

SPRING 2017 ISSUE 121

BUILT 2 LAST

MAGAZINE OF THE SERIES 2 CLUB



Welcome

ISSUE 121 SPRING 2017



This is 'Valerie' (taken from the plate) owned by John Grisley, a club member. He has owned Valerie for over 10 years during which he has used her for numerous green laning trips and adventures. For John's 50th birthday present to himself he assigned David Lindsay, also a club member, from Land Rover Series Restorations to give Valerie a full nut and bolt, bare metal restoration and return her to her former glory which took over a year to complete. This picture was taken by John on his maiden voyage home as he stopped for a cup of tea from his thermos flask.

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Editorial



If you haven't already noticed it, I'd like to draw your attention to the sensational cover photograph on this issue of Built 2 Last, taken by Tolli Myers during a trip to Scotland in his 1966 88in. Not only is this a fantastic image, it is also inspiring. Many of us who own Land Rovers do so because they grant access to a world seldom experienced in our day-to-day lives.

Throwing some basic camping gear into the back of your truck and spending a night or two under canvas in a remote location isn't difficult to do and, if you're lucky with the weather (and your mates), is hard to beat.

With the official arrival of spring this week, no doubt, like me, you are planning your weekends for the year ahead. Don't forget to put 10-13 August in your diary for the Club's International Rally at Hole Park. There are more details about planned events and schedules on page 10 of this issue, followed by booking instructions and a booking form. If you're looking for something more local to where you live, keep an eye on what's going on in your area by checking the Area Meets on page 53 and, as always, the events section of the Club's forum, accessible through the website, www.series2club.co.uk.

Lastly, thanks to everyone who has contributed to this issue. Let's keep pushing to make this Club magazine bigger and better. So, please, if you are inspired by anything you see in this issue, why not let us know? Or consider sharing your own article, review, report, comment or photograph. **Ros Woodham**

Series 2 Club Ltd.

Company limited by guarantee.

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News & More

The latest snippets of Land Rover information

Book Review

Stalking Geraldine
Ray Wood

Mw Books Publishing, 2016

ISBN: 9780995277809



Stalking Geraldine is a love story with a difference. The central characters are a 30-something female engineer, the first Series II 109 Station Wagon and a freelance motoring journalist working for the company who own the Land Rover

brand. It is an intriguing mix of technical data, travelogue and detective story intertwined with a burgeoning love story and other human interest elements.

Firstly I think I should talk about the author, Ray Wood. The notes on the rear cover reveal him to be an adventurer, a writer and an inventor of marine and off-road equipment. Whilst not all of you will have heard of Ray I am willing to bet most of you will be aware of some of the equipment his concern, Rocky Mountain Global Roamer Company, manufactures. Just to make it clear, this book is not a glorified advertisement for his company; some of the items Rocky Mountain make are mentioned but not by brand name.

The book is set at the turn of the third millennium and 'Lady Geraldine', referred to in the title, is in reality the first 109 Series II Station Wagon ever produced, chassis #1 (16190001 to be precise) which Ford, the then owners of Land Rover, are trying to purchase to display at a product launch in Detroit. Unfortunately a young lady called Sarah has already purchased the vehicle and after preparing it, heads off on an overland journey to South Africa with various companions during the different stages of the journey. Ford engages the services of a freelance motoring journalist working for a (fictional) Land Rover

magazine with experience of travelling in Africa to find her and the Series II to buy it back. I will not spoil the story for you by revealing either the outcome of this venture or the book's ending (which are not necessarily the same thing).

The story is well written and I found it a good read. The story is believable and flows well revealing the unfolding story at a nice pace. The author, having driven and maintained Land Rover Series II and IIA vehicles for over forty years, has included various technical descriptions together with the noted differences for the early models which are accurate. There are small observations peppered throughout the book, such as comments about after-market parts suppliers, which should ring true to anyone who has tried to find good quality items to maintain their own vehicles these days. Parts of the book touch on the history of how a culture could, in the (relatively recent) past, treat people of different races in some very different ways; something that, in these more enlightened times, we could do well to remember.

Overall, a book to be recommended to any Land Rover owner, especially a Series II/IIA owner, available online through www.stalkinggeraldine.com and the other usual online suspects.

Andrew Turford

Notice of the 2017 Club Annual General Meeting

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

Series 2 Club Ltd. Company limited by guarantee, registered in England & Wales no. 2451020. Registered Office: 483 Green Lanes, London N13 4BS

Notice is hereby given of the Annual General Meeting of the company to be held at the Midland Aviation Museum, Coventry Airport, Rowley Road, Baginton, Coventry, CV3 4FR, on Sunday 1 October 2017 commencing at 11am. For the purpose of considering and, if thought fit, passing

Smallprint

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.

ordinary resolutions as to the Directors of the company, and as to its ordinary business, its accountants and accounts.

Notes:

Any members of the company entitled to attend, speak and vote at the above mentioned meeting may appoint a proxy or proxies to speak and vote instead of that member. A proxy may demand or join in demanding a poll. A proxy need not be a member of the company. A proxy voting form will be included with the Summer issue of Built 2 Last, along with full instructions for submission.

Voting shall be by a show of hands, please have your membership card as proof of membership. One vote per membership, joint members count as one vote. Proxy votes will need to have been received and registered at the address given on the voting form not less than 48 hours before the meeting, in accordance with the rules.

The full accounts and every document required by company law to be annexed to it will be laid before the above mentioned meeting.

Competition! Braking News...



Our friends at Classic Car Geek (www.classiccargeek.co.uk) are kindly giving away one of their excellent Brake Pipe Sets. The kit will be made to order so can be for Series II or IIA, 88 or 109in models. All pipes are made of quality Kuniifer (copper/nickel) brake piping with steel fittings. The pipes are cut to length then flared with a professional automatic flaring tool with the correct nuts. The kit comes complete with a plan of the brake piping system.

For a chance to win this fantastic prize, worth £36.99, just complete the following sentence:

"After Jimmy's first drive in a Land Rover he said _____"

There is no right or wrong answer,

Submissions

This magazine relies on contributions from the Club's members to fill its pages; what you get out of Built 2 Last is what you put in!

You can submit any Series II related material that you would like to share with the membership. Send you articles, photos, drawings, comments, suggestions and letters to **editor@series2club.co.uk**. Alternatively, post your contribution to: **Series 2 Club Ltd., BM 7035, London WC1N 3XX.**

Articles can be any length. Please make sure they are own words and please do not attempt to format the document in any way.

Please send high resolution images separately and, if they are not yours, please make sure you have the owner's permission to publish them.

Images can be emailed, uploaded to Dropbox or sent via WeTransfer.com. Please contact the editor if you would like any more information regarding making a contribution.

just use your imagination! Send your answers to editor@series2club.co.uk, along with the model (II or IIA) and wheelbase of your Land Rover. The winner will be chosen by the editor and announced in the next issue of B2L. Good luck!

South West Camping Weekend, 19-21 May 2017

Our 2017, very laid back, family friendly Camping Weekend will be back at the very popular Yeatheridge Farm campsite in Devon. This is a first class campsite that can accommodate tents and caravans and is the best campsite I have ever seen. Electric hook up is included.

Location: Yeatheridge Farm Campsite, East Worlington, Crediton, Devon, EX17 4TN. 01884 860330, www.yeatheridge.co.uk

If you go onto the website you will see that this campsite has full facilities including; bar, restaurant, fishing, walking, two heated swimming pools and all the usual facilities to make it the perfect family site. The campsite also welcomes friendly, controlled dogs.

Price: £25 per pitch for the two nights; this is for one unit (tent, trailer tent, motor home, caravan etc.) and up to six people. Electric hook up is included

Sorry, no single nights available unless you are arriving late on the Saturday, this is because they have had people arriving very early on the Saturday morning so they don't have to pay for the Friday night. If you do only want one night, send

me a PM or email me with your contact details and I will call you to discuss. (You can also call me on the number below)

Please post on forum or book with me so we have numbers.

If you want to arrive earlier or stay longer this will be OK, just book direct with the campsite and say you're with the Series 2 Club and how long you want to stay for.

The provisional itinerary will be: Arrive anytime on Friday. Chill out Friday evening doing whatever you feel like. Run out on Saturday morning taking in some of the local green lanes, stopping for lunch with more laning in the afternoon. Back to the campsite for a BBQ, this will be £5 per head with all proceeds going to a local charity. An evening's banter around the fire pit afterwards. There may be a just-for-fun competition around the fire pit. (Details to be posted on the forum nearer the time). Chill out on Sunday, leaving for home whenever suits you. A few of us will be staying for Sunday lunch which is highly recommended.

Alternatively, you can do whatever you choose at any time throughout the weekend.

Breakfast is served in the restaurant on both Saturday and Sunday morning and they do a really good Sunday lunch using produce from their farm.

This weekend has been getting bigger and better each year and this one should be no different.

As always there is a thread on the forum, within 'events'. Please post if you intend to come along so we have some idea of numbers. Alternatively, please get in touch with me directly.

Clive withey

southwest@series2club.co.uk
07711 121399



Lonely Hearts Club Band

Maybe you can help me with something. I want to arrange an informal monthly meet in the South West London area, as most of the official ones tend to be miles away from us London-based Series II owners and we always end up missing out. There is a car park in Richmond Park, near the A3, called 'Robin Hood Gate Car Park' which is never really busy. I'd like to arrange a meet there on the last Sunday of each month for us poor London-based owners. It's a lovely place to meet and perhaps have a drive around the park together followed by an ice cream! Is there anyway you can advertise this to help get it off the ground?



Photo: Andy Xenophonos

Series 2 Club Show Ticket Request Form 2017

This ticket request form refers to the following events:-

- **Classic Land Rover Show**, Gaydon, 6-7 May
- **Scottish Land Rover Show**, Edinburgh, 27-28 May
- **Malvern Land Rover Show**, 3-4 June
- **Kelmarsh Land Rover Show**, 21-23 July
- **Land Rover Owner Show**, Peterborough, 16-17 September

Help is expected in manning the club stand for some part of the show, which includes setting up, packing away and club shop.

Please complete a copy of this form in CAPITAL LETTERS

Show to attend: _____

Membership Number: _____

Name: _____

Address: _____

Email: _____

Telephone: _____

Series II 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.

For more info please get in contact at the above address or phone: 01797 362960 / 07803943822. Please photocopy this form if you do not want to cut up your Built 2 Last.

Andy Xenophonos
germania33@hotmail.co.uk

This is a great idea, Andy, and I hope your letter reaches other Lonely Series II Londoners and that you have company on your next drive around the park! RW.

Dunsfold Open Weekend

This is taking place over the weekend of the 10-11 June at the Springbok Estate which is just down the road from Dunsfold. For the first time an event company is running it and as I write this in mid-February details have still to be posted on their website but I do know that an entry charge will apply. I also understand from Philip that only clubs that are members of the ALRC will be permitted to have a club stand so I will organise one when booking opens. Please keep an eye on the Collection website for details of camping, club stand entries etc. Please book direct with them and let me know ASAP if you are coming, email kent@series2club.co.uk or call 01732 763900. There may be a limit on the number of vehicles on the stand – if so it will be first come, first served.

