

WINTER 2015 / ISSUE 116

BUILT TWO LAST

THE MAGAZINE OF THE SERIES 2 CLUB



Re-launch issue

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Editorial



Welcome to the new look Winter Issue of Built Two Last. We are absolutely delighted to welcome Ros Woodham (Editor of the Series One

Club Magazine, Legend) as our new Art Director and I am sure you will all agree that her first issue is a fantastic start. I would like to take this opportunity to thank Steve Britch for putting the magazine together for the last few issues, he did a great job.

We have some superb articles in this issue and you will also find that alongside your magazine is a Club Questionnaire and the International Rally Booking Form, we hope you put them both to good use and return them completed.

As always, member contributions are the life blood of a Club Magazine and we appreciate the efforts that many of you go to in submitting an article, letter or picture. We hope that you will continue to do so and we have put some basic submission guidelines down to assist in this. Please don't wait until Spring to submit an article if you have something in mind, the process of Built Two Last is ongoing all year round and we accept submissions at any time.

The Editorial Team hope you all have a great winter with plenty of the white stuff to play in, we also hope every one of you has a great Christmas and a Happy New Year! See you in 2016. **Dan Clements**

Important

Participation at any event or show is at your own risk. While the club is happy to draw attention to events which may be suitable, arrangements are made directly with the landowners or organisers. Even if the club forwards applications and passes information, we do not act as agents for the organisers. It is a condition of membership and participation at any event, that the vehicle owner, driver and all passengers are covered by third party insurance and that they agree to absolve and indemnify the club that no member or passenger will claim against any other participant in the event, organiser or landowner. We strongly advise you to check your insurance covers off-road driving and

that your vehicle 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: 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 all articles, letters and adverts are checked for spelling and grammar, where possible.

Articles should be 1100-1500 words and contain picture captions separately, please contact the editor if more space is needed. Pictures should be as high a resolution as possible and where possible be a minimum of 1500 pixels wide but 3500x2500 or greater is preferred. Pictures can be uploaded to Dropbox if you contact the Editor, please do not embed photographs into articles or emails.

News...

...Letters and Book Reviews

Borders Area Representative

Borders Area Representative Kevin Wood has stepped down for personal reasons. The board would like to thank Kevin for all his efforts over the last few years and wish him well for the future. We would like to think that someone else in the Borders/North East Regions may be interested in filling either or both of these vacant roles. If you would like to know more about what is required and how it works or if you are interested in running one of the other vacant areas then please contact the Chairman Gene Maxwell on chairman@series2club.co.uk

Budding Musicians

As you will see elsewhere in this issue of Built Two last, the next Club Rally is to be held at Kirkclinton Hall, Cumbria. The organisers are keen to hear from any mem-

ber who might like to volunteer a short set as part of the Saturday night entertainment. It would be great if we could get two or three artists who might like to play to a receptive (and captive) audience! Please contact

chairman@series2club.co.uk

Book Review

The latest offering from James Taylor, the author of Land Rover Series II and IIA and Land Rover Series I, II, IIA & III is "British Military Land Rovers - Leaf-sprung Land Rovers in British military service". Written in collaboration with Geoff Fletcher, this is a fantastic overview of the history of the Military Land Rover with over 350 illustrations. Readers familiar with James' previous works will find this a terrific read with extensive detail on the Series II and IIA derivatives. The book covers all three armed services

BRITISH MILITARY LAND ROVERS

Leaf-sprung Land Rovers in British military service



By John Taylor & Geoff Fletcher

and alongside many familiar models such as the Marshall Ambulance, there are many other mouthwatering specials and variants. At 208 pages, this hardback publication represents great value at £30 with the Series 2 Club member deal.

Series 2 Club members can get copies signed by both authors by using the code 52LR15 on the checkout page. There's currently £5 off and free UK shipping.

web: <http://www.herridgeandsons.com>

email: info@herridgeandsons.com

Tel: +44 (0)1409 281990

Letter

I've attached a couple of pictures of something may help us slower vehicles on today's 90mph roads. It's a programmable scrolling LED message board, bought on eBay and sticks to the rear window with the supplied suction cups. It comes with a 3m long power lead and a remote control that allows you to programme what you want to say. For me it says 'Slow vehicle, keep back, poor brakes!'. My 62 SWB doesn't have poor brakes but the 17 year old who's two inches from the rear bumper doesn't know that. I've no idea if I'm breaking any legal rules but for me, I feel a little happier when I'm on a main road knowing that someone may read this and give me the space I need. It might be something to share with others via B2L. Many thanks
Chris Mortimer (0399)

Disclaimer: The Club advises that under no circumstances should the the driver of the vehicle use the remote control to change the message on the LED board whilst the vehicle is on the move.



Chairman's Chat



GENE MAXWELL

Can I start by thanking Brian Clements for his time as Joint Chair of the Club, helping us get started on some of the projects that the Board are now dealing with. Since the AGM in August, Brian has started a full-time University course and has less time available, so he has asked to step back to act as Vice Chair. I'm very grateful to Brian for his support and advice; his experience and sound council are invaluable.

Included with this edition of Built Two Last is a membership survey which I hope you will take the time to complete as the results will give the Board a lot of information on what the Club members think, what people are doing and where we should be heading. Writing the Survey has taken a fair bit of thought and our rough ideas have been honed and sharpened by a Club member who does Research for a living so hopefully it hits the spot? We have also taken out an annual subscription to "Survey Monkey" so we will be able to run some on-line surveys on specific subjects to gauge opinion too.

Areas we have already started to move forward with include looking at improving the "back office" so that we can make areas like our Membership processing, the Shop, the Database and our Accounts less hand-made and more resilient. The wake-up call was find-

ing that we had no central list of what equipment the Club held, it had been lost when a stand-alone PC crashed. We've also had a look at the Club Insurance and discovered that the oft-quoted line about not having non-members at events "as it will invalidate our Insurance" was a misunderstanding of the Policy - we have a very solid "3rd Party" policy with Zurich Insurance! This is not an excuse for flooding events with non-members but it does allow us to let people come along to see what we are doing, get a feel for the Club before they join etc. It means we can run joint events with other like-minded organisations and so on - more flexibility all round.

I'm pleased to say that having lost our Storage for a while and having had to shut the Shop as a result, David and Sue Brodie have now taken on the mantle while we look for a longer term solution - so get the orders in for those Christmas presents! We are still working on improving our range, particularly of high quality and perhaps hard to find spare parts.

The Borders area team is making great

'The life-blood of the Club is good communication, open and free-flowing, with the ability to discuss and debate ideas, buzzing with descriptions of events, expeditions and adventures'

progress on next year's International Rally, a beautiful site with some superb ideas for the event itself. It's within easy reach of a large proportion of the Club, for others perhaps plan it as a "road trip" and have a night or two in a Hotel on the way?

The Club has over 1700 paid up members, with a huge range of activities and interests but one area that's been missing for a while is anything Competitive. Again "Insurance" was quoted as a problem but actually rejoining the Competitive side of ALRC is quite cheap and the cost per entrant for basic Trials is... £4.25. We hope to have this in place for next year, allowing event organisers to run simple

"Leafer Trialling" competitions, perhaps a "section" or two as part of a bigger event, for members to be able to enter other Clubs events as Guests and so on.

The life-blood of the Club is good communication, open and free-flowing, with the ability to discuss and debate ideas, buzzing with descriptions of events, expeditions and adventures - and a huge amount of technical information, tips, techniques and of course, "Wanted" and "For Sale". We have this Magazine; we have a lively and very active Facebook group with over 4000 readers, a Club Forum with over 2200 Members and even a Twitter feed. It all runs pretty smoothly, each has its advantages and its fans. Sadly some Facebook users recently let us down with inappropriate behaviour and I remind everyone that this will not be tolerated. I've written a separate piece on our Social Media later in the Magazine.

That's a lot of fairly dry dusty stuff so I'd like to finish by thanking each and every one of you for your participation in the Club, for your input to events, for the long hours in the garage work-

ing on that never-ending Restoration or for getting your vehicle to the top of that hill, to the far-flung corners of the Globe. I'd like to thank each and every Club Officer for all their hard work, the organisation of events, the typing of news-letters, the hours on the phone, I'd like to thank my fellow Board members for their ideas, their constructive criticism and their energy. It takes all 1700 of us to make this Club work. Thank you all and let's look forward to an even more special 2016. You never know, you might even get that project back on the road! Best Wishes.

Gene Maxwell, Chairman

New Members

A warm welcome to...

1827	Messrs. A. & K. Bushell	Northampton	5128	Mr. D. Hardman	Berkshire
3093	Mr. T. Speller	Essex	5129	Mr. G. Byrne	Merseyside
5071	Mr. & Mrs. J. Foster	Wiltshire	5130	Mr. A. Burrows	Lancashire
5072	Mr. L. Simper	West Midlands	5131	R. Applegate & C. Flaxman	Norfolk
5073	Hans Geier	Germany	5132	R. Leng & S. Taylor	Peebleshire
5074	Mr. & Mrs. T. Foggett	Gt. Manchester	5133	Messrs. C. & C. Meeks	Essex
5075	Mr. M. Brash	Essex	5134	Mr. M. Carter	Norfolk
5076	Mr. M. Sbuttoni	London	5135	Mr. F. Evans	Norfolk
5077	N. Darrieulat & J. Young	London	5136	Christophe & Marie Coquelin	France
5078	Mr. & Mrs. P. Livesey	Surrey	5137	Mr. S. Abberley	Lancashire
5079	Mr. D. L. Dodd North	Yorkshire	5138	Mr. J. Wilden	Powys
5080	Mr. B. Matthews	Essex	5139	Mr. G. Visser	Netherlands
5081	Mr. & Mrs. P. Frost	Lincolnshire	5140	Mr. I. Stuijland	Netherlands
5082	Mr. I. Halton	Northamptonshire	5141	Messrs. B. & R. Morris	Rhondda Cynon Taff
5083	Mr. C. Read	Northamptonshire	5142	Mr. & Mrs. M. Parkes	Devon
5084	Mr. J. Fletcher	West Sussex	5143	Mr. S. Cole	Wiltshire
5085	Mr. C. Howlett	Dorset	5144	Mr. J. Hodges	Northamptonshire
5086	Mr. & Mrs. P. Knowles	Somerset	5145	Mr. A. Malim	Gloucestershire
5087	Ceri Harper	Cambridgeshire	5146	Mr. & Mrs. S. Freeman	Surrey
5088	Mr. G. Frampton	Gloucestershire	5147	Mr. C. Kennaugh	Isle of Man
5089	Mr. & Mrs. B. Boesveld	Holland	5148	Mr. S. Lafferty	Aberdeenshire
5090	Mr. N. Balderson	Northamptonshire	5149	Mr. John C. Cofer	Suffolk
5091	D. Hardwick & D. Stockdale	South Yorkshire	5150	Mr. R. Scholey	London
5092	Mr. S. Hill	Norfolk	5151	Mr. T. Wylie	Cambridgeshire
5093	Mr. J. Williams	Lancashire	5152	Mr. G. Mermet	France
5094	Mr. M. Lane	Monmouthshire	5153	Mstr. A. Zachariades-Layland	Denbighshire
5095	Messrs. T. & E. Platten	Gtr. Manchester	5154	Mr. & Mrs. M. Smith G	loucestershire
5096	Mr. J. Robb	Nottinghamshire	5155	Messrs. I. & A. Riddell	West Lothian
5097	Mr. M. Osmond	Hampshire	5156	Mr. R. Darling	Cumbria
5098	Messrs. J. & M. Pollock	Gloucestershire	5157	Mr. G. Bremner	Berkshire
5099	Mr. J. Lister	Wiltshire	5158	Mr. T. Whyte	Moray
5100	Mrs. J. Burnett	Western Isles	5159	Mr. J. Harrison	Cleveland
5101	K. Smithson & S. Hogg	West Sussex	5160	Mr. A. Dixey	Northamptonshire
5102	Mr. & Mrs. B. McGowan	Wirral	5161	Mr. R. Juncar	East Yorkshire
5103	Mr. & Mrs. J. Payne	Wiltshire	5162	Mr. D. Nicholls	Kent
5104	D. Astley & C. Thompson	Lancashire	5163	Mr. C. Whiteley	Lancashire
5105	Mr. G. Boggia	Kent	5164	G. McDonald & C. Coghlan	Merseyside
5106	K. Reed & S. Ward	Norfolk	5165	Mr. A. Dunne	Kent
5107	Mr. & Mrs. R. Pates	Gloucestershire	5166	Mr. & Mrs. S. Shelley	Greater Manchester
5108	R. Hickling & A. Cooper	Hampshire	5167	A. Wilbie & K. Mawby	Lincolnshire
5109	Mr. T. Poat	Somerset	5168	Mr. J. Manners	Devon
5110	Mr. & Mrs. J. Bray-Smith	Cornwall	5169	Mr. & Mrs. P. Jennings	Shropshire
5111	N. Hodey & G. Briers	Cheshire	5170	Mr. N. Reid	Bristol
5112	Mr. R. Wood	Derbyshire	5171	Mr. B. Edwards	North Yorkshire
5113	Mr. B. Clarke	Warwickshire	5172	Mr. & Mrs. D. Gibson	Buckinghamshire
5114	Mr. J. Ellison	Gloucestershire	5173	Mr. B. Morris	Northamptonshire
5115	Mr. A. Hay	Gloucestershire	5174	Messrs. T. & N. Fransham	Oxfordshire
5116	Mr. J. Clifford	Worcestershire	5175	Messrs. D. & N. Marrin	Merseyside
5117	J. Slinger & H. Kennett	Lancashire	5176	Mr. W. Barras	Westminster
5118	Mr. E. Batchelor	Hampshire	5177	Mr. P. Pentney	North Yorkshire
5119	Messrs. A. & A. Clarke	West Midlands	5178	Mr. P. Tuckey	Warwickshire
5120	Mr. G. Wykes	West Midlands	5179	Messrs. C. & J. Turner	Nottinghamshire
5121	Mr. P. Beaumont	Buckinghamshire	5180	Mr. M. Rowland	Warwickshire
5122	K. Morris & S. Blake	Wiltshire	5181	Mr. A. Middleditch	Essex
5123	N. Taylor & A. McDonald	Glasgow	5182	Mr. P. Walsh North	Yorkshire
5124	Mr. R. Buckingham-Fennell	Devon	5183	Mr. & Mrs. G. Henderson	Midlothian
5125	Mr. R. Dickinson	North Yorkshire	5184	Mr. R. Denyer	Cheshire
5126	Mr. C. Banks	Devon	5185	Mr. T. Davies	Cornwall
5127	Mr. S. Trown	Derbyshire	5186	Mr. & Mrs. E. Coppard	East Sussex
			5187	Messrs. A. & K. Tredinnick	Devon
			5188	Mr. & Mrs. T. Duncan	Kent
			5189	Messrs. S. & J. Fett	Northamptonshire
			5190	Messrs. P. B. & K. N. Jones	Wrexham Maelor
			5191	Messrs. S. & K. Kosmaczewski	Leicestershire
			5192	Mr. J. Coats	Surrey
			5193	Mr. I. Hardy	Leicestershire



KIRKCLINTON

From August 4th to 7th 2016, the Club Rally returns north to Cumbria and the most magnificent setting of Kirkclinton Hall outside Carlisle.

The Series 2 Club has exclusive use of a sizeable camping field to the rear of the Hall for the duration of the event and access to the Hall itself for the weekend evenings. The rally field is available from Monday August 1st 2016 to 11am on Monday August 8th, although the extra nights will be chargeable as outlined the rally booking form sent out with this issue of Built Two Last. Sadly no electric hook-ups are available for the rally although we may be able to assist anybody with medical needs by providing refrigeration at local members' properties, please contact us if this might be something that you require.

Camping rates have been set at a very reasonable £75 for a family event ticket and £65 for a single person. Recognising that many members will only come for the day, the Club will be charging a token £5 per person, per day ticket for non-campers, to cover a contribution to the facilities and evening entertainment. We hope that with this in mind a substantial number of members who have never tried a rally before will take the opportunity to come along and see what it is all about. As well as the

rally events, the owners of Kirkclinton Hall have graciously offered a Saturday House and Garden Tour at 2pm ending with Afternoon Tea and Scones. The price for this tour is a very reasonable £6.50 per person. If you wish to participate, please tick the relevant box on the booking form so that they know how many people to cater for.

Rough diary of events for the weekend

Thursday sees the arrival of most campers and the AGM will be held in the evening, all members are free to attend the AGM.

Friday will see a combination of scenic drives and greenlane runs; we hope to split participants into manageable groups and assign them to an experienced local. We will as always find a seat for those who don't come with their own Land Rover. For those who don't fancy a run out, there are a multitude of things to see and do within 30 minutes of the site, including world class museums, heritage sites and retail therapy (we will be able to advise on any of the above). We are hoping that we can organise a bit of a 'best in show' lineup so we will give you plenty of warning to get the T-cut and polish out before the judging begins!

