehicles, marshalled by Yorks. Area Organizer, Gordon Lowe. Series 2s were well represented and we were joined by a very original Series 1, a Minerva, a couple of Series 3s and Defenders, and 4 Carawagons - 3 Series and 1 Range Rover. A few classic cars also joined the Land Rover display, making an eclectic mix of vehicles that was appreciated by all show-goers.

Gates opened on Thursday, to welcome an advance party of Owners who were brave enough to face chilly and occasionally torrential conditions. Especially brave were those magnificent and hardy tractor drivers who encouraged their open-topped steeds to Newark from across the ages. Some other agricultural machines and agricultural implements from years gone by also joined, with other of the Show focusing more on rare breed animals and birds, sheep, cattle and ponies, trade stands, a machinery auction and 'sort-out' on Sunday.

A ban on vehicular movement on site after 08:30 meant that there was an early start for many on us travelling from afar. Some Land Rover owners



overnighted offsite, while braver souls huddled around campfires, watched fireworks and exchanged stories until the wood ran out. Webasto heaters were fired up in Carawagons, log-burners stoked for those 'glamping', and long-johns hastily deployed by tent dwellers. The rain and almost freezing conditions did nothing to dampen spirits.

Day two of the show brought some welcome sunshine. As the show coincided with the Remembrance weekend, a short service with two-

minute silence was observed in one Hall, adjacent to historic vehicles and WW1 displays. Prizes were given, including for the 'best modern' and 'best classic Land Rover'. Congratulations to all.

This was a great show, that offers something a little different from the Land Rover shows which take place in the Spring / Summer. Definitely one for the diary next year - a thoroughly fitting end to the traditional Show season.



# My Land Rovers...

Matt Elkins



I suppose my father is really the one to blame for the 3 Series 2a Land Rovers I currently have parked on my drive. When I was about 10 years old he bought a green swb series 3, reg WVE 555T. We went camping and green laning with it, until eventually he changed it for a 90.

Roll on 15 years and in the garage across the road from my work, up for sale appears a late series 2a bitsa, it was a 2.25 diesel with and overdrive and MOT. Most importantly for me it I could afford it! £900 later I finally owned my first Land Rover. I kept it for just over a year having had some good fun with it.

Caught out by ebay, in 2009, I bought my next Series 2a, a 1970 88" 2.25 diesel Station Wagon reg WTF 428H. This looked quite sorry,

although it did allegedly have an MOT. It was sold as a non runner  
**Below: As bought - a non-runner...**

having had various bits of work done by a local mechanic who had





not fixed it. It was in Portsmouth so I trailered it back home to Buckingham. It was some time after this that I started working on Harriet (as she'd been named

else needed. She is continually getting extras and changes which include heated front windscreens (which are great), Exmoor trim high back front seats, forward facing

it was grey and had headlights in the grill. I decided that I needed to find out what was happening with the two Land Rovers. So I walked down the drive and knocked on the door, noticing on the way that the grey one was a pre 1963 109" truck cab wearing the number plate WUD 19. After a discussion with the farmer it transpired that the series 3 was their son's and would not be for sale. The 2.25 petrol grey 109" they may consider selling. Several weeks of negotiations commenced, mostly around me convincing the farmer that I wasn't going to take it away and scrap it! At the end of February 2012 I collected Hedgely (also named by my daughter, as it was half covered by a bush when found). Hedgely was towed out of her resting place of 13 years by Harriet then parked up on my driveway.

All I got when I purchased Hedgely was the Land Rover, no paperwork, no keys. Unfortunately, the reg WUD 19 had been transferred onto the farmer's Mini and no one knew what the replacement plate was. Eventually I found out the reg was now GSL 718. Then I was able to get a v5c for her and then discovered she was a 1962 Series 2a, with the only previous owner being the farmer I bought it from.



**Below: Latest Land Rover... Cedric...**

by my daughter Chloe). This is when I discovered that the chassis and bulkhead were in need of replacement. She had clearly been in an accident at some point which had distorted the front of the chassis, so the rear of the front spring was fouling the chassis rail. The rear of the chassis was badly corroded and had had some very poor quality, bodged repairs. The bulkhead was mostly held together with glued on carpet and the dash rail had rotted through due to an unrepaired leak from the roof. On the plus side all the engine needed was a head gasket. I purchased a new chassis from Marsland and sourced a refurbished bulkhead through ebay.

As she was in need of quite so much work I came to the conclusion that I may as well sort out other items as well. So in addition to the chassis and bulkhead Harriet received new leaf springs, new brakes, rebuilt axles swivels, new seats and a fresh paint job. I painted it with a foam gloss roller. I think the finish is ok and it means I don't have to worry about it too much. In 2010 Harriet was back on the road again after passing her MOT first time.

I still own Harriet now and use her regularly for club events, classic car shows, tip runs, trailer towing, family camping trips and anything

rear seats, centre cubby box with inbuilt cooler and plenty of sound proofing!

On my way home from work I pass an old farm house where they have an old blue Series 3 on their drive, it hadn't moved for years. In January 2012 as I went past I noticed that a tree had been cut down, revealing something Land Rover shaped behind it. Over the next few days I tried to see more of what the vehicle was. All I was really able to distinguish was that





## Members Motors

Hedgely had suffered badly from her 50 years on a dairy farm. There was virtually nothing left of the chassis, the bulkhead was rotten and there were some large rips in the roof. On the plus side she was very original. She still had her original chassis, engine, gearbox, axles and bodywork. A plan was formed to keep her as original possible, replacing as little as I could and repair everything else.

A new chassis was ordered from Richards chassis. As I started to strip down the rest of the vehicle, I found lots of 1962 date stamps and I carefully packed parts away into boxes for storage. I started by repairing the bulkhead which needed new footwells, door pillars, feet, top corners and repairs to the top rail and dash rail. I used the section of the old chassis as a jig for repairing the bulkhead. The engine ran, but was low on compression so that was put to one side while other work was done. I had new leaf springs made, and ordered a replacement rear axle

tube due to the original's excessive corrosion. I also had to replace the cab roof due to the rips in it. Everything else was kept original. I decided to leave most of the dents in as I didn't want to erase the vehicle's history.

Over the next 2 years she was slowly rebuilt. In early 2014 we decided to move house, unfortunately I had not had chance to go over the engine, but the rest of the vehicle was virtually finished. The easiest way to move Hedgely was to MOT her and drive her, so I bought a known good series 3 petrol engine, from a club member, to fit temporarily so I could get her on the road. The original engine is still awaiting rebuild in the garage. I have since managed to get the original /62 stamped wheels from the farmer in exchange for a spare set I had.

I have kept Hedgely as original and as basic as possible. There is no soundproofing, carpets, headlining, seatbelts or overdrive. I use this mostly for classic car

shows and some club events and moving the occasional large items. It's not suitable for family use due to the lack of seatbelts.

