

SPRING 2016 / ISSUE 117

# BUILT TWO LAST

THE MAGAZINE OF THE SERIES 2 CLUB



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## Editorial



In my day job I have an architectural practice up near Carlisle and as I am sure you are aware, our region was subject to severe flooding in December. Although not directly affected, I have spent a lot of the last two months standing in buildings destroyed by flood water, a scene repeated over large areas of the UK. My heart goes out to everyone who has been affected and at least one of our local members lost his Series II to head high flood waters in

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Carlisle. I have also heard various stories of Series II Land Rovers saving the day and moving people out of some tricky situations and it is heartening that several decades after the last of our marque left the Solihull production line that they can still be called into service at times of need.

Turning our thoughts to better times ahead, you will see that there are a number of events planned for the summer months. Don't forget to book for the Club international rally in Kirklington, Cumbria in August, I assure you most of the properties will be put back together by then. You will also see that there is a very popular camping event at Sixpenny Handley in July and the South West camping weekend as well. Also check the Club forum for other events, such as the Garden of England camping weekend at Hole Park and a myriad of pub meets and greenlaning trips. Let's make it a summer to get out in our Land Rovers and having fun and let's hope that they don't have to be used in anger quite so much next winter.

Next issue our roving reporter Dylan will be starting a new 'spotted' section, so please send in pictures of any Series II's you see on your travels to [spotted@series2club.co.uk](mailto:spotted@series2club.co.uk) and we will publish the best ones.

Enjoy the magazine and the B2L team will hopefully see you at various events over the coming months. **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](mailto:editor@series2club.co.uk). Alternatively, you can post everything to the Club's address: Series 2 Club Ltd. BM 7035, London, WC1N 3XX. Please make sure 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...

...and Letters

## Postal Officer

Stuart Abram has stepped down as Postal Officer for the Club. Stuart has dedicated many years to Club roles and the board would like to thank him on behalf of the Club for all his efforts and wish him all the best for the future. Ben and Julie Stock the Anglia Club representatives have kindly volunteered to take on the role and we are sure they will do a great job.

## Vehicle Database Officer

Avril Arbuckle has stepped down as Club Vehicle Database Officer. Avril kindly offered to continue to the next AGM but the Board decided that they would undertake to recruit a new officer at this time to coincide with upgrades to the system. The Board would like to thank Avril for her valued contribution to the Club and hope she enjoys the break from what has been a very demanding role. The Board has received a number of applicants for the role and hope to announce the new Officer in the next Built Two Last.

## Event

The Hole Park Camp event, which will be organised by the Garden of England area, welcomes members from all areas. It will take place from Friday 29th April until Monday 2nd May, and will feature a campfire, laning and other activities. Contact Hazel & Sean Smeeth for more details: **01732 763900 / kent@series2club.co.uk**

## Last Defender

A Heritage 90 Soft Top was the last Defender ever to roll off the Solihull Production Line on 29 January this year. The occasion was celebrated in the company of 700 former and current employees, marking 68 years of continuous Series and Defender production. The 90 will be housed in the Jaguar Land Rover collection.



The last ever Defender

## Letters

### Search

I wonder if anyone can help me in the search for my dad's Series 2A Land Rover DVW 694B? It was a 1964 LWB station wagon with Safari roof, originally running a 2 1/4 petrol engine. My dad had carried out a fairly comprehensive restoration when we owned it (late 70's, early 80's). It was the first Land Rover owned by our family and really introduced us to the joys of running a Landy and we've both had several since. According to the DVLA website it's still on the road, taxed and MOT'd, still green and now a diesel. We would love to know more! I appreciate the present owner may not want us looking over it but maybe a couple of pics would be an option if we managed to make contact. I have loads of photos taken of it in the 80's that I would be happy to share.

**Barry Phillips.**

### Registration advice

I understand there is a points system for determining if your Land Rover keeps its original registration.

I currently have a 1966 SWB with a reasonable chassis that is largely original except for the engine. My plan was to strip and rebuild this. However I have been offered a 1964 SWB in pretty bad condition. But it was registered in the year of my birth and I quite like the idea of owning a Land Rover the same age as me!

If I replace major parts ie, chassis, engine with like-for-like, does this mean that it will have to be re-registered? I was planning to buy a new chassis and rebuilt engine, other mechanicals could be refurbished.

Any advice much appreciated.

**Paul Carter (4628)**

### Series 2 Club Ltd.

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**Directors:** Richard Allin, Mark Barnes, David Brodie, Alex Bywaters, Brian Clements, Dan Clements, Eric Leuzinger, Gene Maxwell.  
Registered in England and Wales  
No.2451020.

**Registered Office:** 483 Green Lane, London N13 4BS.

**Club email:**  
secretary@series2club.co.uk

**Club website:**  
www.series2club.co.uk

**Club phone:**  
07761 708696 (before 9pm)

### The B2L Team

**Editor** Dan Clements

**Sub Editor** John Horne

**Art Director** Ros Woodham

**Contributor** Dylan Featherstone

**Cover photo** Neil Watterson

**Back cover photo** Gene Maxwell

# Chairman's Chat



**H**ello again and welcome to Edition 117 of Built 2 Last! I'd like to start by thanking everyone who contributed to the Member-

ship Survey. Of roughly 1700 members we received over 650 responses, which is fantastic, almost 40% of the Club. The analysis is about to begin, with a lot for the Board to think about in terms of the Rally, how you'd prefer us to handle renewals, what Club services you most value and so on. In terms of raw numbers, some of the easy ones are that 95% of the responses were from Males and that over 60% of us are between 40 and 60. 15% use their vehicle as a daily driver, 30% are interested in Green-laning, 25% like to use the vehicle for camping, 23% like attending shows. The main reason for being a Club member is access to Technical information. Most of us only own one Land Rover and it's on the road, a high percentage are in another vehicle related Club. The interesting bit will be the deeper analysis and the written comments. (Only two of which had to be "discarded"). Great stuff and thank you all for taking the time!

What are the Board up to? Well, we are continuing to work on improving the "back-office" discussion with a couple of potential solutions. It's complicated stuff and work has been somewhat slowed because our Secretary has had to take a "leave of Absence" due to his personal circumstances. We've been working on the Rally, looking at sourcing spare parts, filling some vacant posts and are currently working on a solution for overseas members who need Public Liability Insurance for their shows locally.

An area that we've asked Brian Clements to look into, with his extensive business experience, is the Club's "Memorandum and Articles of Association" and the "Club Rules". The Memorandum and Articles govern the way "The Series 2 Club" operates as a Company Limited By Guarantee. They are quite complex and

have a number of issues. Some are quite basic – they preclude members from seeing the Accounts unless the Directors agree. Others are a bit more arcane, a short notice meeting would require the consent of 100% of the membership, a little hard to achieve! Some refer to Share Certificates, Profits, Dividends and "the Company Seal" – not something I'm aware that we even have! It's a dry, dusty topic and I can see why it has been left well alone for quite a while...

Onto a rather more fun subject: by far the biggest event we run is the International Rally. We've been talking with the owners of the site for the 2016 event (4th to 7th August at Kirkclinton in Cumbria) and things are looking really good. It's a great site and the local area has plenty on offer for everyone. There are some superb opportunities for greenlaning as well as a vast range of history and stunning scenery. We've given an invitation to our French colleagues to attend in response to their generous invitation to "Les Bal de Series". (Check the main Club Forum "Events" for more details, looks like a

## **'There are some superb opportunities for greenlaning as well as a vast range of history and stunning scenery'**

number of folk planning to go.) Remember that now we have clarified our Insurance you are welcome to bring Guests – and hopefully persuade them to join!

I've mentioned previously that we are in discussion with the Association of Land Rover Clubs (ALRC) about the possibility of changing our status from "Non Competitive" to "Competitive", which would allow us to hold "Leafer Trials", "Tyro (beginners) Trials" and the like. It would also allow us to compete in other Clubs events or run joint ones. At the moment I know that this would be a minority interest within the Club but widening the range of activities on offer has got to be attractive. At this stage there is nothing much to add, ALRC have met and are thinking about the options. One area we are inves-

tigating is the relative cost of Insurance, Competitive status would require insurance which includes Public Liability cover and might be cheaper than we currently pay for a standard commercial insurance Policy. As I say, under investigation...

Another subject that has been discussed among the Board and the Area Reps is that of the "Area Grant". Currently each area has the offer of £150 grant from Club Funds to be used locally for pretty much whatever the Area would find useful. That's in addition to normal expenses like postage, printing etc. Some Areas make great use of the money, putting it towards supporting events or a bit of social activity. The thought is that we'll increase the amount on offer, to make a wider range of options available. If you've an idea for an event please let us know, the opportunity is there.

Some parts of the UK don't currently have an Area Rep, which is a great shame. We are hoping to rectify this by inviting volunteers to at least host a short meeting where interested members can chip in ideas and perhaps persuade some-

one to become the local rep? Watch out for an email with a pin-map showing the general location of the members in your area. Paulo Turinetti has recently volunteered to represent our growing number of members in Italy and we'd welcome suggestions from other overseas members who think they might be able to create a country or regionally based group – Hello Netherlands, he hinted.

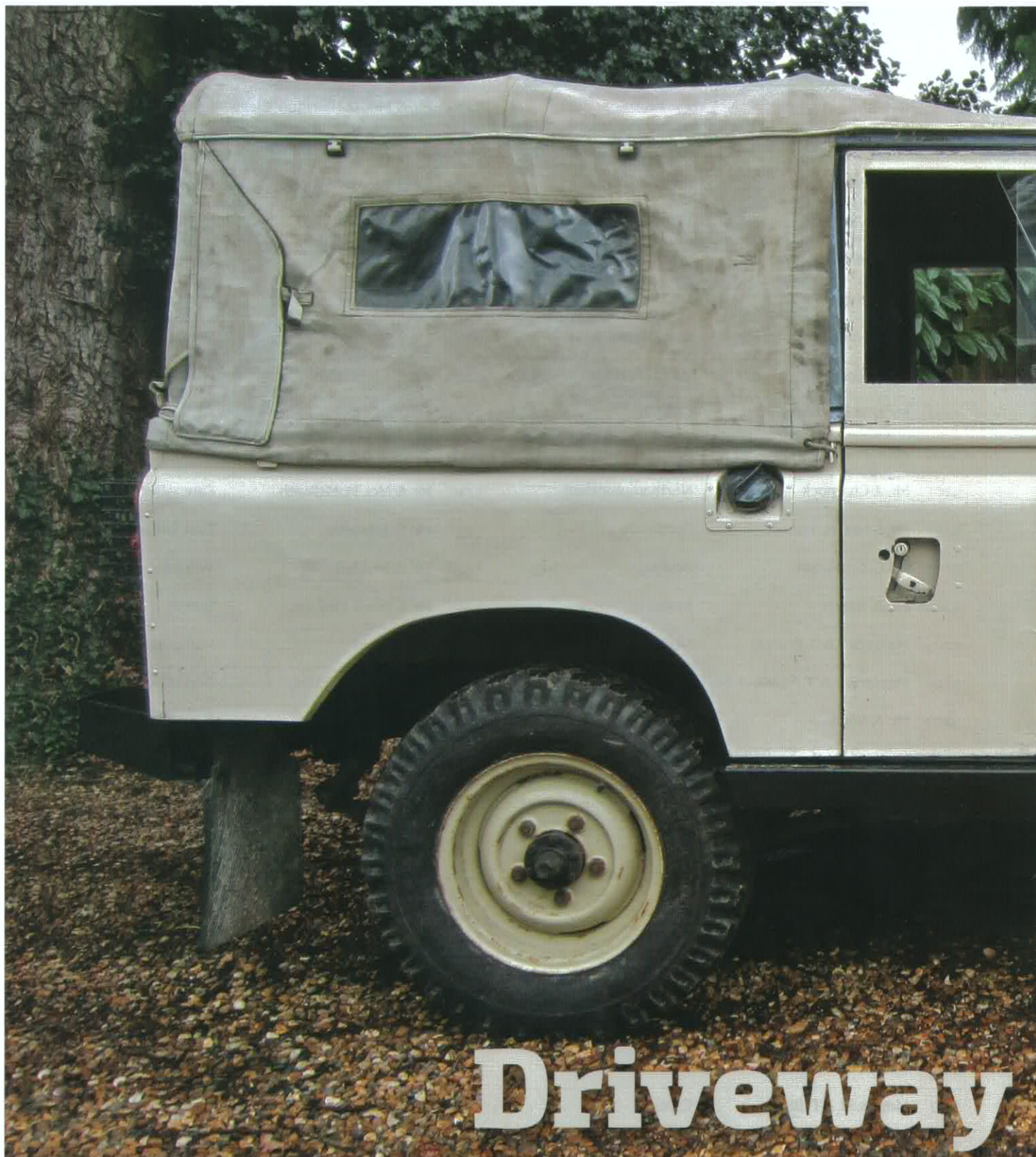
I hope you'll enjoy the rest of the Magazine, the articles about forthcoming events, technical advice, local write ups and the rest. The show season will soon be upon us: we've an invitation to take part in a TV programme, all sorts of events planned. It's going to be a great year and I hope to see you at Kirkclinton in August, if not before!