Any questions please contact me.
Sean & Hazel Smeeth

Please send your news, reviews and letters to:
editor@series2club.co.uk

Chairman's Chat



GENE MAXWELL

As I sit here looking out on snow-covered hills and the sea of mud that is our garden, it seems strange to think that, by the time this reaches you, Spring will soon be here. Spring, of course, will bring the start of another show season, drier green lane tracks and weather warm enough for that new paint-job to dry. I'm pleased to say that the early birds have already booked their places at the International Rally and plans are well underway for a big range of shows and events, world-wide.

In news from the Board we were very sorry to say farewell to Dan Clements who has done so much for the Club during his latest stint on the Board, particularly his work as editor of *Built 2 Last* and for the Rally last year at Kirklington. We wish Dan well with his new business and hope that once work settles down he will perhaps be able to rejoin us. We also welcome Suzanne Lindsay, recently co-opted to the Board. Suzanne is well known for her work as Area Rep for Central Shires and brings the discipline of a

business background to bear on keeping us organised as Secretary to the Board. We still have several vacancies on the Board and several more areas without representatives so if you have some spare time, the energy and some organisational or business skills we'd love to hear from you. One job we need to fill quite urgently is a volunteer to take on the Club Shop role and move it beyond being a collection of boxes taken from show to show and some mail-order sales. A tie-up with a clothing manufacturer able to make goods to order, a better on-line shop... your thoughts are welcome! Work continues to identify a new membership system that will allow people to join on-line, accept direct debits and a range of other improvements and arrangements to re-house the Club's archive of technical and other publications are in

'I'd like to suggest that perhaps smaller local get-togethers might be the idea, even two or three members organising to have coffee and cake in a garden centre on a Sunday afternoon followed by a drive out in the country?'

hand and the idea of adding competitive membership of ALRC for those who want it continues to be a slow burner.

I've had several conversations with people who are some distance from their nearest pub meet or a similar gathering. I'd like to suggest that perhaps smaller local get-togethers might be the idea, even two or three members organising to have coffee and cake in a garden centre on a Sunday afternoon followed by a drive out

in the country? Not every event needs to be run by the Area Rep, not every location needs to be a country pub... a suggestion on the Club forum or Facebook of a meeting place and time might be the start of great things. For those in even more widespread territory, perhaps arranging to meet up on the fringes of a classic car event and making a weekend of it?

This year the AGM will be held at Coventry Airport on Sunday 1 October at 11am, hopefully a location central enough that it will be within reach of a good proportion of the Club and returning to the idea of having the AGM as a separate event so as not to intrude on the timetable of the Rally. We have arranged for free admission to the Midland Air Museum for members to add a bit of fun and enjoyment to the day. The agenda is far from set so if there are motions or

resolutions you would like to put forward, now is the time to start thinking. We will also be looking to 'churn' the Board a bit and, as I've said before, I will be looking to step down as your Chairman. I'm hoping that I'll be able to propose an amended and up-to-date set of Club Memorandum & Articles of Association before then that can be ratified at the AGM too.

Have a great Land Rovering year in 2017!
Gene Maxwell, Chairman

New Members

A warm welcome to...

1034	Mr. F. Poncia	Kent
3864	Mr. & Mrs. T. Jackson	Norfolk
3940	Mr. C. Gregson	Lancashire
5549	Mr. & Mrs. M. Greason	Lancashire
5550	Mr. D. Clarke	Lancashire
5551	Messers. D. & R. Nelson	Carmarthenshire
5552	D. Jones & D. Green	Dorset
5553	Mr. & Mrs. M. Leroy	France
5554	Mr. & Mrs. J. Connor	West Sussex
5555	Mr. J. Passfield	Essex
5556	Mr. I. Somers	Buckinghamshire
5557	Mr. & Mrs. A. Scorer	Warwickshire
5558	Mr. J. Pape	Hertfordshire
5559	Messers. R. & W. Hartley	Northhamptonshire
5560	Mr. J. Moore	Suffolk
5561	Mr. & Mrs. R. Styles	Suffolk
5562	Mr. S. Zwerling	Canada
5563	Mr. G. Armitage	Lancashire
5564	Mr. P. Smith	County Durham
5565	Mr. C. Sims	Cornwall
5566	Mr. J. White	County Durham
5567	Mr. I. McGibbon	South Yorkshire

5568	Mr. M. Hansen	Norfolk
5569	Mr. & Mrs. P. Sidebottom	Derbyshire
5570	Mr. G. Batten	Buckinghamshire
5571	Mr. M. McCune	U.S.A.
5572	Mr. K. Pringle	Suffolk
5573	Messers. I. & L. Thorp	Wiltshire
5574	Mr. B. Larkin	Lancashire
5575	Mr. & Mrs. G. Edwards	Denbighshire
5576	Mr. & Mrs. J. Shackell	Oxfordshire
5577	Mr. N. Burns	West Sussex
5578	Dr. & Mrs. M. Rucklidge	Lancashire
5579	Mr. D. Hay	Aberdeenshire
5580	J. Wilson & W. Moore	North Yorkshire
5581	Mr. T. Poynter	Kent
5582	Mr. R. Grindle	Northern Ireland
5583	Mr. F. Chadfield	Worcestershire
5584	Messers. T. & N. Robinson	County Tyrone
5585	Mr. D. Knight	Middlesex
5586	Mr. & Mrs. N. Scanlan	Oxon
5587	K. Roj & D. Przeliorz	Buckinghamshire
5588	Mr. & Mrs. T. Scheffler	Shropshire
5589	Mr. & Mrs. J. Noblet	Lancashire
5590	Mr. K. Hand	Warwickshire
5591	Mr. B. Marshall	Devon
5592	Mr. & Mrs. M. Butler	Pembrokeshire
5593	Mr. M. Everest	East Sussex
5594	Mr. N. Doncaster	Australia
5595	Mr. M. Blackweir	Cheshire
5596	Rachel Fielding	Lancashire

Supplier Discounts

PARTS

Richards Chassis

www.richardschassis.co.uk offer a 5% discount to club members on their chassis – mention the club when ordering

Dingocroft

www.dingocroft.co.uk offer a discount to club members on parts – mention the club when ordering

Les Cromie

10% discount on ribbed footwells and other bulkhead repair panels. Mention the club when ordering. Via eBay or contact: lescromie@googlemail.com

Thomas Smith Fasteners

www.thomassmithfasteners.co.uk
Imperial fixings – BSF & Whitworth, 10% – quote LANDROVER2 on checkout

Spalding Fasteners

www.spaldingfasteners.co.uk offer 10% off to club members – Quote code ccdfs1pc when ordering

Imperial Nuts and Bolts

www.imperialnutsandbolts.co.uk
12% off Imperial fasteners inc complete vehicle sets - quote s2cf12 on checkout

Tinley Tech

www.tinleytech.co.uk offer 5% off

LPG kits and conversions to members mentioning the club when ordering.

Series2defender

www.ebay.co.uk/usr/seriestodefender
10% discount to club members off all panels

LRparts

www.lrparts.net 10% discount to club members using code lrparts10

CONSUMABLES

Smith and Allan

www.smithandallan.com oils and grease, offer a 10% discount to club members, enter code S2CL on checkout.

Dinitrol

www.dinitrol.co.uk – 10% discount on rust prevention and treatment products, enter code LROV2 at checkout

Bilt Hamber

10% discount to club members who register with the site and contact Max at accounts@bilthamber.com who will apply the discount to your account.

Frost Auto Restoration Techniques

In order to receive a discount from Frost Auto you will need to sign up to the site via the club members' link on their home-

page. We have a unique discount code for the club, which will be 1516LR2C. You will need to submit your membership number and your name in the Secretary Box. They will send out a welcome letter/ catalogue within three working days along with confirmation of the club's unique membership code. This code will need to be entered as the voucher code at check out or quoted over the phone and the club discount will automatically be actioned

SERVICES

Footman James

www.footmanjames.co.uk
10% discount on insurance. Mention the club membership at the end of the call

Heritage Insurance

www.heritagecarinsurance.co.uk offer a 10-15% discount on insurance. Mention club membership at the end of the call.

Visionaire

www.visionairegps.co.uk
10% discount on vehicle tracking systems – mention the club when ordering

RBS

www.rbs-propertymarking.co.uk
discount GPS tracking systems – visit their clubs' page and go to ALRC and enter code

Mapyx

www.mapyx.com offer a 15% discount on their digital mapping software – enter code HFGEC6 at checkout



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- + Track day cover
- + Wedding hire cover
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*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1965 Land Rover Series 2a 88". Value: £5000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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HOLE PARK

10-13 August



The Club's International Rally draws ever closer. Don't forget to book your place!

SEAN, HAZEL AND "TEAM KENT"

As we write this in late January, 21 members have already booked to join us at Hole Park in August which is a great start, so please keep those bookings coming in. As you book you should receive a confirmation from our team which has basic instructions on it. Please do not hesitate to get in touch with any other questions.

Activities are being discussed but a basic summary is as follows:-

Thursday – Scenic drive.

Friday – Road run across Romney Marsh, burger van in the evening.

Saturday – Scenic drive, craft and coffee morning, children's bike trial, cream tea, Club BBQ, prize giving. Green laning is optional. Maps and instructions will be available in rally control.

Sunday – Photo line-up, autojumble.

Evening entertainment is still under discussion; if anybody has any other ideas please get in touch.

For the children we will be having the separate small marquee again with various games, puzzles etc. This will be

showing suitable films in the evening as we did in 2013 which was highly popular.

Classic Land Rover Magazine is covering the event and several traders have been contacted about coming along, thanks to Richard Allin for liaising with them.

We would obviously like you to come in a Series II, but if that's not possible, please come by car, motorbike, bike or even train (somebody will meet you at Ashford by prior arrangement, please ring to discuss).

Booking details are in this magazine on pages 11 and 12. Also the event has a section on the club forum www.series2club.co.uk/forum (search under events) or the Facebook page dedicated to the rally – just put in 'Land Rover Series 2 Club International 2017', which you are welcome to join. If you do not use these and require further information, please drop us an email to kent@series2club.co.uk or call us on 01732-763900 (between 7-9pm please) and we will do our best to assist you.