Finally, the third 2a on the drive. This is a 1962 88" petrol truck cab reg 925 CBD named Cedric. I bought this in August 2014. I collected it from Kent and trailered it back home behind Harriet. This one doesn't require anything like the work the other two have needed. It had had the engine replaced and needed connecting up, also some repairs to the brakes and suspension. My father has been looking for a series Land Rover to replace his Freelander for quite some time, as soon as he saw this one he said that he'd like it. So, in the nearish future, once I have MOT'd it, it will be leaving my driveway and going to his, so that he will have a proper Land Rover again. It's come full circle, he will have a classic Land Rover because of me!

**Matt Elkins**





# Life with Two One Tons...

Dan Warden

It was through the Series 2 Club internet forum that I first learned about what seemed to be a project Land Rover for sale on ebay. I had a look and to my surprise found the vehicle was still branded with its Southern Electricity logos, and seemed fairly complete but disassembled. The rear tub was the wrong way around, and the pictures were not the best, but it was enough to establish that the vehicle was a Series III 1-Ton 109" and as such quite a rare beast. The seller confirmed the chassis number as 26600078A, which confirmed the vehicle was indeed a 1-Ton.

In all fairness I didn't think I would win the auction, and only put a bid on as a just in case, as I know the parts vultures were circling wanting the wheels off it. All well and good but the outcome would be one more 1-Ton which would probably never see the road again.

A couple of weeks after winning the auction and paying a deposit, I set off in my Defender with trailer, plus my girlfriend and Land Rover mate Rob, who was keen to have a look at it and had arranged the trailer hire for me. Rob owns an ex-Fire Service 1-Ton himself and runs a business restoring Land Rover winches and PTOs. ([www.lr-optional-equipment.co.uk](http://www.lr-optional-equipment.co.uk))



Dan's new One Ton was equipped with a cherrypicker similar to the one below...



Bringing home a second One Ton...

On arrival after a two and a half hour drive we were led around to the place where the vehicle was parked, just outside what appeared to be an old workshop building. On inspection we found we would need to re-assemble the vehicle on the spot, so began stripping bits off. We put the tub on the right way around and put things in such a way as they could be transported.

The ebay ad had shown that the vehicle had been fitted with a four cylinder petrol engine rather than the correct six cylinder petrol, but luckily it seems the correct gearbox was retained, as the hydraulic PTO for the cherrypicker was still fitted. I guess they just swapped the bell-housing.

The radiator is a IIA four cylinder type with the large header tank. It looks like whoever bought it from Southern Electricity began doing an engine swap but gave up after a short time, leaving the vehicle in a barn or, presumably, the workshop it was parked outside of. Although dirty and with some corrosion in places, the condition is very good for a vehicle that has not seen the road in thirty years. All over we found original traces of signage and

detailing relating to type pressures, running weights, warnings for the cherrypicker and so on. The original chassis plate was still attached to the bulkhead.

The ebay photos showed a hardtop fitted, but luckily the original truck cab was in the back tub along with the original and incredibly straight tailgate. We also found the six cylinder exhaust manifold and fan, along with a split front exhaust pipe.

Once home I sent off for the V5, and found to my surprise that the person I bought the vehicle off never registered it in his name, so I am officially the second owner after Southern Electricity in Bournemouth.

I am hoping to start work on the vehicle soon once I have moved house, but for now it will only be jobs like find and fit the missing lamp lenses, remove the incorrect engine and other small jobs. As I hope to refit the cherrypicker some day a new galvanised chassis is almost certainly on the cards.

If anyone has any information about this or similar vehicles, please contact me either through the club, the club forum (my ID is 22900013A) or via [www.onetonlandrover.co.uk](http://www.onetonlandrover.co.uk)



# Leafers at Lambourn...

Dylan Featherstone



In October a small group of us met up for a greenlane trip around the Lambourn area of Berkshire. I had been planning the trip for a while, so while it wasn't a particularly sunny morning at least it was going to be a dry one. My day looked like it wasn't going to start off that well as when we pressed the starter button after filling up with petrol nothing happened. At first we thought it was a starter button problem but it turned out to be an easy fix as the cable on the starter motor had come loose!

After a quick chat with some old friends and some new ones we set off for the day's laning. It was only a short 10 minute run to the start of the first lane. I had planned a route that kept the on-road driving to a minimum, so giving us more time to enjoy the real countryside. The lanes in the morning consisted of a good selection of open farm land and wooded areas some with flat firm ground, a bit of mud through the wooded areas and also some hills with some rather rutted areas. It was obvious that a lot of the lanes were used by farmers

travelling from one field to another rather than 4x4 vehicles.

Time went quick so we decided to stop for the first coffee and CAKE break (Thanks mum for the cake, it went down a treat!) The next few lanes were mostly rutted tracks across open farm land until we came to a rather overgrown lane. In fact the branches from the trees/bushes completely obscured the view when driving through them. I almost lost my new CB radio aerial when it pinged off and somehow landed on the front wing, the only way to retrieve it was through the bulkhead flap as we couldn't open the door! Unluckily one of the other club members ended up with a branch coming through his canvas roof – hopefully your sewing skills are up to scratch Robin! After all that excitement it was time for another break with cake and biscuits!

After a well-earned break we had a couple more lanes to drive to round off the day. Once again the lanes consisted of a good mix of open farm lane and wooded lanes with a bit of mud

and a few ruts, something for everyone really.

I planned the trip a year ago and for various reasons (mainly weather related!) it had been cancelled numerous times, although we did drive some of the lanes earlier this year. This time we managed to do all the lanes I had planned on doing and I was happy with the positive feedback from the other Series owners.