**Gene Maxwell, Chairman**

# New Members

*A warm welcome to...*

3455	Mr. J. Barron	Herefordshire	5224	Ros Woodham	Limerick, Ireland
5194	Mr. J. L. Wolfe	West Sussex	5225	Mr. R. Noyce	Cornwall
5195	Mr. & Mrs. N. Bishop	Warwickshire	5226	Mr. & Mrs. D. Hamilton Clegg	Lancashire
5196	Mr. D. Hughes	Co. Durham	5227	Messers. R. & L. Harbury	Australia
5197	Mr. R. Humphreys	Leicestershire	5228	Messers. J. & I. Turner	Cheshire
5198	Mr. A. Goodyear	West Midlands	5229	Mr. D. Gilchrist	Nottinghamshire
5199	Mr. N. Hunt	London	5230	Mr. G. Lytle	California, U.S.A.
5200	Mr. T. Francis	Australia	5231	Mr. I. M. Finlay	Hertfordshire
5201	Mr. J. Charnock	Northamptonshire	5232	Mr. S. Norton	Buckinghamshire
5202	Mr. & Mrs. N. Morocco	Perthshire	5233	Mr. E. Chappell	Hampshire
5203	Mr. C. Crossman	Essex	5234	Messers. I. & J. Dyke	Hampshire
5204	Mr. A. Bourn	Essex	5235	Mr. W. Neumann	Kent
5205	Messers. J. & J. Pearce	Northamptonshire	5236	Mr. & Mrs. M. McIlraith	Lancashire
5206	Messera. C. & T. Rowland	Hampshire	5237	Mr. G. Edwards	East Sussex
5207	Mr. A. Young	Essex	5238	Mr. K. Seddon	Wiltshire
5208	Mr. M. Thacker	London	5239	Mr. & Mrs. I. Eley	Suffolk
5209	J. Portillo & P. Narvaez	Spain	5240	Mr. J. Dodd	Hampshire
5210	Mr. W. Hoy	Wirral	5241	Messrs. P. & G. Yates	Berkshire
5211	Alice & Angus. Mackay	Hertfordshire	5242	Mr. M. Elliott	Nottinghamshire
5212	Mr. & Mrs. A. Andrews	Somerset	5243	Mr. P. Gurl	Somerset
5213	Mr. B. Godfrey	Norfolk	5244	Mr. & Mrs. E. Gaskell	Lancashire
5214	Joao Pedro Horta de Almeida	Portugal	5245	Mr. R. McCartty	Buckinghamshire
5215	Mr. & Mrs. J. Hatchek	Devon	5246	Mr. M. Port	Berkshire
5216	Mr. H. Evans	Glamorganshire	5247	Mr. M. Bryson	Aberdeenshire
5217	Messrs. M. & P. Blyth	Essex	5248	Andrea Muggiasca	Italy
5218	Mr. C. Wells	Surrey	5249	Mr. D. Jacobs	Northern Ireland
5219	Mr. A. Walker	Herefordshire	5250	Mr. P. Beresford	London
5220	D. Green & R. Green	Norfolk	5251	Mr. & Mrs. M. Blight	Hampshire
5221	Mr. V. Russell	Fife	5252	Mr. T. Stambach	Hertfordshire
5222	Mr. & Mrs. D. O'Ferrall	Hampshire	5253	Mr. K. Powis-Jones	Gloucestershire
5223	Mr. D. Hughes	Middlesex	5254	Mr. D. Puzey	West Midlands
			5255	Mr. P. Neilson	Hertfordshire
			5256	Mr. I. Coulson	Canada
			5257	Messers. M. & P. Wood	West Midlands
			5258	Mr. & Mrs. M. Lambert	Lancashire



# Driveway

Imagine the following story is quite a common one. An old Land Rover sat on someone's drive going nowhere, for whatever reason, and generally getting in the way, the owner getting encouraged to do 'something' with it or get rid! Three years down the line and with little change to the Land Rover's

road worthiness, the owner was eventually encouraged to 'get rid of the thing!'

Well, this is where Richard Bourne enters the story when he rescued the Land Rover from a driveway. When viewing it, Richard's son sat on the front bumper which promptly collapsed taking the rotten front dumb irons with it. It was duly noted that the

bumper had actually been welded on! The previous owner obviously couldn't find anything to bolt the bumper to but somehow managed to find enough metal to weld it to!

The very first job was to make sure the chassis was inspected and all rotten parts replaced. As it happens, although various welding had been done over

**'When viewing it, Richard's son sat on the front bumper which promptly collapsed taking the rotten front dumb irons with it'**



# Rescue

WORDS AND PHOTOS **DYLAN FEATHERSTONE**

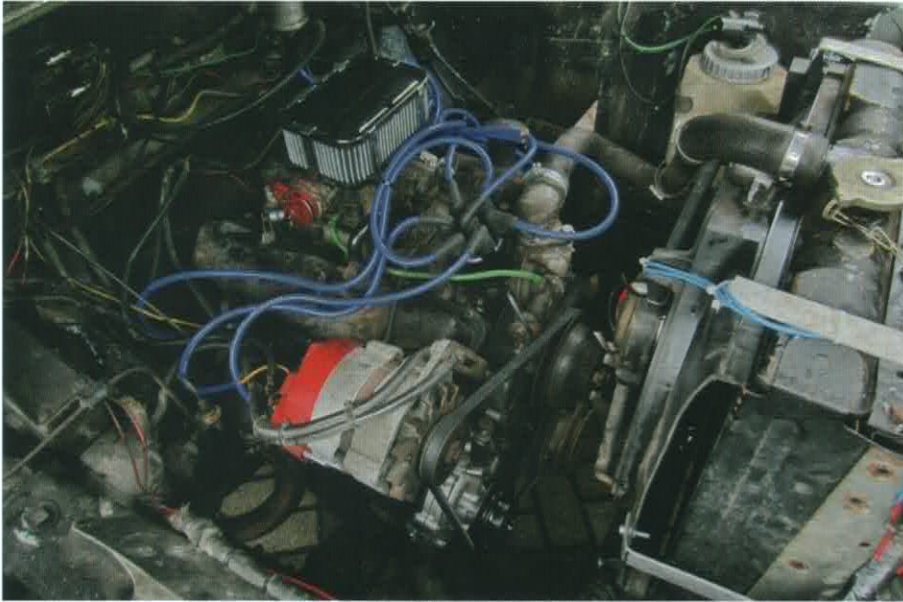
the years, including a homemade rear cross member, it was only the front end which needed sorting out. The chassis was then cleaned and under-sealed as a father and son bonding session.

After having the Land Rover for just over a year, Richard is still working his way through various problems he has inherited.

At some point in its life, a previous owner had fitted a Ford V6 engine conversion, possibly from a Granada or Capri, which I understand was quite a popular conversion. It is the first time I have seen this conversion in the flesh and I was surprised how small the engine looks compared to a V8, or even the 2.25 petrol engine, which

fills the engine bay. The engine has had an ongoing overheating issue which is yet to be solved. The ignition and cooling system have been replaced/cleaned as necessary to no avail. The thermostat has been removed, possibly by the previous owner, to try and solve the overheating problem. At the time of writing the article, the radiator

>



**'Looking around his Land Rover, there are some interesting features which may point to the possibility of a military past'**

cap is going to be replaced and the timing rechecked to see if that is the issue.

The Chassis number indicates it was built within the first 6 months of 1971 making it a late build Series IIA. As you can observe from the photos, the front grille has been 'upgraded' at some point in its life to the plastic Series 3 grille. Needless to say Richard will be keeping an eye out for the correct grille at his next outing to the Newbury 4x4 Spares Day. Looking around his Land Rover, there are some interesting





features which may point to the possibility of a military past. There is definite evidence of it being painted green at sometime, underneath the current Limestone paintwork. The addition of military door tops, rear bumperettes and the lack of bonnet catch could also be little clues. Unfortunately I couldn't check for a military identification plate as Richard has done such a good job of fitting a carpet in the cab!

Richard is going to spend a bit of time doing some research into the history of the

vehicle to see if that will shed some light on its past. The addition of rock sliders, front bumper mounted D-rings, along with cut down front wings would suggest that some more strenuous off road activities may well have taken place in its past. As an addition to these, Richard picked up a rollover bar as an end of day bargain at Newbury 4x4 Spares Day. He also managed to purchase an original steering wheel to replace the aftermarket steering wheel (which was too small). Another bargain from Newbury was

a super straight original bumper to replace the previously mentioned one. (Note to myself: Go to Newbury with Richard next year as he seems to be a great bargain hunter!)

The general plan for the Land Rover is to make a reliable vehicle that can join in with some greenlane trips and for family days out in the countryside. Once the reliability problems have been sorted out, Richard intends to make ongoing improvements rather than delve into a full blown restoration. **BZL**

# Paolo Turinetti



**H**ello to all fellow Series 2 Club members, my name is Paolo Turinetti, I am 57 years old and live in Piemonte, North West Italy. I'm very proud to have been co-opted onto the Series 2 Club Committee Group as the new Area Representative for Italy and will try to do my best in this position. I am a Land Rover enthusiast and in June of this year it will have been 30 years since I purchased my first, a Defender 90. My passion for Land Rovers has perhaps become more of an illness and in the last thirty years I have owned 17 Land Rovers, including three Series 2s.

My Series 2 Land Rovers are a 1967 88 inch featured in this issue of B2L, Number 117, a 1968 109 inch Broom Wade conversion and a 1971 Light-

weight 24v FFR (fitted for radio).

Here in Italy I also belong to LRRSI (Land Rover Registro Storico Italiano) for which I am the Piemonte Area Representative. Currently in the whole of Italy there are just five Series 2 Club members (one new one already!!) but I am absolutely sure a lot more will follow soon with some encouragement and support. We actually have a good number of Series 2s in the country and with so many enthusiasts it will be quite impossible not to increase the membership!

I look forward to welcoming new members to the Club and meeting existing members and sharing my passion for this marque.

**Best regards**  
**Paolo Turinetti**

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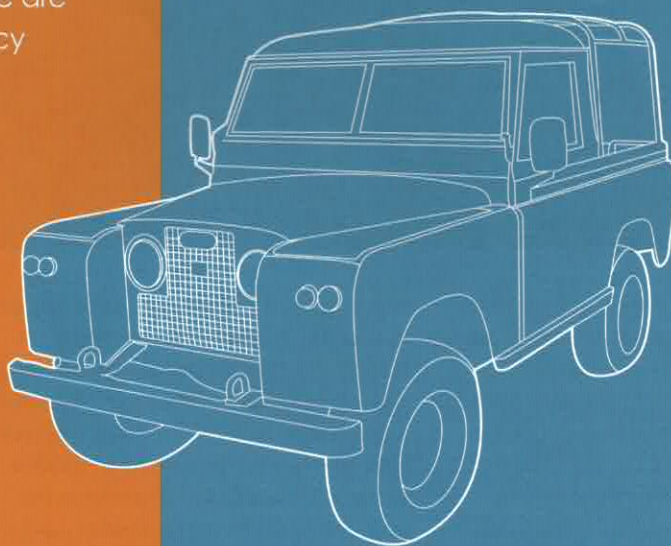
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# KIRKLINTON

International Club Rally - Thursday 4th to Sunday 7th August 2016



**O**n August the 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 ac-

cess 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 in the rally booking form sent out with this issue of Built Two Last. Sadly no electric hook-ups are available for the rally but 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 then 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 that a substantial number of members who have never tried a rally will take the opportunity to come along and see what it is all about. As well as the rally events the owners of Kirkclinton 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.

A rough itinerary of events was published in issue 116 of Built Two Last, please drop into the Club forum for additional information as the year goes on. We hope to publish a more detailed itinerary in the Summer issue of Built Two Last. **B2L**

# Christmas Pudding Run

WORDS **GORDON LOWE**  
PHOTOS **JOHN STOKES, GORDON LOWE**

**T**ravelling up to Masham on Boxing Day, I expected the reports of the horrendous flooding in Yorkshire and more importantly the 3m extra depth of water either side of the River Ure to have cut the town off, but by the evening a group of us were happily tucked up in the pub having supper. The water had dissipated quickly and access to the town was not a problem for Land Rovers.

I was very impressed that so many club members turned out on Sunday morning. Fourteen vehicles, mostly Series 2's but also one Range Rover, a Defender 90", a 110" and a 130" lined up. There was an International feel to the day as Australian A.O.(retired) Len Smyth took time away from visiting fam-

ily and house-hunting to join us for the day. Number one priority on his house-hunting list has changed from 'Large garage' to 'Large garage on high ground'!!

We split the Land Rovers into two groups, mixing the modern vehicles with the old although some members decided to bypass the laning and popped straight through to Ripley Castle. The driving conditions up Wreake's Lane leading on to Grewelthorpe Moor were surprisingly good, no areas were washed out or boggy but the ground temperature was so high that steam was billowing off the fields.

After chatting with a couple of members weeks before the Pudding Run, the idea formed to make the day stand out so we arranged for both groups to

join together at the highest point of the moor and held an impromptu Christmas concert. Music teacher Mark Sidwell, his children Mathew and Rebecca and Jack Gaunt formed the Series 2 Club Brass Band and with the most spectacular view of Fountains Earth Moor behind us we attempted a few unrehearsed carols!

**'No areas were washed out or boggy but the ground temperature was so high that steam was billowing off the fields'**





Each year new members come out to see if the Pudding Run is good fun and they're never disappointed; the lanes are easy to drive allowing plenty of time to enjoy the day. We'll be back on these lanes in June for the Summer Pudding Run!

The Ripon 4x4 Spares day is on 17th April between 9am and 1pm. There are some great lanes close by, Sutton Bank and Rievaulx Abbey, so if you would like an afternoon of green lane driving leaving the car park at Ripon Race course at 1pm and finishing about 5pm at the base of the White Horse, simply turn up on the day.

The Land Rover Spring Adventure is being held at Ripley Castle on 14th & 15th May and the club will have a stand open all weekend so join us for a cuppa or use the



club shop to stash your shopping while you go back to the trade stands for more!

Looking forward to Summer, I have asked the organisers of The Great Yorkshire Steam & Vintage Rally at Duncombe Park if we can have some entry forms for club members. This show is being held on 2nd & 3rd July at Helmsley. I will post on the forum and e-mail

more details when I receive them.

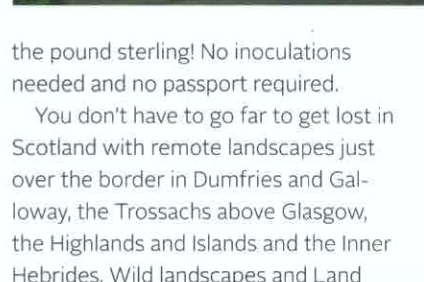
The Series 2 Club road trips are lining up nicely, see you during the year! **B2L**

**Gordon Lowe: 01469 560166**  
**yorkshire@series2club.co.uk**



# PART I SCOTLAND

*A short guide to travelling in your Land Rover*



## WORDS DAN CLEMENTS

**W**ell, it's a big country and it is as spectacular as many foreign climes and often as remote and unpopulated. Aside from a wealth of cultural heritage, it is perhaps most visited for its absolutely stunning landscapes. Land Rover travelling is broadly broken up into three main categories: the Land Rover Camper, Land Rover and Caravan combinations and those who just want to tour in their classic Land Rover but enjoy the hospitality of a warm bed and restaurant meals. All are accommodated in much the same way as you would be elsewhere in the tourist destinations of the UK. Scotland however, does have a more relaxed feel for the traveller than some more accessible locations such as the South West, Wales or the Lake District.