In the evening we hope to put on some communal entertainment in the main hall

and maybe even a light quiz for a bit of fun.

On Saturday we will be arranging alternative greenlaning in the Lakes for a variety of abilities and scenic runs around Hadrian's Wall and the Kielder Forest for those fancying something a little more sedate. We hope to have children's activities back at the camping field and of course there is the house and garden tour in the afternoon. We also hope to run some kind of workshop session over the weekend, covering some of the recurring Series 2 issues. If none of this takes your fancy then again we will have a list of activities throughout the wider area for all interests and ages! Saturday night will see a communal BBQ and evening entertainment back at the Hall and I am sure everybody will have a great evening.

Sunday is traditionally a bit of a rest day before people pack up and head home! As tradition dictates we will get a nice group photo. There will also be the opportunity to take the details of new friends and a bit of a chance for a small auto jumble if people have bits they want to pass on.

The list of events is very much in the planning stage and will develop over the coming months, but hopefully this gives you all a small taster of what you can expect! B/L



Kirklington Hall, a potted history

It is believed the main house was constructed in c1661, using stone from the nearby derelict Levington Hall, for Edmund Appleby. With the heir to the estate resident in the West Indies, it was occupied by a succession of tenants before being sold to John Saul sometime after 1845 (the Sauls changing their family name to Kirklington-Saul). The Kirklington-Sauls are credited with remodeling the house with extensive extensions and a new facade in the Jacobean style. The family crest of the Kirklington-Sauls is still visible on the earliest part of the Hall, added after remodeling.

The house was placed on the market in 1937 and had all but ceased being a family residence. During the Second World War, the RAF seconded the Hall (there are two WW2 airfields within close proximity to Kirklington) and it was also used for the evacuation of Rossall Preparatory School, Fleetwood. Following the Second World War, the Hall was used as apartments for some time before being converted into a hotel, nightclub and casino. With the changes in gambling

laws, the hotel became uneconomic and closed down, subsequently falling into disuse and disrepair with much of the building stripped and vandalised. The main house was Grade II listed in 1974.

The Hall escaped demolition in 1982 when a Planning Application was withdrawn and a subsequent application allowed for the conversion of the stable block into two dwellings. The conversion work was started but never completed. Subsequent plans proposed the conversion of the Hall into flats and houses with consent for 22 apartments given in 2011.

The current owner, Christopher Boyle

QC, intends to restore much of the original structure and has begun work stabilising the structure and restoring the gardens. The Hall is used for events throughout the summer months and a covered hall within the building serves as a great venue for a host of activities, including the Series 2 Club Rally



Series 2 Club Survey



A quick update regarding the Survey. The Survey is available as a hard-copy form (included with this edition of Built Two Last) & an online version. You are kindly requested to complete just one of these formats.

If you have an email address registered with the Club you will receive an email from S2CSurvey@gmail.com / SurveyMonkey.com inviting you to complete the online version. Alternatively you may choose to complete the hard-copy version included with this edition of Built Two Last.

By asking questions of its members, the Club aims to gather information which will be used to gain a better understanding of its membership, and, in turn, to respond to what members want from the Club.

Data will be gathered, held and used in accordance with the principles of the Data Protection Act 1998 (although every effort has been made to ensure that the responses given will not constitute "personal data" as defined in the Act). The

online survey does not ask for your name, address or any other data by which respondents could be identified. The Club will not contact you individually as a result of your taking part in this survey. The results will be analysed (within the Club by a designated member) and the findings made known to Club members. The deadline to ensure your postal response is included is one month from receipt.

If you decide to complete & return the hard-copy version of the survey, the Club will discount your Club renewal by 1 GBP to reflect the costs of postage. To ensure we can process the 1 GBP credit to your account on renewal we do need your Membership Number to be manually written on the printed survey.

Comments from the free-format responses may also be published (anonymously) though the Club reserves the right to edit comments if necessary (for example, if they contain individuals' names). Any comments that contain inap-

propriate or potentially offensive language will be deleted prior to analysis, along with all of that individual's responses.

There are no mandatory questions, so if you have no opinion on a matter, or don't want to answer a certain question, please just leave it blank and continue.

If you have decided to complete the online version of the survey, please send the completed form back to the following address:-

Questionnaire
Series 2 Club Ltd.
BM 7035
London WC1N 3XX

Please do remember to enter your membership number on your hard-copy return so we can process the credit to your account. Thank you & kindest regards,

Mark Barnes
Secretary to the Board.
secretary@series2club.co.uk B2L



Social Media

And the Club



One of our best communication tools is the Club Facebook group, where we reach over 4000 people right across the world, many across Europe, in Malaysia and Indonesia, Australia, the US and Canada. Facebook is not to everyone's taste but it's a great way to share photographs and short messages about events, ask questions or share knowledge. Unfortunately it has its down-side and despite vetting applications for membership we've recently – and unusually – been let down by some users who decided to use the relative anonymity of "the net" to post unpleasant responses to those they disagreed with. We have a team of five "Admin" who keep an eye on the Group and are usually pretty good at catching spam or other misbehaviour within minutes. The new Admin team are applying their own judgement as to how they moderate the Group, please check it out and make up your own opinion on how it feels.

'We are also very lucky to have what is acknowledged across the Classic Car and 4x4 scenes as one of the best Website Forums around'

We are also very lucky to have what is acknowledged across the Classic Car and 4x4 scenes as one of the best Website Forums around. We have over 2200 users registered, 500 people a day logging in and a VAST array of information, questions, stories and technical tips. It's not as easy to post pictures to as Facebook – but it's far better for asking detailed questions on, getting opinion about problems, advertising items for sale and finding out about events – Each Region has a separate section in "Community Chest" to advertise events, there is a separate section specifically for paid up Club members as well. It's worthwhile taking the time

to register – but remember that dormant accounts get "weeded" every so often!

For the Committee and the Board, we have a separate Forum where we can discuss issues related to the running of the Club, run ideas past each other and so on. Usually dull as ditchwater but just now and then the sparks can fly! A great tool for the "backroom".

The Website itself has a huge range of information archived on it, a treasure trove for those interested in the background to our vehicles and technical detail. Our Vehicle Database is currently closed due to "technical issues" but we hope to have it back, improved and more accessible soon.

Also being re-opened after a period of dormancy is our Twitter feed, a great way to send immediate, on the spot information, short articles and pictures. Limited to 140 characters, Twitter is also a great way to test your ability to write concisely!

If you've not tried any of these before, why not take a look? They are all fairly easy to master and are a great way to communicate with fellow enthusiasts across the world – and show off your Pride and Joy into the bargain. Here are all the links:-

Facebook:

<https://www.facebook.com/groups/18623089928/>

Website:

<http://www.series2club.co.uk/>

Forum:

<http://www.series2club.co.uk/forum/forum/index.php>

Twitter:

<https://twitter.com/Series2Club>

NEC

series 2 club stand

13-15 November 2015

WORDS & PHOTOS ANDY PARKER

Since 2013, the West Midlands Area has resumed our connection with this show, gradually consolidating the position to achieve better positioning and stand size. This year however took us by surprise when we were advised that we had a 14m x 7m stand. Converted to old money that meant 115 square yards, generating the first headache of 'how will we fill it?'

Last year, we'd anchored the stand with Adrian Linglefield's FC IIB, which provided a great focal point, so something like that was required. With curious good timing we learned that on a whim, Ian Hardy had just acquired his ex-Austrian Fire service "Rüstwagen" Forward Control IIA. As soon as the images were on the forum, it was decided that 'Rüsty' was 'Very Big, Very Different, Very Red and on the Stand'. The second vehicle that picked itself was of course No.1. The forum attention when the news broke that Paul Bohan had finally secured the 'Landy Grail' of early SII vehicles, spoke of the massive interest within the club. An appeal through the club for other vehicles resulted in our awareness of 'Greywolf', Andrew Turford's beautifully restored grey 1967 IIA SWB truck cab, our choice endorsed when later in the year it was featured on the front cover of Classic Land Rover. Then we also got to see Dave Lindsey's recently completed 1959 SWB II, another front cover beauty in original Red, and unintentionally renamed to be known for posterity as 'Poppy'. This was becoming a truly eclectic collection and so continuing the theme, Sue Cummings

agreed that her 1969 Series IIA 109 ¾ Ton - Truck, Pink Panther, would grace the stand. So, not a lot of Bronze Green then! Exhibitions this year have come under the purview of CDM regulations and this threatened to make the already tortuous bureaucracy and organising even more of a headache, so there were some frantic arrangements made to try and comply with this. However the NEC seemed to have upped its game with clear procedures and good communications. We were aided by the additional set up time on 11th No-

ember and much better traffic management allowed us to get 'Rüsty' and 'No.1' in by trailer with the minimum of hassle.

As a consequence, Thursday's official set up went like clockwork when Andrew Turford and Dave Lindsey, who'd started out early from their respective homes appeared, soon to be followed by the Pink Panther bearing, not only Sue but two shady characters, who just sat there impassively and said nothing all weekend.

Presentation in differing forms is key to attracting and maintaining the atten-



The Venerable No.1 truck!



Gaffer making Tea



Red Carpet out for our trucks!



'Many reference photographs were taken, no doubt to be viewed and replicated in a workshop somewhere soon.'

tion of the visiting public. To that end we'd utilised different media, ranging from large scale posters, individual vehicle history boards and visual displays in an attempt to create a common corporate theme. With attendant bunting, banners and flags, and a bit of tweaking, the stand was ready!

Early Friday morning heralded the announcement that allowed us to finally remove our High Vis jackets, and immediately the Press of the Motoring world descended. Over the year it's expected that images of all five vehicles will pop up in weird and wonderful places and publications. This was a gentle prelude to what at 10 am was the public start of the show. Reminiscent of Boxing Day sales, humanity immediately filled the aisles and crowded onto the stands, eager with questions and admiring comments. To deal with that, Club members who had agreed to attend for designated 2 hour slots entered the fray and gamely tried to answer all the questions. An oversight by the organisers meant that there were no means to lubricate the larynx. However help was at hand with freshly brewed tea, courtesy of Sue and 'Pinkies' storage lockers.

All vehicles drew lots of attention in different ways from the public. 'No.1' bemused many, curious as to why a vehicle with life's patina, had such a central position on the stand, until of course the explanation was provided. Suddenly there were a lot of dusty backsides as people got underneath, looking at the vehicle from all sides and angles. 'Poppy' and 'Greywolf' were the focus of so many questions as to what had been done as part of their

respective restorations. Many reference photographs were taken, no doubt to be viewed and replicated in a workshop somewhere soon. 'Rüsty' had her own fans drawn to the scale of the vehicle and interesting comparisons were made between the bodywork of the cab, and the still precise, beautifully crafted, Rosenbauer steel body. She was our office space and housed the Visual Display. A sequence of images from different S2C activities rolled round and drew its own attentive crowd.

We'd agreed that one member would take the lead role for the stand on each day, which seemed to work. This ensured that Stand Staff were able to take breaks, assist with thorny questions and be a focal point for any issues that presented themselves. Dave Harkness was first up and experienced

a really busy sustained flow of visitors all day, answering queries from suppliers and the press and also discussions about membership of the club. In a call later, to check on the day, he cheerfully announced that the Pinkie had caught fire, 'Rüsty' had rolled forward and crushed the V12 Aston Martin Range Rover and No 1 was in a dust pan, but otherwise all was good!

Saturday was an extremely busy day, as those unable to skive off work on Friday made the most of their weekend. Likewise a different crew of members attended to take their role on the stand and gamely tried to share their love of Land Rovers with the public. Staff were rota'd to be on the stand for 2 hr slots, however such was the intensity of visitors, that members spent much more time on the stand and so were much less able to take some free time to see the other vehicles that were apparently at the show.

Sunday was no different with record attendances and yet more volunteers to deal with another massive crowd of visi-





Rusty's inflight movie

tors to the stand. Throughout the show the same Hall had hosted a Car Auction which added to the flow of people, but also provided a backdrop of excited gavel bashers as the figures crept higher and higher.

The Pink Panther drew its own crowd, constantly surrounded by former military personnel and interested young people who were, unsurprisingly, attracted to the armaments. Judicious distribution of the Land Rover shaped S2C Biscuits proved a largely effective distraction.

As an experiment, a Visitors Book

'Great stand, very helpful and knowledgeable staff! Well done!'

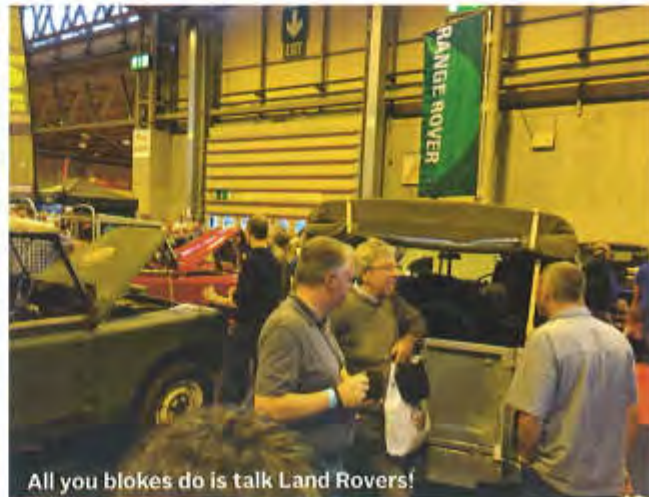
had been created to try to capture any thoughts or views people had about the stand. As it happened comments were all good and here is a selection:-

"Great Stand, Great Vehicles. Very, Very Friendly!" "Ahh! memories" "Great stand, very helpful and knowledgeable staff! Well done!" "Asked about sorting a diesel problem – problem solved, thank you".

During the show, there were a good number of discussions about membership of the club, some either renewed or started their membership, whilst a large number of application forms were handed out to those who were thinking about it. Many people became interested when they realised that there would be a local supportive area meeting near



Little Red, nah, that's Poppy!



All you blokes do is talk Land Rovers!

to them as well as the Annual Rally.

Towards the end of the Show, Alison the NEC organiser, came to see us and said nice things, assuring us of a berth for 2016, but also asking whether we would contemplate participation at the NEC Restoration Show in March 2016. Potentially this offers all sorts of opportunities for showcasing other dimensions of the Club and is an exciting prospect.

At 17:30, the NEC announced that the Show was closed, and as usual the Halls were deafened by the customary blowing of car horns, this year accompanied by the rustling of Hi Vis jackets as people began the breakdown. Hard work by our tired crew dismantled the stand in record time. Others were able then to organise the trailers and after loading we were finally able to say goodbye to those who we had been living with, cheek by jowl over the last 3-4 days.

It was impressive to be able to say that at 21:00 hrs The Series 2 Club "has left the building!"

So now we'll have a break, work on our vehicles, maybe even drive them and then start thinking about preparing for



Greywolf, ready to pounce

next year. Our aim is to be able to show different vehicles each year and so the quest is now on for next year's candidates. So don't be shy, if you think you have a Series II vehicle that may be of interest to others then please get in touch.

A joint effort by Andy Parker and Edryd

Coleman with grateful thanks to Adrian Clarke, Andrew Turford, Andy Parish, Dave Harkness, Dave Lindsey, Debbie Chapman, Iain Hardy, Iain Wells, Paul Bohan, Pete Collins, Steve Knight, Sue Cummings, Suzanne Lindsey, Terry Chapman, Tom Pierce and Tom Pilling. **B2L**

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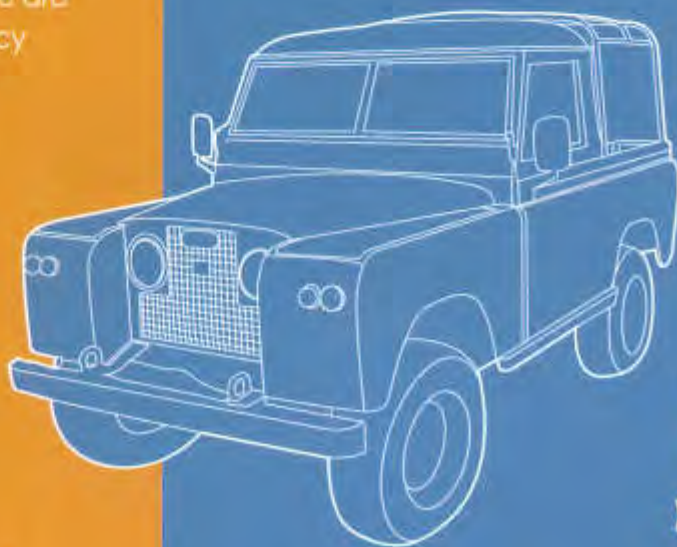
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THE GREAT PRETENDER

WORDS AND PHOTOS LEIF COOPER



I know that many people reading this will be horrified at the thought of hacking a standard Series 2A Land Rover apart and maybe they are absolutely right. True enough, we wouldn't have much automotive heritage left anymore if we kept ripping bits off and upgrading everything that got outdated or looked a little bit old in the styling. But the story of this old girl and yours truly goes back a long way, so let me give you some of the history of our relationship first, which may explain how we ended up where we are today.