We look forward to welcoming you to Hole Park in August. **B2L**



BOOKING FORM

Series 2 Club 14th International Rally

10th to 13th August 2017 Hole Park Gardens, Rolvenden, Kent, TN17 4JA

Name: _____

Address: _____

Postcode: _____

Email: _____ Telephone: _____

Membership No: _____ Vehicle Reg. No: _____

Item	Price (£)	Qty.	Total (£)
Family camping pitch – two adults and children Th, Fr, Sa	75	_____	_____
Single occupancy camping pitch (inc. single parent family) Th, Fr, Sa	65	_____	_____
Extra nights, Tue, Wed, Sun at £15 per pitch per night	15	_____	_____
Garden tour and cream tea at £10 per head	10	_____	_____
Off road scenic drive – one day pass	15	_____	_____
Off road scenic drive – two day pass	25	_____	_____
Non member joining fee, special rally offer	10	_____	_____
Payment Total (NB Payments are non-refundable)			_____

Please indicate: Caravan Tent Motorhome Other (please specify) _____

Please indicate who is in your party. (These details will assist in the event of an emergency, so should your party alter upon arrival please inform us):

No. of adults: _____

No. of Children under 16: _____

(Names) _____

(Names and ages) _____

Payment options: Cheque* Card** Paypal** – indicate Paypal email: _____

* Cheques to be made payable to 'The Series 2 Club Ltd' and posted with this booking form to:
Rally, Series 2 Club Ltd, BM 7035, London WC1N 3XX

** Please see notes in the booking instructions overleaf:

Series 2 Club use only

Date:

Cheque No.:

ID:

Day passes for the rally will be priced at £10. **Pay at the gate.**

Please photocopy this form if you do not wish to cut up your magazine. Alternatively, if you would like us to send you a separate booking form by post, please contact Sean or Hazel on 01732 763 90 or email kent@series2club.co.uk



BOOKING INSTRUCTIONS

Series 2 Club 14th International Rally

10th to 13th August 2017 Hole Park Gardens, Rolvenden, Kent, TN17 4JA

Please read the following booking instructions before completing the accompanying booking form.

The rally dates are Thursday 10th August to Sunday 13th August and the standard pitch fees cover these three nights.

Should you wish to extend your stay, the site will be available between the morning of Tuesday 8th to Monday 14th August.

Extra nights of Tuesday, Wednesday and Sunday will be charged at £15 per pitch per night and are payable at the time of booking.

Booking and Payment Options

1) By Cheque

Complete the paper booking form and send it, with your cheque made payable to 'Series 2 Club Ltd', to the following address:

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

2) By PayPal

Download a booking form from the Series 2 Club website or forum, complete all details and email to: rally@series2club.co.uk

Your PayPal payment should be made to rally@series2club.co.uk. Please add any appropriate identifying notes when making your PayPal payment and enter your PayPal email address on the booking form.

3) By Card

Download a booking form from the Series 2 Club website or forum, complete all details and email to: rally@series2club.co.uk

Contact Dave Snape on **01925 722 286** and he will take your card and payment details. Do not email your card details.

NB:

- **Do not book through your Area Representative, please use one of the methods above**
- **Payments received without a booking form will be returned**
- **Payments, once accepted, are non-refundable.**

Other Information

Extra nights:

Payment for extra nights should be made at the time of booking – see booking form.

Garden Tour & Cream Tea:

This will be guided by the head gardener or the landowner. The cost, which will include a cream tea, will be £10 per head, payable at time of booking – see booking form.

Off Road Scenic Drive:

There will be an off road scenic drive circuit laid out on the estate woodlands. The course will be open on Thursday & Saturday only as follows: 10.30am – 4pm. Please pay in advance using the booking form if you wish to take advantage of this. The cost will be £15 per vehicle for one day or £25 for both days which includes up to two drivers. The Club will collect the fees on behalf of Hole Park Estate. This activity is not being organised by the club. It is your responsibility to check that your insurance covers you for this activity (neither the club nor the venue are responsible for insurance) It is also your responsibility that your vehicle is in good mechanical condition.

Booking Confirmation:

You will receive a booking confirmation within two weeks of booking. It will be entitled **RALLY CONFIRMATION 2017** - please check your spam filters if you do not see this. Should you not receive a confirmation within this time, please phone **Sean Smeeth on 01732 763 900** (evenings please). For those without email, confirmation by Royal Mail may take slightly longer, please bear with us.

Closing date:

Bookings **MUST** be received by 23rd July 2017 if sent by post or 1st August 2017 if sent by email.

Any questions:

Queries regarding these instructions, please do not hesitate to contact us either on **01732 763 900** or email kent@series2club.co.uk

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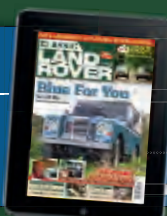


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Tip-Top

An extremely rare 1961 has got even the experts scratching their heads

WORDS AND PHOTOS **NIGEL BISHOP**



'They hadn't seen one like it before, and suggested that the only person who would know anything about my vehicle was James Taylor.'

TIPPER

In November 2016 I was privileged to be asked by Andy Parker to exhibit my rather unusual and rare 1961 Series II tipper at the Classic Car Show. It was great to be able to represent the Series 2 Club to some of the 69,000 visitors to the Classic Car Show. Rewind 12 months to the previous year's show and the Land Rover was sitting in storage, not running, where it had been for the previous 15 years.

In the early 1980s I inherited the tipper from my father-in-law. Years later, in 2015, I was exhibiting my wife's 1933 Austin Seven at the Classic Car Show and armed with a photograph of my tired vehicle, I took the opportunity to visit the Heritage Land Rover stand to pick the brains of the experts. I wanted to know if they had information about my Land Rover.

The short answer was no, and more than that, they hadn't seen one like it before.

Roger Crathorne informed me that the company that used to work for their Specials Division on tippers (much later) was P.D. Stevens & Sons Ltd. He advised me to speak to Philip Bashall on the Dunsfold stand who, at the time, was sat with John Craddock. However, both said they hadn't seen one like it before, and suggested that the only person who would know anything about my vehicle was James Taylor, author on classic motoring subjects and a specialist author on Land Rovers, including the Series II and IIA Specification Guide.

I contacted James Taylor after the Classic Car show. He, also, had never seen one before and, although he referred to them in his aforementioned book, had believed them to be introduced around the late 70s – nearly twenty years later than mine. Needless to say he was excited.

I set about finding out as much infor-



mation as I could about the Land Rover and, having reignited my interest in this historic and apparently rare Land Rover, it was at that stage that I decided to restore it to its former glory. Although still to be confirmed, I believe that only three Land Rovers like mine were ever made.

History

The Land Rover was built at the Solihull Factory on 25 January 1961. It was then dispatched to DH and AH Bloomer, Land Rover agents in Grimsby on 10 February 1961 as a cab and chassis. My understanding is that it was at that point that the tipping body was added.

The tipping body is a Homalloy light alloy, which I believe was manufactured in Pres-





two tonnes of concrete – evidence of which is still on the original deck planks!

During my research I have been fortunate to get in contact with two gentlemen, Cliff Wood and Colin Pearson, who remember the Land Rover when it was new. They worked on an adjacent site and remember the Land Rover in 1961;

“It’s great to see the Land Rover again – it brings back memories. I would only have been 17 years old in 1961 and can distinctly remember it being worked on the new, High Leys estate being built at that time. I was working opposite on the Hornbuckle and Mitchell site who were building semi-detached and single houses. It seemed to be able to go anywhere in the mud. What was unusual was Scunthorpe builders didn’t have pick-ups to fetch and carry. Materials were delivered by heavy lorries and moved about the site mainly by barrow.”

In 1967 the Land Rover went to JB >



ton. In an advert in May 1955, Homalloy advertised their pre-assembled packaged bodies. Shipped complete with instructions they were ready for easy assembly at destination.

It was first registered on 10 March 1961 to Hornbuckle Mitchell and Co. Ltd., builders in Scunthorpe. It was used on a large building site in Scunthorpe and among other things regularly carried

‘Jack bought the Land Rover as it was quirky and would be really useful when he retired, doing various jobs for himself and friends’





Slater of Low Grange Farm near Pontefract before my father-in-law, Jack Wild, bought it in 1970. Jack bought the Land Rover as it was quirky and would be really useful when he retired, doing various jobs for himself and friends.

It remained with Jack in Harrogate, and then Hythe, Kent, until I inherited it in 1981. At the same time we were building a large extension on our house in Worcestershire so it was used as it had been intended; collecting building supplies and removing builder's waste. We then used it several times in carnivals in Worcester and Malvern. When we moved to Royal Leamington Spa in the mid-90s it went into storage and that's where it remained until I made the decision to restore it some 20 years later.

Restoration

As a member of the West Midlands Land Rover Series 2 Club I spoke to members about my plan to restore the Land Rover. There was great support for leaving it original, however a total restoration was decided.

The restoration was done by Dave Hodgkins of Spinney Restorations who had carried out the comprehensive restoration on the Austin Seven. Dave is a professional, through and through, and his skills are not just restricted to bodywork, upholstery, or electrics – he can provide the complete package. Knowing first-hand the high quality of his work, he was certainly the man to restore this rare beast.

Work really started in late July 2016. The restoration began with a complete strip down to assess the extent of 55 years of use. The chassis was surprisingly alright, but I do remember my father-in-law spending a lot of time on the chassis in the 70s. I remember I steam-cleaned it in a haulage yard in Harrogate near where we lived. Then, out came the red oxide Hammerite paint and I am sure this saved the chassis from having to be replaced; having a tipping body, access was easy. The only replacements required were the door pillars and the outriggers supporting them.

I am sure I don't need to go into de-

tail about the other obvious areas that needed Dave's attention: some work on the bulkhead, the floor panels and galvanising. A decision was made to replace the springs (which incidentally were the same as the Land Rover fire engine with 14 leaves per spring), at the same time as replacing the shock absorbers.

The hydraulics were refurbished and only the deck planks replaced on the Homalloy alloy tipping body. Although the condition of the deck planks was reasonable they still had evidence of concrete all over, so I felt that a replacement using the

same alloy profile was needed.

The restoration was completed in November 2016 and the paint was just dry for the Classic Car Show, where it went out for its first performance and what a reaction it received!

Filling in the gaps

I am keen to find out more about this Land Rover and still have some gaps to fill in its history: Did the agent in Grimsby put the tipping body onto the 109 chassis? Were only three of these Land Rovers manufactured? Does anyone know where they are? The hydraulic tipping gear was manufactured in Bradford by Milshaws of Rooley Lane, reference MTLR 4189 2.61. Does MTLR stand for Milshaw Tipping Land Rover? The 2.61 is definitely February 1961.

If there is anyone out there has any information, it would be great to hear from you.s. **B2L**

'Were only three of these Land Rovers manufactured? Does anyone know where they are?'



Jack Wild bought the tipper in 1970



Derbyshire



SPOTTED

Members' photos

Have you spotted any Series IIs out and about? If so, please email them to: spotted@series2club.co.uk



Riccardo Barazzetta



Armine John Hutt



Charles Crossman

Spotted at a sale of mainly vintage tractors on the Essex/ Cambs borders. It is a very late, K registered IIA. It was originally a 2.25 diesel (276 chassis number) but has been retro-fitted with an ex-mil 2.25 petrol



Bill Ouy



Taken on Weston Super Mere Sea Front



Dan Warden



Dan Warden

1958 Series 2



Tim Venton



Dylan Featherstone

Spotted at a disused airfield in Buckinghamshire, while attending a V8 only convoy

Double Bill

Two Thames Valley green lane trips in Hampshire

WORDS AND PHOTOS
DYLAN FEATHERSTONE

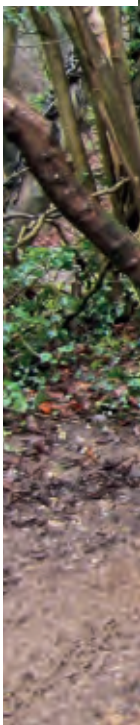


For the first trip of the year I decided to re-visit Hampshire rather than our usual Berkshire lanes. All of the trips I have previously run have been over-subscribed (places limited for responsible green laning), so in January I decided to run two trips to allow those on the reserve list to come along. In addition to this, I had a set of green laning grille plaques produced and these will be given out to club members who participate in my trips in the Thames Valley area.