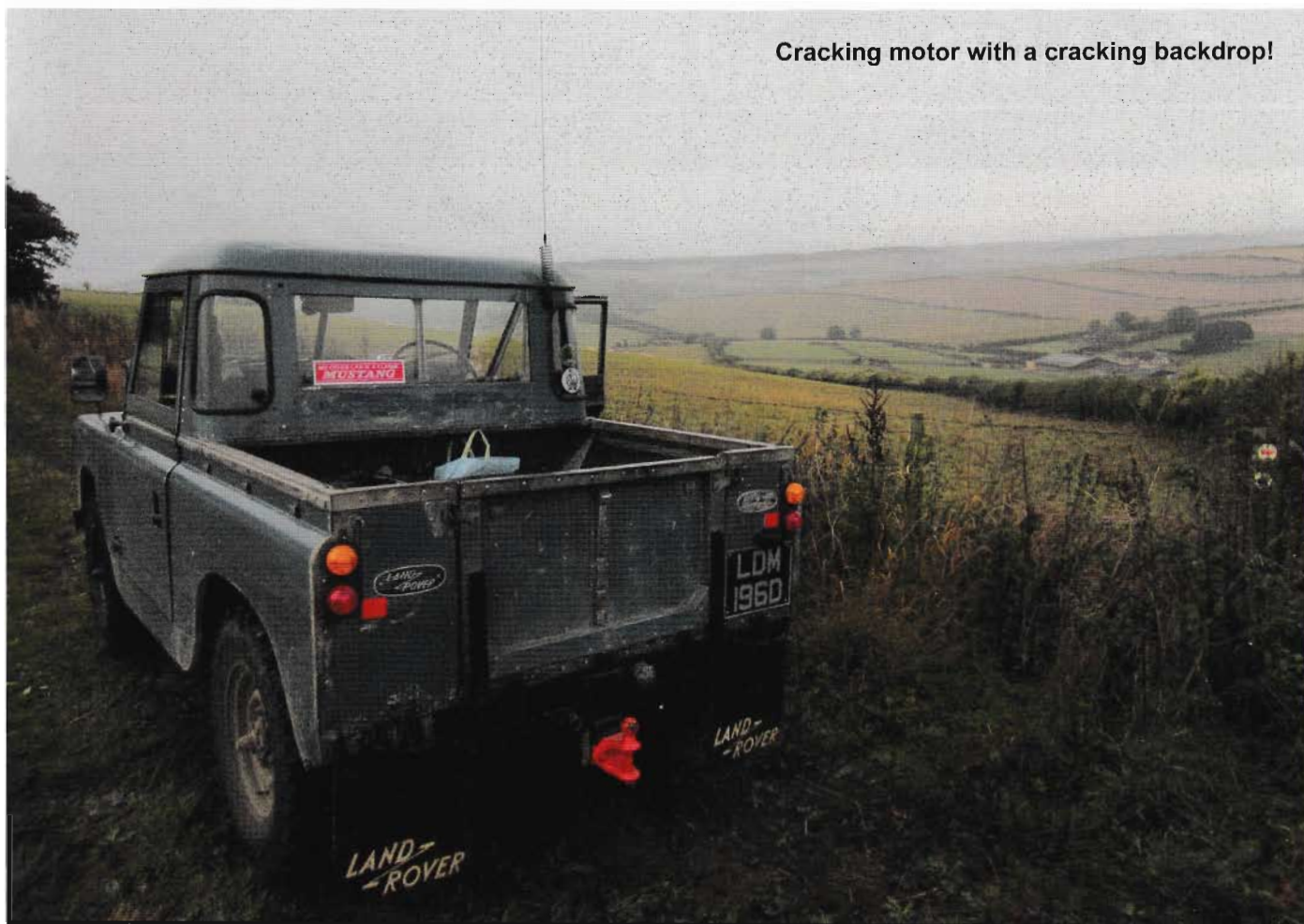
I enjoy organising and taking part in the trips and it's nice to meet like-minded people. Keep an eye out in the Events section of the forum for details of my future trips.

**Dylan Featherstone**  
(mini Anaconda)





Cracking motor with a cracking backdrop!



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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](http://www.richardschassis.co.uk)  
 Address: Unit F2, Swinton Bridge Industrial Estate, Whitelee Road, Swinton. S64 8BH.



# 5081 UR 'Ursula'

Ondrej Pavelka



When I grew up in the Czech Republic our family never had a car and we went everywhere by public transport. When I reached the age of 21 I decided to get a driving license as it might come in handy at some point I got my licence but have never really driven or owned a car since. I was asked by my company to relocate to the UK soon after and while I lived in London I had no real need to own a car. Later on I met my wife and we decided the busy life in big town was a bit too much for us and relocated to Kent to a farm house at the end of the green lane. While everything was ok in the summer and we were happy to walk to a nearby train station or local shops it was no fun to do in the winter and I decided I'd get a car.

I knew I wouldn't do many miles as we would be mainly using it locally and I was considering a 4x4. A colleague at work asked me, "Why don't you get an old landy? They are tax exempt and if you're not afraid of wielding a spanner it won't cost you

anything if you don't use it much", he himself had a 90 at the time.

This discussion triggered a big chain of events. I remembered all the Daktari TV shows aired on Czechoslovakian TV when I was a kid (about 20 years after their air

Must Be Obeyed). I semi-jokingly suggested that I'd be more than happy to help him with his struggle and buy it from him. I did not expect to get reply but the unimaginable happened and I ended up owning a very original 1962 registered 109

*"The unimaginable happened and I ended up owning a very original 1962 registered 109 soft top."*

time in the UK), 'The Gods must be crazy' movies and other iconic movies where Series Land Rovers were the vehicle of choice. I started my hunt and soon I discovered the Series 2 Club online forum and a few months in I discovered an advert for the vehicle of my dreams, a 109 inch with lights in the middle, but was sad to find that this vehicle had sold just a day before I noticed the advert.

Luck was on my side and I noticed a post from the guy who bought my dream car, saying how badly he got in trouble because he had not consulted SWMBO (She Who

soft top, joining the club immediately after.

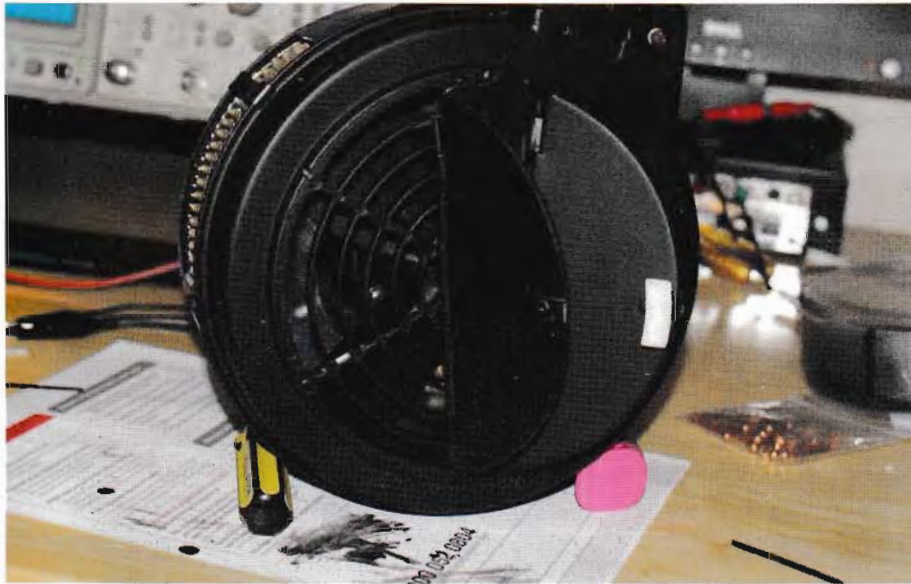
#### **Getting to know each other:**

There started my journey. I mentioned earlier that I got my licence 10 years ago and haven't driven since... It was challenging enough to find how to start it because turning a key won't cut it, not to mention getting used to double de-clutching, very stiff steering and the gearbox jumping out of second! With the help from the forums, the Garden of England Area and Sean in particular, one by one I dealt with surprises as they crept up. In spite of





Heater Restoration: Before (above) and After (below)



being mechanically savvy, I was used to working with precision mechanics and being from continental Europe all my tools were metric and therefore of no or very limited use. So I ended up bit by bit extending my tool collection. My father and my craft tutors all told me never to try to save on tools, it'll pay back in the long term. There are no difficult tasks, only the wrong tools for a given job. I followed the same spirit when wild camping, there is no such thing as bad weather, just inadequate clothing.