In 1989 I sadly and very suddenly lost my dear Mother (45), which with me at the adolescent age of just 17 was a pretty big deal. I had not yet passed my driving test and was learning in my parents' Ford Cortina. Soon after my Mother's passing, my Father informed me that my Mother had taken out a very small life insurance policy and that there was some money for me to use to buy my own car. It wasn't a huge amount of money, about £750 I think, but it was finally something nice during a very dark time for us all. Well I wasn't going to waste any time in getting my own wheels

and I started scanning my local paper. Some of my friends had already bought cars and were driving mainly old Fords and Datsuns which didn't appeal to me in the slightest, but a couple of older mates were driving Series Land Rovers (Series 1 80" and 2A 88") which seemed much more my bag.

So looking in the classified section of the local "Lymington Times" I found a 1965 Marine Blue Series 2A SWB Hard Top, DLF 549C for sale at £750. I made the call to view and on the whole she wasn't too bad, but with no MOT and the usual things like a rotten outrigger, two miles of steering play and Fred Flintstone brakes. This did however offer some bargaining room and for the princely sum of £650 I snapped her up. I took her back to a mate's house and after a weekend's welding (of sorts) and fighting with the brakes, the same MOT Test Centre passed the old girl fit for the road.

I arrived home with the Land Rover and asked my Dad to come and see my new purchase. The old man went absolutely bananas when he saw that I had bought a Land Rover as my first car. He started banging on about it being nothing like

driving a normal car and how was I going to pass my driving test if all my driving practice was coming from this old relic (you get the picture). Well I just had to let him calm down as I had yet to tell him that for insurance purposes he was actually the registered keeper and on paper, it was his. It took a while to get Dad onboard but during his maiden Land Rover voyage, he realised that he could see over hedges and fences and see how other neighbours' vegetables were coming along (or so he said).

So that's how it all started, but why has 'Barry' (named after the previous owner) been so chopped about? Well the whole order of events is still clear in my mind.

I purchased some second hand Kelly tyres from a friend at work, so that meant the 16" wheels were out and in came 15" white Weller 8 Spokes. They looked great and made the old girl look more beefy, but with more road friction, the very tired 2 1/4 petrol engine had even less go on the new tyres. Next I decided to change to a truck cab with a 3" stainless steel roll bar in the rear tub (although only bolted to the aluminium floor,) perfecting the



MEMBERS' MOTORS

Hollywood stunt man, Colt Seavers look.

It wasn't long before the engine surrendered to the constant thrashing and the head gasket (amongst other things) was soon blown. What to do now? Well one of my friends had a Ford V6 lump in his Land Rover which was adequately powered. I was told that you could almost do the conversion in a day, but how easy was it to find a Ford V6 lump? Not easy it transpired, unlike the Rover V8.

The V8 became more appealing and frankly sounded better and after all was made by Rover. However the bulkhead required cutting away to fit the engine in and the clutch release shaft needed to be extended. Nonetheless I was sold on the Rover V8 idea and found myself an old Rover SD1 as a donor. Once the engine was home, off came the wings, then the body and before I knew it, it was back to a rolling chassis and bulkhead.

It was time to try and tidy up the chassis and fit some new door pillars and foot wells to the bulkhead. Not the prettiest work but it did the job. I even had my old man descaling the surface rust and paint-

ing the chassis. The bulkhead modification was next and this 18/19 year old lad was going to have a V8 and nothing (apart from being generally skint) was going to stop him. With a little financial help from dear old Dad, I bought a conversion kit, exhaust system and engine mounts from Jake Wright and we were off.

With the engine in and operational, the body went back on and the tired marine blue paint was resprayed black. This entailed the complete removal of all the old synthetic paint by sanding so that cellulose paint could be applied. I managed to buy a set of second hand go wheel arch spats from a less fortunate go and it was out with the tin snips for more modifications (diehards shudder now) to the existing bodywork.

Judging by the amount of half-shafts and diffs I went through, she was doing just fine on power. But I did eventually learn not to be so heavy on the accelerator as it seemed I was replacing the drivetrain every 5 minutes. Stopping and steering the old girl was quite a challenge, but I still did plenty of miles in her. In the early

90s I drove the old girl over to North Holland where I was working offshore and she adorned its shores for a year or two.

So that's how "Barry" ended up losing the look Solihull intended.

Times eventually change and with a few more quid in my pocket, the lure of a more modern car with electric windows and effective heating was too great to resist. But I kept hold of the old girl, her use sadly declining in the face of house extensions and new hobbies. In fact the last time I can remember using her was on our wedding day in August 2006, when I proudly delivered myself to the church. My work changed again and my wife Jo and I went to live in North America for a couple of years in upstate New York, and she was left languishing in a rented garage until April 2015.

She may well still be in that garage if it wasn't for a neighbour noticing that the padlock had been removed. I went to see what had been nicked, expecting the wheels to be gone or kids had smashed it up, but to my surprise found that the battery had been borrowed (never to be seen again - doubt it would have been



any good anyway). Seeing her looking so sorry in the dark I remembered where this had all started and the history behind the car that I clearly love very much! With no hope of it running, I persuaded a friend with a huge trailer to pick her up and deliver her to my drive. The initial work was just a survey on the driveway to see what needed to be done and as it was nice weather during Easter 2015, out came the tools and off I went. I quickly realised that things were not great with her and the bulkhead was in really bad shape. The previous bodging and years sat in damp storage had taken their toll and the bulkhead was going to have to come off and be taken to a professional to rejuvenate.

The gearbox was leaking as were the wheel hubs, the front axle swivel joints were heavily corroded and all ball joints were split, worn or both. The steering box had leaks and miles of play, brakes were non-existent and the wiring was, well the wiring was a pyromaniac's delight. I fired her up and although she ran, the V8 sounded a bit rattly at the top end and there was no means of tap-

pet adjustment. It was obvious that this was going to be a big rebuild for sure.

I live in a small village with a good neighbourly spirit (either that or they probably wanted the eyesore off my drive) and I was offered a workshop (with a pit) to rent at a very reasonable price. I loaded up all my tools and persuaded the same friend to come back with his trailer and take my Land Rover to my new workshop where I began the work in earnest. One good thing about working offshore is the time off and progress was made stripping out the old and planning the new. However we were excitedly expecting our first son in July, so inevitably there was going to be a period where progress slowed. Juggling the restoration around the new arrival of Master Stanley Cooper and work was not necessarily easy, but my wife found me time and work did progress.

To date the bulkhead has been removed refurbished and galvanised by Classic Bulkheads. The engine has a new camshaft, lifters, pushrods, rocker gear, timing gear and the heads have been refurbished and adorned with new HT electrics, seals,

gaskets and an oilcooler. The gearbox has received new bearings and seals with a Roamerdrive transfer box cover and a second hand Fairey overdrive (rebuilt). A replacement Richards galvanised chassis has been fitted with rebuilt axles, Rocky Mountain parabolic springs and gas shocks to ease the ride. The steering box has been rebuilt with new track rod ends and Terafirma steering dampers. She has a new stainless steel fuel tank, a Puma Defender front grill and go wing skins with new wheel arch spats. The soda blasted body panels and tub have been painted with two pack paint and a new wiring harness with LED and halogen lights has been fitted.

Would I chop a standard Series 2A around again now? Well the simple answer is 'no' but it's done now so the best thing to do was to finish what I started as a nipper but do it properly this time and give the old girl back some dignity. Do I like what I've done? Yes I do and in essence, it's still pretty much the first car I owned even if its original identity is not that clear anymore. Hopefully she will be back on the road and finished in Spring 2016 so watch this space. **B2L**



TATA to British Steel

BERNIE MORRIS



This is a fitting tribute all round to our great steel industry that was. How it's declined over the years!

In the 1960s John Summers and Sons was a major national steel maker in Flintshire, North Wales, located on the Dee estuary. It produced steel for the motor car, domestic appliance and steel drum industries. The works was a couple of miles long and 980 acres in total. As well as having its own security personnel, it had a Flintshire Constabulary office, with its own allocation of police officers.

In its heyday, John Summers and Sons had a strong workforce of around 13000 employees, paid weekly in cash. The wage

packets would have been made up on site. At this period, the weekly wage would have been between £10 and £20 and would have involved a lot of small change. The cash moved each week was, almost certainly, one of the biggest cash movements outside the banking system in North Wales.

Until the early 1960s, a standard panel van would have been used (possibly a Jowett), to transport cash into the works. However by then, new, more secure transport was needed. So the works had an armoured Land Rover made to its own specification and it is believed to be unique.

One of our local area members, Nigel, who worked at John Summers, remembers

this Land Rover. He has spoken to a former employee in the accounts department, who also vividly recalls this 1961 Series II Land Rover in service. He said that this armoured Land Rover was normally kept in the "Director's Garage", which was the main garage behind the Head Office. It was solely used for going off site to collect cash from the Westminster Bank in Chester, about 10 miles away. In later years, when British Steel took over the helm, they also collected from the Shotton Branch.

The Land Rover was driven by one of the works' chauffeurs and a police officer from the works Constabulary Office sat in the passenger seat. A senior



Flintshire (a sister company of British Steel). This company produced the fire bricks for the furnaces for British Steel.

This March 1961, Series II, 2 1/4", petrol LWB, Land Rover would originally have been supplied to Herbert Lomas & Sons, the ambulance coach builders from Manchester, as a chassis cab. On the 15th November 1961, it was registered with John Summers & Sons steel works. It is reputed to be armoured and is fitted with 7/8" / 22mm glass for the windscreen. Even though it was built by Herbert Lomas & Sons, the only resemblance between this cash wagon and the ambulance that Paul Lund painstakingly restored are as follows: the outline shape, the front doors, the rear floor and some of the roof vents and internal fittings. There are significant differences: the two main colours are Empress Blue on the outside and Limestone Cream on the inside. It has one single door at the rear with a step that folds down outwards, with the maker's body plate exposed. There is one single seat in the far left corner, perched on top of a plywood box. A heater is located in the seat box, with a vent at the foot of the box. The water heater pipes run down the inside of the chassis by the gearbox, then up to the back of the bulkhead and then "T" into the Smith's round heater.

The seats fitted are dark blue elephant hide vinyl squabs, with cream piping around the edges, similar to those fitted as standard. No centre seat is fitted as this allows access to the secure area, through a sliding door. This door

was fitted with the only window to the rear. The Land Rover still carries many of its original parts and features.

Only 32000 miles had been covered since it was parked up by the previous owner. Unfortunately, he sold the engine many years ago. Up until 1975, the Land Rover remained with the Castle Brick Co., even though Butterfly Brick from Derbyshire bought Castle Brick out. However, even though the log book is stamped in Derby, we are not sure whether the Land Rover ever went there.

A local farmer/contractor (Brymbo, North Wales) then bought the vehicle as a livestock carrier, to move sheep and calves to market. After a period of time, the Land Rover was laid up and various parts were removed. The scrap man came to clear the yard but, even in its sorry state, the owner knew that it was something special and dragged it into his front garden. It became the residence for the farm cat!

The current owner, David Alcock, a Series II Club member, got to hear about this through a customer saying that he knew of a Land Rover which wasn't military, but which might be armoured. David negotiated for and purchased the vehicle, thus rescuing it for potential renovation. A genuine barn find if I have ever seen one!

This local Land Rover, still showing its original registration, has only travelled 20 miles to its current location, where it is still waiting for restoration!

David did show the Land Rover some years ago. He trailed it down to Gaydon in 2007 to the Series II Club stand. So, yes, some of you might have seen this unique Land Rover before in the flesh.

If anybody has any further information, or any history regarding this cash wagon, or can shed any light on the body, please let me know by email. **B.L.**

A note from the present owner:

David would like to thank Bernie and Di for their efforts with the North Wales and Shropshire branch of the Series II Club. Bernie played a key role in putting me in contact with Nigel, who remembered the cash wagon on 'active duty'. This has led to establishing further valuable contacts to help piece together the history of its working life



wages department employee locked themselves in the back, on a seat inside the secure area, behind the passenger seat. The offside of the secure area had strong boxes secured to the floor.

However, in the 1970s, another security review was undertaken and the job was subcontracted to Securicor. As a result, the poor old Land Rover became surplus to requirement. According to the buff coloured log book, it was then transferred to Castle Brick Co. in Northop, near Mold,

New Forest and Solent Camping Weekend

Sixpenny Handley 2015



This year marked the 4th instalment of our annual camping weekend at Sixpenny Handley. And boy we could not have picked a wetter weekend in July if we'd tried! Those who arrived on the Friday evening didn't need the BBC to tell us that it was in fact the wettest day of the year so far...! Oh well! It may have been 'damp' but spirits were high and everyone was positive. Friday evening at Sixpenny Handley generally consists of what we call the Mat Hatters Tea Party. Those who wish to take part are encouraged to bring along home made cakes/puddings/pies/sandwiches and any other nibbles so that we have some sort of communal snack/dinner on the Friday evening. Tea is of course provided for all, and those that want to wear a silly hat are laughed at. This year we had a fantastic array of food on the Friday night, so a big thank you to all those who contributed! Next year, I'll bring more tables!

Special thanks to Ian and everyone else who brought 'some' wood for our campfire. As it was so damp and we had so much wood, we were 'forced' to have a nice warm fire on both Friday and Saturday night. This helped greatly, even though the rain had mostly stopped by 7pm on Friday evening. For those who arrived

much later in the evening, there was the usual teamwork of assembling large and complex tents with their various marked and unmarked poles. Special thanks go to Tim and his 1970's vintage Tassle Tent, for which we can blame Lester? If you haven't seen this tent, then you are missing out. Think 1970's, nomads, camels & flowery curtains and you're getting there!

'For those of us who value their paint work, they are advised not to follow our resident Welshman!'

Friday evening was mostly spent drying off in the campsite bar. Meanwhile the Green Lane Team Leaders were given a copy of my OS Map so that they could mark up their own copies for the following day.

Saturday morning arrived and we were blessed with blue sky and sun! This was only to last the Saturday mind you. Some of us headed up to the café for a cooked breakfast, while others sat around their tents cooking bacon and/or porridge while

drinking tea. Teams of 4-5 Land Rovers were leaving the campsite at various intervals throughout the morning, with the plan of all meeting at the pub for lunch.

As previously mentioned some of the green lanes on our route were a little scratchy, the first one the most, as in this case the angle of the lane meant that you were almost driving in the hedge. Good fun, but a little scary if you hadn't done it before. For those of us who value their paint work, they are advised not to follow our resident Welshman!

When my group finally arrived at the pub I was in for a shock. Never before had I seen so many Land Rovers in one pub car park. We had filled the entire place up with Land Rovers. Some 30 odd vehicles! What a sight!

At this point the sun was still shining and after an hour or so at the pub each group was on their way, with our final meeting point being Old Wardor Castle near Shaftesbury. The green laning after lunch was much more interesting and scenic, low range gears where mostly required, with some steep hill climbs and soft descents while dodging trees.

At about 3:30-4pm the first group started to arrive at the castle. The sun was



out, the views were good and most importantly they were selling ice cream! Some of us took time to tour the castle grounds, others decided to perform other tasks such as removing door tops and checking their oil. All standard issue stuff you would expect should the Land Rovers be parked up for some time. The Land Rover line up in front of the castle looked great and attracted some interesting attention. We weren't too sure about the girl getting married with her wedding dress and wellies?

After an hour or so at the castle we all drove back to the campsite, some of us went direct (via the green lanes) and gained a few more scratches! - blame Kev - while others tackled the notorious Zig Zag Hill.

Back at the campsite the NF&S SPH BBQ Team (Mum & Dad) was hot (literally) on the case with the cooking of 120 burgers and 60 sausages in readiness for troops arriving back at base. Back from our green lane adventures, it was time to sit down around the already roaring campsite and tuck into some BBQ... and yes you guessed it...all the leftover cake from the Friday night! I'd like to send my apologies to anyone who had their eye on that pile of wood for their wood burner. We did have

to burn it all, to keep warm. We'll need equally as much wood next year, especially big sections of tree. So please think about this now! Again, I'd like to say a big thank you to all those who did bring wood for the fire. Please bring some next year too!

A massive thank you also goes to my parents (NF&S SPH BBQ Team) for all of their hard work for not only the cooking of the food, but preparing & collecting it all from the butchers while we were out green laning. Without them, the whole of the Saturday evening would be a very manic affair! So a big thank you from all who attended.