Trip 1: To the rescue

The first trip was led by my Dad and I in my 88in truck cab, and the rest of the group consisted of various Series IIs. Unfortunately, the BBC forecast was wrong and the dry but overcast weather turned out to be a rainy day. I had planned a trip which included many new lanes that I wanted to explore and some lanes I had driven a few times in the past. As is usual with this area, many of the lanes can be rather narrow and scratchy. One particular lane which stood out had a couple of tricky parts to it. After negotiating a narrow track between two mature trees, a

short but steep climb had to be traversed. Thankfully, everyone's low range worked perfectly and we made the climb without drama. The steep drop back down the other side also added some extra interest. As we travelled down one lane we were concerned to see a man in a high visibility jacket talking through a two-way radio. He flagged us down when we approached



'We were happy to wait, as requested, while the lovely, early Land Rover One Ten ambulance came to the rescue'



GREEN LANING

him. He explained that a member of a cross country running team had suffered an injury and an ambulance had to be called. We were happy to wait, as requested, while the lovely, early Land Rover One Ten ambulance came to the rescue. The rest of the day went without incident and we all headed off home late afternoon after a good day of laning. Thanks to Steve, John, Dave and Chris for coming along on this trip. Chris' son had a very good driving lesson by driving the lanes on L-plates!

Trip 2: Let them eat cake

For the second trip I deliberately chose a selection of non-scratchy lanes, to allow me to drive them in my daily driver Ninety. After planning the route on Viewranger and downloading it to a



phone, I left my Dad and Steve Heliart to lead the trip in his lovely 200Tdi Lightweight. The lanes planned for the day consisted of open farm land with good views and some narrow tree-lined routes. While the lanes may well have been scratch-free it didn't mean they were less interesting. One lane runs uphill through a wood and involves avoiding a few mature trees which seemingly grow in the middle of the byway. On another, rather narrow lane, you needed to place your wheels carefully to avoid slipping into a deep rut which had been washed out by the rain. The wet, chalky surface of the lane made it a bit more tricky to get the right line.

While we had another great day of green laning and eating cake, it was disappointing to see an increase in fly tipping in the area. Where the council have upgraded some lanes for better shared

'On another, rather narrow lane, you needed to place your wheels carefully to avoid slipping into a deep rut which had been washed out by the rain'



access, it has also given easy access to less responsible byway users – fly tippers!

One lane was blocked where a tipper truck appeared to have lifted the tipper body and driven away while dumping the rubbish. One of the more obscure items was the remnants of a caravan body dumped on a lane only accessible with a 4x4, while its chassis could be found on another lane approximately a mile away! Thanks to Steve for leading this trip in his Lightweight, with Simon, Toby and Michael behind, leaving me to take up the rear of the convoy in my Ninety.

If you would like to get involved in green laning in the area, please keep an eye out for area emails/newsletters, or email me: thamesvalley@series-2club.co.uk to register interest. Please don't be shy to come along if you have never been green laning before! **B2L**



You Shall Go

John Horne attends the 13th Annual 'Bal des Series', Meneac, Brittany, France

WORDS AND PHOTOS JOHN HORNE

Le Bal des Series has been on my bucket list for yonks and last year, as it was being held in Brittany, I really wanted to give it a go. However going solo in my 2.25 petrol Dormawagon was going to cost a packet and was a non-starter so I let it be known that I was looking for someone to share the cost. Enter American Annie at the Kirklington Rally, happy to contribute and raring to go. She told me that she was a keen SII owner but had been involved in a serious accident in the States when a semi-truck and trailer ran into her lovely SII and rammed it against a tree causing her to lose the top of one of her fingers (unnecessarily amputated, she alleges) and suffer severe concussion with lasting side effects. After a short discussion she agreed terms and I agreed to supply all the necessary camping equipment.

A few days later I picked her up from a B&B near Gatwick Airport and we continued to Newhaven where we caught the 5

o'clock ferry to Dieppe. After a pleasant 4½ hour crossing, where Annie generously treated me to a birthday meal, we encountered a grumpy French Immigration and Customs who checked each vehicle in turn, keeping us waiting in line for over an hour. I had an *Aire de Repos* in mind where we could spend the night but because of the delay it was turned 1am before we finally made it. Annie had elected to sleep 'on top' in the bunk and after giving her space to get into her pyjamas, I dosed down on the sofa bed and drifted off to her gentle, rhythmic 'breathing'.

By eight the next morning we were off, our destination the village of Meneac near Rennes, a good 350km drive. We were making good time before taking a wrong turn on the outskirts of Rennes and heading south instead of west! Out in the sticks we were running low on fuel when we chanced upon an *Intermarche* and were able to top up. No-one in the supermarket had heard

A good cross section of Series trucks lined up



Four hams-a-roasting

of Meneac but the Manager kindly googled it for us and we found we were 70km adrift! However by 5pm we were on site, Annie's tent was pitched and we were ready for food, wine and beer. Our neighbours were Paul 'Smokey IIA' Kellet in his SWB IIA softtop, Ian Cornwall in his 109 SIIA Station Wagon, Mark Strangways and Jon Holmes in their Series One ragtops and Alex Bywaters in his IIA Dormobile – accompanied by their respective families and animals.

Le Bal runs to a familiar pattern - on the



Recognise anybody you know?



My favourite IIA on display

Friday evening each participant contributes food and drink from their own region/country and with UK, France, Switzerland, Belgium and the Netherlands represented there was stacks to go at. A mobile baker turns out fresh bread and brioches on the Saturday morning before a briefing conducted in French and English in preparation for 'le roadbook' - an opportunity to drive the local country lanes and tracks. By mid-afternoon, four hams were being roasted over massive charcoal grills in preparation for the set meal in the evening which is preceded by a champagne reception and washed down with copious amounts of wine, beer, spirits and schnapps - nothing is done by halves at this do! Another opportunity to explore the local tracks was offered after breakfast on Sunday morning

or a chance to test your driving skills at 'le playground' - a well laid out off road course with an instructor on hand to give the benefit of his experience to those who needed it - apparently he was under-employed that day! By early afternoon, vehicles began to disperse and we set off in a convoy comprising, Paul, Mark and

Ian. Paul soon left us as he reckoned I was stuck in second gear and Mark headed off to do some more exploring. Almost immediately we encountered a massive traffic jam, apparently caused by a serious accident judging by the flashing blue lights, and we crept along for more than an hour before we had an opportunity to turn off. Ian and family were heading for pre-booked accommodation but Annie and I found ourselves driving round and round a deserted industrial estate looking for somewhere to

stay. Finally Annie got herself a room and I elected to sleep in the vehicle as we were surrounded by travellers whose kids were running amok and I feared for the Land Rover - although the manager of the hotel assured us that it was quite safe.

In the morning, after an hour using fuel in the search for more, we filled up and headed for Dieppe and the 4 o'clock sailing. A 10-gallon underseat tank doesn't give much range when you're giving it some beans in a heavily laden petrol 109 and thereby hangs a tale... American Annie had discovered at le Bal that each of the five vehicles of the other guys were fitted with 200/300 Tdis. This she considered was not in the spirit of le Bal and no amount of discussion about originality versus usability would convince her otherwise. The fact is that doing that trip in a petrol vehicle would have made the costs prohibitive for those guys - and I was only there because she was contributing to the fuel costs. Of course a Land Rover doing 18/20 mpg in the States is doing probably twice as many to the gallon as the average gas guzzler of the same vintage and with fuel at 3USD a gallon there is no comparison. We agreed to differ on that one.

On the outskirts of the Dieppe, I spotted a sign for a Canadian War Cemetery and we stopped for a tour round. Like all cemeteries looked after by the Commonwealth War Graves Commission, it was maintained in immaculate order. A few days before on the 19 August, the 74th anniversary of the raid on the beaches



What's not to like?

of Dieppe on that day in 1942 had been celebrated and there was a red rose lying on the ground at the foot of the grave of every single soldier killed in action on that day, some 900 in all. A moving and poignant scene is the only way to describe it.

After another calm crossing and a two-hour drive, I dropped Annie off at Gatwick airport and tackled the 230 miles back home, arriving at just after 2am - a long driving day. Total mileage was close on 1,200, achieved in three trouble-free driving days at around 22mpg cruising at 50-55mph.

A week later I sold my beloved Dormawagon - it had proved too expensive to run.

'A 10-gallon underseat tank doesn't give much range when you're giving it some beans in a heavily laden petrol 109'

In 2017 the 14th Bal des Series will be held in the south of France near Bayonne; make a note to check out Le Temps des Series on FB or their website, details will be posted there later. Also taking place this year in Switzerland is the Series-en-Helvetie put on as usual by Ives de Mestral, a local winemaker who joined us at Kirklington last year with his two friends. It promises to be a lively weekend for sure, see you there. **B2L**



The proof is in the **Pudding**

The annual Yorkshire area Christmas Pudding Run was well-attended and thoroughly enjoyed

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





'There were some inventive decorations on the Land Rovers, from the tasteful winner, Richard Johnson's Santa's Sledge, to the Welding Wood's crazy effort that resembled a shaken-up snow globe'



We guessed that the 6th Yorkshire Christmas Pudding Run had the potential to be a good event the day before it happened, judging by the number of early arrivals. By dusk on Boxing Day, seven vehicles had lined up for an overnight stay and supper at The King's Head Hotel in Masham. Liz and Tony Wood's family from Crewe 'took a house' for the festive season in the Dales, Terry and Debbie from Warwick used the event as a staging post for their family run up to Cumbria, and Borders Area Rep, Phil Vasey, brought his family down to Yorkshire for a Land Roving Christmas treat.

We never have any idea of how many people will come to Masham for the Pudding Run so it was fantastic to sit at

the breakfast table watching the early arrivals driving across the market place to start the line-up which steadily grew to 24 vehicles, all ready to spend the day gently meandering over the moors towards Ripley Castle. One of the four groups obviously didn't pack enough tins of chocolates to satisfy their sugar cravings during the day and, led by a Forward Control, escaped from the planned route to end up in an ice cream parlour!