The Series 2 Club has two areas in Scotland, both covering a vast tract of land; Scotland South is run by the Club Chairman Gene Maxwell and Scotland North by Alistair Yule. Events are run in both areas on an ad-hoc basis due to the spread of members, but if you get a chance to tie in a trip with one of the Scottish weekends then I implore you to attend. Gene arranges access to some of the most stunning private tracks in the

Trossachs a couple of times a year and with no greenlaning in Scotland, it is an opportunity to undertake the same kind of activities as the English and Welsh Greenlaners but without the blinged up Discoverys (check into the Club forum to keep up to date with future events). For a taster see Gene's article in this issue of Built Two Last, 'The Mig and the Misty Mountains'.

Unlike many parts of the UK, wild camping is allowed (or tolerated) in many parts of Scotland. Technically there are rules about taking your vehicle off-road, but with sensible siting and behavior, you will have no problems in the more remote areas of the country. I have wild camped on the Argyll Peninsular, the Isle of Bute and the Outer Hebrides in my time without issue and have been rewarded with some of the most spectacular views and clean air. Beware of some permanent and seasonal bans on wild camping in the Trossachs National Park and make sure you take plenty of midge repellent. For more information on outdoor access and wild camping in Scotland go to: [www.outdooraccess-scotland.com/](http://www.outdooraccess-scotland.com/) [www.outdooraccess-scotland.com/Practical-guide/public/camping](http://www.outdooraccess-scotland.com/Practical-guide/public/camping) [www.wildcamping.co.uk/](http://www.wildcamping.co.uk/)

There are thousands of cottages, guest houses, B&B's and hotels to choose from and the currency is currently still

the pound sterling! No inoculations needed and no passport required.

You don't have to go far to get lost in Scotland with remote landscapes just over the border in Dumfries and Galloway, the Trossachs above Glasgow, the Highlands and Islands and the Inner Hebrides. Wild landscapes and Land Rovers go together hand in hand.

Why not purchase an Island Hopper ticket [www.calmac.co.uk/hopscotch](http://www.calmac.co.uk/hopscotch) and take in as many Inner and Outer Hebridean Islands as you can on a budget? The welcome on the isles is second to none in the UK.

Treat yourself to a day at Land Rover Experience in Scotland [www.scotland.landroverexperience.co.uk](http://www.scotland.landroverexperience.co.uk) and get some expert tuition in off-roading.

See how many distilleries you can fit into your trip [www.visitscotland.com/see-do/food-drink/whisky/distilleries](http://www.visitscotland.com/see-do/food-drink/whisky/distilleries) **B2L**

Next issue - **Morocco**



### Vehicle Specification:

**Model:** Land Rover Series IIA 88 inch HT, RHD Home market  
**Chassis number:** 24131072 D  
**Original colour:** Mid Grey (as neutral colour)  
**Date of Build:** 5 October 1967  
**Date of despatch:** 17 October 1967 to Benham Limited, Plymouth

# The Postman is back

WORDS AND PHOTOS **PAOLO TURINETTI**

*Once upon a time...*

*A fairy tale start, but a real story*

**T**hirteen years ago I was driving along a country road not far from where I live, when, passing through a small village, I was attracted by two little headlights hidden amongst some trees. I stopped my car, a Land Rover go of course and went for a closer look. Much to my surprise, there under a garden tree was a Series II and, although in poor condition, it was still a lovely example. An old man wandered out to ask me what I was doing? I told him that as a Land Rover enthusiast I might be interested in the car if it was for sale? Apparently the little Land Rover belonged to his son and was not for sale. I passed through that village often for the following three years, often I would chat

with the old man, always asking if I could buy the Land Rover and always getting the same answer of 'no, it isn't for sale'. It was sad to see it abandoned like that and although a run of the mill Series II, I didn't own one and was determined that it would be mine eventually. One day, after about three years, the old man came to where I work and said, "if you are still interested, call my son, offer him some money and take it away from my garden, after twelve years I need space for my car". I was delighted and before the the day was ended I had already made the call, becoming the new owner of the Series II. This was in 2006 and the Land Rover was transported by tow truck to my friend's garage. Fitted



First Italian owner on Holiday in Corsica 1981



Spotted in summer...



...and in winter



Test drive after MOT

## Magazine clipping about Post Office vehicles

HISTORYPOST OFFICE

# Special

1965 Series II A was typical of Royal Mail Land Rovers in those days...



The GPO and its successors found Land Rovers indispensable. In this first of two parts, the Post Office Vehicle Club tells the story of the ones used by the Royal Mail



...and not much had changed since this Series B had been delivered in 1966. It had become a recovery vehicle by the time of this picture



Another Royal Mail van, this time from 1966, that had a second life as a recovery vehicle

I all started with an advertisement in the Daily Mail dated April 28, 1950, which showed a green soft top Land Rover registered as KXO 301.

The Regional Motor Transport Officer for the North Western Region of the General Post Office saw the advert and forwarded it to his headquarters in London with an accompanying letter.

In that letter, he detailed the inadequacy for rural duties of the standard mail van then in use by the GPO. This was the Motor Series Z, a van version of Series B car, bought by the GPO between 1940 and 1953. He highlighted the low power, only three forward gears, low ground clearance, smooth treaded tyres and generally "flimsy" construction as reasons why existing vans were unsuitable for rural delivery routes. He went on to suggest that Land Rovers would be suitable for such duties, and that despite their high initial costs (£140) was quoted in the newspaper advert they might improve the service and reduce costs.

**Rural deliveries**  
Rural deliveries had been introduced in the final decade of the nineteenth

LAND ROVER Club January 2011



On the way to a new life



Original red paint found



Second hand tailgate

with a new battery and a tank of fresh diesel, the Land Rover started for the first time in 12 years! With just minor work an MOT was obtained and I spent the next few months driving it around before deciding to give it a new lease of life with

exchanged for diesel units. My Series II was originally red, but with people favouring deep bronze green, it was repainted and side windows were fitted into the rear panels. The first owner in Italy was a true enthusiast, I met him in Turin where

he told me various stories about 'our' car. In the mid 1970's he took it to Turkey on holiday with some friends but the engine died on the way home and the Land Rover had to be recovered back to Italy on a transporter. Once back in Turin it was repaired and then used for about ten years without problem, travelling from Italy to Corsica on holiday. In 1986 the Land Rover was sold to its then second Italian owner, he drove it for a while before abandoning it under the tree where I first saw it.

When I decided to restore it I also decided to repaint it in its original red, traces of which were still present under the later applied Deep Bronze Green. I also





decided to refit a hard top with the original van sides and fit a lower tailgate with upper cat flap opening window. Leafing through some old 'Land Rover Enthusiast' magazines, I found an article on some Series IIs that were employed as Post Office Recovery Vehicles in 1967 and 1968. The pictures showed a red Series II with a black and yellow bumper and as mine was lacking in historic information I decided to restore it as a Royal Mail Recovery Vehicle to match the magazine examples. A sticker on the dash also indicated that it had been used for public services back in the UK.

The restoration began and typical of old Land Rovers we encountered a thousand problems along the way. Hours of time and patience were spent with mechanics, the body shop and welders until the precious little Land Rover had been entirely rebuilt. Piece by piece was replaced or repaired with a focus on originality with the pre-

vious help of a close Land Rover enthusiast friend. Where possible some of the Italian history has been retained, like the BIR wing mirrors and 'Carello' headlights.

Last week, after eight years, I have finally taken possession of my beloved and now restored Series II Land Rover. Of course, the bug bit me a long time ago and I have purchased another four Series Land Rovers! After all, a man can be only so long without a project...

I am very proud to show my fellow Land Rover Series 2 Club members my restored Land Rover in its bright and glorious red. **B2L**

**If anybody can shed any light on this Land Rover's history from its years in the UK, then please contact Paolo on [italy@series2club.co.uk](mailto:italy@series2club.co.uk), I am sure he would love to hear from you. Ed.**





The finished restoration



The High Road

# The Mig and the Misty Mountains PART II

## SOUTH SCOTLAND



Sparks flying, chassis repairs

MacGregor's grave, for some local history and the roads and tracks of one of our local Estates. A motley crew, including a Marshall Ambulance, a Lightweight and a Range Rover to add some comfort, perhaps even some 'class' to the proceedings... The route is basically a Y shape, first up the base of a huge wide valley,

taking in some good fords en-route and then back and away up a track climbing up the side of the mountain; great views, stunning waterfalls and a lovely spot to stop for lunch! On our way back down we pulled in to the Farm Shop and loaded up with local venison burgers, meatballs and sausages, Yum! **B2L**

WORDS AND PHOTOS  
GENE MAXWELL

**W**ell, dear readers, last time we left you in suspense; whatever happened to "Weasel", the 88 with the snapped chassis and the Ferry Ticket to Orkney? Well, I'm happy to say that after a late night and an early morning in the barn, with the aid of a gasless MIG welder and some spare steel stock, Weasel was re-assembled and headed off to the Ferry for a superb run around the Highlands and Islands. A tribute to the Land Rover Marque and what can be achieved by a small band of determined bodgers...

Meanwhile the rest of us headed off towards Balquidder Glen, Rob Roy



Fording at Balquidder

# The last of the Defenders

WORDS AND PHOTOS SEAN SMEETH

The accompanying pictures show "Titch" the 2B FC belonging to a group of Garden of England members attending BBC Television Centre in Central London at the request of

JLR to take part in the One Show on Friday 29th January for a feature about the end of the Defender which had finished production on the same day.

We arrived at about 4.30 in convoy with

John Smith in Pre-pro No. 11 and were soon being positioned as a backdrop, leaving the middle of the piazza free for 4 vehicles to drive through on cue. The BBC kindly provided a man armed with a squeezy bottle and cloth just to keep the EP90 off their floor but soon more was being deposited than he could keep pace with, so drip



trays and paper ended up under all motors, even the last Defender got one! The live broadcast started at 7pm with some good archive film and the presenters themselves came outside at twenty past and the convoy of 4 did their stuff which included H166 HUE, the last Defender. Unfortunately even Pre-pro No. 3 was referred to as a "Defender" from 1948.

It was all wrapped up just gone seven-thirty and we were homeward bound. **B2L**



# Social Media

And the Club

# Christmas Photo Competition Winners

ERIC LEUZINGER

**B**ehind the core services of "Built Two Last" and our renowned online forum, the Club also has representation on Facebook and Twitter. Both of these have been around for quite a while but since the last AGM we have sought to ensure that these too, represent the Club to a wider audience. The great thing about Facebook, in particular, is that we get to hear about Series 2s and their owners, not only in the UK but also in the wider world. The FB group has around 5,000 members, some of them club members, but many from far-flung corners of the world beyond the reach of the S2C. Here are some high-lights of recent posts.



Fabio Pelegrini's 88 with camo paint and motorcycle (Italy)

Sean Baker's beautiful 109 pick-up from South Africa



OA4 KJ



Huigui Papico's SW 109 in Peru

Ralf Spies' truck cab from the Westerwaldkreis in Germany





As part of the aim to coordinate activity throughout the club, the FB and Twitter feeds have been featuring the Club Forum's Pictures of the Month. Over the Christmas period we ran a Christmas Photo Competition. I was looking for Christmas themed pictures. There were plenty of snowy pictures submitted but the main point was to have a festive theme. The eventual winners were as follows:-

**Christmas Dinner** - Gene Lytle, from California USA wins a year's Club membership plus a Club fleece.

**Decorations** - Gordon Lowe, from Yorkshire wins a Club hoodie.

**Alaskan Bow** - Bob Arnold from Alaska USA wins a Club T shirt.

Well done to all and thanks for everyone's submissions. I am sure the irony of a fleece going to California and a T shirt going to Alaska isn't missed on everybody.

If you've not had a look, please consider a visit to the Facebook page. Watch out for the Easter Photo Competition with more prizes! **B2L**



# Over to



*For those who don't know, Les has been a member for quite some time and has been hunting down a Series 2 since joining. Well, we have some good news, Les has now found himself a little cracker and as you can tell from his write up below, he is justifiably pleased with himself – well done Les.*

**Jon Hayes, North West Area Rep**

**W**here do you start when someone asks you to do a write up on your first ever and newly acquired Land Rover? Is it enough to simply say I got it off eBay?

In reality, I have been looking for some time, going to pub meets, being welcomed in to the Series 2 Club and making friends along the way.

Well my mind drifted off into the dim and distance past, which strangely I can remember better than what I did yesterday! You may wonder why, but I got to thinking what it was through my life that had drawn me to owning a Land Rover and a general interest in cars. My first memory of a car was as a child of two and a half and being driven to hospital in "Uncle Joe's" A35, which had in the middle of the dashboard a black plastic indicator switch with an orange flashing light. This was while my Mum held a flannel to my chin which I had cut open while climbing on the Anderson air raid shelter. It later claimed another victim in my middle brother, who

like me required stitches and the shelter was subsequently taken down to prevent any further visits to Walton hospital!

My next memory is of being driven by my Dad who was learning to drive. I think he was quite pleased because at the time, owing to the Suez Crisis, you did not need a qualified driver to sit in with you. I would have been about 4 at the time so my advice on his driving would have been rather limited to say the least. At some point he decided to do an emergency stop, which resulted in me hitting my head on the

## **'The bang to my head may explain some of my actions in later life, oh the glorious days before Health and Safety intervened'**

windshield. That's not quite as bad as it seems given I was standing in the footwell, preoccupied eating peanuts at the time! The bang to my head may explain some of my actions in later life, oh the glorious days before Health and Safety intervened.