To give you an idea about what state of maintenance the vehicle was in, when I decided to do the oil change I removed diff drain plug from axles and nothing ran out, there was a tar like substance slowly trying to escape but it wouldn't drop, that's how thick it was. I had to get some red diesel from my neighbour who is a farmer and flush the stuff out before

putting a fresh new EP90 in. The gearbox wasn't as bad as the axles but there was a lot of grey, metallic, very fine sand or mud in the drain plug and I already knew that wasn't good news but it actually wasn't as bad as I thought. The distributor spring connecting the vacuum advance was broken, the vacuum advance pipe was rusted through and blocked by rust, the carburettor was leaking around the accelerator pump and the inline fuel filters fitted by the PO were blocked.

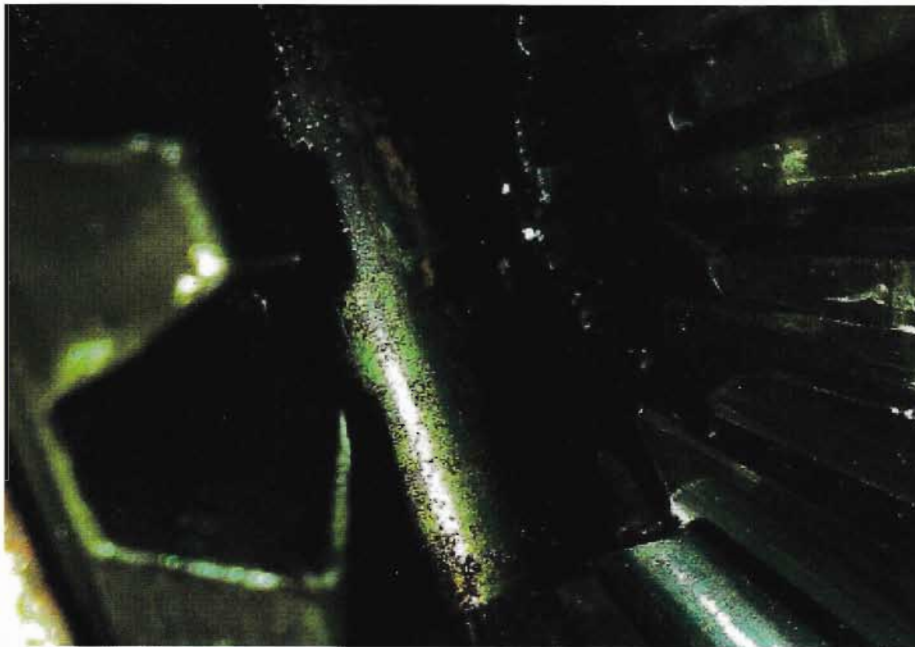
Winter was slowly creeping in and my wife was complaining about lack of heating in the car. Well there was the round Smiths heater but it was disconnected and the motor was seized. I started the restoration and kept looking for replacement matrix because the existing one was like a sieve. At the time, the Club was looking into arranging a deal with

Clayton to sell replacement matrixes at a discounted price via the club shop. I was faced with the decision to buy now or wait for club to sort the logistics. I ended up buying directly from Clayton to resolve the passenger complaints sooner rather than later and proceed with the refurbishment.

I documented every step and every obstacle in a thread on the S2C forum, taking plenty of pictures. It was very encouraging when plenty of people asked questions and for once, in spite of being an absolute novice to car maintenance, I was able to help others and share my experience. The timing played in my favour as soon after I had finished, many people embarked on the same journey as the Club sourced matrixes arrived.

In the winter on the way to the Area Pub Meet I suddenly lost drive. No bang, nothing which would suggest that anything had broken. I checked if the gearbox had jumped out of gear or if the transfer box had a problem, noticing that I could only drive when low ratio was selected. To most of the experienced owners this is no brainer. I had snapped rear half shaft and I could have "fixed" the issue by pressing the magical Yellow button down. It was my first breakdown but I was happy I could get to the pub meet and consequently back home using front wheel drive only. As I was going back it started to snow and continued throughout the night. We had only had 8 days of snow in the last 3 years and they came exactly when I broke the half shaft! There was no way to get up the hill from our house with front wheel drive only, I was just slipping and sliding and had to give up. A friend of mine sourced a new half shaft for me and I gave it a go. It wasn't a job for the faint hearted, it was below zero, I was lying on the ground in the snow, trying to remove the surprisingly heavy differential with frozen fingers, several times I dropped the spanner into snow as my fingers were numb but in the end I managed to take the differential out, knock out the remains of the broken half shaft and unfortunately discover that years of neglected maintenance had taken its toll. The differential was still working but the hardening on the teeth was worn through and gears were severely pitted. I sourced





## Above: Worn Differential Gears...

a replacement diff and all was well afterwards. During the differential replacement I noticed that they are date stamped, which opened a new chapter in my vehicle ownership.

Around the same time I had the half shaft failure I started browsing through the model history section of the forum and got really carried away by some of the stories. It's like reading a detective book, trying to figure out what the story was, what happened when. Meeting David Dutton the club VRO at the International just made things worse. I ended up reading through hundreds of the Service Newsletter magazines and learned what was going on in the minds of the Land Rover engineers. Which features were upgraded when, what the feedback was back in the day and tried to guess which of the changes were driven by genuine need for technical improvement and which were rather driven by economy or driver comfort. The more I learned the more I realized how original my motor is. Differentials, fuse box, starter switch, distributor, carburettor, wiper motors, everything I looked at had the same markings 12/61! Then I looked at the windscreen glass and after learning from Dave how to decipher the Triplex markings I found both sides are Q4 61 as well as the driver's door glass Q4 61 both parts of it but on the passenger side one part is Q4 61 but the sliding part is Q3 62. Since the vehicle was registered 30. January 1962, something must have happened about 6 months after the original

owner got the car. Maybe it had got broken into, maybe something else. It was a rather posh specification for a truck cab. Almost every optional accessory available at the time was present. Two wiper motors were fitted, even the washer pump is the 1960s type, the bulkhead was lined, doors had door cards, a Smiths heater and indicators were also fitted. One would expect this level of comfort in a Station Wagon but in this case this was utility truck cab purchased by a gentleman living in Hertfordshire

Realizing how preserved my vehicle was I decided I would restore things rather than replace. It wasn't easy decision because it costs many times more and takes many times longer to do a rolling restoration this way. One of the major disadvantages of doing a rolling restoration is the need to keep the downtime to absolute minimum, so any work which takes longer than one weekend was pretty much impossible to do. I have sourced spare axles and a spare carburettor and rebuilt them at my leisure.

The engine was the hardest decision; there is no way to fully rebuild an engine without extensive downtime. I was considering getting another car but then Sean came up with brilliant idea. He had a spare engine in his shed which I could borrow and soon after I scheduled a Garden Of England workshop meet / BBQ. I agreed with my neighbor that we could use his barn and forklift to do the swap. I spent all Friday making space in the barn, moving all my tools over so we had them handy and also gave the car a proper wash and the barn floor a proper sweep. Unfortunately pigeons live there and very soon anything you leave there ends up being covered in their droppings. My initial plan was to remove the front panel with the radiator and as many auxiliaries as possible but the cleaning and





stubbornly rusted bolts prevented me to get as much done as I wanted.