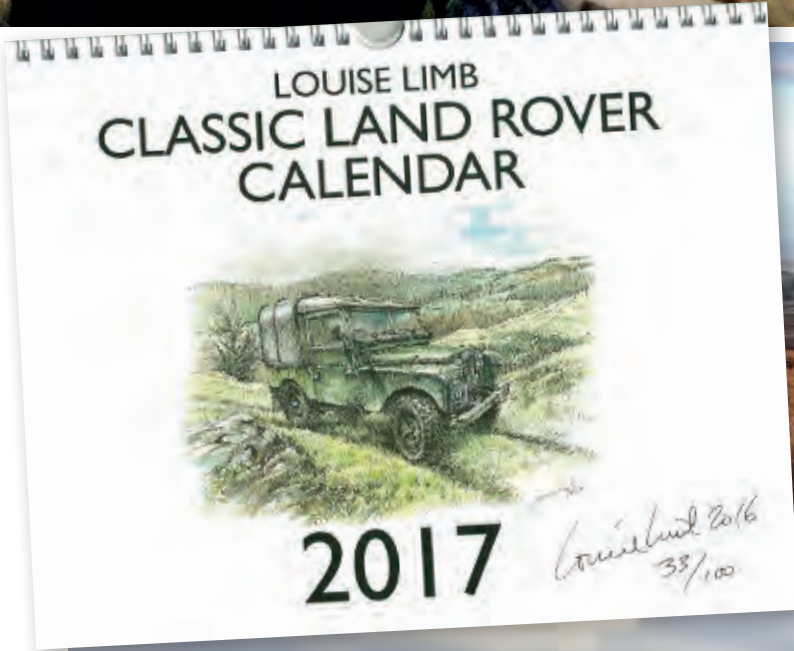
Although the event is for The Series 2 Club, it's not a requisite to arrive in a Series II and this year there were examples of most of the Land Rover production line through the years. Starting with 'Redeyes', Ben Stowe's 1949 Series One 80in, the Cramphorn's 101 Forward Control, a brace of Series >





'The seven miles of ancient tracks on Grewelthorpe and Fountains Earth Moor feel very remote and atmospheric'







IIIs, Gordon Furness' hard working 130 Puma, Paul Mercer's P38 Range Rover and a side order of Disco's.

Stealing the limelight though, was the impressive range of Series IIs, sporting the entire range of available add-ons, from snorkels to sun visors, expedition roof racks to Capstan winches and Christmas wreaths doubling up as radiator mufflers! Everything from tatty workhorses used as daily drives to shiny restorations used on special occasions had been decorated for Christmas with an eye to winning a signed Louise Limb Classic Land Rover Calendar. There were some inventive decorations on the Land Rovers, from the tasteful winner Richard Johnson's

Santa's Sledge to the Welding Wood's crazy effort that resembled a shaken-up snow globe earning them the booby prize of a jar of Series 2 Club Marmite.

The seven miles of ancient tracks on Grewelthorpe and Fountains Earth Moor feel very remote and atmospheric but they are wonderfully maintained and accessible all year. The experience of driving them is such a pleasure that pushing on to the horizon and beyond seems perfectly achievable in a simple, well-maintained Series Land Rover.

Many thanks go to John Cramphorn, Mark Sidwell and Richard Johnson for taking a group each, and to everyone who joined us for the run outs. **B2L**





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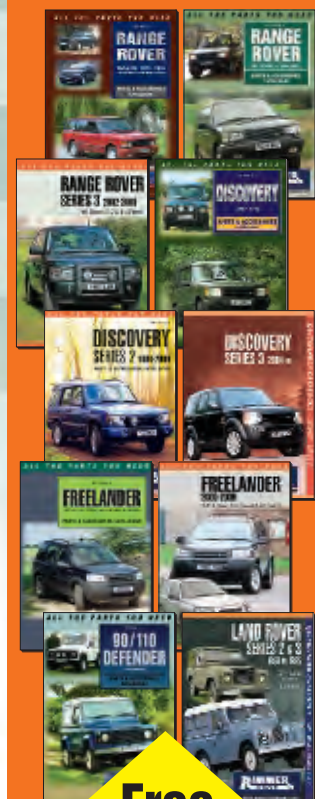


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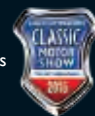
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Members' Motors

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After

Tim James

DREAM SERIES II: Mine with a V8 conversion

HOBBIES: Rugby (watching), football (playing), collecting fountain pens

OTHER DETAILS: Why did I buy my LR SIIA? I bought 'Effie' as a project for my son and me. We obtained her from North Wales and apart from an electrical short on the horn we had a trouble free, brisk drive back to Marlow. In two years of ownership Effie has been transformed from a tired, idiosyncratic Series IIA County Safari hybrid to an original looking IIA with full

tilt. The original chassis is solid, the electrics, body, interior have all been worked on; the engine was rebuilt in 2000 during her last refurbishment. She returned to the drive just before Christmas 2016 and has attracted lots of comments and already an invite to display at Henley Show 2017. Also as a result I'll have a plethora of body panels, hard top, Paddock roof rack and other sundries for sale!



Before





Michael Zeidler

CURRENT LAND ROVERS: Defender 110 CSW 1996 300tdi

DREAM SERIES II: 1. SWB lights-in-grille, canvas top, tuned 2.25 petrol or V8, overdrive and/or diff upgrade for lower revs. I'm not a rivet counter so open for sensible upgrades/mods without changing the vehicle too much on the outside
2. Marshall Ambulance, lights-in-grille with 300Tdi conversion, R380 gearbox with Roamerdrive, decent pop-up roof camper conversion for two, sand beige, '1 Ton' wheels
3. 1 Ton pickup fitted for carrying two motorbikes, newer diesel, long gearbox

OTHER HOBBIES: Mountainbiking, cycling, running, motorbikes, DIY

OTHER DETAILS: Why did I buy a Land Rover? I've loved them since I was a kid. Germany is quite permissive when it comes to older diesel vehicles and also historic vehicles can be tricky. You can

easily pay in excess of 1,100 Euros in road tax per year for an old diesel... and get frowned upon for driving a 4x4. I lived next to a Land Rover Dealership in Cork, Ireland, for a couple of months. I came over for a job in the UK in 2006 and six months later I bought my N-reg 110 Defender with 110k miles on the clock. Ten years and 60k miles later I learnt a lot about my Defender. It has been the family travel van since we bought it. We travelled the Atlantic coast all the way down to Montpellier for our first long camping holiday. Down to Lands End, up to John O'Groats, covering all of the Scottish coast, two weeks in Ireland covering the Northern half along the coast. It has been to the Alps several times, coming back though northern Italy in 38 degree heat once. I have been all over Germany and did the 2014 Mille Rivières in southern France – three days of extreme off-roading with four other Berkshire Land Rover Mates (having to be winched out three times in day one alone). It is really scary driving stuff. And then some sedate green laning in Berkshire and Wales.

Spencer Norton

CURRENT LAND ROVERS: 1966 Series IIA, Land Rover Discovery 3 HSE.

DREAM SERIES II: Early lightweight. I think these have such character and love the fact that they could have been dropped from aircraft.

OTHER HOBBIES: Horses, Alpacas and flying

OTHER DETAILS: I've always wanted one as I admire their simplistic construction. They're like a big Meccano set! They are so British and it's a bit of a shame that Land Rover have moved away from vehicles that have such purpose. I bought the one I have from my friend's family after he sadly passed away suddenly. I've changed the clutch servo and brake pipes but it's generally in good condition. I want to give it a full nut and bolt restoration, as I would like to get it back to better than new condition. It's a bit pampered as it lives in the garage!



John Moss

CURRENT LAND ROVERS: 1961 Series II SWB Petrol

DREAM SERIES II: This one

OTHER HOBBIES: Porsche, Citroen, Wine

OTHER DETAILS: Initially Lily was purchased as an investment. I share classic cars with my good friend Peter Walmsley and upon viewing Lily (apparently it has been called Lily for many years) we were both smitten. I think that we both now regard her as a friend as well as an investment. Lily has been serviced and 'anti-freezed' and poor idling has been corrected. She is an ex-Berkshire Fire Service vehicle and very original, save for the colour! She has an extensive history folder. She is used for local runs, pub trips, wood, building materials and Christmas tree collection. I hope to join in with some off roading soon.





James O'Dowd

CURRENT LAND ROVERS: 1967 88in Utility 2.25 petrol

DREAM SERIES II: I already have it but I did once think about building a white 109 on a Range Rover LSE chassis.

OTHER HOBBIES: Running and woodwork

OTHER DETAILS: It was an impulse buy to recreate my old one and rarely gets used – mainly trips to the dump and slow trundles round the lanes locally. Since buying it I've fitted a new Undercover Covers hood and serviced it. I'm going to make time for a proper road trip this spring for my 40th (and its 50th), possibly exploring somewhere in Wales or Ireland for the first time.

Dylan Featherstone

CURRENT LAND ROVERS: 1966 Series IIA truck cab (2.25 petrol), 1989 Ninety County Station Wagon (200Tdi)

DREAM SERIES II: My 88in fitted with a V8 or maybe a 101 Forward Control.

OTHER HOBBIES: Farming and doing too much work to have any other hobbies!

OTHER DETAILS: I bought my Series IIA in November 2012 when I was 14, and since then have carried out a rolling restoration on it, doing work as required and using it for green lane trips and general jobs. When I passed my driving test, I needed something a little more practical for daily driving, so I purchased my 1989 Ninety County Station Wagon from a club member, and have used this for daily commuting, green laning and farm work.



Skytag

Sophisticated security for your Series II

WORDS RICHARD ALLIN



A couple of issues ago I put together an article about security options for a Series II. All of the options I highlighted have previously been and will continue to be discussed extensively online. It has been pointed out (correctly, but also rather negatively) that all security devices can be overcome. Of course this is the case, but if you don't put up a fight you might as well leave it parked up with the keys in the ignition!

For situations where your Land Rover may have all of its mechanical security devices beaten (probably through winching onto a recovery truck) then it's time to think of further protection via tracking.

It may seem like overkill on a Series II but values have risen sharply and they have attracted much more 'mainstream' classic attention by the press, dealers, investors... and, consequently, thieves.

Having implemented most of the previous mechanical options I have recently purchased a Skytag tracker – though admittedly I am yet to fit it. The Skytag is small enough that it fits in your hand and simply requires a permanent live feed and an earth point.

Fitting instructions specify to locate it

somewhere that is away from moisture to prevent water ingress and away from thick metal surfaces as this will affect signal strength. So it would be no good having ideas about hiding it in the chassis.

With a vehicle as basic in construction as a Series II, hiding it is going to be hard and, if you believe reports, really clued up thieves have detectors that can find

'The Skytag is small enough that it fits in your hand and simply requires a permanent live feed and an earth point'

trackers in a vehicle. There are not really any locations that will take 30 minutes or more to access unlike more complex monocoque vehicles. However, for less sophisticated thieves whose primary means of tracker detection is to park up a stolen vehicle in a 'safe spot' and wait to see if it is picked up, I'm still willing to

try and catch them out with a tracker.

You can purchase a tracker direct from Skytag. There are other makes available but there are a number of Land Rover specialists retailing their Skytags at very competitive rates at £120 for a system. Once fitted, you need to contact Skytag to check your signal is being picked up and then set up your service preference.

There are a couple of tracking service levels which you are charged for on a monthly basis. None of the services enable you to view a truly live feed on the location of your vehicle. The basic service will require you to notify Skytag if your Series II has been stolen so they can track it and contact the police. If your Series II is stored away from where you live then it could be several days before you realise it has gone.

I feel that the next level up offers a better option whereby you receive notifications of a potential theft with 'LeisureSafe' and 'NightSafe' options.

LeisureSafe is designed for vehicles which are used 2-3 times a week. It is fully automatic with no requirement to remember to turn on or off. A bespoke zone is created where the vehicle is normally stored. If the vehicle moves out of this zone during the protected hours, alerts are sent direct to your mobile phone, your landline, text and email.