Dad never had new cars; they all seemed to me as a child to be black in the early days (though RKD 95 I think was burgundy) - mainly Morris and Hillmans. They also seemed to need welding quite a bit and were temperamental in starting in the cold weather. Sometimes he would put an old overcoat over the warm engine to keep the cold out, which is ok provided you

remember the following morning, ask me how I know! He did once get a rather nice 1959 Hillman Minx, with two tone paint and a column gear change, this car was a cut above the rest. Now, not wanting to have cold starting problems with it and to look after it, he started to keep it at his brother-in-law's garage. Now when I say garage, it may have once been a stable/workshop and it had a wooden ladder built into the wall that led to a loft area. Uncle Albert was a driver for the Co-op but more importantly he was a "back street mechanic".

When he took over the lockup next to his he simply knocked a hole in the wall to gain access, if you did not want to open the gate. Of a winter evening I would go in the car with Dad to park it in the lockup garage and as a treat I would go through the hole

in the wall to the main garage. Although it was bigger, it only had space for 2 cars to be worked on but most importantly this was my introduction to the smell of gear oil and Swarfega. A few years passed and unfortunately Aunty Mary died and for a short time Uncle Albert would come to our house for his tea (dinner if you're posh). Although I was still at school, when I had finished eating he would throw me his keys so I could shuffle his Minivan up and down our road. As very few other neighbours owned cars I could get quite far, though never out of first or reverse!

Now when it came to choosing a career

# Les... *Les Georgeson's S2A 88"*



I wanted to be a mechanic. Uncle Albert was against this as "grease monkeys are two a penny" – apologies to any mechanics reading this. His sage advice was "be a panel beater" and so I went off to work at Wilcock and Tyrer, Motor Body Repairs, 20/24 Roscommon Street, Liverpool. It had been a theatre built in the mock Tudor style and later a cinema, not ideal as a garage and to say it was cold in the winter, or most of the year come to that, is an understatement! I guess you are now wondering what this has got to do with Land Rovers.

Well one day the boss Mr Tyrer turned up with a LWB, don't ask me what Series it was but if I was to guess it must have been a 2. He had bought it off someone who had decided not to go to Africa in it. Coincidentally,

the house next door to the garage had a blue plaque on it proclaiming Henry Stanley Morton once lived there, who did get to Africa to find David Livingstone. Anyhow, back to the LWB. It was painted white and orange, was fitted with a flashing light and had a crane added to the load area. Thankfully, all the cars we towed in were already damaged because if they weren't they were about to be as the method of securing the car to the crane was by chains and hooks, not the most sympathetic way to hoist your pride and joy to the back of a recovery truck. Now, if I had only driven that one Land Rover I may not have both-

ered waiting 40-odd years to buy my own. However, a couple of mechanics who were brothers turned up to work on "foreigners". They had a SWB in green and one day they asked me to go and put petrol in it saying "the filler is under the seat". This vehicle was so different to the garage beast that I thought one day I'm going to have one of these. Anyhow the garage went bust after 18 months of employing me, I don't think it was all my fault though! So I gave up a garage life and joined the SS (you may know it as Social Services) and spent

**'I began lurking on the forum and liked what to me was a family friendly site, with plenty of helpful posts and a wide range of knowledge'**

the next 41 years and 31 days, not that I was counting, employed by "the council" and seconded to the NHS at times.

Which brings me back to the beginning. I really did want to own a Land Rover, something I could tinker with, so what to do? When I was 21 I had built a Spartan kit car and then joined the owners' club, of course I should have done it the other way around. After mentioning my interest in Land Rovers to my niece's husband, he suggested I look at the Series 2 Club, so I began lurking on the forum and liked what to me was a family friendly site, with plenty of helpful posts and a wide range

of knowledge. Soon I started going to pub meets, where I was welcomed and invited to a workshop meet to see James's SWB. I attended Heskin in 2014 and the camping weekend in North Wales last year.

Avril Arbuckle and Karin Quarrie gave advice as to the pros and cons of diesel v petrol, LWB v SWB, body types, where and how to buy. Eventually I saw an advert in the classified section on the forum that Club Director, Alex Bywaters had posted, pointing to an eBay listing. I asked for even more advice from Avril and Dean Groves on the

vehicle and Dean very kindly went with me to view the intended purchase, which was successfully bought, again with Dean's help. The following weekend after delivery, Avril and Dean came to check over the vehicle and

reached the conclusion that it was a nice honest example of a 1969 SWB 2A petrol, truck cab. It's only had 2 previous owners, the last one for 18 years. He had a small holding in Wales and unfortunately due to illness had to give it up plus his Land Rover. He did however want it to go to an enthusiast which hopefully I qualify as. Its first outing was to the Autumn Transport Show at Leyland on Sunday 20th September 2015.

So to round off my ramblings, I would like to thank the Series 2 Club, the North West members and others whom I have met, but particularly Avril, Dean and Karin for their invaluable knowledge, help and support. **B2L**





# Hampshire

## Green Lane Trip

WORDS AND PHOTOS  
DYLAN FEATHERSTONE

I know I usually organise my trips in the Thames Valley area but this trip was under different circumstances so it was to be a trip with a difference. Due to being 17 and having to suffer the usual problems related to insurance, I no longer have insurance to drive my 88". BUT due to a rather good insurance quote, I bought a 1989 Ninety County Station Wagon from a club member, to use when I passed my test, only to find a month later that the quote has grown by another £1000! This left me with the possibility of only having the Ninety on the road for another two days. Luckily I had been researching a few lanes in Hampshire, so I quickly got together a couple of club members and we set off the following morning to the Basingstoke area for a day of laning.

The first few lanes were well used farm tracks with a good firm surface, ideal for this time of year. On the third lane, which also had a firm base, I came across a rather

strange obstruction in the middle of the lane... a wheelbarrow! Had a fly tipper left it there? Just as I was pondering this thought, a friendly man popped out of a hedge, explaining he had been feeding his horses. He was rather surprised and impressed to see I was driving on L-plates and went on to give us some advice on some good local lanes to try out. He also mentioned that there were some ruts at the other end of the lane, but what he didn't mention was that going up the other side of the valley, the track became too narrow/scratchy for me to risk the paintwork on my Ninety. This left us with a rather tricky bit of reversing, much to the amusement of some rather jolly motorbike riders who were also enjoying the byway. Also at this point my Dad thought it would be a good idea to slip over and throw his new camera into the undergrowth! Luckily it didn't take too long to find it and we were on our way again. The next few lanes made it quite obvious the



council/land owners had spent a bit of time cutting back hedges and had used hardcore to keep the lanes useable all year round.

After a morning 'cake break', we set off down a scenic lane running through the middle of a large wood. Once again this had a firm stone surface with the occasional muddy section, not challenging but it would be very pleasant in the Spring with the trees and flowers coming to life. The only downside to this lane is that it seems to have attracted the wrong kind of attention, where some users decided they could use the surrounding wood as their own off-road site, which was very disappointing.

The last lane before the lunch stop had a few washed out areas with a wet chalky

**'This left us with a rather tricky bit of reversing, much to the amusement of some rather jolly motorbike riders'**

surface to test out low range and needed a bit of precision driving. Unfortunately one of our small group picked up a slow puncture at this stage, so we all had our sandwiches and watched him fit his spare.

The afternoon's lanes were rather similar, with a nice firm surface and the odd puddle of mud where tractors had been using the lane to gain access to the surrounding fields. So far the lanes had, in general, been very good and well maintained and showed very little or no damage caused by 4x4 vehicles. One of the last lanes of the day skirted the edge of a field before heading uphill to a small copse. This was the only lane which was quite muddy and started showing a few ruts where people had begun to struggle to get up the hill. It was at this point that we decided that we, as responsible byway users, would reverse back down the lane rather than risk adding to the ruts. Finally, we



stopped for another 'cake break' (you might see a trend here!) before heading off home.

All in all, it was a very good day out with some excellent lanes which I would like to revisit later in the year. This was the first time I had driven a Ninety 'off road' and I was surprised how much it seemed to move around underneath me compared to my Series 2A. I would have thought it

would have felt more sure footed with its good quality BF Goodrich Mud Terrain tyres, compared to the Insa Turbo Sahara remoulds I have on my Series 2A. Whilst it was very pleasant to let the 200TDi trundle along on tickover while listening to the radio, you will be glad to know I think I prefer my Series for greenlane trips, even if I have to resort to being a passenger again. **B2L**



# Thetford Forest

## New Year's Day Run

WORDS AND PHOTOS **ALAN JONES**



This must have been our 13th or 14th annual green lane outing around the forest tracks. We had some 16 Land Rovers turn up. We split up into small groups and went our various ways round – meeting up once or twice as our paths crossed. We had but 2 break-downs on the day, no not my Lightweight (I cheated the big yellow taxi by hitching a ride round in another vehicle!) The first was caused by a failed condenser. This seems an all too common failure these days. Fortunately someone had a spare and after a few minutes the engine was

running as sweet as ever. Owners of petrols should anticipate this and carry a spare set of points, rotor arm and condenser on board at all times. The other failure was a “blowing” fuse. This Landy had to be towed out of the track back to tarmac where it could be worked on. It turns out a PO had been “inspired” to add extra “wiring” and for some reason the live feed to the coil was “fused”. Once we had separated the coil feed from the rest of the wiring the vehicle started and ran well – but with no lights or indicators. The vehicle was escorted home in daylight.

It later turned out that there was a wire shorting out behind the dash panel. All this excitement made us a bit late for the pub and we treated ourselves to a long pub lunch. We’ll be doing it all again next New Year’s Day if anyone wants to join us.

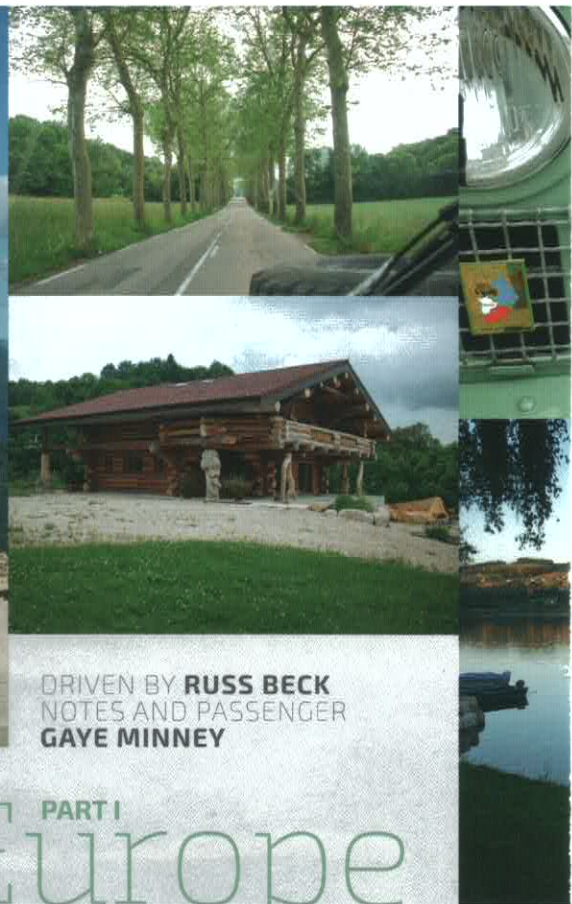
### **Anglia/North Norfolk Fording weekend:**

We are hoping to organise a summer weekend’s camping based at Fakenham Racecourse.

We would assemble on the Friday evening ready for a day out green laning and fording across North Norfolk. Sunday we would chill out and have a carvery lunch in the Sports Club or you could go sight-seeing and we would depart Sunday afternoon. We are thinking of late June or early July. This would be a good chance to get your camping kit and Land Rovers ready for the trip to the International Rally in August. Please contact your Anglia reps at [anglia@series2club.co.uk](mailto:anglia@series2club.co.uk) if you are interested. **B2L**

**‘Once we had separated the coil feed from the rest of the wiring the vehicle started and ran well’**





DRIVEN BY **RUSS BECK**  
NOTES AND PASSENGER  
**GAYE MINNEY**

# Gremlin in Europe

PART I

In the year 2006 Russ found an old Series IIA Land Rover which had been lying idle in some yard for a number of years. He subsequently bought it and took it back to his shed where he intended to do a complete refurbishment as time permitted. Later on the two of us met and we eventually found a large workshop to rent at a livery yard not far from our home – it was big enough to fit both his Land Rovers and much, much more.

Russ had a dream – to rebuild the Landy and then use it as his 'summer vehicle'. I became his apprentice and gradually, between the two of us, we put Gremlin (all our vehicles have names!) together. Russ was meticulous and everything had to be right. While he worked on the engine etc., I was busy rubbing down every single part which would require painting.

Then, one day when we were talking about things in general, Russ said something like, "I'd really like to drive topless along the seafront at Cannes or somewhere." So I said, "Why not?" (Of course, he meant drive the Landy without hood, etc) And so the idea was born. Over the following months we worked hard; a lot of eBay research and purchasing was done until we finally had the finished article, leave was arranged and the ferry booked. A maiden voyage had to be done in order to iron out any problems which might have arisen, so we combined a visit to the New Forest to see my sister and brother-in-law (a Land Rover salesman no

less) with the Beaulieu Classic Car Show. All was well and, together with matching narrow track Sankey trailer carrying all our camping gear, we were ready to roll.

## 2013 trip to Europe Gremlin's Maiden Voyage

### DAY 1 Sunday, June 16th

We left the workshop in Box End, Kempston at 6.40 a.m. in the sunshine – nice start, but by the time we reached Dover it was very overcast. However, the ferry crossing was brilliantly calm. We drove directly from Dunkerque to the one and only campsite planned but by the time we got there the day had become even greyer looking although it wasn't cold.

The camp site was in the grounds of a chateau built in 1734 at Bertangles, just north of Amiens. The chateau was approached by a long gravelled drive in the centre of once formal gardens and had the most beautiful wrought iron gateway with a hunting and shooting theme.

Before going to bed that night we did a weather check; so glad we did because dreadful weather was forecast for the whole of the west side of France for the remainder of the week. Therefore we changed the plan and decided to go south the next day.

### DAY 2 Mon 17th

As we left, the drizzle turned into torrential rain with occasional lightning flashes, but then around 1.30 p.m. the sun came

through. We continued to drive along long straight roads for mile upon mile bounded by avenues of trees, vast fields of oil seed rape, maize and kale, intermixed with swathes of ox-eye daisies and poppies. We passed through beautiful villages and the odd few really run-down ones too, oh, and some remembered battlefield areas.