Sunday morning at the campsite was interesting and had I been a fish I would have been very happy. But I am not a fish, I am human and in the morning I need bacon, like most other humans. When I woke up and heard the noise of the rain on the tent, I thought I must get to the café for breakfast. The café isn't very far from the camping area, but I, instead of

walking, decided to hop into my Land Rover and drive. And when I arrived it appeared that everyone else had had the same idea as there was a row of Land Rovers outside in the rain. Inside everyone was drinking tea and generally keeping warm. Wise move! Some of us drifted off home in the early hours, while some just chucked the stuff in the Land Rover wet and made a dash for it. I don't blame you!

Special thanks to Dave & John for supporting the green laning. Dave, John and I typically create and test drive the green lane route 6-9months before the event. Rest assured we are already working on some new routes for next year to keep it interesting.

For me this was the best Sixpenny Handley camping weekend yet, even with the wet weather. It was great to see spirits and attitudes so high even in the pouring rain! And, as always, it's the people who make it what it is, not me. So thank you. **BULL**

Next year is the 5th Anniversary of SPH!

Dates are:

Friday 22 – Sunday 24 July 2016.

Please email me at:

newforest@series2club.co.uk so I can send you a booking form.

More information: on our microsite www.series2club.co.uk/newforest, and on the club forum under Events

Getting a BARN FIND running

ALISTAIR YULE
Area Organiser, Scotland North

Over the years I have been involved in rescuing a number of vehicles from barns and I like, if possible, to get the vehicle running before any serious work starts as it gives me an idea of what I've let myself in for!! If it won't start then again I may have a better idea what to look for when I rebuild the engine.

I recently pulled my old Series 1 out from storage (OK the barn!) where it had been since it last ran about twenty years ago and after a couple of hours

preparation, she fired up first press of the starter. This seems to have surprised a few folks probably because I had actually got round to starting work on it as opposed to it actually running!

So what's the secret? Preparation is most important, simply putting a battery on it and pressing the starter is unlikely to have the desired result.

The engine will need:-

- Fuel
- A spark - ignition

- Compression

- A good battery - ideally a new one, not that old one that you kept as in case it came in handy.

Before anything else I like to check the cooling system, I want the engine to run once it starts if possible, not just fire a couple of times and turn it off. Water to refill it is fine at this stage and have a look for leaks, it's not uncommon for the water pump seals to have dried out - a small leak won't matter for now but anything causing it to pour out should be sorted if possible.

Lack of coolant can cause damage to the engine if the engine is run - possibly cracking the head.

Spark plugs out next, what colour are they? Black and oily ...mmm...probably going to need an engine rebuild. Brown would be nice but more likely the last time the engine ran it was for a short time on choke and the plugs will be black and sooty. You can try cleaning them but as it's good practice to replace them before using the vehicle, you might as well put new ones in now.

While the plugs are out, try turning the engine over by hand (or using the starting handle if it has one). If it's stuck don't force it, you can try putting some diesel fuel down the plug holes and leave it to soak but person-



ally if it won't turn over at this stage I will have decided the head is coming off.

If you have a compression tester now is the time to try it - you are looking for at least 125 psi for an engine to run ...don't be too critical as often one cylinder will be low due to rust on the valve seat where that valve was open while the engine was standing. If all the cylinders are lower than this and a shot of oil down the plug hole doesn't bring them up, then the engine is going to need work!

No compression tester but got a starting handle - then once the plugs are back in, turn the engine over on the handle (ignition off) and feel for some compression. You can also feel the compression by turning the engine by hand using the fan (ignition definitely off!) but it's not as easy.

Bearing in mind that the oil will have drained off all the surfaces in the engine, I drain it and refill the sump with fresh. Cheap will do as it's not staying in there - it will also help as a flushing agent.

Next drain the fuel system, old petrol - especially lead free - is not going to work

Please be careful, no smoking...yes I've actually seen someone draining a fuel tank while smoking!!! Don't get the fuel on yourself and dispose of it correctly (the council should have somewhere for waste oil etc) and put a gallon of nice fresh fuel in the tank.

Disconnect the fuel line at the carburettor and using the hand priming lever (if it has one on the fuel pump) pump the clean fuel up to the carb (catch the fuel in something!), reconnect the fuel line and prime the carb.

Having put a good battery on and connected it - earth last - which on early vehicles may well be the positive (be careful that the wiring isn't damaged - I look for a spark when connecting the earth as if it does spark something is either turned on or shorting out) it is a good time to spin the engine on the starter motor, plugs still out and a few short bursts, not a long continuous one or you will damage the starter motor. Ideally you should be able to get some oil pressure and the oil light will go out but that isn't always possible.

Turning our attention to the spark part

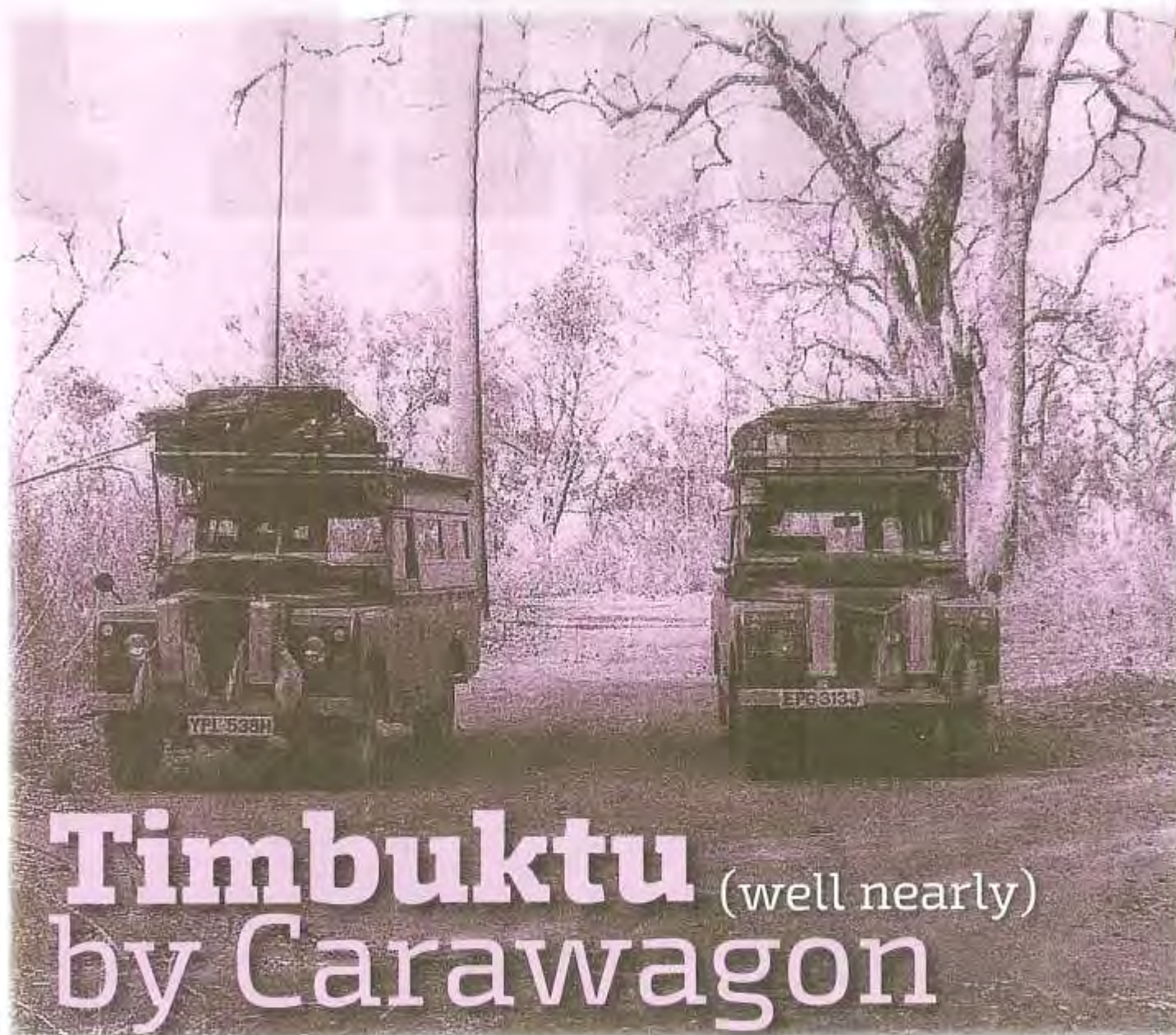
of the equation, check that you have a spark by connecting a spark plug into one of the leads and wedge the plug against the engine, a burst on the starter - with the ignition on...ok I confess I spent ages one time tracing 'the fault' to find I hadn't turned the ignition on! ...and a nice blue spark across the plug electrodes would be nice...but unlikely. It is most likely the contact breakers having corroded contacts...you could try cleaning them but a new set of contact breakers is the quickest and most reliable fix. Don't forget to refit the spark plugs.

So by now you should have an engine that turns over, has some compression, a good spark and clean fuel...

Time to try it... ignition on, choke out, and give it a go..

So it's either running - I am always optimistic! - in which case check that the oil light has gone out and that there are no strange noises coming from under the bonnet! - or you should have an idea why it's not and what you need to do when you restore the vehicle. Good luck! B.L.





Timbuktu (well nearly) by Carawagon

WORDS JOHN HORNE
PHOTOS MIKE PICKWELL

In 1970, after 12 years as a mostly uncivil servant in the MOD, I quit, got a job with Safari(Brighton) – yes really – and headed off to North Africa in an ex-Military Bedford RL truck with little more than a spare pair of flares and 17 other wannabe ruff, tuff desert drivers. The euphoria was short lived however as at the end of the season I went down with infective hepatitis and the company went down with debts running into hundreds of thousands of pounds. So I was somewhat surprised when I got a call a few weeks later asking whether I was interested in taking a Swedish/American oilman and

his family to Timbuktu in a couple of new Carawagons. Penniless and jobless at the time, it only took a split second to say 'yes'. Having duly contacted Victoria, his PA, in a plush apartment in Mayfair, I was soon on my way to Lausanne and an appointment in the Hotel Beau Rivage with the man himself, let's call him Magnus Magnussen. He introduced me to his family, two sons and a daughter, all in their 20s and his wife who appeared to be in her 30s – turned out she wasn't his first! Terms were agreed and a few days later I was on the docks in Dakar Senegal, supervising the unloading of two expedition- equipped Series 2A 6 cyl petrol Land Rover Carawagons. We soon headed east on the Tambacounda road, stopping for a quick look at Niocolo

Koba National Park where the 'big five' totally eluded us, until we reached Kidira and the Falémé River with Mali on the opposite bank. There was only a rail bridge at the time and the unevenly spaced sleepers looked as if they would rival the notorious corrugations on the In Salah-Tam road... So with no alternative and without any hesitation, we took the plunge and launched ourselves into the river. Luckily it was no more than 2 feet deep and both vehicles made it to the other side without hydraulicing the engines!

2 hours later we were in Kayes where we faced 500kms of bad road and a 3-4 day drive to the Malian capital Bamako. However Kayes is a railhead and in no time at all the two Land Rovers were

big way and his temper and behaviour towards Victoria deteriorated rapidly. We continued to Sangha and passing through a gap in the cliffs of Bandiagara, we descended to the valley floor 500 feet below; our destination was a Dogon village where we were to film a ceremony allegedly performed once every 60 years called the 'Sigi' - the Burning of the Masks. All the men of the village, from the oldest to the youngest, and all wearing ornate masks began the dance but much to the annoyance of our film-maker too much

dust was being kicked up and he ordered a halt until the area had been doused with (precious) water! As stand-in sound man I struggled to hide my embarrassment behind the outstretched mike.

But I digress and whilst admitting that the Land Rover content so far has been minimal, we were travelling in two nearly new vehicles and they performed faultlessly. However a few days later in a one camel town called Douentza, the expedition folded and we all went our separate ways - but that really is another story. Suffice to say that I did make it to Timbuktu - for a few hours at least - travelling by plane from Mopti and then, after waiting 5 days in Douentza, I hitched a lift back to Bamako, first in the local mail truck and finally in a Russian UAZ.

And so began my affair with the im-

So with no alternative and without any hesitation, we took the plunge and launched ourselves into the river



FAR LEFT: Niokolo Koba National Park Senegal 1971;

LEFT: Djebel Sahro, Morocco May 2011;

BELOW: The Oued Draa rises to the surface - Chigaga, Morocco May 2011.

loaded onto flat cars for the overnight journey to Bamako. It was a surreal experience lurching down the uneven tracks at a steady 20mph, completely self-contained in our two Carawagons, drinking cold beers and trying to cook something palatable on the gas burner.

In Bamako the family left, the wife for Paris, it was her weekend with the children - from another marriage of course, and the kids were sent back to the States in disgrace (that's a saga not to be told here!). 'Magnusser' led the way, alone in his Carawagon, keeping in contact by walkie-talkie, heading for Segou and Djenne and I followed with his faithful secretary Victoria at my side. It was soon clear that he was hitting the bottle in a





to Capetown, Saudi Arabia and as far East as Nepal. I drove and camped in this one for over 6 years but it has now gone to a worthy new owner.

But that's not the end of this story. I have just one low resolution, poor quality photo of the two Carawagons, pictured in Niocolo Koba National Park, Senegal in 1971 and guess what? – according to the DVLA, the one on the right, EPG 313J, appears to be alive and well as the Vehicle Status shows 'Tax not due'. So far, all my efforts to trace the owner have failed, so keep your eyes peeled, it's out there somewhere! **B2L**

**LEFT: Chigaga, Morocco May 2011;
BELOW: UAZ**

pressive Carawagon! A few years later I did a double crossing of the Algerian Sahara in BPG 66H, a Limestone 2268 diesel Carawagon which according to the DVLA presently has a 'SORN in place'. Mysteriously it seems to be now a '3455cc diesel' – more likely a V8 trialler I bet. Regrettably I have no photos of

that one. Later I purchased ANM 167H, a marine blue V8 Carawagon which, after a couple of comprehensive rebuilds, is now owned by a S2 Club member.

HPA 298K is my favourite, the Lady Sopwith-Pilkington Carawagon (although it turns out that this may have been a made up title!) in which she travelled



PHOTO: Matt Angell

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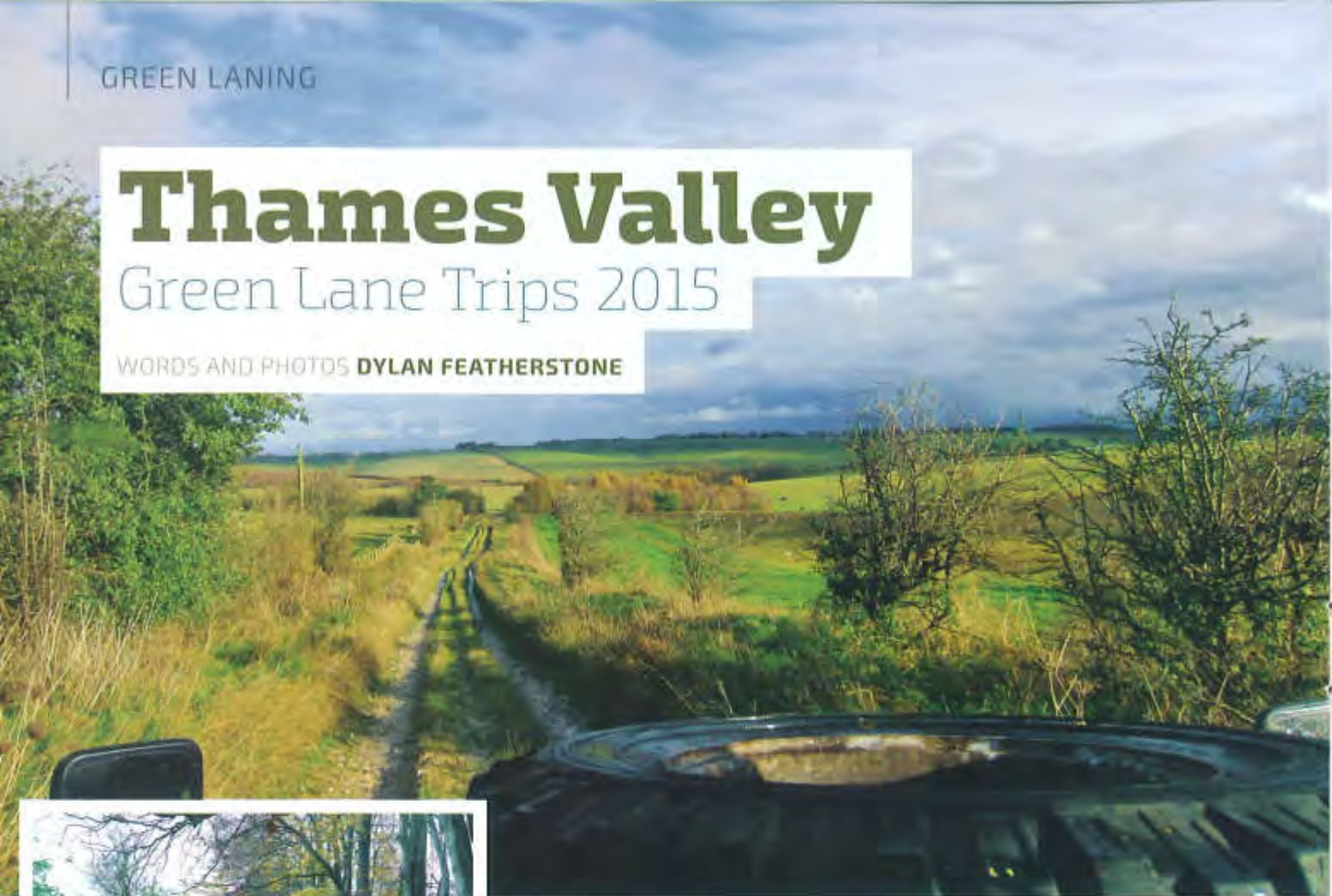
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Green Lane Trips 2015

WORDS AND PHOTOS **DYLAN FEATHERSTONE**



This year has been quite busy for green lane trips. On average I have managed to organise one trip a month. Most of my day trips take place in the West Berkshire area, but I also run a short trip in the South Bucks area. Earlier on in the year we had a very good article, written by S2C member Martin Port and featured in *Classic Land Rover* magazine. In March we ventured a little further afield to Salisbury Plain, somewhere I had never visited before. Luckily a fellow Series Land Rover enthusiast who knows the plain very well offered to lead us round as it is very important to make sure you only drive where legally allowed to.