NightSafe is designed for everyday use vehicles where you need protection during the vulnerable night hours. Using a zone similar to LeisureSafe the system is activated when the device leaves the safe zone during the armed period.

Finally there is a live tracking option which gives you the ability to log in from any internet-enabled device and see the vehicle updated every five minutes with an ignition wired installation, or every 20 minutes with standard fitting.

It's not a cheap investment for something you hope you will never require, but I would rather pay that cost to increase the chances of protecting it than lose something I have invested blood, sweat, and possibly a couple of tears in.. **B2L**

Bulk Buy

Building a bulkhead from scratch

WORDS AND PHOTOS **DAVE MARSH**



There are many challenges that can present themselves to owners of Series II Land Rovers, most of which can be overcome with relative ease due to a variety of new and remanufactured parts available from a variety of suppliers. Of all of these problems, severe bulkhead rot is arguably the most problematic issue to fix on a Series II project due to lack of suitable 'off the shelf' parts and the trials of finding salvageable spare bulkheads.

A number of specialists offer a rebuild service but, whilst cost is not inconsiderable, waiting times for those who produce the best results can be very long. More importantly the looming issue of an ever falling number of suitable core units further emphasises the problem.

New units are available from a smaller number of suppliers, and I'd like to share a brief summary of my work towards getting onto that rather short list of bulkhead builders.

Around this time last year I found my-

self faced with a 1966 vintage Forward Control bulkhead in need of repair work. Upon first glance it gave the impression of being relatively sound, but once stripped down and hit with a wire brush and a needle scaler it became appar-

'Positive feedback on the first prototype saw a period of redesigning the components which hadn't come out quite as expected'

ent that, whilst repairable, the end result would have been at least 80% new metal, and a lot of work to get there.

What followed was what some might call a moment of madness; I decided to have a crack at scratch building a new bulkhead. There was a great deal of measuring, draw-

ing and checking before the drawings were emailed to a local firm to be laser cut from sheet steel. The laser cut 'blanks' were then formed up into the various components required to make up a complete assembly which, combined with a few parts bought in from outside suppliers, came together into the first prototype which made a brief appearance on the Sunday morning of the 2016 International Rally at Kirklington Hall. Timing wasn't brilliant as a large number of those who attended had already begun to leave when I arrived, but still the prototype drew interest which was the whole idea behind taking it there.

Positive feedback on the first prototype, which included some incredibly helpful and constructive feedback from Tony Wood of bulkhead rebuilding fame, saw a period of redesigning the components which hadn't come out quite as expected. Some new tooling was made, older pieces altered as required and the first build was sawn up to donate its bought in parts to the second.

The redesigned parts worked as in-

tended with the second build completed – aside from some final fettling – in time to take a trip out to the Locomotion Railway Museum at Shildon for the North East Rover Owners Club's 'Brass Monkeys at the Station' event where, unsurprisingly, it drew quite a bit of interest.

The prototype unit is now finished, and awaiting paint before it is permanently installed in its new home at the front of a Series IIB Forward Control. Prototype number three is also underway after the project attracted the attention of another club member who volunteered to take one as a beta test which will hopefully prove the concept fully and allow any issues to be ironed out.

Further developments are in the pipe-

line with my own footwells to replace the bought in ones used for the first two prototypes, and door pillars to include the retaining lip for the door seal which is missing from all other remanufactured ones.

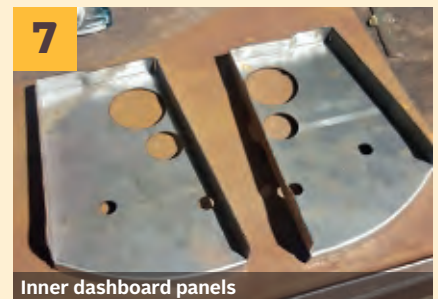
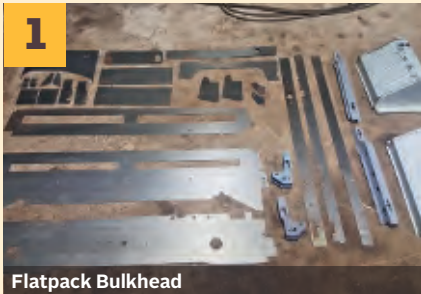
Obviously the devil is in the detail and there are more than a few differences between early and late model units, along with variations between models. Along with the 1966 vintage bulkhead I made the original drawings from, I have been loaned both 1959 and 1963 vintage units to allow for some more development to incorporate the required details, whilst I also hope to look into a six cylinder pattern one in future.

A pleasant side effect of developing the tooling and drawings to make a com-

plete unit means that I am now able to offer a variety of 'repair sections' which have sold to a few club members with positive feedback. These include top corner sections which incorporate the vent hole pressing, a full width outer top panel (and equivalent inner one) along with the various components which make up the dashboard assembly.

Alongside the repair panels I hope to be able to make complete bulkheads available very soon and I am currently entertaining enquiries from interested parties.

To find out more, or to order a repair panel, please email me: cleo.taz@btopen-world.com, or visit my Facebook page: [facebook.com/WESTLAKESAWD](https://www.facebook.com/WESTLAKESAWD) or find me on the club forum as 'WestlakesAWD'. **B2L**



On the Pull

Towing and light recovery is a doddle if you carry the right kit

WORDS AND PHOTOS **NEIL WATTERSON**



After the questions: 'What's the biggest tyre I can fit?', 'How do I stop my Discovery's sunroof leaking?' and 'What's it worth?' one of the most frequently asked questions on Land Rover social media is: 'What sort of tow rope should I buy?'

Inevitably the person asking the question will have been stuck and woefully under-prepared. And the baler twine they tried using as a recovery rope failed dramatically.

You end up with a load of different views from people, mostly based on the way they've always done things. I've seen chains and even wire cable being suggested as suitable for towing – and while these may work in certain circumstances, like when

moving plant and heavy machinery, they're less than ideal for Series Land Rovers.

In my experience, the jack-of-all-trade rope for towing and light to medium recovery is a 4.5m, 12 tonne, three-strand, nylon rope. It'll cost about £30 and will be ideal for all the towing jobs you're ever likely to do in a

'All recovery points should be completely sound – you don't want tow balls being torn out of the cross-member or dumb-irons disintegrating'

Series Land Rover. You'll run out of traction way before you snap that, and the slight stretch in the rope makes towing much more pleasurable, as you don't get the harsh jolting you get with cheaper polypropylene ropes or lifting straps.

All recovery points should be completely sound – you don't want tow balls being torn out of the crossmember or dumb-irons disintegrating. And be sensible when pulling away – most recovery points on Series Land Rovers aren't designed for kinetic energy or 'snatch' recovery. Take the slack up from the rope then accelerate, don't take a run up – your chassis will thank you for it! **B2L**



1 Get the right rope

Nylon ropes (the white one) make the best all-rounders for towing – the material has a bit of inbuilt stretch. Most general car accessory shops sell polypropylene ropes (blue), which have too low a load capacity and are too harsh for Land Rover use.



2 How long?

Ninety-nine per cent of the time a 4.5m rope (the longest allowed for towing on road) will do, but sometimes you want your wheels on firm ground. I do a lot of off-roading and carry a 2m bridle, 4.5m tow rope and 15m recovery rope.



3 Joining ropes

If your rope isn't long enough, you can join two together by feeding one through the other eye. Put a wooden jack handle or rolled-up magazine, between the ropes if you want to stand a chance of getting the ropes apart afterwards.



4 Rope storage

Ropes wrapped around the front bumper look great, but it's incredibly damaging for the rope. Dirt gets between the fibres and abrades the rope when it's used, plus it can suffer from UV degradation. Don't store a rope on your bumper if you intend using it.



5 Fixings

Towing and recovery points should be strong and free from rust. Current ALRC competition guidelines say that a 3mm or thicker spreader plate should be used on the inboard side of the chassis. All bolts should be high tensile.



6 Recovery points

A tow ball is fine for light recovery and towing – just watch the angle of the vehicle doesn't allow the rope to jump off the ball. For heavier recovery you should consider using a pintle or tow jaw. Bumper D-rings are best at the front.



7 Attaching the rope

Just slip the rope over a tow ball or into the jaw or pintle. If you're using a towing eye or D-rings, you'll need some shackles. 3.25 ton ones are ideal for most Land Rovers, but you may need smaller ones for towing eyes on hatchbacks.



8 The bridle way

Ideally, the load should be spread evenly between both chassis rails and it's better to use both D-rings if possible. A 2m bridle is ideal for Series Land Rovers (and Defenders fitted with Jate rings). Feed the bridle through the eye of the tow rope.



9 Digging out

Sometimes a bit of digging will make the recovery easier, especially if your Land Rover, or the stuck vehicle, has dropped into a hole. The shallower the angle the wheels need to climb, the less resistance you need to overcome.

Area Roundups

A summary of recent events in your area



Anglia

BEN AND JULIE STOCK

The Anglia area has two suggestions for a scenic road run finishing at interesting venues. The first is a visit to the Great Central Railway (GCRN) at Ruddington, just outside Nottingham, NG11 6JS, where you can have a train ride and a look round the station exhibits including a collection of buses and coaches. More details can be found here www.gcrn.co.uk

The other option is to visit Foxton Locks (www.goleicestershire.com/outdoors/foxton.aspx) on the Leicestershire section of the Grand Union canal. Here there are two flights of five locks just west of Market Harborough, LE16 7RA. There's plenty to do and see including a nice canal-side pub.

We could, however, do both on different days. Those not wishing, or able to start

ANGLIA

from Spalding, could meet up with the group at the venues. This would make a good 'Drive it Day' event for Sunday 23rd April.

The proposed starting point would be Tesco's car park, Spalding, PE11 2PN. The trip is approximately 50 miles taking approximately 1hr 30mins to either finishing point.

If anyone is interested then please contact Julie Stock, your Anglia Rep on 01205 311732 or anglia@series2club.co.uk.

Anglia Area Summer Camp – Fakenham Racecourse, 14-16 July

We have reserved a number of spaces and the price per night for this is: Adult £6.50, child £3.00, pitch £10.50

(electric hook-ups available).

To book, call Fakenham Racecourse on 01328 862388 ext 20. When you book please mention the Series 2 Club so they can put us all together and, if you are a Caravan Club member you get a small, extra discount! If you do not have a caravan/tent they do have rooms in the Hunters Lodge which you can book (not bed and breakfast, but there are hotels in Fakenham).

This is going to be a fording and greenlaning day on Saturday with a visit to the coast thrown in. Further details will be posted on the forum nearer the time. Please let Julie know if/when you have booked or if you have any questions.

Borders and North East

PHILIP VASEY

On 22 January the 'Brass Monkeys at the Station' event was held at Shildon Locomotion Museum, organised by North East Rover Owners (NERO). I met David and Lynn in their IIA Marshall ambulance and when we headed off to Shildon, we accidentally tagged on to another convoy of Land Rovers at Penrith. Our route took us over Stainmore and Bowes Moor, through the lovely market town of Barnard Castle, through Staindrop and past the magnificent Raby Castle. We arrived slightly early at Shildon but were already greeted with an impressive line-up of Land Rovers of all ages from Series One right up to the current models, including a good turnout of club members and their Series IIs. A great day was had by all, looking round the Land

Rovers, having a look in the railway museum and sheltering from the cold in the café. I am looking forward to another successful event next year.