The sun came to meet us at around zish and it just got hotter and hotter so we had to stop to take off the door tops and roll up the sides.

We had an amusing incident with a French boy racer who had clearly just swapped seats with his female passenger. He was standing on the driver's side with his door wide open and then as we approached he nipped into his car, shut the door and shot straight out in front of us apparently unaware of us, but that was changed by the blast of our air horns!!

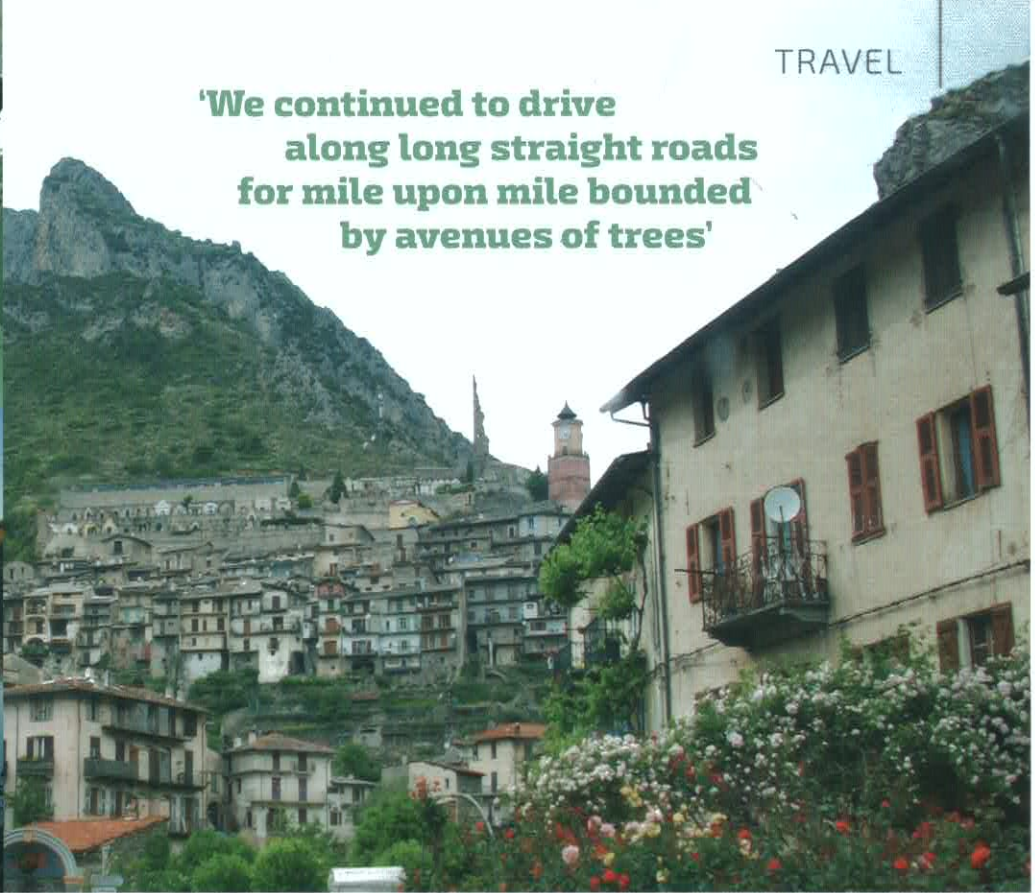
We only saw 2 Land Rovers today.

We were at Jaulny tonight. While inspecting the pitch for the tent I pulled up a small stinging nettle plant and stupidly allowed it to touch the back of my hand... to my cost as I have an allergy to nettles. Gremlin also had a leaky oil seal which needed attention.

### DAY 3 Tue 18th

We had to find a pharmacy for something to stop the incredible itching on my hand – and then I discovered I had the most awful rash – up both of my arms (something which had happened 5 or 6 times before about six years ago).

**'We continued to drive  
along long straight roads  
for mile upon mile bounded  
by avenues of trees'**



Because we'd travelled a long way yesterday, we decided to stay an extra night. It was an extremely hot day and so we were glad we were camped beneath the trees. However, flies and ants were everywhere.

Dipped in the pool before supper and bed.

#### **DAY 4 Wed 19th**

I spent a lot of the journey asleep today, either because it was hot and humid, or because of the long and sometimes boring roads we travelled or because I'd taken Ibuprofen to try and stop the itching of my rash.

We stopped at Lamarche for a snack and the landlord's wife really hadn't wanted to make us anything! Our journey took us through the Val de Gray. The scenery gradually changed from vast acres of flat fields as far as the eye could see, to more English sized large fields with lots more wooded areas. Again we noticed a huge diversity in architecture, the houses looking far more typical Swiss as we neared our destination at Masod.

The site is perched 530m above sea level and is overlooking a dammed lake. We ate a meal at the campsite restaurant – where they charged 7€ for a wee glass of wine! Afterwards we walked around what appeared to be a VERY up-market holiday let estate full of very individual houses set in smallish plots, many of them hidden by the trees, but some having the most spectacular views over the lake,

#### **DAY 5 Thurs 20th**

Heavy rain and thunder storms in the night so we waited for the morning sun to do its stuff and dry out the tent before we decamped.

My allergy is still causing great discomfort and blisters are now appearing – a couple have burst so there is a need to seek medical help en route to our next destination.

The onward journey took us gradually towards the mountains in the east and therefore the straight roads disappeared bit by bit; the flowers and trees changed and so did the buildings.

Gremlin did us proud, but Russ is seriously thinking of shortening our driving distance considerably because he doubts the gearbox will make it... we shall see!

We drove through some awful rain and the temperature today was quite a lot cooler. I took a few pictures with my camera.

We filled up with food stock and arrived at a smallish campsite at Paladru at around 5.30ish. There weren't many campers and we were able to put ourselves only a few yards from the shores of a lake – using another guy's camper van as a buffer between us and the water.

#### **DAY 6 Fri 21st**

This is a beautiful site and we decided to stay a second night. It's quiet and very peaceful here and the site is well under-occupied although it'll probably fill up with week-enders later on.

My rash situation isn't good and we ended up having to burst all the blisters. They sting like hell and are soooo itchy. Not a pretty sight either!

At lunchtime we went for a walk into the village, stopping for a cold drink at an inviting bar. Russ then spent a while under Gremlin, sorting out the leaky oil seals, cleaning the brakes and generally tinkering while I sunbathed... what else could I do!?

There is a pair of ducks which visit us from time to time and particularly when we produce food. Every now and then a second male would appear and the first Mr Drake would chase him away. Quite amusing!

By evening time we made the decision to go and see a doctor at the nearest hospital in Virons. We sat there from 8.00 p.m. until midnight waiting our turn. The doctor said it's not an allergy, but more probably a skin disorder and she wanted me to see a dermatologist as soon as possible. She told me to stop using the cream recommended by the chemist and that the antihistamines may help a little. We talked it through afterwards and I decided to put up with it and carry on regardless since I knew the specialist would have to do tests and at best would probably send me home.

#### **DAY 7 Sat 22nd**

I didn't wake till around 10 o'clock; Russ had been awake and up shortly after 7.00 a.m. but let me sleep.

Another beautiful day and we lazed >

around until early afternoon when we jumped into Gremlin and went off in search of groceries, etc. We took the scenic route and ended up in Virons again. The view of the mountains (for the second time) made us both gasp in admiration. I shall never ever forget Russ's first sighting – he gasped, gulped and said "W (double U), O, wow!!!"

The campsite had been filling throughout the day. Oh, I almost forgot... something (possibly a fox but probably the ducks) raided our rubbish sacks during the night, licked clean the Bolognese tins, opened the carrier bag holding crisps and half a loaf of bread and just took out the latter!!

Poor Russ is really suffering now with his painful shoulder (a problem that has been with him for a couple of years), it's not caused by driving since he does that every day for a living, but it's a degenerative bone thing not helped by driving Gremlin in particular. Reverting more and more to using pain killers is causing him to feel very tired.

**DAY 8 Sun 23rd**

It was an overcast day and we decamped just after midday. The next leg of our journey is to Die, about 100 miles south. What an adventurous day, incorporating a couple of wrong turns. The first was to a dead end and the second was far more exciting/annoying because we drove about 6 miles in 2nd gear up the zigzags of a mountain and had just reached into the

clouds (yes!!) and couldn't get any further. A couple of bikers told us there had been a landslide or rock fall which had taken out most of the road, but of course, Russ had to go and have a look for himself . .

We saw 8 Land Rovers today, oh, and a convoy of very brightly coloured 2CVs.

The terrain today has seen many changes and the views have been spectacular. We arrived at the campsite around 6ish; it's a nice place with trees all around and a river running alongside. We put up the little tent as we're only staying tonight. Our meal tonight was taken in the site restaurant followed by an early night.

**DAY 9 Mon 24th**

A lot of rain fell last night and it was very windy too. Virtually all the air came out of the mattress so I'm hoping it isn't a puncture because it'll mean finding the hole to repair! My God, the ground was hard when we woke up and it was a bit of a blow having to pack everything away wet.

Nevertheless, we set off again before 11 o'clock and were soon up in the mountains once more. The smells along the way have been heavenly... haymaking, wild flowers, etc. Once or twice I've seen Russ looking wistfully at little by-ways and rough inviting looking lanes. And he gets all excited at the sight of every hairpin bend. So, today we were up and over the hills and mountains to the sunnier region of Provence

with its vineyards, followed by lavender fields and vast rivers, many almost dry.

We arrived at the beautiful site in Les Salles sur Verdon set in amongst the trees beside the most gorgeous blue lake. We put up the tent, had a cuppa and then went for a walk around part of the lake shore; it was very windy close to the water. Tonight we sat in sunshine, playing cards and reading before turning in.

**DAY 10 Tues 25th**

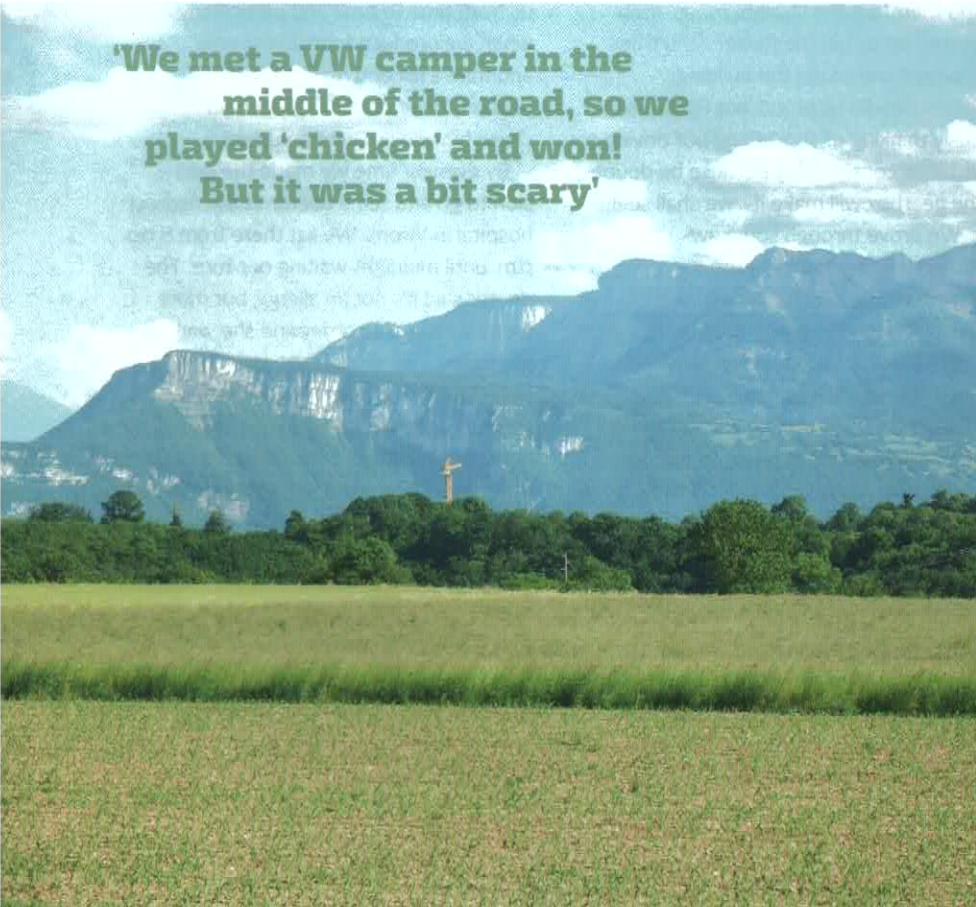
Nice sunny morning, but we woke to a flat airbed again, so we'll have to buy another.

We left to travel south at 10.45 a.m. Our journey today took us way, way up above the mountain overlooking the blue lake where we'd stayed and on to the absolutely spectacular Gorge du Verdon which had to be seen to be believed.

The satnav once again tried a couple of times to send us off roading, but today we categorically defied it. We've noticed how badly the foreigners drive up these mountain passes and at one stage we met a VW camper in the middle of the road, so we played 'chicken' and won! But it was a bit scary. The other scary thing today is that diesel has been costing around 1.30€, but when we were leaving Lake Verdon we noticed it was 1.62€ and petrol was 1.76€... so poor Gremlin became rather thirsty waiting for something cheaper.

The campsite we're on tonight (and

**'We met a VW camper in the middle of the road, so we played 'chicken' and won! But it was a bit scary'**



for the following 2 nights) is at Grimaud, between Ste. Maxime and St.Tropez; each pitch is huge, most are shaded by trees and it's only about 100 yards to the beach.

Supplies were needed so we went and fetched those, plus a new airbed, before pitching camp, making my worst hand look decent with a loose bandage and then walking along the beach awhile. All sorts of stuff was going on along the shore and we came across a bar where a guy was entertaining the diners – we watched and listened for a bit and then couldn't resist having a quick jive when he sang an old rock number.

### DAY 11 Wed 26th

Leisurely morning. It was nice to start the day within a sunny glade... and for the trailer and Gremlin too. This is a very populated site yet remarkably quiet. We packed up our stuff after dressing my hands (precaution against sand, etc.) and made our way to the beach to do a little sunbathing.