The next day, the turn out took me by surprise, not many had confirmed in advance but in the end almost everybody made it. I first made sure everybody had tea or coffee, cake or the breakfast of their choice and soon after we started the removal. We had a surprising revelation when we removed the clutch. My plan was to change the clutch while the engine was out because it was very much on or off and sometimes juddered a lot. The initial inspection didn't look too bad, there was a slight crack; however the judder was explained as soon as we turned the clutch plate around! We started putting things back together and somebody asked me, "Where is the new clutch?"

There was a silence when I realized I had only bought a clutch cover but had forgotten to order a clutch plate! Luck was on my side and at that exact moment another Club member gave me a call saying that he had finally managed to get time off from family matters and was on his way via Bearmach to get few parts for his Landy and asked if we needed any parts. I called a lunch break and my wife gave us some sausage and bacon rolls.

After lunch it all went back together. While one group was dealing with engine and clutch, the other group inspected the dynamo and starter motor and replaced bushes and brushes as required. We also discovered a funny bodge. The



The distributor required adjustment...



spring in the bulb holder had failed and my PO had improvised using a rubber band! After a bit of a wiggle and up and down the Engine went back in and we could focus on the BBQ.

I was then faced with a decision to make. Do I rebuild the engine myself or do I get it rebuilt by professionals? Again fortune was with me and I got a windfall sufficient to get the engine rebuilt. Off it went on the pallet and I could start restoring the ancillaries.

A few weeks later, the rebuilt engine arrived. I organized another workshop meet and as my Land Rover has taught me, it always takes longer than you plan! I wanted to remove the engine, clean the chassis and give it lick of paint so it could dry before we put the new engine back in. I managed to remove the borrowed engine single handedly on Friday but gave up the cleaning efforts around midnight, it was not possible to clean it and paint it prior to everybody arriving the next day.

The next day I managed to get everybody busy putting all the ancillaries in place and in the meantime Graham finished the chassis cleaning and painted it. This time it took us a few more attempts to put the engine back in but in the end finally it mated correctly. We connected everything, filled the engine with oil and coolant and gave it a spin on the starting handle to pump the oil around, followed by a proper spin on starter motor. We

were expecting the oil pressure light to go off after a while but because the engine was so stiff starter wasn't able to spin it quick enough to get the pressure up. When we tried to fire the engine up it wouldn't go. I knew the distributor was in the right position as it was the same as the other one and same as this one before the rebuild. It turn out the ignition timing wasn't set correctly during rebuild. We twisted the body of the distributor further round until it fired up. It was running but as you can see from the pictures the distributor was in very awkward position. The vacuum advance couldn't work reliably in this position so we moved the HT leads one position around. Another problem clouding my mood was a very distinct knocking sound, the success of the engine swap was at risk! It looked like I would have to remove the engine again and get it back to the remanufacturer. Fortunately when we removed the rocker cover the noise stopped and when I replaced the rocker cover it didn't come back. We couldn't see any marks on the cover from inside so it must have been something else but we will never be sure.

Everything is now going fine, engine is slowly loosening and gaining more power. The next project for me will be to re wire the vehicle and the last major component will be gearbox.

To be continued...



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# Area Pub Meet Directory...

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

Pub Meet Directory		
Anglia	Ben and Julie Stock	The Fur & Feather Inn, NR13 6SW on the first Tuesday of the month from 8pm and the The Red Lion, CB6 3LD on the first Monday of the month from 8pm.
Borders and North East	Kevin Wood	Pub meets are organised intermittently throughout the year. Telephone Kevin Wood on 07901 734967.
Central Shires	Mark Barnes	email: <a href="mailto:centralshires@series2club.co.uk">centralshires@series2club.co.uk</a>
Cymru	Vacant	Meets are organised intermittently check with Alan or look out for notices on the Series 2 Club forum.
East Midlands	Julie & Ben Stock	1st Thursday of the month, From 7.30 At The Lincolnshire Otter, nr Gainsborough Contact Alex Thorpe on 07791257205
Essex	Bob Sutton	The Bricklayers Arms, C07 8SL on the first Thursday of the month from 7.30pm contact Bob Sutton and in South Essex:- The Barge, Battlesbridge, SS11 7RE on the First Saturday of the month from 2.30pm. Contact <a href="mailto:vro@series2club.co.uk">vro@series2club.co.uk</a> / 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 <a href="http://www.series2club.co.uk/newforest">www.series2club.co.uk/newforest</a>
North Wales/Shropshire	Bernie Morris & Diane Whitworth	email: <a href="mailto:northwales@series2club.co.uk">northwales@series2club.co.uk</a>
North West	Simon Bigwood	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 by emailing <a href="mailto:northwest@series2club.co.uk">northwest@series2club.co.uk</a> .
Peak District	Stephen Robinson	The Grouse Inn, Longshaw, Froggatt Edge, S11 7TZ 1st Monday of the month.
North Scotland	Alistair Yule	email: <a href="mailto:scotland-north@series2club.co.uk">scotland-north@series2club.co.uk</a>
South Scotland	Gene Maxwell	email: <a href="mailto:scotland-south@series2club.co.uk">scotland-south@series2club.co.uk</a>
Severn Valley	Clive Speaks	Severn Valley pub meets are held at the Yew Tree Inn, Stock Lane, Chaceley Stock, CHACELEY. GL19 4EQ, on the 1st Tuesday of the month any time from 7pm. email: <a href="mailto:severnvalley@series2club.co.uk">severnvalley@series2club.co.uk</a> Tel: 07578 293283 or 01452 840941 before 9pm.
South West	Clive Withey	Second Wednesday of each month at the Catash Inn, Cary Road, North Cadbury, BA22 7DH. From 7.00pm but we tend to start arriving at 6.30. Third Monday of each month at the Thirsty Farmer, Whimble, Devon, EX5 2QQ. From 7.00pm Organised by Chris Doyle - 07935 535493. Keep an eye on the forum for details.
Surrey & Sussex	Paul Leach	email: <a href="mailto:surreyandsussex@series2club.co.uk">surreyandsussex@series2club.co.uk</a>
Thames Valley	Paul Goodwin	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. Last Sunday of the month at 9.00am, Aston Clinton Coffee 108 London Rd, Aston Clinton, Aylesbury HP22 5HS
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, DL8 2HA check with Gordon Lowe before travelling and the Molescroft Inn, HU17 7EG on the second Wednesday of the month from 7.30pm. Tel: 01469 560166



# 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](mailto:shop@series2club.co.uk)

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

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

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Mens £45.00

Colours: Black/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



Stickers include: 'SERIES TWO CLUB', 'BUILT 2 LAST', 'KEEP YOUR DISTANCE YOU NEVER KNOW WHAT WILL FALL OFF', 'IF IT'S NOT LEAKING IT'S EMPTY!', 'PRESERVING & MAINTAINING OUR MOTORING HERITAGE', and 'IF YOUR HINGES STAND PROUD YOU'RE PART OF THE CROWD'.