The 2nd half of the year was particularly exciting for me as I was now old enough to drive on L plates and could actually lead my own trips at last! To add a bit more excitement I decided to run a night time trip which added a different dimension to a trip and was very popular. I am hoping for a bit of snow this winter as I am quite keen to run a trip in the snow which should be

good fun. There is quite a good mixture of lanes in the West Berkshire area, some a bit more tricky than others, but generally suitable for all drivers. Saying that some lanes are probably not suitable for the higher end restorations you see, but particularly scratchy lanes can be bypassed if needed.

So, what is the plan for next year? More of the same really, so if any other members would like to join us for a trip you are more than welcome.

Oh, I forgot to mention that quite a bit of cake eating goes on as well as driving! **B2L**





Green Laning in **Scotland**

WORDS AND PHOTOS GENE MAXWELL



We are absolutely blessed in Scotland to have some of the world's finest scenery - mountains, lochs, beautiful rivers and miles and miles of near-deserted roads and tracks. The one problem for those of us who want to get away from the tarmac is that almost all of the routes we'd like to use are privately owned or run by a commercial interest. Estates, Farms, Forestry Commission, Scottish Water and the MoD control almost all the "Land Rover tracks". They often have good reason for controlling access - shooting estates make a living from Stalking, farms with lambing or whatever - and some "visitors" can be less than welcome, smashed bottles and burnt out tents left behind.

This is where being in a Club with a good reputation and proper Public Liability Insurance comes into play. Being known



locally and being able to quote other land-agents as "references" helps as well when it comes to negotiations. On one Estate we use it took 13 years to regain access after a change of ownership. With the Forestry Commission and MoD it can be simply trying to find the right person - that's the problem, sites managed by people in offices a hundred miles away...

But with patient negotiation, "Risk Assessments", "Method Statements" and exchanges of route maps, confirmation of having a trained First Aider among the party...you finally get to go for a drive off the tarmac!

Keep an eye out for mention of our "Scottish Get-Together" events and plan on coming up for a weekend. Good company and superb scenery guaranteed! **BZL**

Nino Cirani and Aziza

WORDS AND PHOTOS **PAOLO TURINETTI (2046)**

I would like to tell you a story about an Italian man who became a legend...

In 1962 the architect, journalist and photographer, Nino Cirani purchased a vehicle to enable him to journey around the world and fulfil his thirst for knowledge and culture. That vehicle was a Series 2 Land Rover 88" which he named Aziza 1 (it was an Arab who suggested the name upon seeing the Land Rover: in Arabic 'Aziza' means fine or beautiful).

The initial overland adventure was originally planned to take him to Singapore from Milano but political trouble and the impassable old Stillwell road through Burma forced Cirani to stop the trip in Ceylon (Sri-Lanka) after 138 days and 31,000 kms of travelling.

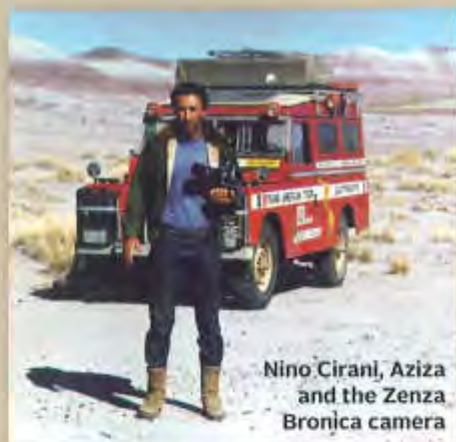
Three years later Nino took to the road again and with a new Series 2 109" Land Rover, the Aziza 2. The journey from Cape Town to Cairo took eight months and the Land Rover travelled 53,000 kms in total. Travelling with his great friend Vittorio Parigi, the difficulties they had

to endure were dramatic, with roads that disappeared due to poor weather and a lack of accurate mapping.

Once back at home in Italy, Cirani decided to work on yet another expedition, the trip that would be his greatest adventure, travelling the length of the Americas from Alaska to Tierra del Fuego in Argentina. The adventure would take eleven months and cover an astonishing 102,000 kms.

The new Land Rover called Aziza 3 was again a 109" variant, and would cross a breathtaking 18 countries and go through Customs 64 times. This was undertaken with minimal organisation and the staggering statistics are perhaps beyond the comprehension of the average Series Land Rover owner.

This Aziza 3 is now near my home in Turin, safe in the MAUTO (the city car museum) and it was on show during an event called Modus Vivendi that ran from May to September. I visited the exhibition and took a lot of pics of this epic Land Rover. From the pictures you can see what a fine and well equipped Land Rover it is. I have to say that Cirani himself designed all the modification to his Land Rovers to make them more useable on his epic adventures. **B2L**



Nino Cirani, Aziza and the Zenza Bronica camera

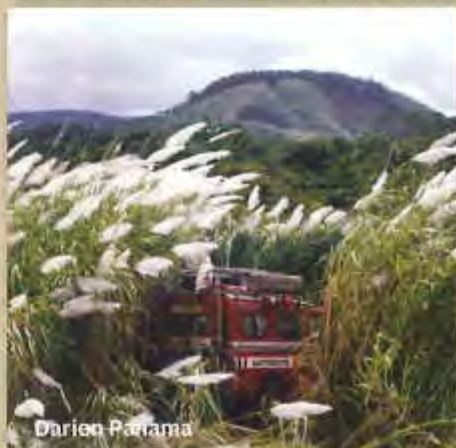
'It was an Arab who suggested the name upon seeing the Land Rover: in Arabic 'Aziza' means fine or beautiful'



AZIZA 1



Aziza 2



Darion Parrama





Wooden plates and folding ladders for taking pics from high up



MODUS VIVENDI

LAND ROVER AZIZA 3

1970-1971

1970-1971

1970-1971

1970-1971

1970-1971

1970-1971

1970-1971

1970-1971

1970-1971

1970-1971

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1970-1971

1970-1971

1970-1971

1970-1971

1970-1971

Piano terra - Ground floor

Orientamento alla visita
Guidance to the visit

- 1. Sala
- 2. Sala
- 3. Sala
- 4. Sala
- 5. Sala
- 6. Sala
- 7. Sala
- 8. Sala
- 9. Sala
- 10. Sala
- 11. Sala
- 12. Sala
- 13. Sala
- 14. Sala
- 15. Sala
- 16. Sala
- 17. Sala
- 18. Sala
- 19. Sala
- 20. Sala



Aziza 3 at the Mauto exhibition in Turin



Homemade underbody protection



Homemade sunroof for taking photos from inside the truck

Mark's Modified **Series IIA**

WORDS DYLAN FEATHERSTONE & MARK STEVENS
PHOTOS MARK STEVENS



I first met Mark earlier in the year and was very impressed with how he had modified his Land Rover. Most of his modifications are quite common place, Turner built engine, parabolic springs, 11" front brakes and a Roamerdrive. The more challenging modifications are, without a doubt, less common on a Series Land Rover. Within the last few months we have become good friends and he has become a regular on my green lane trips. On one of the trips I suggested that other club members may be interested in his Land Rover, so I asked if I could write an article about it. To my surprise he mentioned he had written one a while back but "lost momentum" and never submitted it. Mark enjoys a technical challenge and I'm sure he will always be looking for any little improvements he can make to his Land Rover. Rather than write it myself I think it will only be fitting to have Mark's original article, as he understands the technical side of his modifications far better than I do.

Dylan Featherstone

My first Land Rover was a 1958 2 litre short wheelbase Series 2 van. It smoked a lot and burned almost as much oil as petrol so it needed a new engine. I found a military 2 1/4 from a breaker's yard and fitted that. Sacrilege nowadays but it was quite common back then.

That Land Rover served me well, it was great fun in the summer with the roof off and useful, if a little chilly, in the snow in winter. However, my new hobby of riding Enduro motorbikes meant I needed something bigger to cart them around. I still wanted a Land Rover so I bought a diesel long wheelbase Series 3 van. This was big enough for the motorbikes but was frustratingly slow for long journeys so I replaced it with an ex-Thames Water Authority Series 3 109 Stage 1 V8. An excellent, if thirsty

'I broke my back and paralysed my legs which meant I could no longer drive the Land Rover with its heavy steering and manual transmission'



vehicle, it cruised happily on motorways (once I'd removed the carb restrictors) and carried the bikes off-road to the various Enduro events my cousin and I went to.

Unfortunately, one summer's afternoon in 1996, I fell off my bike while riding down the Ridgeway in Wiltshire. I broke my back and paralysed my legs which meant I could no longer drive the Land Rover with its heavy steering and manual transmission.

Fitting hand controls to an automatic car is quite simple. As there are just two pedals, there are just two functions for the hand controls to operate. A lever to the right of the steering wheel is pushed or pulled; pushed to apply the brakes and pulled to operate the accelerator. To drive the car you have the steering wheel in your left hand and the push/pull control in your right.

While looking into how to fit an automatic gearbox and power steering to the 109, I

came across an advert in Land Rover Owners' magazine for a 110 V8 Station Wagon which had already been converted. It had been completely rebuilt on a galvanised chassis and had a ZF four speed automatic gearbox. Perfect, so I bought it. Job done. I now had a Land Rover I could drive.

Then one day I was at a disability roadshow where I came across a company that fitted a servo system that automated the operation of the clutch. The 110 V8 does its job very well but I did still hanker after the simplicity and fun of the Series 2 and I missed the open air motoring of unbolting the roof in summer. Now it looked like I could get back behind the wheel of one.

Once back home I started looking for a Series 2 and struck lucky. A friend of mine runs Strathearn Engineering, a Land Rover workshop in Scotland and just happened to have a handful of them in stock. A bloke from California had asked him to find some early Land Rovers for export to the USA. This bloke gave my mate a deposit but had subsequently cancelled the order. This deposit was used to subsidise the sale of these Land Rovers. Mine was a 1969 Series 2A van in pretty good condition as it had been rebuilt on a galvanised chassis.

I got it home and set about fitting the push/pull hand controls for the accelerator and brake. Once I was happy with the way they worked, I got the clutch servo firm round. The bloke fitting the kit was very helpful and did all he could to get the system to operate smoothly but it never really worked properly. The basic principle of the kit seemed ok but the operation of it was flawed.

The main aspect of the system is an electric motor (much like a windscreen wiper motor) with a winding drum attached. This drum winds a cable that pulls the clutch pedal down and then, conversely, unwinds to let it up. This is controlled by a button on the gear lever; push it and the pedal goes down, release it and the pedal comes up.

For starting off from rest you need a bit more control than simply up and down. To achieve that on this system, there is a micro-switch on the throttle pedal. If the throttle is closed the switch prevents the clutch pedal rising, only opening the throttle allows the pedal to rise. There is also a box of electronics with a knob on it. With this knob you can set the speed at which

the clutch pedal rises up and therefore the rate the clutch engages. There is also a link to the brake lights so that when the brakes are applied the clutch is automatically disengaged so the engine doesn't stall when you stop. There is a speed sensor which overrides this when travelling above 20 mph. You don't always want the clutch to disengage every time you touch the brakes.

To drive off you push the button on the gear lever, the clutch pedal goes down, and you move the gear lever into first. You then release the button and the clutch comes up halfway to a 'bite point'. Next you open the throttle, the micro-switch is tripped and the pedal starts to rise at the pre-set speed. The clutch engages and off you go. To change gear you push the button again and the clutch pedal goes down. Once fully down and the clutch disengaged, you move the gear lever to the next gear and release the button again thus re-engaging the clutch.

The problem with the system was trying to get the clutch engagement speed and timing right. If you set the pedal speed too high the car starts off with a jerk or sometimes stalls. If it's too slow the clutch slips a lot and progress is slow, also gear changes take a long time. Different driving situations needed different speeds; hill starts need a different setting to manoeuvring in a car park. It was impossible to get one setting that would drive smoothly in a range of driving conditions.

The car was quite stressful to drive and didn't feel too safe. Back to the drawing board...

The main hardware seemed to be doing its job ok so that was left in place. The electrics were the weak link and were removed for a rethink. The problem seemed to be that the clutch engagement was not proportional to the throttle opening or engine speed. You need a gentle clutch take up for slow manoeuvring, a fairly swift

take up for driving in traffic and a quick yet progressive engagement for hill starts.

I decided there needed to be some correlation between the rate of clutch engagement and engine speed. To do this I put in an engine speed sensor instead of the old system's simple throttle position micro-switch. The engine speed sensor I used was a 'change up light' indicator and instead of the usual 6000+rpm change up point I set the unit to about 1200rpm.

The idea of this system is that the clutch would only engage when there was sufficient engine speed to drive the car. Unfortunately it didn't quite go according to plan, the clutch pedal moved too fast. As soon as 1200rpm was reached the clutch would effectively just be dumped resulting in wheel spin or stalling. The speed of the pedal was too high and needed to be reduced. A full 12v supply to the motor made it too fast so I needed to step it down. On the internet I found a 12v to 6v converter. This helped a lot but not quite enough so I added in a variable resistor as well. The resistor I used was the early Land Rover heater motor controller from the Smiths heater. With that fitted I could get the release speed just right and so achieve a smooth clutch take up.

At a gentle throttle opening, the engine speed would rise to 1200 rpm and the clutch would begin to engage. This engagement would then slow the engine slightly to just below 1200 which meant the clutch pedal would stop moving. With the pedal paused in this position the clutch is slipping, so not stalling the engine, but it is also providing a certain amount of drive so the car gently moves off. As the car gains



LEFT: Hand controls; ABOVE: Gear change button

speed the engine rises again above 1200 rpm and the clutch pedal resumes its upward travel and so fully engages the clutch.

If the throttle is opened wider, the clutch bites a little harder. This is because with more throttle it takes more drag from the clutch to slow the engine back to the 1200rpm mark. This greater torque makes the car move off more swiftly. This works for quicker starts in traffic and also for hill starts.

Unfortunately the problem is not quite solved. Though the clutch engagement is now proportional, it takes quite a long time for the pedal to rise from the floor and get to the 'bite point', there is, therefore, quite a delay before getting going. To get round this I settled on two speeds for the clutch motor, a faster speed for raising the pedal from the floor to the bite point and the slow speed for the actual engagement. The fast speed was obtained by connecting the motor directly to the 6 volt supply, bypassing the rheostat I had just wired in. The rheostat was switched in only once the bite point was reached.

The system is now pretty good but, unless you were quick with the clutch button on the gear lever, the engine stalled every time the car was braked to a stop. To eliminate this, the clutch had to be disengaged when the brakes were applied. To achieve this I copied the link between the brake lights and the clutch that the old system had. I used another 'change up light' control box and set it to 1500rpm. I wired this into the system so that the clutch only disengages when the brakes are applied and the engine speed is below 1500rpm. I now get engine braking as well as nor-



mal braking and the clutch disengages just before the car comes to a standstill.