There is a strange absence of flies, bugs, etc. And to that end, very few birds either, except the usual pigeons, and now, magpies.

After dinner and a shower we drove topless – not us, Gremlin! – down to St.Tropez where we drove twice around the town centre, a buzzing throng of beautiful people, shops, cars, mopeds and more Mini Mokes than we've ever seen in one place.

Cards and a drink before late bedtime.

### DAY 12 Thurs 27th

Another leisurely morning. The rash is showing slow signs of healing but is still very sore in some places, but I am determined not to let it stop me doing everything. Russ has been magnificent by doing most of the cooking and all of the washing up; however I have managed to do some washing.

When we arrived we'd noticed just down the road a collection of larger than life transformers and animals made from metal – like something out of Star Wars. So, we walked along to photograph them. (We have many more pictures of these creatures).

While lounging around and sight seeing we've enjoyed people-watching immensely... there are so many pathetic humans roaming this earth!

This is our last night at this site and Russ spent some considerable time plotting the next stage of our journey accompanied by lots of swearing at Mrs Satnav, but it's all set up now in readiness for the morning.

### DAY 13 Fri 28th

There was a thunder storm in the night, but thankfully no rain. We woke to a beautiful sunny day again; however, I couldn't face doing my wounds myself (it's making me feel sick), so Russ to the rescue!

We drove along the coast road and we are so glad we did because we passed through the middle of Cannes with all

its designer shops and the beautiful people on one side and the gorgeous yachts on the other. Wherever we've gone we have had lots of encouraging looks and comments on the outfit along the way and especially so in Cannes.

We headed then inland and back to the mountains where it became noticeably colder and colder, finally forcing us to wear our flying jackets. A significant move because later on when we'd been a while at the campsite here in Cuneo, Italy, we were recognised by two bikers who had been at the roadside when we stopped to put them on. Later on that evening we learned from this German couple that after they had seen us pass by and they were on their way about ½ hour or so behind us, they saw within moments another biker lying on the road, his bike smashed and 'blue lights' quickly on the scene. This was on one of the sometimes precarious hairpin bends. We all commented on how badly the Frogs drive; previously Russ and I had said how foolish a lot of the scooter (and some bike) riders are for not wearing any form of protection on their arms and legs.

This is a nice site if you want to retire! Its full of permanent, very old caravans with fixed awnings twice the size of the vans. As we'd only put up the pop-up tent and it was quite chilly yet too soon to go to bed, we sat huddled up in Gremlin and read our books by torchlight! **B2L**



### Next issue...

**Part II:** Follow Russ and Gaye as they continue their incredible European adventure in the Summer issue of *Built Two Last*.



# PORTUGUESE FIRE

*Land-Rover Series IIA 1-Tons in Portugal*



WORDS **DAN WARDEN**

**M**y researches into the history of the 1-Ton Land-Rovers led to the discovery that a fair number had been exported to Portugal in 1970. I had had hints of this many years ago when a couple of vehicles turned up there. I was able to view the export build records for the vehicles which revealed that of the 64 LHD export vehicles built, nine were sent to Portugal. The receiving agent in Por-

tugal was known as SEMAL - Sociedade Electro-Mecânica de Automóveis Lda. This organisation had also been involved in the manufacture of CKD kits. In fact it would seem that most Land-Rovers exported to Portugal did go as CKD kits, which begs the question why these nine 1-Tons were exported as assembled vehicles? Perhaps they were a cancelled order for elsewhere? It has been suggested to me that whilst most vehicles imported as complete vehicles attracted heavy taxa-



tion, vehicles built locally from kits, or with a percentage of local content were exempt from this tax, as were fully-built vehicles destined for military or other public service use – this would also include fire tenders.

The chassis numbers concerned are



223/4, 5 and 6, then 9, 10, 11 and 12, followed by 22 and 23. Of these only numbers 4, 5 and 22 are unaccounted for. The surviving vehicles were all fire tenders, which is a typical use of Land-Rovers in Portugal, even in large cities such as Lisbon, although now they use Defenders. However, in some of the more rural fire brigades, Series vehicles are still relied upon. Much of the Portuguese countryside is rugged and hilly and susceptible to forest fires, so small, nimble fire tenders are indispensable.

22300006G (LF-85-37) is still in fire service specification. It served with the Bombeiros Voluntários (Volunteer fire brigade) in Cabanas de Viriato in Central Portugal. It has recently been restored to a high standard although it is unclear if it is still in use or just preserved.

22300009G (CH-67-45) was in use with the fire brigade at Penacova, and was last seen in generally original condition. It had been fitted with 7.50x16 tyres however.

22300010G (BI-36-84) is still in fire

service use in Palmela in South-West Portugal. I was fortunate enough to be able to visit this vehicle and see the fire station. Sadly at the time the vehicle was under repair following a breakdown. Unlike most of the other Portuguese 1-tons, this one had a separate rear body rather than using the standard vehicle tub. I could not be sure if the vehicle was delivered as a chassis-cab or cut-down locally.

22300011G (CH-67-46) is still in one piece in Portugal but exact details are sketchy. The fire-fighting equipment has been removed. It was used by the fire brigade in Barcarena. A photograph shows it there in the 1970s, fitted with a Series III grille.

22300012G was a fire tender, however further details are unknown beyond the fact that it still exists today.

22300023G (LF-85-38) was again used as a fire tender, but has recently been

restored by António Agostinho in Central Portugal to more or less factory specification. The fire brigade had heavily modified the rear body, so António decided to use a standard plain body. Number 23 is the only restored factory built 1-ton in Portugal and is a regular at Portuguese Land-Rover shows. I was lucky enough to see the vehicle myself and have a ride in it and the quality of the restoration is excellent.

It is curious that all of the vehicles were built by Land-Rover as mid-grey and apparently all as truck cabs. I do wonder if the initial purchases might have been an organisation such as the Portuguese forestry service (many vehicles are acquired by the volunteer brigades second hand or as donations) or if the vehicles were from a cancelled order for elsewhere, offered to Portugal at a discount perhaps? Obviously any further information anyone has would



be most welcome.

It is also of interest that all of these vehicles are fitted with the very rare (in the UK at least)

“extra deep dish” steel wheel rims, part number 569203. This rim was usually fitted to IIB Forward Controls, but was also found on quite a few 1-Tons. Most however had the slightly lesser offset 569204 rims.

In addition to these few vehicles sent to Lisbon as assembled machines, Portugal also had some CKD 1-Tons. However they were not on CKD 1-Ton chassis numbers, instead being supplied on CKD six cylinder utility chassis numbers. Perhaps this was a mistake or oversight by the company that put the kits together, or even by Land-Rover?

Two such vehicles are known, on chassis numbers 34901898H (GG-60-65) and 34901902H (DL-76-38), which would suggest they are later than the factory-built vehicles. In all ways they are to 1-Ton specification, with ENV axles,

and 900x16 tyres etc. 1902H has been restored as a green soft top but was originally a fire tender, as was 1898H.

Only two Series III 1-Tons are known in Portugal, one only known from a photograph I found in a flea market in Lisbon, bearing the sign writing “Bombeiros Voluntários da Amadora”. Unfortunately, the number plate is unreadable.

The second vehicle is oddly on a LHD export six cylinder utility chassis number, 94500176A. Whilst a photograph does exist of it in service I have not been able to establish exactly where it was based. Its registration number was FP-62-00.

The fire tender conversion work was likely carried out by Garagem Soares in Vila Nova de Famalicão near Porto, a prolific maker of specialist emergency

vehicles. As the vehicles do differ in specification it is likely each local brigade had the vehicles tailored to their specific needs. Some were even converted into crude crew cabs to allow extra firefighters to be carried, whereas some just had extra seats in the back body.

If anyone knows more about these vehicles, or any of the ones I have not yet discovered, I would be delighted to hear from you. **B2L**

Thanks go to António Agostinho, António Pedro Santos and José Almeida for help with this article.

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# Is my hub scrap? Wheel nuts and studs working loose

WORDS AND PHOTOS DEAN GROVES



**Y**ou've been doing your weekly checks on your Land Rover or you've been for the MOT and the wheel studs are working loose.

This is a major problem but there is a cure for just a few pounds without having to buy a complete new hub.

The Series 2 and early S2a hubs were screw in studs the same as fitted on the Series 1s. The later Series 2a's were fitted with the knock in studs. These were introduced in 1968.

The wheel studs are the same size for both types but the wheel nut is a different size depending on which vehicle year they were fitted; on vehicles up to 1968 they were fitted with 15/16" wheel nuts and thereafter were fitted with 1 1/16" wheel nuts.

They are all the same thread and both will take the double ended wheel nuts and the later single sided type wheel nuts.

**(Picture 1)** Early type 217361-WHEEL-NUT

**(Picture 2)** Later type 561254-WHEEL-NUT

**(Picture 3)** Both studs together.

To replace the studs is quite a simple process - anyone with a little mechanical knowledge can tackle it.

The job can be carried out while the hub is still attached to the vehicle but is not recommended as the knock in studs should really be recessed into the rear of the hub to be fitted correctly.

However this process can be carried out in the field using the correct tools as a get you home fix if you happen to shear any off while off-roading miles from nowhere.

The correct way to replace the studs

## Tools required

- Ideally a pillar drill
- A 9/16" HSS drill bit
- Either 5/8" or 11/16" HSS drill bit (needs to be a very shallow cut to cut recess in rear of hub)
- Or a 17mm milling bit or the imperial equivalent as above
- A bench vice or workmate
- A pair of locking grips (either mole grip type or pipe grips)
- A large hammer
- Possibly a drift
- Replacement studs
- Possibly a new rear hub seal

is to completely remove the hub from the vehicle and have access to a decent workshop and a reasonably sized vice.

The first process is removing the bearings from the hub and the rear hub seal if not done previously. It is always recommended that any bearings are removed when there is potential for contamination while drilling the hubs out as swarf from drilling can destroy a bearing in no time if left in the bearing by accident. At this point you can remove the bearing races as well if required but it is not vital as long as you wash the hub thoroughly before reassembly.

We then clean and examine the hub and assess the hub to see exactly which studs need replacing and look at the general condition of the hub to see if there is any damage and it's viable to repair the hub.

If I am doing a hub, I like to replace all 5 studs as this keeps them

all the same so they are uniform.

Some MOT testers are picky about different studs being fitted in the same hub if they look different to the others fitted and the stud lengths are different.

We now look at removing the old studs if they are not already loose enough to turn out by hand. If you turn the hub over so the rear is facing upwards you will notice the studs have been pressed/staked to affix them into the hub. **(Picture 4)**

Sometimes they are only just staked over lightly but generally they are too big to allow you to wind the stud out with a bit of effort. If they are too tight, try giving the studs a smart tap on the ends on the wheel side to break free the rust built up round the bottom of the stud against the hub.

If the studs are still not coming out you will need to drill the rear staking out.

A word of warning; before drilling the hub, make sure the hub is fixed to the pillar

drill table by some means as the drill can get fast when you first start drilling causing the hub to kick with the possibility of snapping the drill bit or even worse throwing the hub across the workshop causing possibly injury to yourself or others around.

If they are still not coming free, you can drill from the rear of the hub with the drill used to enlarge the holes in the hub for fitting the new studs. The original studs generally have a depression in the middle allowing you to centre the drill bit into the stud - you just need to drill sufficiently to allow you to see the complete stud without any staking left on the outside. I find it easier to remove all the stakings from the rear of the hub in one go while it's in the pillar drill. **(Picture 5)**

Then we remove the hub from the pillar drill and place the hub in the vice with the hub facing upwards. With the studs up, now get the grips and try to rotate the studs an



ti-clock wise, they will be tight to begin with - if they are too tight to move, try some form of lubricant and tapping the studs; they will start to move and they will become freer the more they come out. Remove all the studs you are replacing. **(Picture 6)**

**(Picture 7)** Now you have removed the studs, we go back to the pillar drill and re-mount the hub face up on the pillar drill table remembering to bolt it down properly. You can now drill all the holes where the studs have been removed with the 9/16" drill bit.

**(Picture 8)** You are only looking at removing the threads from inside the hole. Once you have drilled from the top, turn the hub over and drill from the back to remove any metal-work left over from the first drilling.

**(Picture 9-11)** Now swap the 9/16" drill bit to the other bigger drill bit or the milling bit and recess the back of the hub so the end of the stud will sit

flush with the outside of the hub (do not remove too much metal as this can weaken the hub and the stud fixing).

**(Picture 12)** The studs fitted into the recess to check depth.

You are now ready to fit the new studs, but before trying to fit them properly, try them for fit in the new holes drilled. If you've drilled them correctly, the threads of the stud should just fit through the hole and stop just as the splines touch the recessed hole in the rear of the hub. If this is the case you now need to put the new studs in the freezer for a few hours to cool them down so the metal shrinks as this will aid fitting.

Once the studs have been in the freezer for a few hours, remove them one at a time from the freezer and fit them one at a time by inserting them from the rear of the hub and giving them a sharp tap to make the splines start to bite into the

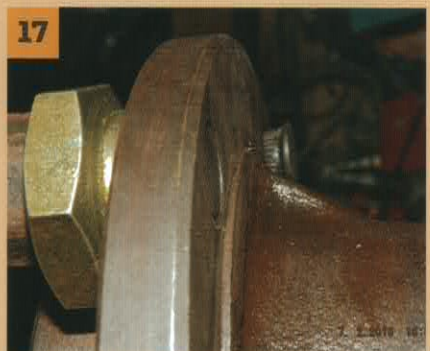
hub. Now put a wheel nut on the thread and start to wind the wheel nut down till it meets the face of the hub lightly then wind in using a socket or spanner till they will wind no further. Using this method they should be about 1/2 to 3/4 of the way in now. **(Pictures 13 and 14)**

Now remove the wheel nut and find a large nut or a couple of washers and place over the new stud. Refit the wheel nut and continue to tighten till the stud is drawn into the hub fully. **(Pictures 15-17)**

If you are struggling to find a large nut or washers to fit the studs you can do the final winding in of the studs once the hub has been refitted to the vehicle by replacing the drum on the hub and tightening the wheel nuts fully down. This should draw the studs in fully home but if using this method always remove the drum and double check that the studs have been drawn fully into the hub. **B2L**



**'This process can be carried out in the field using the correct tools as a get you home fix if you happen to shear any off miles from nowhere'**



# BOOKING FORM

## Series 2 Club Show Ticket Request Form 2016

Please complete a copy of this form in **CAPITAL LETTERS** one for each show you wish to attend

The club is often offered concessionary or free tickets/passes to some of the larger Land Rover shows. These are usually for 2 adults and include a camping pass. Tickets are distributed on a first come, first served basis after the Stand Manager. Help is expected in manning the club stand for some part of the show, which includes setting up, packing away and club shop.