**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 Re-quired	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			



## Scottish Get Together...

Gene Maxwell (Borders and North East AO)



As some alert readers will know, we've been trying to grow the Series 2 Club membership in South Scotland. Despite having something like 4 million people in the "catchment" there are not that many S2 members about.... One idea was to run an annual "Get-Together" up in the Trossachs and invite not only local members but those from further afield. I'm glad to say that after a small but perfectly formed start in 2013, we had three times as many people turn up this year, with arrivals from as far away as Bedford and the Black Isle, with a fair contingent from Cumbria too.

The event takes place in the hills of the Trossachs, using Forestry Commission land and a big private estate, all based out of a handy flat field. Luckily after a good dry summer the ground was in great condition and perfect for camping in a tent or caravan. The local Village Hall Committee were kind enough to let us have access to the Hall for showers and the like, while the Club has kindly funded a thunderbox and a wee tent for a bit of privacy .....

Anyway, after the usual round

of application forms, discussions, recce, risk assessments and general hoo-ha, the weekend arrived and first on the field on Friday night was Gary, all the way up from Cumbria. The weather was good, the midges had died off a fair bit with the onset of Autumn. The fire was lit and we settled in for a chin-wag as people started to arrive. Dan with his Dormobile, also up from Cumbria, meeting his Dad coming down from north of Inverness, John out on day-release from Addiwell, Nick and

his lad up from Penrith, appearing late but bringing with them treasures galore in the form of a set of 6.50 tyres and an Ex MOD cooker for me, Russ and Gaye, travelling in "The Beast" up from Bedford tugging the tin-tent...

Saturday was our day in the Queen Elizabeth Forest; usually closed to motor vehicles bar the "Forest Drive" but by dint of some negotiation and the liability insurance that only a properly organised Club can bring to bear, we had over 30 miles of tracks open to the Club for the day.







Nothing too challenging but some of the tracks are rarely driven and can be quite overgrown. The scenery is superb, several small lochs hidden away and wider views out over the Trossachs towards Ben Ledi as we climbed up on the flanks of Ben Venue, before returning to the campsite and some rest and relaxation.

Sadly a couple of people had to leave on Sunday morning but with Shug coming up from south

of Glasgow we had a small but determined band ready to tackle the hill tracks on the Estate, a superb long climb taking us to over 1900ft, with resultant views of probably 40 miles or more. On the way we saw the remains of a huge land-slide, glacial moraine, crossed a lovely little ford and stopped to examine the ruins of the 17th Century cottages that lie by the side of the track, all very educational!

I hope we'll run the "Get Together" again next year, probably change the scenery a bit and go slightly further afield. I'm thinking of a "Rob Roy" theme as this area was very much his home Territory. We can mix a bit of socialising, some scenic driving, some off-road and sightseeing all in one package.

See you next September?



Above: Inspiring backdrop to a day's laning...



**INTERNATIONAL RALLY – BOOKING FORM**

The Racecourse, Fakenham, Norfolk, NR21 7NY

**6<sup>th</sup> to 9<sup>th</sup> August 2015**

<b>Name:</b>
<b>Address:</b>
<b>Postcode:</b>
<b>E-mail:</b>
<b>Telephone:</b>
<b>Membership No:</b>
<b>Vehicle(s) Reg. No:</b>
<b>Please indicate:</b> Caravan <input type="checkbox"/> Campervan <input type="checkbox"/> Trailer tent <input type="checkbox"/> or Tent <input type="checkbox"/>
Numbers in party   Adults <input type="checkbox"/> Children 16 or under (on 1 <sup>st</sup> August 2015) <input type="checkbox"/>

**Rally fee is £20 per adult for the weekend.**

(Children 16 and under, no charge!)

The Rally runs from Thursday 6<sup>th</sup> afternoon through to Sunday 9<sup>th</sup> Lunchtime.Number of adults in party (over 16)      **x £20      =      £**Caravan & camper pitch fee for Rally      **£15      =      £**Tick here if you require electric hook-up            =      **£ 7.50****TOTAL      =      £***Booking acknowledgement will be sent via e-mail where possible.***Please Note:**

The booking fee is non-refundable. Photocopy this form if you don't want to spoil your copy of B2L.

Online booking/payments are available on the forum and website.

There is no charge for day visitors, but there will be a £5 per person charge if staying for the Saturday evening.

Please post completed forms with cheques payable to the "Series 2 Club Ltd." to:-

**International Rally, Series 2 Club Ltd., BM 7035, London, WC1N 3XX.**For further information or if your group does not fit this pricing structure please email the Rally Administrator at:- [rally@series2club.co.uk](mailto:rally@series2club.co.uk)Rally goers can stay extra nights at the normal camp site rates. Extra nights can be booked directly through Fakenham, phone: – 01328 862388 then dial 20 for camping reception, website:- [www.fakenhamracecourse.co.uk](http://www.fakenhamracecourse.co.uk)

Our Rally Organiser can help and liaise with Fakenham if you have any problems.



## International Rally 2015 - Fakenham Racecourse...

Alan Jones

We invite all club members to come and join us for our big club event of the year, the International Rally.

Once again we are camping at Fakenham Racecourse – a fully featured, facilitated caravan & camp site. There are lots to do and see in this popular Holiday and Tourist area, but let's focus on Land Roving activities.

Within a few miles of the Rally field we are blessed with miles and miles of green lane tracks, sprinkled with a dozen or more fords. We will have enough scenic routes, led by local guides to keep you busy for at least 2 days. Groups can venture further afield and try some sections of the ancient Peddars Way and the deep ford at Castle Acre. Plenty of good photo opportunities along the way. Or some may just be happy to saunter along the coast road taking in places such as Cley, Blakeney, Wells-next – the-Sea, Sheringham and Cromer all worth a visit. Or spend the afternoon in the old Georgian town of Holt, with a complex of fords a couple of

miles away and the Norfolk's most northerly ford at Glandford mill.

The Rally starts with the AGM, starting 8:00pm Thursday 6th August. During Friday campers will have the chance to explore some of these local delights, whilst others arrive and get set up. Friday evening we will muster for something of a combined pub crawl and fish & chip run.

Saturday will be the big green laning and fording day.

In the evening we hope to host a BBQ of some sort followed by a Quiz Evening, a raffle, I hope to feel Cyril's Bits, the Rally Awards and anything else we can think of between now and then. Sunday morning will see an auto jumble, a chance to get rid of your bits, to look at what

our trader partners have on display and see what's in the club shop. Alongside these will be some things for the children, bike trials, treasure hunt and no doubt other activities to keep them busy. Sunday will also see the group Rally photograph where all the Series 2s will line-up in the shadow of the main grandstand.

Hope to see you all there!