Green laning day

In the Alston area, 5 February

I decided to take another trip around the same lanes that we had done on the Friday of last year's International Rally. We arranged to meet in Asda car park in Carlisle. Unfortunately, Richard's Land Rover expired just before arrival and had to be towed the last few metres. They were unable to fix it in time for the trip and we had to leave them behind.

On arrival in Alston, the first lane made for a fairly relaxed drive. The next lane was a little more challenging with a steep scramble and loose stones which all the Land Rovers took in their stride. As we headed for our third lane, Richard caught us up in a Toyota Hilux, having towed his Land Rover home. He still wanted to join us which was much appreciated. The next lane involved a climb up a rough, washed out road which was great fun.

After lunch we all headed towards the fourth lane, which started with another uphill scramble over loose stones followed by a slightly tricky gully before heading onto open moorland, eventually reaching the end of our trip near Haltwhistle.

Central Shires

SUZANNE

It's that time of year when everything is still at the planning stage, so the only event to report is the January pub meet at The Priory in Wellingborough. We had a really good turnout, a very enjoyable social, and some nice vehicles lined up in the car park. The February pub meet will take place shortly, and we are on target for the biggest Central Shires turnout in living memory! Watch this space for a report in the next B2L.

The good news is that membership is growing fast in the area, and we have a new member who kindly sent me photos and >

CENTRAL SHIRES



information about his vehicle. John Pape owns 8258 NK, a 1961 Series II in beautiful and very original condition. He writes;

'A question I am often asked is, "Did you restore it yourself?" Actually, it is original. Well, sort of!

In 1960 the first owners placed an order for a grey 88in 2.25 petrol Series II with RJ Searles Ltd of Sunbury, perhaps best known for the Carawagon products. The owners had a caravan and arranged for the brand new full tilt SWB to be over-sprayed in farina grey to match. With its comprehensive collection of factory extras and custom made details it was registered at the beginning of February 1961. For the next 35 years it was used for continental touring, often with the caravan in tow, clocking up around 2,000 miles per season.

'The couple, now elderly and no longer caravaners, sold 8528 NK to a Hertfordshire-based classic car dealer. After a year in storage, I became the new owner in 1996.

'It is in remarkably good condition but how original is it? It's a bit like grandfather's axe. Over the last 20+ years quite a lot has been replaced.

'Soon after I acquired it I purchased a new canvas tilt and new wheels and tyres. Over time the springs and shocks have been replaced and the front swivels, steering and kingpins have been rebuilt. The brakes have been overhauled and all brake cylinders and lines replaced. The radiator has been reconditioned and I have fitted a new period style open bar battery, a complete stainless steel exhaust system and a replacement fuel tank.

'During my ownership anything and everything requiring attention has been done and particular areas sympathetically upgraded with correct accessories where possible. The main improvements have been the installation of a Fairey overdrive unit and Fairey free wheeling hubs.

'An NOS Solex carburettor has replaced the original and, as a result of a head gasket failure, the head has been rebuilt with hardened valve seats. No other significant work has been necessary to the engine, clutch, gearbox and diffs. The vehicle mileage is now approaching 90,000. The chassis was un-dersealed from new and has only recently had outriggers replaced. The body has been well looked after with amazingly damage-free panels. The front bulkhead appears to have no rust. The elephant hide interior trim has the original sprung horse hair seats complimented with the optional matching door cards.



GARDEN OF ENGLAND

'8258 NK is 56 this month – Built to Last!'

What more can I add to that? Just to say that there are some great events and shows planned for 2017 in the area. If you need information just get in touch with me. Your support for the Central Shires area is greatly appreciated, and I really look forward to seeing everyone.

Garden of England

SEAN & HAZEL SMEETH

Since the last report our pub meets have continued on a monthly basis and have proven popular. The Christmas meal took place on the 10 December and was attended by 24 members, including some who made the journey over the Dartford Crossing from Essex. A good time was had by all.

Events for 2017 include:-

Detling, Saturday (only) 1 April. If you wish to join us please email amy@kent-showground.co.uk for an entry form and also please let us know you are coming.

FBHVC Drive it Day, 23rd April. This will probably be a run out in the Surrey and Sussex direction. Please contact us if you would like to come along.

Brands Hatch Historic Masters Festival, Sunday 28 May. We, as a club, have been invited to this for the fourth year running. We have 30 tickets up for grabs – the ticket is for the vehicle and driver only; passengers will have to pay to get in (it was £25 online last year). As usual it will be 'Land Rover through the ages', starting from Series One to a Defender. We are told we will be in the same position as last year, right beside the grid. Racing is all old stuff – Formula Ford, JPS Lotus etc. This is a very popular day out. Please book

through us – first come, first served.

Whitstable Classic Car Show, Tankerton slopes, Sunday 16 July. This is a new one for us. Please email classicmusicandmotors@gmail.com for an entry form. According to the form they will place us together so please let us know if you are coming so we can ask for enough space on arrival.

And of course, the International on 10-13 August. Please see separate article on page 6 of this issue for more information.

As usual, if you have any suggestions or questions please give us a call or email – details in the back of this mag.

North Wales and Shropshire

BERNIE & DIANE MORRIS

We had our Christmas do at the Three Pigeons, Nescliffe. It was a good turnout and the meal was lovely. We had one of Bernie's identification quizzes based on Land Rover Series II parts for a little light fun. This was won by the team of 'old gits', Nigel, Norman and Bill. Aubyn Arbuckle had been very busy with her culinary skills and very generously baked us all some festive butter biscuits to take home. Thanks to everyone who attended.

It was a good start to the year with plenty of support from members at the club meets, as well as some new members joining. There is always room for fine tuning which will continue throughout the year. We will always try and keep you updated with monthly club meet remind-

ers, but we do sometimes have emails bouncing back. So, if you find you're on our area mailing list but not receiving updates, please email us so we can rectify this.

Club Meets

5 March 2017, 3 Pigeons, Nescliffe, 12.30pm
2 April 2017, The Crown, Llandegla.

Road run: Ponderosa Horse Shoe Pass, 10.00am. This will be a scenic run around the back roads of Llangollen giving you the opportunity to appreciate the beautiful area that we live in. It will not be a green-lane run. The aim is to leave at 10.30am. Why not bring a flask with you for mid-morning cuppa? We hope to be back at The Crown, Llandegla for lunch for 1.30pm

31 March - 2 April, Restoration Show, NEC. The Series 2 Club will be attending again this year and the West Midlands team are looking for volunteers from other areas to make a club stand at the show. We need people who are able to give a few hours to help them out. You may also wish to exhibit your unique Land Rover. If anyone is interested please contact Edryd: edrydcoleman@gmail.com or JEPSTER on the S2C website forum.

Easter Weekend, 16-17 April, Motor Fest Western Park, Series 2 Club Stand which I will be running. If you fancy exhibiting your Series II Land Rover on the stand, it's £4 each day like last year. We can arrive on the Friday and camp through to the Monday at £5 per adult for the whole weekend. Please let me know asap as I will need to book you in. I will need your vehicle details and your own details with the correct amount of money. All cheques should be made to 'Gemini Events' and

sent to me so I can book in as the Club.

The deadline is 10 March 2017. Visit www.classicmotorshows.co.uk for all details of the event. I would appreciate it if you have the facility to download the entry form and complete and return to me. I do hope the weather will be kinder to us this year although I will pack my thermals just in case.

23 April, Drive it Day. This is the day when all classic vehicles hit the road and come out to play. We are meeting up at Lazy Kettle Transport Café, Gledrid, near Oswestry, SY11 3EN. We will meet at 9.30am for a breakfast then head down to Lake Vyrnwy where we meet up with the Mid Wales Classic Car Club for refreshments and a spot of lunch.

We are taking a picnic and we will depart back towards Bala and Wrexham 26-29 May, Trails & Rails camping weekend, Tal y Llyn Railway with Welsh greenlaning at its best. Exclusive train ride and barbecue on the Saturday night from the campsite down to Tywyn, open to all leaf sprung Land Rovers. For more info email trailsandrails@hotmail.com

31 June - 1 July 2017, St Asaph Camping Weekend. Keep this date free in your diaries.

Ludlow Brewery Run

On 30 October last, 19 members came together with friends and family to take part in the Shropshire area run. This was kindly organised by Tom Breakwell and his partner, Rachel, who also organised the brewery tour at the end of the run.

This run was tailored to meet everyone's needs with some lanes, hills, fords and a bit of mud thrown in for good measure. The

N WALES & SHROPSHIRE







val town behind us and heading to the Clee Hills. On the way we saw beautiful country houses and picturesque countryside. I became totally disorientated as the area is new to me. Having just crossed a nice little ford we stopped beneath an aqueduct. We all got out and Paul Breakwell gave us a talk about the aqueduct which carries the water from the Élan Valley in mid Wales and carries the drinking water to the Franklin reservoir in Birmingham. The aqueduct is 73 miles long and the water travels along it at less than 2mph, taking one and a half days to get to Birmingham.

Every sharp bend, turn or blind road junction was marshalled by members of the Breakwell family. At this point we saw road signs saying 'unsuitable for vehicles' which is always a good sign. We went through a little hamlet, east of Bitterley and approached the Clee Hills via a village called Bedlam which, ironically, is a very peaceful place known for its Furnaces. We then followed a rough track up to Tittestone Clee Hill Quarry at 1749ft where they quarried for Duh Stone (Welsh for Black Stone) and Dolerite. As it was very foggy we unfortunately did not see a great deal but we still stopped to stretch our

NORTH WEST



meet started at the Brewery in Ludlow where we all had a quick tea or coffee during the briefing of the day's events. After that, it was off to the vehicles to line up ready to take on the Clee Hill countryside. There was a good mixture of Land Rovers, but they were mainly Series IIs. This run was very well supported by members from North Wales and Kidderminster as well as local members. We travelled out of Ludlow, passing the French Market down towards the River Teme, leaving the medie-

legs and walk the dogs' legs too. We then carried on to Clee Hill village past the current quarry and on to the village of Ditton Priors. This was lunch stop – a lovely place with a museum run by Bob Handley and a little tea room. I think the tea room coped very well as they opened up especially for the Club and put on a special lunch for us. The museum has lots of information from the 1900s and artefacts about the railway and quarries in the area. It is very interesting and well worth a visit.

We then made our way back to the brewery where the head brewer was kind enough to take us upstairs and give us a chat about the process of beer making. We were shown the different grains and hops and how the beer was made. We saw the metal vats with the different beers in various stages of fermentation. Then we went back downstairs for a taste of the real stuff – a perfect end to a well-organised day. If you are ever in the area it is worth popping in to sample a great range of beers.

A big thank you to Tom, Rachel and family for all the hard work which went in to making the day successful. Same time, same place next year.

