

SPRING 2018 **ISSUE 125**

# BUILT 2 LAST

MAGAZINE OF THE SERIES 2 CLUB



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## Editorial



Thanks to everyone who has helped make this a fantastic issue! I'm delighted to see so many people out and about, braving 'Snowmageddon' (which never really materialised in this corner of North Devon) and submitting photographic evidence of their snowy antics. I do hope you have all emerged from the cold spell unscathed.

My own situation, however, compelled me to approach the 'Beast from the East' a little more cautiously than I would have liked as Jimmy and I are expecting our second child in June. This has also brought me to the reluctant decision of stepping down as editor of Built 2 Last. I have really enjoyed compiling the magazine over the last few years but I will need to allocate more time for my family in the coming months and feel it would be right to hand the reins over to someone who can give this blossoming publication their full attention.

Before I bid farewell, I will be producing one last issue (Summer 2018) so please help me to make it a really good one! Also, if you are interested in the role, please see the News section (pages 4-6) and Gene's Chairman's Chat (page 10) for more information. I look forward to revealing the new editor in the summer edition of Built 2 Last.

Lastly, Built 2 Last has been shortlisted for 'Outstanding Club Magazine of the Year' at the National Car Club Awards 2018. The winner will be revealed at an awards ceremony on 24 March during the Practical Classics Classic Car & Restoration Show at the NEC. Thanks again for all your help in making the magazine worthy of such a nomination. **Ros Woodham**

### Series 2 Club Ltd.

Company limited by guarantee.

**Directors** Gene Maxwell (Chair), Alex Bywaters (Vice-Chair), Richard Allin (Advertising Manager), Dylan Featherstone, Peter Holden (Vehicle Registration Officer), Alan Jones (Company Secretary/Webmaster), Suzanne Lindsey (Board/Club Secretary), Tom Pilling (Treasurer), John Stokes

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### B2L editorial deadlines 2018

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**#127** Deadline for contributions: **31 Aug** / Published: **September**

**#124** Deadline for contributions: **9 Nov** / Published: **December**

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# News & More

The latest snippets of Land Rover information



## Remanufacture of Sparto Light Boots – update

Following up on the work Paul Bohan has done, I have spoken with the potential manufacturer and we are moving towards a successful conclusion.

The manufacturer is looking to run an initial batch of 500, with a price in the region of £12 each. Paul has teased out approximately 160 expressions of interest (dependent on price) although this number is expected to drop when money needs to change hands.

The Club will not be putting any money towards this venture, it will merely be acting as the bulk purchaser. This will reduce the administration at the supplier's end and allow them to, hopefully, stick to the price they envisaged.

There are several areas of detail to be ironed out yet, but we have progress. I will keep the Club updated as to

when we might see the product and when payment would be required.

**Alex Bywaters**

## MOT Exemption from May 2018

Many people will be aware that with effect 20 May 2018 there are changes to the MOT rules such that vehicles over 40 years old can claim exemption from the MOT test, subject to not having been "substantially changed". The Government has published some guidance on what this means and stated that there will be a list of clubs and experts able to provide further advice to owners. We have been asked if we wish to be on the list.

It should be noted that the request is simply for us as a club to provide advice to owners on what constitutes a "substantial change". The onus is entirely on the owner whether to decide to ask for advice at all, accept the advice once given or ignore it. Advice given is exactly that and implies no liability on the Club, particularly as it pertains to the roadworthiness of the vehicle, which as always remains entirely the responsibility of the owner, with or without MOT.

You will be aware that this Club is already part of the mechanism for inspecting vehicles and confirming their age in order

to enable appropriate age-related plates to be issued. This is a formal recognition that the Club VRO and his team are so expert that our word is taken as acceptable evidence of age by the authorities. As such we are already involved in working with the authorities at a higher level than the provision of non-binding advice. A guiding principle will be to do nothing that puts the good name of the Club at risk.

Having considered the request, we will accept the invitation to join the list. This is in keeping with our role as an owners' club and providing a service to our members. We have a number of weeks to work up a system for meeting members' requests that will hopefully be simple and effective while not burying the VRO team in extra work. We will also doubtless receive requests for advice from non-members. How we deal with such requests is still to be determined but there are options around making a charge etc. which we will need to work through between now and May.

The bottom line will be that the Club is offering advice only, with no implication of liability. It remains the owners' responsibility to ensure their vehicle is roadworthy at all times.

Where there is any doubt as to the status of the vehicle then the simple recourse is to continue to present it for an MOT.