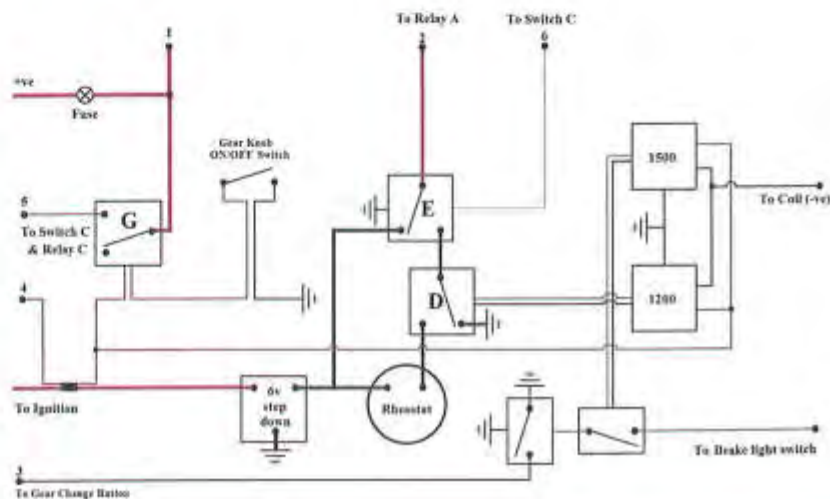
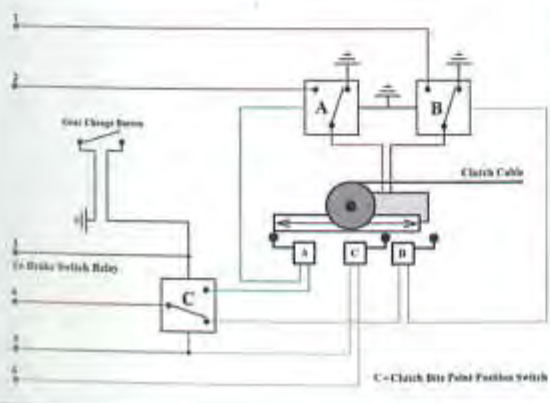
I was quite happy with the way it worked but it isn't quite quick enough for double declutching. Changing down to second gear in a hurry, at roundabouts for example, results in lots of gnashing of gears. The only way round that I could think of was to fit a Series 3 fully synchro gearbox. I got one rebuilt by Whitehouse Engineering but retained the S2 bellhousing and release bearing. Not quite as sweet shifting as the 2 but much more useable for me.

That's the transmission sorted but the other issue I had was Land Rover's heavy steering. I looked into various ideas for power steering but they were all quite complicated. Heystee, in The Netherlands, make a bolt on system which looks

good, if a bit pricey. Then a friend suggested I fit the original 6.00 tyres and wheels rather than my fat 225/75s. That made the steering much lighter, a bit vague on the open road but much easier to manoeuvre so worth the pay off. I use my Land Rover for various tasks, helping to maintain my small woodland, towing my trailer, attending shows and Dylan's green lane trips of course! I also put my Land Rover to good use as an escort vehicle on classic tractor and steam engine runs, it's amazing how much fun you can have driving at 4 or 5 mph! Happily my modifications seem to cope with the various tasks but, like many owners, I'm quite happy to spend time 'fettling' and 'adjusting' to make little improvements along the way.

Mark, B2L

BELOW AND RIGHT: Basic clutch and clutch control system



Vintage Magazines

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What do we have featured in the Club archives this quarter? Well, we have some magazines called 'Review' and a little history behind them and the Club it originally serviced.

The magazine was originally published for the Land-Rover Owners' Club by The Rover Company Limited. This Club went onto become The Rover Owners' Association and then went by the way when Rover was merged with British Leyland.

The Club was setup by The Rover Company in 1954 and the magazine was published between 1957 and 1968 which is very useful as these were the highlight years for the Series 2 vehicle. We don't have a full range of magazines but we do have a good number ranging from 1962 to 1968. I will add a list of those we have so if you feel you can add to our collec-

tion with missing magazines it would be appreciated.

The magazines themselves cover official gossip from Land-Rover, featured vehicles, stories from members and technical articles, pretty much the same as the Series 2 Club magazine has done over the years. The difference is that for me, handling these magazines is a privilege as they were all produced before I was born and the Series 2 Club was created.

We feature our earliest copy which is September 1962. This will please our Series 2A Forward Control owners as slap bang on the 1st page is a convoy of 2 of these monsters with the 2nd page dedicated to giving you all the specifications you desire!

The next article in the magazine is from a female contributor who was converted to the idea of having a Land-

Rover in the family when the family car wouldn't tow their caravan. So even back in the swinging '60s the female population were writing articles and getting involved in all things Land Rover.

For more scanned copies of the 'Review' magazine, please see our Members Only section of the Club website, the pictures of the front covers will be uploaded and as I get round to scanning the magazines, the pictures will transform into clicky links.

Don't forget to have a good look round the Members Only section as the complete archives of our very own Club Newsletters and later B2L Magazines are available to read. **B2L**

'Review' Magazines

1957 Complete Year - Required
1958 Complete Year - Required
1959 Complete Year - Required
1960 Complete Year - Required
1961 Complete Year - Required
1962 March (approx.) - Required
1962 June (approx.) - Required
 1962 September - In archives
 1962 December - In archives
1963 Complete Year - Required
 1964 March - In archives
 1964 July - In archives
1964 September (approx.) - Required
1964 December (approx.) - Required
 1965 January - In archives

1965 April - In archives
 1965 June - In archives
 1965 September - In archives
1966 January - Required
1966 March - Required
 1966 July - In archives
1966 September - Required
 1967 January - In archives
 1967 April - In archives
 1967 July - In archives
 1967 October - In archives
 1968 Jan/Feb/March - In archives
 1968 April/May/June - In archives
 1968 July/Aug/Sep - In archives
 1968 Oct/Nov/Dec - In archives

LAND ROVER OWNERS CLUB
REVIEW
 THE JOURNAL OF THE LAND ROVER OWNERS CLUB



FROM A WOMAN'S POINT OF VIEW
THE TIGER IN THE GARAGE

by JOYCE STRANGER

We have a Tiger in our garage. When my husband proposed selling our car and buying a Land-Rover I fought hard . . . until the day we towed our car up a steep hill and were stopped at the top by a flat tyre. The car refused to take up the load. The three children, myself and two helpful lorry drivers hauled and pushed at the back of the car until we were moving again. After that I gave in, although reluctantly.

The Land-Rover looked enormous. The first time I took it out alone I was startled by the engine roar as I changed gear—and more agitatedly surprised to find lorry and van drivers on longer thrust through when I



had the right of way. They saw me coming . . . and they wanted. The Tiger came into its own, and I began to like it.

It fit almost perfectly for a She with three little children, a pleasantly flexible and easy to manage. Parking is a pleasure, even in a very confined space. Reversing is simple, and it is easy to turn in very few movements in the narrowest street.

The back has two bench seats in it, running along the sides. It holds twelve girls in party dresses; or a load of luggage, a large coke gas cylinder, three large children (all teenagers) and our Spanner-cat; or several courtiers. We made history the day we collected jam-bread. Loaded in the lower level of the rear window, facing like a rig and base movement, with three Scouts in front, my daughter lying flat on a pile of junk, and my son straddling a bicycle which protruded slightly through the open rear flap, we sailed safely into the school grounds and were the envy of all the other collectors, taking our haul in for every foot of them.

Fishing rods can be hung from the roof, leaving the three chairs free. Hampers, hot-sausages, sandwiches, six pairs of legs and a picnic bath full of earth for the cat. Amusing things can be stowed behind the seats. The load it will take is immense. At the last jam-bread collection I found myself transporting, with no difficulty on the part of the vehicle, a full size electric cooker.

The Tiger proved its worth when we saved our carcase (instead the Dismantled from Flashed through Belgium, France and Germany to a tin three thousand feet up in the Black Forest. No other vehicle could have



It holds twelve girls in party dresses . . . or a load of luggage, a large coke gas cylinder . . . or several courtiers.

AERIAL TOPDRESSING
 "DOWN UNDER"

Australia is a vast country, capable of enormous rural development. Although great areas have been made in this direction the ultimate potential has scarcely been scratched. The vast tracts of virgin land, the lack of water and the absence of essential chemicals in the soil, have posed special problems for the farmer. In particular the unavailability of so many millions of acres, has led to the lack of a grand scale. The answer to this has been found in superphosphate.

Superphosphate requirements in Australia depend on the amount rain-fall of the area, the soil type and the number and variety of the crop. There are three distinct stages in the treatment, the initial dressing of virgin land, and the annual dressing during the 'build-up' period, and finally the maintenance dressing from then on. Of the annual treatments applied to the ground it is found that only part of the chemical is retained by the actual plant, the remainder either being leached from the ground by rain or fixed in the soil by soil chemicals.

The shortage of superphosphate spread from the air in South Australia this year was expected to be three times greater than the figure two years ago. For a long time Tiger Tractor units specially modified for the task but in

recent years these machines have been replaced by light, manoeuvrable, lightweight aircraft specifically designed for the job. The latest model, the CROCODILE 250, made in Australia and selling for £49,000, can operate from a 300 yard 'back' strip. It can spread over 1,000 lb of superphosphate in a single trip and its 1,000 lb of superphosphate is powered not by the spreading capacity is controlled by the pilot. The unit can be disposed of in the matter within 20 hours. The unit is disposed of in the matter within 20 hours. The unit is disposed of in the matter within 20 hours.



and distribute it over the ground of the 1,000 acre 'back' strip.

Farmers who have been employing these latest methods for a number of years claim that results are excellent. Output differs slightly as to the best time of year to carry out topdressing. It is chiefly between the months of January and March that use is most likely to see these 'mighty midgets' bearing across Australian skies.

Regular Truck Cab. A petrol engine Regular Land Rover fitted with a truck cab and 12-inch load axle with a spare wheel mounted on the chassis.
Long Land-Rover. The 39-inch wheelbase Land Rover has the standard truck cab and a 24-inch load. It has 30-hp rear axle.
Long Land-Rover for UNICEF. This is fitted with rear axle and a full-length hood and has the UNICEF insignia on both front doors.

SPECIAL VEHICLES ON DISPLAY

There are four specially equipped Land-Rovers on the stand.
Mersey Tunnel Land-Rover. This 38-inch wheelbase Land-Rover has a special body built to the requirements of the Mersey Tunnel Joint Committee and is finished in their colours.
Land-Rover with Hydraulic Platform. An hydraulically operated lifting platform, produced by Messrs. Simon



Engineering (Middlesbrough) Ltd., is fitted to this Long Land-Rover.
Land-Rover ambulance. A Long Land-Rover fitted with an ambulance body by Messrs. Picken (Mersey) Ltd.
Cambridge Fire Engine. This is a Revised control fire-engine built on a 105-inch wheelbase Land-Rover chassis by Messrs. Curmishall & Sons (Worcester) Ltd.



Land-Rover with hydraulic platform, this fits over the back of Mersey Tunnel - and is on the stand.

Engineering (Middlesbrough) Ltd., is fitted to this Long Land-Rover.
Land-Rover ambulance. A Long Land-Rover fitted with an ambulance body by Messrs. Picken (Mersey) Ltd.
Cambridge Fire Engine. This is a Revised control fire-engine built on a 105-inch wheelbase Land-Rover chassis by Messrs. Curmishall & Sons (Worcester) Ltd.



A Land-Rover with crane is used for heavy lifting in a field of operations.

Steering things in the right direction

WORDS AND PHOTOS JONATHAN REAS



'Simple maintenance and correct adjustment can literally transform your steering and make your Series 2 a real pleasure to drive on the road'

- Low and/or uneven tyre pressures on the front axle
- Loose and/or worn track rod ends (x6)
- Seized steering relay (these are often left to run out of oil and not topped up)

Details on how to check and fix these issues can be found in your Green Bible or Haynes Manual. A 10 minute checkover with a spare pair of hands could reveal something that can be quickly and easily fixed. Though replacing a seized steering relay can provide hours of entertainment!

Steering Box mounting

If all of the previous parts are fine then you should first look at how the box is mounted on the bulkhead. If the vehicle has been involved in a front end impact, either off-road or in an accident, check for cracks around the casing and mounting points.

Check that the box is tightly bolted

Jonny

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- 07467197379
- Facebook: J.D.R STEERING UK
- S2C forum: Seriesly British

Lead times are approximately:

- Steering boxes: 2-4 weeks
- Steering wheels: 6-8 weeks
- Horn centres: 2-3 weeks

Other work may be considered, please email me with your requests and I will get back to you.

A lot of people assume that *all* Series Land Rover steering is vague, heavy and unruly at speeds above 45mph. This isn't and doesn't have to be the case. Simple maintenance and correct adjustment can literally transform your steering and make your Series 2 a real pleasure to drive on the road. But, as with most things, some parts will eventually get to a point where they are too worn out to continue and will need rebuilding/replacing.

How it began for me

Trying to improve Land Rover steering started for me when I got my first Land Rover (sadly a Series 3) aged 19. During the strip down, unaware of exactly how to remove the steering column and box in order to remove the bulkhead, I unbolted parts of the steering box itself and of course it fell apart. I sourced another unit and started asking around to see who rebuilt them and the costs. I, being a student at the time, couldn't afford the costs for a company rebuild.

When I sold the Series 3 to fund my Series 2A which is now my daily driver, the is-

sue of steering cropped up again. This time however, I was determined to do much of the rebuild on my own. I began trawling the web, parts books and manuals to see exactly what was needed and how hard it would be. I eventually bought an overhaul kit off the online auction site we all love to loath.

I decided to strip it all back down, clean it up buy new gaskets and start again. This time I had much better results, a few adjustments of the shims at the bottom to get play just right and hey presto, around 3 weeks of hard work, a working steering box!

After that I did my Dad's Royal Navy 2a, then a Series 3 unit, and a number of word of mouth jobs. 5 years after my first rebuild that is still going strong. I took out the insurance and started offering the service to the masses.

Before you blame the steering box

It is worth checking all other parts of the steering setup before assuming the steering box is the cause of your steering issues. These include:-



1. Splitting personality for an extremely over tightened ball bearing

2. In the groove, unfortunately ball bearings will have a rough time passing any of these spots. You will certainly feel a binding or juddering at the wheel with any one of these

3. Case closed on this '66. Over tightened or heavy impact has fractured this unit. If unchecked or the box becomes loose, it could be very dangerous

4. Banana anyone? Improper fitment and or bulkhead alignment issues can result in bent outer columns. The wear and strain can have catastrophic effects on the rest of the unit.



to the bulkhead as I have recently seen a worn out steering box that was held on by one loose nut and bolt, the steering was very vague to say the least, not to mention the potential danger it posed. I have also seen a 2A with a fresh MOT that had both a loose steering box and track rod ends!

The steering box itself

The most common areas for damage are wear and tear on the consumable parts, then ally rot on the cases and wear to the worm gear, followed by extreme things like over tight adjustment and ball bearings that have cracked or split in half!

Other areas to consider looking at, with regards to the fitting and maintenance of your steering unit, are things like correct alignment of support brackets. Also the bulkhead can become twisted during repairs, which can 'banana' the outer column. This can cause a LOT of unnecessary wear and strain on the unit. If you are unsure about welding repairs and cannot find a local member who is, it's my suggestion to contact Tony Wood on 07446063173 or by email at liz-wood@tiscali.co.uk for advice.

Steering Box Overhaul

If you are certain your steering issues are down to an internal issue, it's time to get out the Green Bible again. But, if the idea of overhauling it seems a bit daunting then I feel this is where my services are useful. An overhaul doesn't have to mean all new worm gears and expensive bits.

What I've found is that simply replacing the 'consumable' parts, along with a proper check and maintenance schedule can extend the life of your unit dramatically.

As part of my service, I check each component for excessive wear, pitting, cracks or breakages.

I then use Bearnmach parts to replace all damaged/worn parts. Genuine parts can be used but often work out to be 3 or 4 times the cost. All units come with a 12 month guarantee.

Compared to other companies' prices and the cost of those units being sold on "E-xpensive-bay", I think you'll be surprised by just how little this service could cost and how much of an improvement it could make.

I also now also refinish horn centres with 'wrinkle' paint and light crack repair and refinish steering wheels themselves. For the most accurate quotation, if you wish to book in, or ask advice, please contact me. **B.L.**

Disc Brake Conversion

WORDS AND PHOTOS ALEX BYWATERS

Having decided to improve the retardation of my 2 tonne Dormobile after several exciting Alpine and Pyrenean descents, I thought it might be of help and interest to cover the process of decision, purchase and installation for others.

I won't be discussing the "why", I wanted them, for the reasons outlined above. Each can make up their own mind as to need (or not!).

There are (at least) three options currently available; Zeus, Heystee and Wild (marketed by YakYak Classics). All of them have their foibles which can translate into advantages and disadvantages, depending on your requirement criteria. So, broadly speaking the differences are thus:

Zeus – unique bracket/castings, callipers and discs, with Jag pads and require 6j (eg Disco steel or Wolf) rims

Heystee – unique bracket/castings but can use Defender discs, callipers and pads

Wild/YakYak - unique bracket/castings but can use Defender discs, callipers and pads (and spacers I believe)

Much of a muchness, unless you want the convenience of being able to replace

discs and callipers easily and cheaply (even second hand). Zeus have been going a fair few years now, but nothing lasts for ever

How much?