North West

JON HAYES

The new year has kicked off and there is already quite a bit of discussion in the area about this year's shows, with our first club stand at a local steam fair in April. Over the last few years, our presence at these local steam fairs and shows has steadily grown to the extent that we are often fielding anywhere from 20 to 55 Land Rovers (from memory, I think we had 54 at Heskin and 42 at Fylde). The steam fairs and shows have proven to be a great way to bring members together and of course to see a variety of different Series vehicles.

Recent Activities

In December we held our Christmas meal and, with almost 60 people attending, it was a really good end to the year's activities for the area, bringing members together from across the region. As per tradition in the area, we also held our Christmas raffle, with people bringing all manner of inventive wrapped presents, ranging from a stunning home made stool, to a bird box and numerous Land Rover or chocolate related presents; there were enough for everyone to go home with a little something! We had a good turnout of Series vehicles and even had a couple of new members for whom it was their first club event.

For some time, I have been in discussion with another local ALRC Land Rover club, who are predominantly focussed around competitive Land Rover events, looking at collaborative off-road opportunities. For those in the North West, many of you will be familiar with the Red Rose Club and in fact several of their members are also members of the Se-



ries 2 Club. The Red Rose Club holds a number of levels of competitive off-road activities but their entry level Tyro (or Try Your Land Rover Out off-road) level is especially suited to the off-road activities that a number of our members have been looking for. So, when Red Rose invited us to join them in their Christmas Tyro, a number of us from the NW were keen to go along. Being the middle of December and in the middle of a quarry, the weather was rather wintery but that didn't dampen our enthusiasm and with four Series vehicles (plus a couple of more modern Land Rovers) and nine drivers from the Series 2 Club, we spent the day tackling a number of fun and challenging trial sections. The aim of each section is to progress as far as possible through a series of gates (marked with a left and right cane), hitting as few canes as possible and without having to stop and go backwards. Although the course is designed such that it is non-damaging, it is still challenging and is a really good way to gain experience and confidence in off-road driving. I think it is fair to say that everyone had a good time and I know that a number of us are planning on going again for the next Tyro in February.

Coming Up

We have our February meeting at the Black Bull Inn near Clitheroe and are heading down to The Junction at Rainford in March. April and May will cover the southern and central parts of the area but as I

am also trying to link in another road run I haven't sorted the order or dates yet!

We will also be joining Red Rose again in February with their next Tyro trial and I am hoping that we can build upon the success of the one in December with a really good turnout. There has been a strong pull from the members for more access to off-road activities and our link up with Red Rose is a great opportunity and one that I am keen to expand on, especially as it is great fun and a really good way to see what your vehicle is capable of without fear of damage and, of course, under the guidance and help of experts – look out for more feedback and pictures in the next NW area report.

Severn Valley

KARINA AND CLIVE

A quick report this time: Pub meetings are going very well with new faces appearing and, all in all, a healthy end to the year for the Severn Valley. We had a Great Christmas do with a very, very good spread provided by Carol and family at the Yew Tree.

Events:

We expect to be running the S2C stand at Malvern this year so more on that later.

25 March: A full English and some lanes from GWR Toddington steam railway. Following February's excellent meeting Severn Valley area have decided

to combine our two favorite activities – eating and Land Rovers – by meeting at 9:30am on Saturday 25 March in the Flag and Whistle cafe GWR Toddington. After a fry-up, we will drive a few local byways with the plan being to return to Toddington station around lunch time. Please let me know ASAP if coming.

Please feel welcome to join us at the Yew Tree for pub meets on the first Tuesday of the month as, apart from the camaraderie and advice on offer, (never mind the great food and beer) local events can be decided upon and run between issues of Built 2 Last. So come along to join in and meet your fellow members.

South Wales

ALEX STUBBS

My name is Alex Stubbs and I am your new Series 2 Club Area Representative. I want to take this opportunity to thank all of you for your support and encouragement in taking on this role; I hope, over the coming months, to meet as many of you as possible and thank you in person.

As is customary I thought I would tell you a little about myself; I am a 23-year-old civil engineering PhD student based in Cardiff. I am originally from Worcestershire, but have spent time in Burton upon Trent and Exeter. I love all things mechanical and, with a little encouragement, I plunged head first into the world of classic cars with the purchase of 'Jemima', a 1979 MGB GT, in a timeless shade of russet brown, around three years ago. After some 9,000 miles and a steep learning curve, Jemima and I parted and I purchased 'Yvonne', a 1958 Series II Land Rover. For the last two and half years I have been undertaking a complete nut and bolt restoration of Yvonne and completion is now imminent – honest!

I plan to communicate with you primarily through email so please check for my introductory email. However, if you would prefer for the information to be posted to you, please let me know and I will arrange this. Any upcoming events will be posted on the forum and in issues of Built 2 Last in the Area Reports section. As ever, if you have any news you want to share with other members please get in touch and I will add it to the round-up.

alex.stubbs@series2club.co.uk

+44(0)7926951459

SOUTH WALES





SOUTH WEST



South West

CLIVE WITHEY

Firstly, I would like to apologise for the recent lack of reports from this area due to a lengthy and complicated house move.

As usual we used our last Somerset Borders meet of 2016 as the South West Christmas meal meet. Again it was held at the Catash Inn and everything worked out perfectly – that's two years in a row! There were 22 of us in total so a great turnout. The food was great and the party even better.

After the food were the awards for 2016. Olwen offered to organise this year's awards and what an absolutely brilliant job she did. In fact it was so good

I am taking this opportunity to officially ask her to do it again next year – Olwen's imagination is far better than mine! Each award winner received a certificate and some were given photos, too.

Next came the party game. Everyone had to bring two wrapped gifts, one to an approximate value of £5 and 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 carried on but this time players were able to 'steal' presents that other players had previously picked, which is where it got really exciting.

The event was rounded off with cof-

fee and mince pies. Thank you to all who came along and made this event so good.

Both our Somerset Borders and Devon pub meets are going really well each with steadily increasing numbers attending. Details are always posted on the forum each month and it is always a good idea to check just in case we have changed a venue for any reason.

For details on the South West Camping weekend, 19-21 May 2017, please see notice within the news section of this issue. There is also a post on the forum within events.

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 feel free to contact me by phone or email, details on the Contacts page.





Thames Valley

DYLAN FEATHERSTONE

The middle of December saw Thames Valley members come together for the annual Christmas carvery. As with previous years, this was extremely well attended, and a good evening was had by everyone. Over Christmas I was busy planning the two green lane trips that I ran in January. Both trips took place in the Hampshire area and everyone who came along thoroughly enjoyed the day. The full write up from both of these green lane trips can be found elsewhere in this issue. As a gift to those attending my green lane trips, I have made up a set of green laning grille plaques which will be given to attendees of all the trips this year.

Looking forward to shows in the Spring, the Newbury 4x4 Autojumble will be taking place on Sunday 26 March. This is a brilliant day out and a good chance to pick up some Land Rover spares. I plan to be there, so please stop to say hello if you see me around! Secondly, I am organising a club stand for the Chiltern Hills Rally (Sunday 21 May). At the time of writing this, I have just emailed out full details and a booking form for this show. If you did not receive the email or are not on the Thames Valley mailing list, please email me and I will provide you with the form and details to join the stand at the show.

Please get in contact if you would like to join any events or have suggestions of good shows in the area this year.

Yorkshire

GORDON AND WENDY LOWE

The first Land Rover event in Yorkshire that will interest area members looking for spare parts is on Sunday 19 March at Ripon racecourse. The Ripon 4x4 & Land Rover Jumble is from 9am - 1 pm and entry costs £4.

The first event for Series 2 Club members in 2017 will be a visit to the most original bomber command station left from WWII, The Yorkshire Air Museum at Elvington, York, YO41 4AU, on 22 April. The museum has around 50 aircraft on display, the Handley Page Halifax, Spitfires, a Lightning GR4 and much more. Discounted entry is £6 per vehicle for Driver plus one passenger free, with extra passengers at £6 or £4 for children. Please let me know by 31 March if you'd like to join us so I can submit numbers to the museum for reserved parking beside the hangers. Dogs are welcome on site.

To double the treat we also have the opportunity to drive in convoy a few miles

down the road in the afternoon to visit Black Paw 4x4 where owner, Ben Stowe, is opening his yard for us to have a look at his rare APGP and his eclectic collection of early and unusual Land Rovers.

The Second Summer Pudding Run will be held over the weekend of 17-18 June. Prepare for a full day out as we head into the Dales for the Saturday route. We'll use the technical lanes of Fremington Edge and Goat's Bridge putting vehicles and drivers' brains into four-wheel-drive, although they are still non-damaging lanes and each group will have experienced leaders. The Sunday run is over the same, gentler route on Grewelthorpe Moor that we use at Christmas, with an ice cream stop included! Both days begin at Masham Sports Ground, HG4 4DS, at 9.30am and you will need a full tank of fuel and a picnic lunch. Camping is available at The Old Station, Masham, HG4 4DF.

Please contact me either by e-mail or telephone if you are interested in joining us. **B2L**

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Area Meets

Details are correct at the time of printing



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

West Midlands

- Third Thursday of each month. 8pm
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 1.30pm.

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
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

Anglia

- Fur & Feather Inn, NR13 6SW
Alan Jones

- The Red Lion, CB6 3LD
Paul Cuiquit

Red Lion, Sturmer, CB29 7XF
Richard Allin

- Burton House, Boston, PE21 9RW. Meetings normally on a Saturday evening, please check with Ben
Ben Stock 01205311732

Central Shires

- centralshires@series2club.co.uk or check the club forum for information, event location varies

Thames Valley

- The Hedsor Social Club, Hedsor Road, Bourne End, SL8 5ES. Second Wednesday of the month from 8pm.
- The Ship Inn, Ashford Hill, Berkshire, RG19 8BD. Fourth Tuesday of the month from 8pm. Please check the Club Forum regularly for news of green-laning, workshop meets and other events.

Garden of England

- Garden of England pub meet is at The Chequers, Watery Lane, Heaverham, KENT, TN15 6NP on the second 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

North Wales and Shropshire

- northwales@series2club.co.uk for forthcoming events

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 12pm & 5pm. 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, from 7pm
- Thirsty Farmer, Talaton Road, Whimble, EX5 2QQ - Last Wednesday of each month, starting at 7pm. www.thirstyfarmer.co.uk
- Wild Place, Blackhorse Hill, South Gloucestershire, BS10 7TP. Second Saturday of the month, check with Andy: andyphillippou@yahoo.co.uk

Meets are always posted on the Forum within events, under Pub Meets. Please check each month in case there is a venue change. Any queries please feel free to contact Clive:

M: 07711 121399 / T: 01823 444622
southwest@series2club.co.uk

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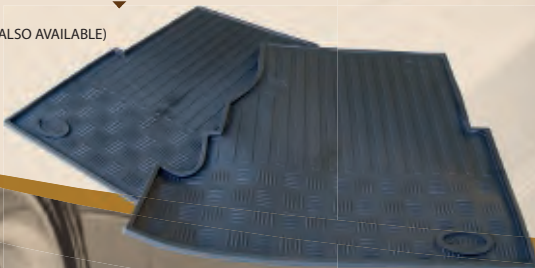
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THE LAND ROVER
SERIES 2 CLUB