Fakenham's Fords: OS Explorer Series 251

## Severn Valley Area Report...

Clive Speaks

Hi All,

Karina and I have been running pub meets for about 2 years for members around here and from as south as Bristol in what was until recently part of the Severn Valley Area. These are currently held on the banks of the Severn at: the Yew Tree Inn, Stock Lane, Chaceley Stock, CHACELEY. GL19 4EQ. The food here is very good and home cooked, the beers are excellent and a very friendly bunch attend. If we all get there on the same night, probably about 12 of us attend in total.

In the absence of an active AO, we have organised a green lane day and this year's club



Forest of Dean laning trip line up...



## Area Roundup

stand at Eastnor Show. Members also attend local shows. We are trying to get another green lane day set up before the end of the year, probably on the edge of the Cotswolds.

We can be contacted by e-mail: [severnvalley@series2club.co.uk](mailto:severnvalley@series2club.co.uk), 07578293283 or 01452 840941 although we would appreciate telephone calls to be before 9pm.

Incidentally, the pub meets which had disappeared from Issue 211 are now once again listed in the Areas Directory.

Here are a few photos of our greenlane day in the Forest of Dean in March of this year.



Above: A break from the fun in the Forest of Dean...

### Clive Speaks

## South West Area Report...

Clive Withey



Above: South West Camping Weekend Line up...

It is all change again for our Somerset Borders Pub meet, we simply out grew the Camelot so we are now going back at the Catash Inn for a trial period. There is a

new Landlord and the menu looks pretty good.

It is still on the second Wednesday of each month starting at 7.00 and the full address is:

Catash Inn, Cary Road, North Cadbury, Somerset BA22 7DH As this will be a trial period to ensure it is suitable, please check the forum post before coming just in





case we change.

Our Devon meet is coming along nicely with new faces almost every month. It is always held on the last Tuesday of each month at the Thirsty Farmer, Talaton Road, Whimble, EX5 2QQ. The website is [www.thirstyfarmer.co.uk](http://www.thirstyfarmer.co.uk)

We will be having a Somerset Borders Christmas Meal and a Christmas/New year Laning day which will be across Exmoor, date/details for both will be posted on the forum as soon as they have been finalised.

Should you have any queries

please feel free to contact me on:  
Mobile: 07711 121399 - Landline:  
01823 444622 or via e-mail  
[southwest@series2club.co.uk](mailto:southwest@series2club.co.uk)

Cheers

**Clive**

## Essex Area Meet...

**W**e meet on the first Saturday of each month at The Barge Inn, Hawk Hill, Battlesbridge, SS11 7RE, at approximately 2pm, going on to about 4 - 4.30pm.

When you arrive, if you go to

the rear of the large car park we congregate by the river wall before popping off to one of the cafes for a cuppa and a chinwag. If you are into antiques then there are several shops on site for you to peruse.

I'm almost always there but you can phone me to check on 07702 087115.

Hope to see you soon!

**Andy**

## West Yorkshire Pub Meet...

**Robin Sanderson**

**T**here was a good turnout at the inaugural West Yorkshire S2C pub meet on Sunday 17th August.

Nine of us met at the 'olde worlde' (gas lit) King's Arms on Heath Common, Wakefield, parking on the green in front of the pub.

Lawrence and Lee Maddison brought their friend Joe in Lawrence's daily drive 2.25D

SWB, Martyn Cranney arrived in his 109 (V8 transplant recently replaced by a 300TDi), Patrick Sanderson and Eddy arrived for a short time in his daily drive Prima powered Searle SWB Station Wagon, I took my Carawagon along and Kath and Chris Reas came down from Leeds in a lesser Land Rover!

There was the usual HUB (heads

under bonnets) for a while, until the wind and rain drove us into the snug in the pub where we chatted about all things Land Rover.

Hopefully we can make this a regular haunt – plenty of parking, nice pub with food for those who fancy Sunday lunch out, in a fairly central location for Yorkshire.

**Robin Sanderson.**



## North Wales and Shropshire Area Report...

Bernie Morris and Diane Whitworth

Firstly I would like to wish everybody a Happy Christmas and festive New Year. I do hope you got what you asked Father Christmas for e.g. a galvanized chassis or maybe Smiths heater, canvas top, bet the list is endless! Thank you to members who have supported the club and we look forward to a new year with lots of new events.

Now to the business in hand. It was nice to see new and old members at the the Shrewsbury meeting and getting to know them thanks for making the effort folks. After the meeting Diane and myself called in



to see Norman's Land Rover and to give him a little moral support with his project. The vehicle requires a half chassis and a little TLC which will give club members the opportunity for a workshop weekend to help Norman get a step closer to putting the vehicle on the road.

We had our Series 2 Club Christmas dinner at The Plough Llandegla, we had lovely time and the food was very tasty, unfortunately not many members attended, thank

you to those who did.

2015 we will be hosting a camping weekend in St Asaph again and also hoping to arrange attending some more vintage shows. The information and dates for these events will be posted on the forum and website in due course. Not forgetting the usual email to our area members with event dates and reminders.

**Bernie and Diane**

## Scotland North Area Report...

Alistair Yule

A very happy and responsibly merry Christmas to everyone from Scotland North.

Although little to report by way of activity within the club this time of year, it has been busy in the workshop. A new rear crankshaft oil seal in Alan and Heather's Short Wheelbase along with Heated seats, plus various electrical wiring repairs !!! Winter preparation for my Safari ( I'm optimistic that I will need the snow chains this year as the talk within the farming community is a white Christmas!)

and a service which was overdue. I suppose that is what we like about the Series 2, it keeps going even when neglected.

Planning for next year is underway with 3 events for your diaries:

23rd to 25th May 2015 Scotland North is running a joint camping weekend with Scotland South. Gene Maxwell ( Scotland South ) has kindly agreed to the use of his venue. Full details will follow in the new year.

August 2nd 2015 is the

provisional date for the Oldmeldrum Rally. We had a very enjoyable time this year and I am looking forward to attending again. More Land Rovers are needed so there's a deadline to get the restorations finished!

Scotland North Barbecue. We plan to have a summer barbecue, however we have not finalised a date yet...

All are welcome!

**Alistair Yule**

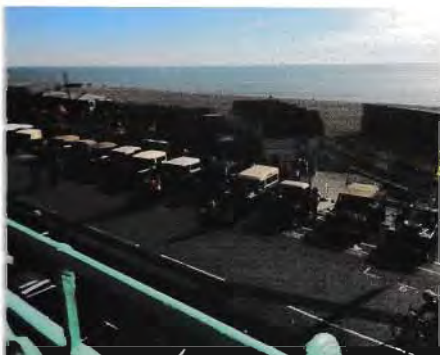


## Surrey and Sussex Area Update...

Paul Leach

We have had several events in Surrey and Sussex over the last few months. Lots of Series 2s made the trip to the Goodwood Revival on the 12th -14th Sept which as usual was a fantastic weekend full of Classic motor racing and all things vintage together with some superb air displays including two Lancasters and several Spitfires. Myself and Darren were fortunate as volunteers to be on the airfield with our Series 2s and had a superb view of the fly past and were glad we had our cameras to hand.