Show to attend: \_\_\_\_\_

Membership Number: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Telephone: \_\_\_\_\_

Series 2 Reg no: \_\_\_\_\_

Vehicle details: \_\_\_\_\_

Number in party: \_\_\_\_\_ Adults: \_\_\_\_\_ Children: \_\_\_\_\_ (ages): \_\_\_\_\_

Camping Y/N: \_\_\_\_\_ Size of unit: \_\_\_\_\_

Days attending: \_\_\_\_\_

### Return to:-

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

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

Malvern Land Rover Show - 4th & 5th June  
Gaydon Land Rover Show - 25th & 26th June  
Billing Land Rover Fest, Billing Aquadrome 29th, 30th & 31st July  
Land Rover Owner Show, Peterborough - 17th & 18th September

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



# Area Roundups

*A summary of recent events in your area*

## Shows

The show season kicks off with the Old Warden Aerodrome Classic Rally and Autojumble on 3rd April followed by the Rushden Cavalcade from 30th April to 2nd May. Rushden Cavalcade is a well-established and popular event, which I believe Club members will be attending so I hope to be able to report back on that one.

As an area we would like to establish a club presence at a couple of the shows in our area. One suggestion is the Stotfold Mill Working Steam Weekend on 8-9th October. Other suggestions are welcome.

## Green Laning

Green laning routes are limited in our area, the main opportunities being to the South. Hopefully we can arrange something centred on one of our summer pub meets at The Waggon and Horses at Steeple Morden which is close to lanes familiar to Russ, our area laning expert. Look out for details on the Forum.

## Summer Camp

In what I believe is something of a first for Central Shires, we will be holding a summer camp, albeit out of our area, at Pailton just north of Rugby, from 16-19th June.

The site is owned by a friend of one of our members and contains a lake with a steam launch and a miniature railway which will be made available for our use. In addition we hope to arrange green laning, scenic runs to local attractions and other fun stuff. As this is something of an experiment and also as the on-site facilities are limited, we have restricted the attendance to ten units. I hope to be reporting back in a later issue of B2L on a really successful camp!

## Garden of England

SEAN & HAZEL

Since the last report we have had our Christmas meal which was, as always, well attended. Pub meets are continuing and again are well supported with some new members coming along!

### Events so far planned for this year:

- Detling Show on the 2nd April - this show is SATURDAY ONLY
- Hole Park Camp from Friday 29th April until 2nd May, campfire, laning etc. is planned.
- ALRC National 26th to the 31st

## Central Shires

TIM EVE

### Pub Meets

Since the last Central Shires report there have been two pub meets. The sparsely attended but nonetheless very enjoyable December meet at The Blackbirds was the last to be held there. That venue has been replaced by The White Hart in Mauldon, where we meet for the first time on the evening of 16th April. This date happens



CENTRAL SHIRES



## Anglia

BEN AND JULIE

We started a new pub meet at the Spirit of Endeavour, Boston in January and had 7 members and 3 non-members turn up. Everybody had a good time and we are planning to hold another meet on the 20th of February. Some of the non-members said they were thinking of joining the Club, a good reason to open up these pub meets to all comers. As an area, we are also talking about a "summer weekend" at Fakenham. At the moment the shortlisted dates are 10th - 12th June, 1st - 3rd July, 8th - 10th July or 15th - 18th July. We are waiting for Anglia members to let us know when they can come and then we will organise a final date with Fakenham. If you are interested in coming, please let us know with a preferred date.

to be the same day I am attending an introductory course in MIG and Arc welding, so expect me to turn up burnt and covered in weld but hopefully with some hot welding tips (excuse puns) to pass on.

The January meet was held midday at the Green Man in Lavendon and we had a good attendance of 15 folk including three first timers. In the car park there was an excellent display of Series motors and two very nice non-Series classics in the form of Matt's immaculate Triumph Herald and Steve's beautiful 101. By all accounts everyone enjoyed themselves and thanks go to the Green Man for providing us with great food and drink and cheerful service.

Future pub meets will move between The Green Man at Lavendon, The Priory at Wellingborough, The White Hart at Mauldon and The Waggon and Horses at Steeple Morden. Please see the area calendar in the December newsletter circulated by Mark for details.

May (see separate article)

■ Darling Buds 10th July - camping will hopefully be available again for show helpers

We are working on some new events which are in the pipeline and we will send an email out as soon as they are confirmed. Any suggestions for new events, please call or drop us an email, details in the back of this mag.

**ALRC National Rally**

The 2016 ALRC National Rally is being hosted by the Southern Rover Owners Club. The event is taking place at Copford Farm, nr Heathfield in East Sussex, 26th to 31st May 2016, the usual trials and competitive events are planned and I have been asked by another member if I will run a club stand, but this will only happen if we get enough interest, so please send me an email by mid March at the latest. Camping for the weekend is £50, please book via the Southern website. If you require further details please email kent@series2club.co.uk or call 01732-763900 and I will do my best to assist you.

Please note, as we are not currently a competitive club you cannot compete under the S2C umbrella.

**New Forest & Solent**

JAMES WILLIAMS

October 2015 saw us night-time green laning onto Salisbury plain. It was of course mandatory to start the laning from a pub to ensure we were all fueled up for the journey ahead! The Bridge Inn in the Woodfords was our chosen meeting point and after a tasty dinner we set off around 20:00, heading North onto Salisbury Plain past Stonehenge - which we couldn't actually see!

We were joined by some members from further afield such as the Thames Valley 'Massif'. I have to also mention Matt & his Land Rover - WTF. Probably the best number plate in the world?? I recall a section near the 'German Village' that involved Kevin & Anna calling for help over the CB. They had lost some traction and the engine had

cut-out. After 30 minutes of dizzy WD-40 drama, all was solved... Ten minutes later I drove through a big puddle and got wet feet whilst Kevin tried to go around and got stuck in the tank ruts! - Very funny indeed. Oh, and did I mention that the four members that got stuck had to wear a bright orange reflective survival 'onesie'? - Anna will be pleased that this photo is not included with this article (pictures are available on request though).

Our Christmas Meal this year was held at The Cartwheel Inn, Whitsbury and was very well attended. The pub did us proud, so much so that we are certainly hoping to attend again this year.

Following Sixpenny Handley last year, I decided it was time to take part in some essential Land Rover maintenance. This involved taking the roof off for the first - >



**NORTH WALES & SHROPSHIRE**



time in seven years and making an 'attempt' to prevent it leaking. I'd also chosen to line the inside of the roof with some self adhesive neoprene foam to prevent condensation. With winter almost gone I can say that condensation is pretty much a thing of the past! And to top it off, it is actually quieter at 'cruise'.

My Land Rover has spent most of the winter in dry-dock undergoing a full service. All new wheel cylinders, hub oil seals and brake shoes. The weather hasn't helped though, thankfully most of it was done before Christmas.

On the 3rd January we undertook our usual trip onto Salisbury Plain. It rained most of the day, inside and outside of the Land Rovers. Lots of WD-40 was used and boy were we glad to find a dry warm pub at the end of the day. I have to say 'hats off' to the chap who drove down from Maidenhead in his lovely 109" Station Wagon. I didn't think he'd want to get it dirty – but he did! – I hope he made it home?!

Looking forward, we will again be attending the Vintage & Nostalgia Show from 3rd – 5th June at Codford, nr Salisbury. Please let me know if you plan to attend, even if it's just for the Saturday and you want to display your vehicle on the club stand.

Pictures from the club's previous year's attendance can be found on our micro-site.

I'm also pleased to remind club members that this year is the 5th Anniversary of our annual camping weekend at Sixpenny Handley, Dorset from 22nd – 24th July. This is a family friendly event that is open to all members, no matter what area you are from. We already have members coming from almost all counties in the south of England. If you are interested in joining us then please contact me for a booking form. More details are on our micro-site and the Club Forum under Events.

**New Forest & Solent Microsite:**  
[www.series2club.co.uk](http://www.series2club.co.uk)  
**Contact: James Williams**  
**Email: newforest@series2club.co.uk**

## North Wales & Shropshire

**BERNIE & DI**

Spring has sprung early this year and bypassed winter as we know but let's wait and see! We had a good Christmas turn out at the Old Three Pigeons, Nesscliff, supported by mainly the Shropshire locals,

which was nice to see. We took a trip up north to Preston district area around Winter Hill where we met up with the North West S2C gang. We all crossed a causeway which was under water and ended up around the Winter Hill vicinity, a cold but very enjoyable day thanks to Dean and Alistair. We have a change of venue for the North Wales/North West meet; it was at the Conwy Falls Café Betws y Coed which is having a refurb, so now the new location is the Swallow Falls Hotel Betws y Coed, LL2 4DW.

The show season seems to come around quite quickly again and to start with we have The Weston Park Transport Show, 27th/28th March, Easter weekend. Camping is from the Friday 2pm to the Tuesday. North Wales and Shrops will be having a Series 2 Club stand there, camping for exhibitors only.

Leisure Lakes Steam Rally, Leisure Lakes, Mere Brow, Tarleton, Southport, April 16/17th Series 2 Club presence, hosted by Paul Mercer.

Trails And Rails, Spring Bank Holiday Weekend 29/30th May : Weekend activities, green laning, discount travel on the Tal y Llyn railway and an exclusive beer & bbq train on saturday evening. Entry

fee of £30 includes 4 nights camping/ caravan pitch at Abergynolwyn Station field. Open to all classic leaf sprung Land Rovers. An event not to be missed

Entry form by email from trailsandrails@hotmail.com or send a self-addressed envelope to Trails and Rails, c/o Tal y Llyn Railway, Wharf Station, Tywyn, LL3 69EY or tel 07710 598110 and ask for Chris.

June 18/19th Clwyd Veteran & Vintage Machinery Society, 40Years, Oswestry Show Ground. There will be a Land Rover section this year so I will hold a Series 2 Club stand jointly with any other pre 1986 Land Rovers that enter. I'm the Section Steward for this event. Download entry form from C V&V M S website or obtain one from myself. Camping available - very good weekend so get your entry form in early.

Now in its fourth year, The St Asaph Camping Weekend is on July 8th/10th. On Saturday we can take a trip to Denbigh Army Surplus for a bargain and a drive out for lunch. On Sunday we have arranged a visit to The Cai Dai Trust Museum, 50s and 60s Nostalgia. Go back in time - brilliant for all those items we've long forgotten.

For up to date information, we post out and email a monthly newsletter. There's also the Series 2 Club forum and Series 2 Club Facebook page. Alternately just phone or email me.

## North West

JON HAYES

Although the winter is generally a quieter time for local events, we have still managed to meet up each month and even took advantage of a brief respite from the rain to get out and about on a Christmas scenic drive. We are now all looking forward to the start of the shows season which, with our first one at the end of March, is only a few weeks away!

### Monthly Meets

To round off 2015, the last meeting of the year was also our Christmas meal, with around 45 members and family joining us at the Ley Inn in Clayton-le-Woods. The Ley Inn looked after us very well and we even had a brief respite from the rain! As with previous years, we held our Christmas raffle, with everyone bringing along gifts to be drawn out and as usual there were just enough for everyone to go home with a prize; many thanks to everyone for bringing along some great prizes, ranging from a Series seat base to key rings and the odd box of chocs.

In January we headed off to the more northerly part of the region and tried out a new venue, trying out a tea room as opposed to always meeting in a pub. We con-

ducted a brief questionnaire in the area at the end of 2015 and members were keen to utilise other venues such as tea rooms, visitor attractions etc. The Bridge House Tea Rooms in Wray gave us a very warm reception, no doubt helped by the roaring fire inside which was very welcome as it was freezing outside and even starting to snow! Despite the cold weather, we had a great turnout and there was plenty of bonnet lifting in the car park after the meal. Of particular interest was Jim Gardner's SWB diesel which he had just restored and is in simply stunning condition.

In February the meeting moves to the easterly part of the region and is again moving to a new venue as we have outgrown our previous one for this part of the region. This is a recurring theme and is causing us to move a number this year, which when coupled with the results of our survey should allow us to utilise some interesting places such as steam railways and hopefully the odd museum. I will hopefully have more to report in B2L through the year.

### Shows & Events

As there are not really any shows in the winter, Dean Groves and Alistair Brown kindly agreed to setup and host a scenic drive over the Christmas break. So armed with flask and warm clothes, a number of



NORTH WEST - JANUARY MEET





members met up at Services near Darwin and then took in a road run around Rivington and the surrounding area. It was a great day out and we had plenty of fun crossing the flooded causeway at Rivington. We were all very pleased with our apparent ease of crossing the water right up to the point where we were all shown up by an immaculate 1970's Rolls Royce Silver Spirit also wafting through the water with not only ease but also in sheer comfort!

### Coming Up

As we move into Spring the shows season will be starting again, with Weston Park Transport Show being the first at the end of March, which is a joint North Wales and North West attended show – many thanks to Bernie from North Wales for organising. As we move into April we will have the Leisure Lakes Steam Rally and a rather full calendar after that with at least 2 shows per month after that.

changed dampers etc. but have mostly been working on Ruby my 6 pot Station Wagon which burnt a valve out on the way to a pub meet at the end of last year. The necessity to work on the engine has led to "well I might as well take the engine out" which has since led to "well whilst the engine's out...", so a change of valve has gone a bit further with bulk-head stripped down, gearbox out, axles off and not to mention stripping all the paint off the body. As I want her back on the road in time for Heskin Steam fair in June I guess I had better get busy!