This is where it gets a little more complicated as extras need to be added. I will try to make it simple.

Zeus – Basic kit (castings, callipers, discs, pads, brake hoses, long wheel studs) £585, plus £22 p&p plus vat, plus a set of "new" rims. I reckon this comes to about £716 plus rims at say £200 a set, comes to around £920 http://www.zeus.uk.com/index.php?dispatch=products.view&product_id=48.

Heystee – Basic kit is 887 euro which is about £640, and includes modified swivel housings, plus discs, callipers, pads and hoses. Using YakYak prices for these (£49 for discs, £110 for callipers, £10 for pads plus say £10 for hoses) you have to add £179 on top of your £640 plus vat and delivery, so around the £900 mark again. <http://www.heystee-automotive.com/parts/dicsbrks/disc.htm>

Wild/Yakyak – Basic kit is £525 plus the extras (as above) £179 which comes

to £704 plus spacers, delivery and possibly VAT. If vat does need to be added, you are again around the £900 mark. <https://www.facebook.com/yakyak-classics/posts/1530903977164742>

In conclusion, if you are wanting front discs and have a spare Defender or Disco front axle kicking around the Wild/YakYak or the Heystee might be your answer. Other variances will be around whether to fit long studs if using Wolf rims (check out the S2C forum for a lengthy thread on this)

Meanwhile, back to fitting the Zeus kit (7% discount for buying three sets!) on the Dormobile. ■■■

Fitting

- Jack up, place on axle stands and remove wheel, brake drum and hub.
- Fit cast bracket to axle
- Replace studs in hub with longer ones (supplied)
- Fit disc
- Refill / top up hub with oil, as difficult to get to once calliper is fitted
- Fit calliper
- Fit new brake pipes (supplied)
- Refit driving member
- Repeat for other side
- Bleed brakes
- Drive and enjoy





Area Roundups

A summary of recent events in your area



ANGLIA



Anglia

RICHARD ALLIN

At the end of September, some of the Anglia based club members organised a green laning run on the Cambs/Essex border.

Starting from Haverhill, 4 SWB Series 2s headed out on the morning route that covered several lanes in Cambridgeshire which were in their final week of unrestricted access before the winter closure.

The first lane at Weston Colville offered 2 crossings through the origins of the River Stour. It's hard to think that these modest fords eventually

grow into the river that flows out at Harwich Docks. The Cambridgeshire lanes were very open and firm, only requiring 4wd to be selected a couple of times. At one point we had to drive a short stretch where agricultural vehicles had created some deep ruts. These were no problem for the drivers with 7.50x16s but the diffs of the SWB running standard wheels were likely getting close to touching the ridge between the ruts. We ended up joining the Roman Road that runs to the edge of Cambridge but unfortunately half of this is restricted to non-motorised vehicles so we joined the tarmac and got to wet our wheels at the Hildersham Ford through the River Granta and again a few miles down the road at the 18th century Linton Mill. After a 20 min road run to the regularly used TV location of Finchingfield, we had

planned to meet up with a LWB Series 1 but this was thwarted by a village-wide three-legged race which diverted us to meet at the start of the afternoon run, part of which had been recently written about in LRO. Most of the Essex lanes in this area are more like broken roads but several of them are quite narrow and scratchy in places so not recommended for anyone with good paint. At the end of this section we were faced with 2 routes to reach tarmac; squeezing between 2 RSJ's that have been sunk in the ground to act as gate posts or drive through a "bomb hole" next to them. We of course all chose the 2nd option providing the best photo opportunity of the day and plenty of amusement. The SWB on standard rims came close to reaching its maximum approach angle on entry

and the LWB Series One did discover its maximum breakover angle on exit which required a bit of manoeuvring to remove itself. The final lane took us down to Great Dunmow where we were surprised to see a 65 plate Ford Ranger coming the other way... and he got to test his reversing camera! Crossing under the A120 we stopped for another

photo opportunity before the final water crossing. This involved descending down a high bank into a near bumper depth water crossing with a gravel bottom and exit via a steep but short climb out. Pulling up on a verge at the exit of the lane we called it a day as Eddy, who had come down from Norfolk, was now over 100 miles from home and I did not envy that drive but he is one of the most dedicated Series 2 drivers I have met.

Postscript: With plenty of lanes and fords still to cover in the area we will aim to do another run out early 2016 that is suitable for all Land Rovers and drivers and we have recently covered some new lanes and water crossings including the infamous Terling Ford where I decided to pause for a moment in order to give laning partner Gary a perfect opportunity to get some great pictures! Plus I made him get his feet wet not mine.



AUSTRALIA AND NEW ZEALAND

Australia and New Zealand attendees: Peter Mercer (S2a), Rod Venables (S2), Jim Eldridge (S2b), Joel Weedon (S2a Military and trailer), Jim Eldridge (S3 Lightweight)

Australia and New Zealand

PETER MERCER

Hello all from down under. As many of you know there's a lot of space between Series 2s over here and I am working on bringing a few of them closer together. Currently I have been in touch via email with the existing member base, but am very confident over the next while that I will be able to encourage a greater number of folk to join the Series 2 club.

We had a Land Rover Expo in Sydney in October www.landroverexpo.com.au which was a great success; lots of fun was had over the weekend with approx 500 vehicles in total attending.

More recently I attended with several prospective S2 members the www.facebook.com/taralgavintagefarm. We had five vehicles and four people attending:

I haven't caught up with any New Zealand folk at this stage. Very much looking forward to what 2016 brings

Garden of England

SEAN & HAZEL

Since the last report, we attended Aylesford Car Show with 7 vehicles turning

out. This is a good one day show with good auto jumble at a nice location, so hopefully we can encourage more to come next year. The Land Rover day at Tilford Rural Life Centre in October was next, although not in our area, a few of us braved the M25 to attend and again a good day was had. The annual Christmas Dinner is on the Saturday before Christmas and already we have had much interest so it should be a good evening! Next year is in the planning stage, Hole Park for a camp is booked, please see separate article and other new events are being investigated, so watch this space! As always any questions, our details are in the back of this mag.

Spring Camp 2016

Hole Park has been booked from Friday 29th April to Monday 2nd May, this is earlier next year but it's a bank holiday so an extra day to do as little or as much as you like among fellow enthusiasts. Greenlaning and other activities are being planned, usual campfire in the evenings. Please let us know if you are coming as we will book facilities accordingly.

Central Shires

MARK BARNES

Mark Barnes here with a quarterly update on activities & initiatives from Central Shires.

For 2016 the Area will move into shows as well as pub meets. This reflects the feedback provided by the Members. To that end I have emailed the known local shows and include the show list (with confirmed dates if known).

What is evident from my very modest experiences is what great civilised fun shows are. This was typified by visiting

Fluffie Valve's pitch on a grassy knoll overlooking Old Warden at the Bedfordshire Steam & Country Show the whole field opened out before Fluffie's front door. With good weather and a hot brew (kindly offered and accepted) this really was quite a sight. As was my 4 year old daughter, Carolyn playing with Fluffie's Springer Spaniels. Separating daughter and dogs was looking to be quite a fine art at times. With respect to the Bedfordshire Steam & Country Show for 2016, requests to show have to be in writing and need to be in very early in January. More details can be found here: <http://www.bseps.org.uk/rally.html>. A similar stipulation is required for Rushden Cavalcade. So if you would like to attend, please do get the requests in very early indeed in January.

A small band exhibited at Stotfold Working Steam Weekend, a much smaller show, but none the worse for it. Without the suggestion from the Membership, I would not have known about this terrific event. Good company, fine weather, interesting Steam Engines and working exhibitions caught the crowd's interest. Once again the daughter amused herself trying out various forms of bonnet. Her career as a hood ornament is hopefully short lived.

With a rough idea of what is required (plenty of camp chairs, tea making facilities, biscuits a plenty) I am setting up plans for 2016. Within the Club, Members have kindly advised of show related collateral (bunting / banners / party tent) etc. This is slowly being collected. So the future presence of the Club and the Area will be more recognisable going forward.

Pub meets continue, but will move to a more consistent base for 2016 focussed on two venues. The Green Man in Lavendon (as it is looking very central to the pub meeting active Membership) and the Waggon & Horses in Steeple Morden (good base for local green laning). Tim-



CENTRAL SHIRES

the 3 Pigeons, Nescliff near Shrewsbury. I'm hoping to see more members attending our functions next year. I'm organising a green lane and scenic drive around the Betws y Coed area early next year. We do try and keep our area members informed by monthly email bulletin and Facebook so any constructive feedback would be much appreciated. If there are any activities or other shows you think we need to explore perhaps together we can look at other avenues of interest for members. Can I take this opportunity to thank our area members for continued support throughout the year.

Season's greetings to you all and all the best for 2016, Dymuniadau gorau a chyfarfchion y tymor ichi gyd.

ings of meets will also change to mid-day in the winter to permit travel in daylight.

What is heartening to see is that that more Members and indeed Non-Members are attending Pub Meets. So the degree of inclusion starts to grow and the Area will be stronger as a result. On that positive note the Area is gently building up. I would like to thank the Members of the Area for their interest and support.

Kindest regards and safe travels,
Mark 07887 850 428

North Wales and Shropshire

BERNIE & DIANE

The shows have come to an end; personally we've had a great year, attending some well organised events and seeing some great exhibits, making new friends along the way. The end of the season is upon us meaning it is a fairly quiet for a few months apart from the monthly club meets. The Christmas Meal will be held at

ing about our favourite subject. I have booked our space ('commercial vehicle' section again) and hopefully for 2016 we will have some of our 'restoration projects' back on the road and at the event.

For next year, in addition, we hope to attend the Fraserborough Classic show which attracts a very large turnout. The long awaited BBQ is now scheduled for January. An informal meeting held at Alan and Heather's last month 'decided' that my workshop was a suitable venue and January was a good time to meet up over a warm charcoal burner (OK both BBQs are gas but it didn't sound right!). All members are welcome and if you would like to come, please give me a ring for the date etc, and to ensure that we have enough food (large cake please Heather!)

We are also planning on a weekend workshop, a time to come along and sort some of those problems out on the Land Rover.

My own fleet is now getting near to being back on the road, the Series 1 now has a roof (till) and starts and runs again for the first time in 26 years. The proverbial new battery, fresh fuel, clean contact breakers - press the starter and away she went!

The Series 2 is now fully serviced (and passed her MOT without even an advisory) all ready for the snow that we have been promised - of all my vehicles, the old 109 is without doubt the most competent in snow! And has heated seats!

The Series 3 I am building for my daughter is coming along and should be running by the end of the year.

The Discoverys are well... being Discoverys and just when you think they are all sorted, the light switch dies on a dark mountain road!

An unusual problem was also solved this month - Alan's Landy had a ticking noise coming from the transmission and as he had a spare gearbox etc., we simply swapped it over. I needed a gearbox for the Series 1 (the reason it was taken off the road) and Alan kindly offered his old unit so it could be rebuilt and swapped.

The ticking was traced to the four wheel drive dog clutch not fully releasing and this was being caused by the transmission gear lever having been bent at some point so that the ball part onto the selector rod did not have enough movement. A tweak with a large adjusting spanner (and new layshaft bearings etc.) saw it rebuilt and it is now installed and working. I will rebuild

Scotland North

ALISTAIR YULE

It's the end of November as I write this and time to reflect on the year. All in all I think it has been successful, we have even gained some new members.

We have enjoyed a weekend of driving in the Trossachs - thank you again to Gene (Scotland South) for his hospitality and organisation, a definite for next year's events list please!

The Old Meldrum show was particularly enjoyable - it is a great opportunity, not only to show off our Land Rovers, but to meet people and spend the day talk-

the old Series 1 box at some point and keep it as the original unit for the Series 1.

I hope that all our members enjoy Christmas (need to get those letters off to Santa with the wish list from eBay!) and I wish everyone a great year in 2016.

North West

JON HAYES

As we move towards winter, the shows' season has come to an end but not before we managed to sneak in one last show with the Blackpool Steam Rally in early October, although our thoughts are now turning to our Christmas meal and of course the hope of some snow!

Monthly Meets

September's meeting was a southerly one near Helsby, where we joined up with a few of our North Wales neighbours. We had many members and their families and a great collection of Land Rovers, making this one of our busiest meetings. As always it was good to see members from outside the area and we are planning on more joint area activities over the coming year.

October's meeting at the Petre Arms near Blackburn proved to be even more popular with 43 members and family and around 20 Land Rovers, including me in "Lucy" our new 1963 S2A fire engine (ably driven by my wife Carol - I suspect I

may have lost this Landy to her!). My new acquisition obviously upset "Ruby" my 6 pot Station Wagon though, as she decided to burn out an exhaust valve on the way.

Sadly November's meeting at the Bell & Bottle near Kirkham was a rather wet and windy affair, although we still managed a good number of members and I really have to thank all those who braved the conditions to turn out.

One thing I have been really pleased about is that we have had new members attending at every meeting and judging from their interest and involvement during bonnet lifting in the car park, it looks like they all had a great time.

Shows & Events

As I said at the start, we just managed to sneak in one last show in October with the Blackpool Steam Rally which is unusually on hard standing and has one of the largest collections of steamers I have ever seen. The show spans the weekend and combines a couple of night time runs through the Illuminations and judging by the feedback from Gordon and

Vena also has plenty of entertainment to keep you in the beer tent until late!

Coming Up

This month we have our Christmas meal and with 43 attending, it should make a fabulous close to the North West area activities for this year. A number of our area will also be joining Gordon and Wendy from the Yorkshire area for their Pudding Run and we are also in the process of organising a run out over Christmas ourselves.

General News

Over the last couple of months we have been running a short questionnaire within the region and have had a really strong response. I am currently in the process of reviewing the data and will be



AREA ROUNDUPS

providing feedback in the area newsletters in the coming months. The result of this is that I plan to use the data to shape meetings and activities within the area through next year, starting with a slight change to the Northerly meeting in January which is now being held at the Bridge House Tea Rooms in Wray.

I would like to finally wish all the members a very Merry Christmas, a Happy New Year and I look forward to seeing you in meetings and activities through 2016.

Severn Valley

CLIVE AND KARINA SPEAKS

Hello from Severn Valley (the big one) and apologies for the size of this report but it covers nearly 2 years and also condensed versions of 2 previous reports that for various reasons, never made it into B2L.

An introduction: Karina and my Land Rover experience go back 37 years with me towing trailer loads of bullocks and pigs behind a Series 3 back in Cookham Dean in Berkshire.

We owned our first Land Rover, an

ex-military 1962 Aircraft Blue and Limestone petrol Series 2 88" Station Wagon in the early 90's. This was bought to tow a horse trailer and also to get us about when the snow came down in the Brecon Beacons where we were living at the time. We ran Bluebell for a couple of years until the chassis folded up on us.

Bluebell was followed by a very late Castle Green Series 2a 88" tin top (all syncro gearbox and a few other Series 3 bits and bobs). Once again this earned its keep towing the horse trailer to Dressage competitions and getting us around when few others could. The SW hard top and elephant hide rear benches from Bluebell were swapped over and it worked quite hard for a living. I particularly remember climbing Clyro Hill near Hay-on-Wye in 1st gear low box with about 3 ½ ton behind us. We nearly unloaded the horses at one point it got that bad!

This Series 2a was eventually sold for an early 4 speed V8 Range Rover better able to cope with the heavy towing demands created by a 17.2hh ¾ Shire gelding and a 16.2hh Irish Draught mare. At the time we thought it was a thirsty beast. We'd seen nothing yet! Another old Rangie followed, this one fitted with a Perkins 4236 from a Dodge 50 truck. With Fairey Overdrive engaged, a

heady 55mph was possible but boy what a tow vehicle! Economy was generally in the 30mpg area whatever you did. Towing 3 ½ tons actually got the temperature needle to move off the cold stop and quietened it down a bit as well. In desperation I removed the engine driven fan and blanked off half of the radiator but to no avail. People will tell you that these engines eat Land Rover transmissions. Well they are absolutely right, in the finish, double de-clutching was needed into and out of overdrive and the centre diff was on its way out as well when tin worm removed the bottom 9 inches of the body.

Another Range Rover followed this beast, one of the last Vogues with coil springs. The main problem was that every time you started the thing, something else electrical had stopped working or another warning light was on. Used regularly it would probably have been ok but who knows?

Which brings us back to Series 2s again. In late 2010 we were told about a 109" SW for sale in Mid-Wales. We went and looked, found it was a 6 Pot and did the deal. A rather traumatic attempt at collection by a train trip (got dumped at Craven Arms in minus 15 degrees C having missed the connection and with buses not running, had to hitch 50 miles home in one of the worst winters for 30 years) was followed by a

better attempt by road. We got home OK, discovering that Land Rover's 12mpg estimate for a 2.6l 6 cylinder Station Wagon is about right and pressed the 6 Pot into service rolling, harrowing and of course towing. We discovered the Series 2 Club, joined and have been on some great events like the excellent South West Camping Weekend, and the Welsh Camping Weekend.