On to October and a couple of busy weekends, first the annual Land Rover London to Brighton run on 5th Oct. As usual a very early start at the Hook Arena Epsom where an amazing 20 Series 2s assembled to make the trip. Lots of these were members joining a club event for the first time so it was great to welcome and meet some new members and their vehicles. Special mention to Adrian and Julia who limped their way to the start point without a full selection of gears and unfortunately had to bale out of the convoy on the way down to Brighton, they made it home safely and many thanks for joining us later in Brighton having reverted to a more modern vehicle. We regrouped half way to Brighton at Pease Pottage services and reorganised the convoy into date order, we had every year of Series 2 manufacture covered



**Two examples of Avro's finest creation overfly one of Land Rover's...**

except 1963 all adorned with a plaque showing their year and club logo. Despite the unfortunate scrum on arrival at the seafront as hundreds of vehicles arrived together we set up slightly further along Madeira Drive than planned and with the sun shining and new club banners waving in the gentle sea breeze we attracted a fair amount of attention from the huge crowd. This year's winner of the Best Series 2 sponsored by the S2C was Chris Pendred with his beautifully restored SWB, well done Chris. Thanks also go to Summer Heidi Brash for taking so many great pictures.

The following weekend and a Land Rover day at the Tilford Rural life centre, I hadn't been to this event before and was recommended not to enter an official club stand as all the vehicles were parked up by model so we would all be together anyway. Lots more series 2s

attended than Series 1s this year which I believe was not the norm so again a great display of vehicles on show.

I will be booking a club stand at the Brooklands Museum New Years Day Classic Car Day, please let me know if you plan to attend and I'll keep you informed of details for the day.

Have a great Christmas and look forward to seeing you out and about in 2015.

**Paul**





## North West Area Report...

Simon Bigwood



**Above: A fantastic North West lineup..**

It has been a very busy time here in the Northwest with our usual monthly pub meets, these are gaining in popularity with more members attending each month, culminating in our Christmas Dinner which was held last Sunday with 33 members attending, a great time was had by all.

The Northwest covers a large area and we join up with members from the Borders area for the most northerly meet in Carnforth. It's always good to meet members from different areas to share ideas and expertise.

**Below: There never was a Land Rover with a sweeter engine than this one at the Helsby Pub Meet!**



really interesting in the fact that the short wheel based Land Rovers were well and truly outnumbered by long wheel based vehicles which included 3 ambulances.

### Central

The central meet is in Leyland, which is where we hold our Christmas Dinner.

The above are the regular meets that take place throughout the year, we visit each venue twice during the year. Looking back there are so many events which have taken place in the North West, which are always really well attended. Heskin Steam Fair, Flookbrough, Chipping



and Fylde Show. A camping weekend in St Asaph, which is jointly run with North Wales. The highlight for me was the Coast to Coast, which was the longest journey that I had taken since getting my Series 2 back on the road after 20 years in storage. We look forward to next year, where we are planning a whole range of events and a lot more scenic drives. We always welcome new members and look forward to meeting more in 2015.

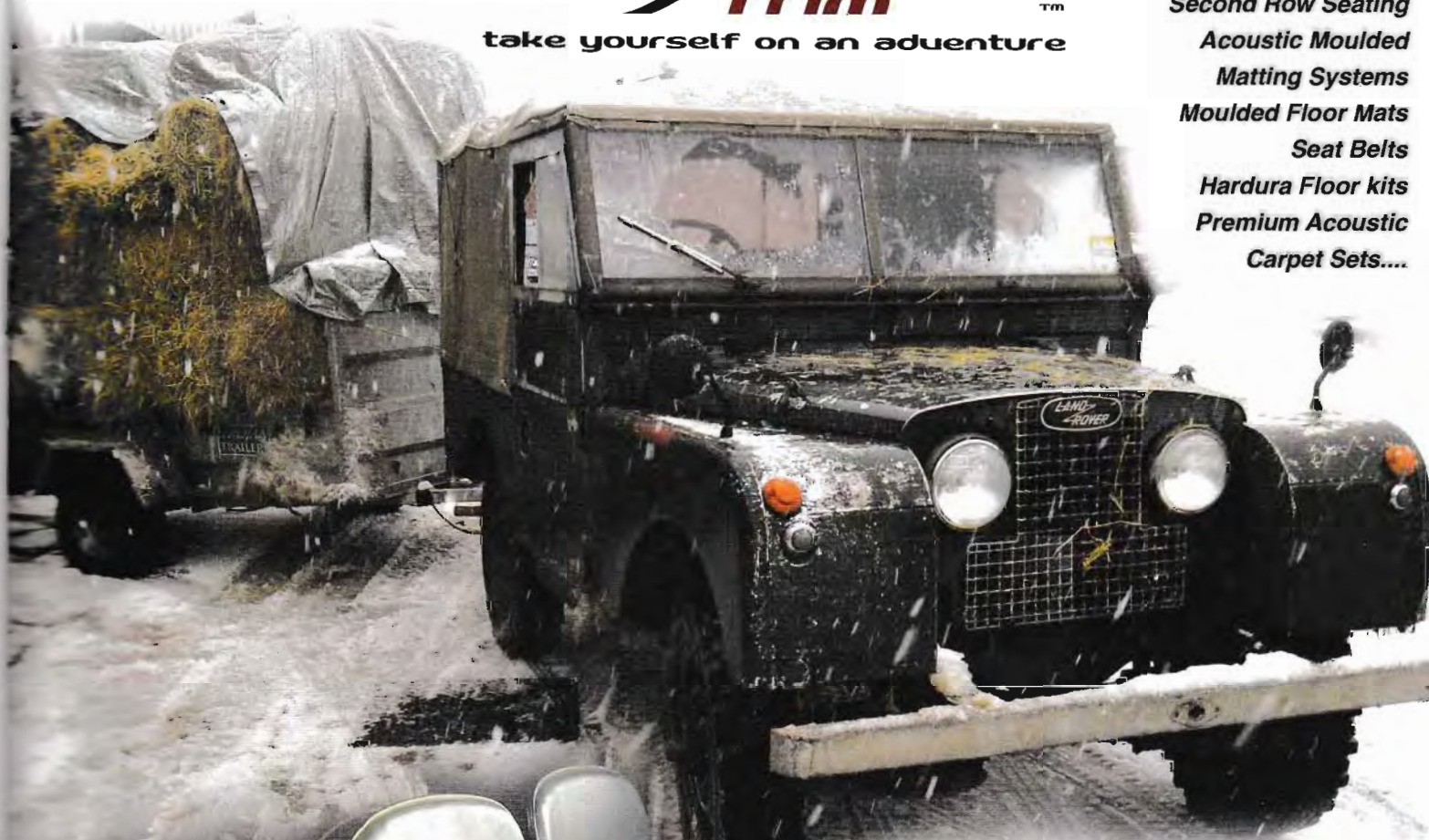
Simon



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