## South West

### CLIVE

As is usual, we used our last Somerset Borders Meet of 2015 as the South West Christmas Meal Meet. This year we actually managed to hold it at the

On a personal note, I have used the winter months to do some work on Lucy the Fire Engine, having painted the chassis,

Catash Inn without any Landlords running away or other mishaps! It worked out perfectly. We were in the back restaurant area and in all there were 20 of us, so a great turnout. The food was excellent, great value and the party even better.

Next came the awards for 2015 and as is the norm, I decide what the award will be for and who they go to. No democracy at all.

Each award winner got a certificate and some got photos which I am sure will be all up on walls by now.

Next came the party game which was very similar to the previous year. Everyone had to bring two wrapped gifts, one to an approximate value of £5.00, the other with very little or no value, basically a joke gift. The game is like a big game of Snap; if the player got the same card as the dealer, they took a wrapped present from the huge pile of about 40. When all the presents had been taken, it just carried on but at this time the players were able to steal presents from other players which had previously been picked, which is where it gets really exciting.

Again this event was a real success which is down to all that came along and made it so good.

There was no Devon Meet in Decem-

ber as it would have fallen too close to the Festivities but it carried on as usual in January. Instead we had a very laid back, bring your own meat BBQ at my place on New Year's Day, the first of the Year. It was very wet but we put the Gas BBQ in the Barn and all ate, drank and socialised. Only one Land Rover got stuck in our flat field. I won't name the owner but it did make my day. That little hiccup was sorted as soon as freewheel hubs were engaged.

Both of the South West Pub Meets are posted on the Forum each month. It is always a good idea to check just in case we have changed a venue for any reason.

South West Camping Weekend: 13th, 14th and 15th May 2016. Please see advert on page 14 of this issue. There is also a post on the forum.

Other South West events such as Green Lane Trips are always posted on the Forum. Should you have any queries or need any more info, please free to contact me by phone or email, details below.

**Mobile: 07711 121399**

**Landline: 01823 444622**

**Email southwest@series2club.co.uk**

## Thames Valley

ERIC LEUZINGER

While events locally are often curtailed by the winter weather and the total lack of snow in the Thames Valley region, this winter has not encouraged people out but there have been plenty of regular meets and chat about Land Rovers and the good weather to come. Our regular meets at The Stag in Flackwell Heath and The Ship in Ashford Hill are reasonably well-attended by our regular motley crews and the occasional newbie. If you've not been before please do consider coming along. Sometimes we even keep to the main topic!

Looking ahead we are planning a number of events. Have a look at the outline below. Let me know if there's anything else you'd like to attend. Keep an eye on the Forum for regular information.

**03/04/16** - Newbury 4x4 and Vintage Sortout.

**15/05/16** - Chiltern Hills Rally, Weedon Park, Weedon Hill, near Aylesbury. HP22 4NN

**22/07/16 - 24/07/16** - New Forest & Solent Camping Weekend, Sixpenny Handley, Dorset.

**03/08/16** - Classics on the Green, Croxley



- Green, Rickmansworth, Herts.
- 04/08/16 - 07/08/16** - International Rally, Kirklington Hall, Cumbria, CA6 6BB
- 18/09/16** - Classics on the Green, Croxley Green, Rickmansworth, Herts.
- 02/10/16** - Newbury 4x4 and Vintage Sortout.

We are also investigating the possibility of running another of our "Dirty Weekend" camping and off-roading events. In the last

couple of years we have used our old National Rally venue of Sibbertoft. At present we have nothing firmly booked but we are investigating this and other venues including Weston Underwood. If plans come together I will email all TV area members and will post more details on the forum.

In the meantime here's wishing that your rebuilds go smoothly, the MOT is favourable and that it stops raining soon! **B2L**

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# Area 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 07817 711 973**  
**northwest@series2club.co.uk**

## 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

- Mar 6th at 12:30 - 3 Pigeons, Nescliff, Shrewsbury, SY4 1DB

- April 3rd at 12:30 - Plough Inn, Llandegla, LL11 3AB
- May 1st at 12:30 - Swallow Falls, Betws y Coed, LL24 OPN

## Anglia

- Fur & Feather Inn, NR13 6SW
- Alan Jones**

- The Red Lion, CB6 3LD
- Paul Cuijit**

Red Lion, Sturmer, CB29 7XF  
**Richard Allin**

- As from 9th January 2016: Spirit of Endeavour, Boston, PE21 7QS
- Ben Stock 01205311732**

## Central Shires

- Saturday 16th April - 18:30 - The White Hart at Maulden, Amptill Road, Maulden, Bedfordshire, MK45 2DH

## Thames Valley

- 2nd Wednesday monthly 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

Please check the Club Forum regularly for news of green-laning, workshop meets and other events.  
- only if there is enough room!

## 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

- **scotland-north@series2club.co.uk**  
for forthcoming events

## Scotland South

- **scotland-south@series2club.co.uk**  
for forthcoming events

## Borders

- **borders@series2club.co.uk**  
for forthcoming events

## North East

- **northeast@series2club.co.uk**  
for forthcoming events

## South Wales

- **cymru@series2club.co.uk**  
for forthcoming events

## New Forest and Solent

- Details of meets on 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**  
for local shows, meets and countryside drives throughout the year.

## 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

- Catash Inn, Cary Road, North Cadbury, Somerset BA22 7DH, Second Wednesday of each month - starting at 7pm
- Thirsty Farmer, Talaton Road, Whimble, EX5 2QQ - Last Wednesday of each month, starting at 7pm. [www.thirstyfarmer.co.uk](http://www.thirstyfarmer.co.uk)

Both meets are always posted on the Forum within events, under Pub Meets. Please ensure you check each month just in case there is a venue change Should you have any queries please feel free to contact Clive:  
**M: 07711 121399 / T: 01823 444622**  
**southwest@series2club.co.uk**

email updates of Area Meets to the Editor: **editor@series2club.co.uk**

# Outback Scenic Tours

WORDS AND PHOTOS **PETER MERCER, CANBERRA, AUSTRALIA**

*Peter Mercer here with a bit of a story on my Series 2A...*

It seems it's a bit of a 'bit from here and a bit from there', which will come as no surprise to some of you.

It looks to have started out as a 1963 Series 2A SWB canvas tilt. It was purchased by the Reid family via Tumburumba NSW, and spent a good portion of its life on a 3000 acre property on the edge of the snow line. Here it was used as a town car and on the property by father and son. Many items were replaced here and there but the majority of the vehicle had not been tampered with and the wiring loom did not have one additional join in any wire, very tidy.

I knew the son through his daughter and

her husband and when the farm was to be sold I approached them about the Series 2A. At this point it was looking a tad forlorn but I was keen for her to regain her prominence and again be registered for the road.

Just prior to the Land Rover 60th gathering, I, along with a great bunch of dedicated mates, undertook a chassis up sand blast and reassemble. Many new parts were fitted – later brake lines, drums, wheel bearings, swivel hubs, wiring loom, 2nd 16 gal fuel tank, seatbelts, parabolic springs, repaired steering wheel and seats reupholstered. Then we put the old body panels back on and 3 months later we had a great Series 2A to run around in. More recently it has had a Roamer Overdrive fitted.

Since then it has covered approximately twelve thousand kilometres on various trips. It mainly enjoys trips with [www.olrhd.com.au](http://www.olrhd.com.au) as it will again next year.

We have had some great fun together, with more to come!

Currently it has a truck cab with a SWB tilt canopy and I love it. **B2L**





# Club Shop

The SALE goes on!

**W**e still have quite a lot of stock that needs a good home, so if you are looking for Club clothing or possibly something like our very smart members' badges then please have a look through the price list and pictures of our club items.

If you want to place an order please email Sue and David via [shop@series2club.co.uk](mailto:shop@series2club.co.uk).

co.uk so we can check stock for you (and confirm postage costs if you are outside the UK). We have given an indication of clothing stock here with the price list (prices include post and packing), but this changes daily so please do email first.

Alternatively, a lot of our goodies are available via the club website at [www.series2club.co.uk](http://www.series2club.co.uk).

Finally, we are still looking for suggestions for new stock items and would love to hear from you with your ideas – again to [shop@series2club.co.uk](mailto:shop@series2club.co.uk)

**David and Sue Brodie**  
Series 2 Club Shop



## Stock Clearance Sale

ITEM	SALE PRICE	SIZES AVAILABLE
Mens T Shirt - Green	£6.25	S M L XL XXL
Mens T Shirt - Prairie Dust	£6.25	S M L XL XXL
Mens T Shirt - Black	£6.25	S M L XL XXL XXXL
Adults Sand B2L T Shirt	£7.00	M L XL XXL
Adults Black B2L T Shirt	£7.00	M L XL XXL
Adults Khaki B2L T Shirt	£7.00	M L XL XXL
Polo Shirt - Green	£7.75	XS S M L XL XXL
Polo Shirt - Grey	£7.75	XS S M L XL XXL
Polo Shirt - Black	£7.75	XS S M L XL XXL XXXL
Sweatshirt - Green	£10.00	S M L XL XXL
Mens Regatta Fleece - Green	£12.50	S M L XL XXL XXXL
Mens Regatta Fleece - Black	£12.50	S M L XL XXL XXXL
Mens Berghaus Fleece Blue	£25.00	L XL XXL
Adults Hoodie - Green	£12.00	S M L XL XXL
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Sticker 4 - Preserving	£2.20	
Sticker 1 - Built2Last	£2.20	
Wiper Motor Gaskets (each)	£2.00	

Please email [shop@series2club.co.uk](mailto:shop@series2club.co.uk) to place an order to avoid disappointment.



## Memorabilia

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



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



# Sixpenny Handley

## 2016

Fri 22nd - Sun 24th July



This year sees the 5th anniversary of the New Forest and Solent camping weekend at Sixpenny Handley and it is shaping up to be the biggest yet. The event is scheduled to run from Friday 22nd July to Sunday 24th July 2016 and at £10 per night for camping pitch it represents fantastic value.

With the International Rally being up in Cumbria this year and recognising that not everybody can travel the length

of the country, the Club is supporting this event to help make it better than ever. There is plenty of opportunity for social interaction with fellow Club members, including a group BBQ on the Saturday night and James and his team are organising a feast of greenlaning for those who wish to partake. The main thing is to come along, relax and have a great time in a fantastic part of the world. The New Forest and Solent

area looks forward to seeing members from all over the UK and abroad and can guarantee a friendly welcome for all.

You can find the booking form for this event on the rear of the International Rally booking form included with this issue of Built Two Last. We are happy to receive original forms or photocopies. Alternatively please email your form to James Williams: [newforest@series2club.co.uk](mailto:newforest@series2club.co.uk) or phone James on 07989101458.

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# Club Contacts

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## OFFICERS

### Chairman

**Gene Maxwell**  
chairman@series2club.co.uk

### Vice Chair

**Brian Clements**  
vchair@series2club.co.uk

### Secretary

**Mark Barnes**  
secretary@series2club.co.uk

### Treasurer

**Ondrej Pavelka**  
treasurer@series2club.co.uk

### Membership Secretary

**Dave Snape**  
07891 484910  
membership@series2club.co.uk

### Magazine Editor

**Dan Clements**  
editor@series2club.co.uk

### Advertising Manager

**Richard Allin**  
advertising@series2club.co.uk

### Shop Manager

**David Brodie**  
shop@series2club.co.uk

### Postal Secretary

**Ben and Julie Stock**  
post@series2club.co.uk

### Technical Officer

**Dean Groves**  
07761 754473  
technical@series2club.co.uk

### Vehicle Registrations Officer

**David Dutton**  
vro@series2club.co.uk

### Vehicle Database Officer

**Vacant** (Applicants welcome)  
vehicle\_database@series2club.co.uk

### Shows Officer

**Frank Dunhill**  
shows@series2club.co.uk

### Webmaster

**Alan Jones**  
01603 747956  
alan@wittsend.co.uk

## AREA REPRESENTATIVES

### Anglia

**Ben & Julie Stock**  
anglia@series2club.co.uk

### Australia & New Zealand - RoW

**Peter Mercer**  
australia-nz@series2club.co.uk

### Canada

**Michael Pranschke**  
canada@series2club.co.uk

### Central Shires

**Tim Eve**  
centralshires@series2club.co.uk

### East Midlands

**Sue Tompkin**  
eastmidlands@series2club.co.uk

### Eire & Northern Ireland

**Andrew Carlisle**  
07808 183535  
ireland@series2club.co.uk

### Essex

**Malcolm House**  
essex@series2club.co.uk

### Europe

**Ivan Plachy**  
europe@series2club.co.uk

### Garden of England

**Hazel & Sean Smeeth**  
01732 763900  
kent@series2club.co.uk

### Italy

**Paolo Turinetti**  
italy@series2club.co.uk

### New Forest & Solent

**James Williams**  
07989 101458  
newforest@series2club.co.uk

### North America - East

**Chuck Cullen**  
americaest@series2club.co.uk

### North America - West

**Jay Comella**  
americawest@series2club.co.uk

### North East & Borders

**Vacant** (Applicants welcome)  
borders@series2club.co.uk

### North Wales & Shropshire

**Bernie Morris & Diane Whitworth**  
northwales@series2club.co.uk

### North West

**Jon Hayes**  
07817 711973  
northwest@series2club.co.uk

### Peak District

**Stephen Robinson**  
peakdistrict@series2club.co.uk

### Scotland North

**Alistair Yule**  
scotland-north@series2club.co.uk

### Scotland South

**Gene Maxwell**  
scotland-south@series2club.co.uk

### South Wales

**Vacant** (Applicants welcome)  
cymru@series2club.co.uk

### South West

**Clive Withey**  
07711 121399  
southwest@series2club.co.uk

### Severn Valley

**Clive Speaks**  
severnvalley@series2club.co.uk

### Surrey & Sussex

**Paul Leach**  
surreyandsussex@series2club.co.uk

### Thames Valley

**Eric Leuzinger**  
07966 578809  
thamesvalley@series2club.co.uk

### West Midlands

**Andy Parker**  
westmidlands@series2club.co.uk

### Yorkshire

**Gordon Lowe**  
01469 560166  
yorkshire@series2club.co.uk

## GENERAL ENQUIRIES

**Dave Snape**  
07761 708696  
info@series2club.co.uk