We had been running pub meets by the River Severn in Gloucestershire for a couple of years when, largely due to Severn Valley member Steamdriven's efforts, we ran a successful green lane day of our own in the Forest of Dean.

After manag-



Cotswold lanes



Eastnor/Three Counties Land Rover show

SEVERN VALLEY



Welsh Camping Weekend

ing the Club stand at the quagmire known as the Eastnor Show

Last year Karina and I were persuaded to "do the job officially" and become joint Area Reps. We have now held this exalted position for about a year and so far so good.

This year, we again ran the Club stand at the combined Eastnor/Three Counties Land Rover show signing up 16 new members and had a much drier weekend. Due to the help and enthusiasm of local members it was a huge and very enjoyable success. Our caravan awning and gazebo were even broken down and packed away for us while we took the stand to bits and the help in setting up was extraordinary.

We ran a green lane day on Saturday the 12th of September which was organized by Gordon (steamdriven on the forum) and attended by 11 local members and "a good time was had by all". The Forest of Dean is full of lanes to drive, most of the scratchy kind but the great thing is that they are all in such a compact area. We could be persuaded to open it to all comers again (did this successfully in April last year). Maybe we could make a weekend of it using one of the many campsites in the Forest as a base. Any advice from other areas would be very welcome.

We held another green lane day on Halloween, actually a really good day. Thank you to those who met up on a lovely sunny day at Toddington Station on the GWR Steam railway. Good times, good company (nice to meet Brett who drove down to join us from Stratford Upon Avon in his very nice Series 2 SWB Station Wagon). A full English started the day, a pub lunch halfway round followed and then back to the Flag and Whistle at Toddington for tea and cake to finish. Oh yes and in between all the eating, we did drive some Cotswold lanes.

Other than one which had been de-rated to a bridle path, we had enough to make a full day off road (other than time spent eating that is)

The pub meets are going very well with 20 people at the August one which set a new record, 18 on a very wet and foggy November evening and of course welcome aboard to the newest members of our happy band, John and Joyce and also 14 day old Darcy Phelps. We are having a Christmas do at the December pub meeting and will be looking at menus at the November meeting. This is intended to be a proper social to include families

and significant others. To those members who haven't yet made it to a pub meet, please come to the January 2016 pub meet. All welcome and for new members a great way to meet your fellow members.

The Yew Tree have been very good to us and it is good to put something back although from some angles, the pub meets look like a meeting of the Series 2 Dining Club already. All in all, it's going rather well other than the hiccup with B2L.

South West

CLIVE

Pub Meets:

Our Somerset Borders Pub meet is still at the Catash, six months in a row now and still the same Landlord!! Attendance is great at between 15 and 20 each month. It's on the second Wednesday of each month starting at 7.00 pm and the full address is: Catash Inn, Cary Road, North Cadbury, Somerset, BA22 7DH

Our Devon meet is ticking along, very nicely. Please Note It is now on the last Wednesday of each month and is held at the Thirsty Farmer, Tala-ton Road, Whimple, EX5 2QQ - website is www.thirstyfarmer.co.uk

Laning Day:

A few of us went on the night time laning organised by New Forest and Solent; this was just brilliant and hopefully there will be a write up on that in this issue.

I am still looking for someone to help organise a pub meet in Cornwall so if you would like to get involved please contact me.

All South West events are posted on the Forum, I am more than happy to help and support any events Members would like to organise in the South West. Should you have any queries please feel free to contact me on:- 07711 121399 / 01823 444622 or southwest@series2club.co.uk

Yorkshire

GORDON AND WENDY LOWE

The news story for the New Year that will have the largest impact on Yorkshire Area members is that...prepare yourselves... the Mark Woodward Skipton 4x4 Jumble is moving venue for 2016

to Ripon Racecourse, HG4 1UG. This is great news, a change of location often re-invigorates an event and encourages new traders in. It will also stop the Lancastrians getting a head start at the front of the queue, can't have all the bargains going over the border! The date for the Spring Ripon 4x4 & Vintage Spares Day is Sunday 17th April, gates are open to buyers 9.00am-1.00 pm and entry is £4.50. The Autumn Ripon Jumble will be held on Sunday 25th September.

Following a joint decision with John Cramphorn, who regularly drives some of the most amazing lanes in The Yorkshire Dales, we have moved the March Skipton Green Lane event to 11th & 12th June. The longer daylight hours will allow us to travel further afield, driving some spectacular lanes in Wensleydale, Swaledale and Nidderdale or across the A1 to The North Yorkshire Moors around Helmsley.

The 2 day event will be based in Masham, one of the prettiest market towns in the Yorkshire Dales and home to Black Sheep and Theakston's! We'll use the grass car park next to the River Ure on the A6108 as the 9.30 am start point for both days. The address for your satnav is The Recreation Ground, The Avenue, Masham, HG4 4DS. There is a 24hr fuel station in town, once out in the Dales there will be few chances to top up.

If you would like to stay over, I have arranged camping for Friday and Saturday night at The Old Station Caravan and Camp Site, prices start at £8 p.p.p.n. Please book and pay for your own pitch quoting 'Land Rover Series 2 Club'; an area is being set aside for our use. The site has electric hook-ups, a cafe, wi-fi and also offers 4 Scandinavian Cabins with central fire pits for hire at £45 per couple per night + £1 if you bring the dog.

Please contact me if you plan to join us for the weekend camping or just intend to join us for the day so I have accurate numbers, allowing John and I time to set out routes. You can join a group led by a member with local knowledge or we can provide you with some route ideas to explore in your own group. We will be using Explorer Maps OL30, OL2 and 298, Non Series 2 vehicles welcome.

The Old Station Caravan and Camp Site, Station Rd, Masham, HG4 4DF Tel: 01765 689569 www.oldstation-masham.co.uk

Gordon and Wendy Lowe
yorkshire@series2club.co.uk
01469 560166 B2L

Area Pub Meets

Details are correct at the time of printing.



West Midlands

■ 3rd Thursday of each month, 20.00hrs
The Phantom Coach, Fletchamstead Highway, Coventry, West Midlands, CV4 7BA

North West

■ Meetings are held each month and move around the region. Details of all meets are sent out in the North West newsletter and also listed on the club website, forum and Facebook pages or contact Jon Hayes. We usually meet at noon if eating and follow on with a short area meeting at 13.30.

Jon Hayes
northwest@series2club.co.uk
07817 711 973

Severn Valley

■ Severn Valley Area Pub meets first Tuesday of the month from 7pm onwards
■ Yew Tree Inn, Chaceley, Stocks Lane, Gloucester, GL19 4

Essex

■ The Bricklayers Arms, Co7 8SL on the first Thursday of the month from 7.30pm
Malcolm House
essex@series2club.co.uk

South Essex

■ The Barge, Battlesbridge, SS11 7RE on the first Saturday of the month from 2.30pm
vro@series2club.co.uk
Andy: 07702087115

North Wales and Shropshire

■ Jan 3rd at 12:30 - The Plough, Llandegla, LL11 3AB
■ Feb 7th at 12:30 - Conwy Falls Cafe, Betws y Coed, LL24 0PN
■ Mar 6th at 12:30 - 3 Pigeons, Nescliff, Shrewsbury, SY4 1DB

Anglia

■ Fur & Feather Inn, NR13 6SW
Alan Jones
■ The Red Lion, CB6 3LD
Paul Cuipt
Red Lion, Sturmer, CB29 7XF
Richard Allin
■ As from 9th January 2016: Spirit of Endeavour, Boston, PE21 7QS
Ben Stock 01205311732

Central Shires

■ Saturday December 19th, The Blackbirds, 25-27 High Street, Flitwick, Bedford, MK45 1DX
■ Saturday 16th January 2016 12 Noon - The Green Man Lavendon (High Street, Lavendon, Buckinghamshire, MK46 4HA)
01234 712611
■ Saturday 20th February - 12 Noon - The Priory Bourton Way, Wellingborough, Northamptonshire NN8 2LF
www.all-inns.co.uk/pub/the-priory
■ Saturday 16th April - 18:30 - The White Hart at Maulden, Ampthill Road, Maulden, Bedfordshire, MK45 2DH

Thames Valley

■ 2nd Wednesday monthly (not December) from 8pm The Stag PH, Heath End Road, Flackwell Heath, Bucks HP10 9ES
■ 4th Tuesday monthly from 8pm The Ship Inn, Ashford Hill, Berkshire, RG19 8BD

Garden of England

■ Garden of England pub meet is at The Chequers, Watery Lane, Heaverham, KENT, TN15 6NP on the 2nd Thursday of the month.

Scotland North

■ No regular Pub Meets

Scotland South

■ No regular Pub Meets

Borders

■ No regular Pub Meets

North East

■ No regular Pub Meets

Cymru

■ No regular Pub Meets

New Forest and Solent

■ Details of pub meets available on the local micro-website
www.series2club.co.uk/newforest

Peak District

■ The Grouse Inn, Longshaw, Froggatt Edge, SK11 7TZ. 1st Monday of the month

Surrey and Sussex

surreyandsussex@series2club.co.uk

Yorkshire

■ The Kings Arms, Heath, Wakefield, WF1 5SL. The third Sunday of every month between 12.00 & 17.00. It's best to book if you require Sunday lunch on 01924 377527.

Robin Sanderson
07856492894

South West

■ Second Wednesday of each month at The Catash Inn, Cary Road, North Cadbury, BA22 7DH from 7.00pm.
■ Last Tuesday of each month at the Thirsty Farmer, Whimble, Devon, EX5 2QQ From 7.00pm. **www.thirstyfarmer.co.uk**
■ Both meets are posted on the Forum. Ensure you check each month before travelling in case of venue change.

Club Secretary



'The forum has allowed me to dive in and out of Club matters and make contributions to the discussions. As a format for discussion, it is, in my experience, very beneficial as it fits round a changeable diary without issue'

Good Morning Ladies & Gentlemen. A quick word from Mark Barnes (Secretary to the Board). I have been looking back at the mandate on which I was elected as Director with a view to recapping what has been actioned to-date. So, at the risk of repetition, I will summarise key activities below.

The Forum: The forum has been successfully used as a means of efficiently communicating within the Board and between the Board and the Membership. The forum has allowed me to dive in and out of Club matters and make contributions to the discussions. As a format for discussion, it is, in my experience, very beneficial as it fits round a changeable diary without issue.

Survey: The Club Survey is complete and hopefully will be included with the published Built Two Last as a separate leaflet. In addition to the leaflet, there will be an email invitation issued to those members with email addresses. If you do have an email address it would be very helpful to populate the on-line version of the Survey. We can then review the results automatically. Members without an email address are kindly requested to complete the paper copies and send them to the following address: Questionnaire, Series 2 Club Ltd., BM 7035, London WC1N 3XX.

Received paper copies will be entered manually into the Survey website so all the Club's feedback is faithfully reflected.

The Club recognises that there is a postage cost. To be equitable, we ask

you to add your Membership number to your returned Survey. The Club will then discount your renewal by 1 GBP to reflect your completed questionnaire. I do appreciate this is a token.

With your feedback, the centre of gravity of the club can be determined. The Club can then reflect your desired activities and emphasis.

Membership outsourcing: The Board have put together a requirements document. This has been issued to two providers. The aim being to see if a provider can help the Club improve the availability of membership functions and the ability to automatically renew memberships. Associated with this is the ability to take on new Members more smoothly and retain our existing Members more readily. It is early days and whilst this is a sensible approach to sound out providers, no decisions have been made. We are gathering information on the capability of provider(s) at present.

Admin: Company House and contact details of Directors and new Club Officials have been updated.

Shop: The Club Shop has been relocated due to storage limitations. Stock has been advised and a limited shop operation restarted post the relocation.

Data Protection: The Club's situation regarding data protection has been examined and internally communicated to Officers.

Child Protection Officer: A Child Protection Officer has been appointed and a policy drawn up to provide guidance and to safeguard minors at our events.

Insurance: The Club's position on guests at our events has been clarified with our Insurance provider.

Social Media: Facebook Administrators have been identified and are active. Twitter accounts have been reactivated and all of this tied to the Series 2 Club Forum. Hence we have a more integrated presence than previously.

B2L: Developments continue to refine the production process of the magazine to ensure a smoother process.

Fixed Assets: A listing of Club assets is now available internally.

On a personal note I would like to say thank you to the Members, Officers and the Board for working in a rational manner to support the Club. There is some way to go to capitalise on the steps made above. However I am very pleased with the progress made and the initiatives taken to progress the Club. I would like to thank past and present Members, Officers and Directors for their efforts and look forward to seeing us all enjoy a common interest.

kindest regards and safe travels
Mark Barnes, Secretary
 secretary@series2club.co.uk

Club Shop

Welcome to the Club shop pages. Sue and I have taken on the shop recently after Stuart had to pass it on when he lost the storage space he was using. I'd like to take this opportunity to thank Stuart for all the help he's given us as we have worked to get up to speed with the shop and of course for his stint as the Clubs 'Arkwright' (Open all Hours).

Getting down to business, its grab a bargain time as we run a stock clearance sale on our clothing range. All the clothing has a 50% discount, but as we only have limited stock please email shop@series2club.co.uk to check on stock availability before placing an order. This also means we cover postage costs for members ordering from outside the UK. Please be aware that although items

will be in good condition, bags may have been opened and resealed etc.

New Item: We now have stock of wiper motor gaskets for Lucas FW2 wiper motors at £2.00 each. These are already proving to be popular items via the shop website where you can order online the non-clothing range of items.

Finally – we are starting to think about new items to stock next year and would welcome any suggestions that would work for the club shop. Happy Christmas to all,

David and Sue Brodie
Series 2 Club Shop

Stock Sale

ITEM	CLOTHING CLEARANCE	WEB PRICE
Mens T (green, prairie dust, black)	£6.25	
Ladies T (heather grey, heather black)	£6.25	
Kid T (dark green, light green)	£5.00	
Kids B2L T (blue, red)	£5.75	
Polo Shirts (grey, black)	£7.75	
Womans Polo Shirt (black, green)	£7.75	
Sweatshirt (green)	£10.00	
Mens Regatta Fleece (green, black)	£12.50	
Womens Regatta Fleece (gr, bl, red)	£12.50	
Mens Berghaus Fleece (blue)	£25.00	
Adults Hoodie (green)	£12.00	
Kids Hoodie (green)	£8.75	
Overalls (2 only)	£15.00	
Beanie Hat (green, grey)	£5.00	
Solihull Brass Keyring		£5.50
Oval Extension (top)		£16.00
Oval Extension (top)		£16.00
Ice Scraper		£2.00
Tyre Life aluminium plaque		£5.00
Radiator Badge		£8.50
Sticker 1 - if its not leaking...		£2.20
Sticker - Keep Distance...		£2.20
Sticker 3 - Hinges Stand Proud...		£2.20
Sticker 4 - Preserving		£2.20
Sticker 1 - Built2Last		£2.20
Built2Last Keyring		£4.00
Wiper Motor Gaskets (each)		£2.00

*Please note we have limited stock in the sale and no stock in some sizes. Please email shop@series2club.co.uk to place an order to avoid disappointment.



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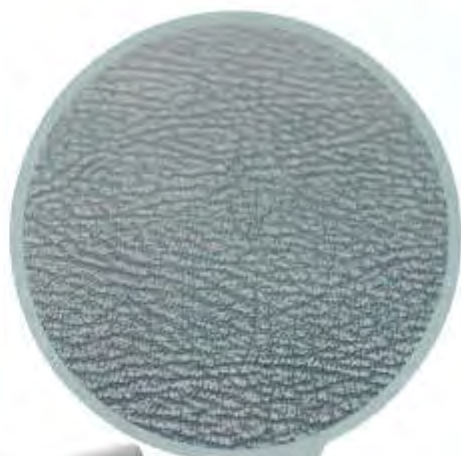
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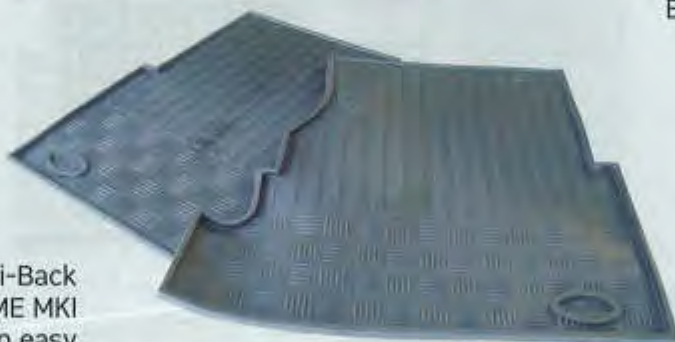
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NO LATE CALLS PLEASE

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Season's Greetings