**Gene Maxwell, Chairman**

## Macmillan

Pictured is Colleen Roffey, raffle organiser from the 2017 International Rally, handing a cheque for £1,585 to Emma Grant from Macmillan Cancer Care. This was comprised of monies raised at the S2C rally and the silent Christmas auction of a tilt donated by Undercover Covers. A big thanks to them and everyone who bought tickets. Also thanks to Calum McDermid who sold parts to add to the tally.

**Sean and Hazel Smeeth.**



Macmillan

## National Car Clubs Awards 2018

The finalists of the 2018 National Car Club Awards have been revealed with The Series 2 Club receiving a nomination in the category of 'Outstanding Club Magazine of the Year' for Built 2 Last. Thank you to everyone who has been a

## SHORTLISTED



part of this magazine, in particular to sub-editor John Horne, to Richard Allin and Gene Maxwell for their continued support and help in sourcing material and, most importantly, to all members who have contributed – however great or small.

The National Car Club Awards are held in association with Tourism Ireland, supported by Classic Car Weekly and endorsed by the Federation of British Historic Vehicle Clubs (FBHVC). The winners will be revealed at the Awards Dinner on Saturday 24 March 2018, alongside the Practical Classics Classic Car & Restoration Show, with Discovery.

**Ros Woodham**

## Letter

### Peak and District

I see the Winter 2017 magazine shows the position of the Peak District Area Rep is vacant. I have been the only regular attendee at the monthly meeting nights, so I know how sparse the enthusiasm is within

## Series 2 Club Show Ticket Request Form 2018

This ticket request form refers to the following events:-

- *Classic Land Rover Show, Gaydon, 12-13 May*
- *Scottish Land Rover Show, Edinburgh, 26-27 May*
- *Malvern Land Rover Show, 2-3 June*
- *Kelmarsh Land Rover Show, 27-29 July*
- *Land Rover Owner Show, Peterborough, 15-16 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 Club 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 / 07803 943822. Please photocopy this form if you do not want to cut up your Built 2 Last.

## VACANCIES: Your Club Needs You!

We currently have vacancies for **Area Reps for Essex, Surrey & Sussex and the Peak District**. We also need a **Club Shop Manager** to handle sales and mailing of (mostly small) non-clothing club items. If you're interested in more details about what's involved please contact Suzanne Lindsey, Club Secretary, on **07891 887826** or **info@series2club.co.uk**.

**Built 2 Last Editor**, Ros Woodham, will reluctantly be stepping down after the summer issue this year so we are looking for a suitable replacement. The role includes liaising with Club Officers, sourcing material for the magazine, collating and editing submissions, and design, layout and prepress of the magazine. If you feel you have the enthusiasm and skills to take up the reins, please contact the Chairman, Gene Maxwell, for more information and to register your interest: **scotland-south@series2club.co.uk**.

the area, and has been for some years.

For this reason, when there were perhaps four or five attending, on a good night, we decided that the venue should match the place and time that other organisations met, viz Derbyshire GLASS and The Peak & Dukeries Land Rover Club. That way, if only one or two S2C people attended, there would be someone to talk to. Thus the meetings were held on the first Monday of each Month.

The pub has decided to close on Monday evenings, certainly over winter 2017/18, and does not know when, if at all, it will start reopening on Monday evenings.

Should a miracle happen, and a new member (three in the Winter magazine)

**Henry the Icon - A poem by Philip Weiss**

I may not be fixed, I may not be finished  
 I may not be pretty but in all I am the essence of an Icon.  
 On drives, forecourts, sheds and garages I can be found  
 Forgotten dreams, rotting, decaying  
 Bought on a promise, on a whim or just forgotten  
 In all I am the essence of an Icon  
 I can be Series, Defender, Range, Free or Disco  
 I maybe glossed, chromed, polished or just rust  
 In all I am the essence of an Icon.  
 I hail from the green lands, from trialing grounds  
 From far flung countries, to the urban sprawl  
 In all I am the essence of an Icon.  
 I have gathered a following of many, from grease monkeys  
 To bodgers, from farmers to pop stars  
 In all I am the essence of an Icon  
 My notoriety holds no barriers, from Twitter to Facebook  
 From Bloggers to LR Monthly  
 In all I am the essence of an Icon  
 But what about me?  
 'Henry the Icon', I am one of the lucky 70 percent  
 Still on the road. Just!  
 Don't be surprised by my name, there are many called worse!  
 I am 'on the wonk', I am on the mend  
 My owners cherish me, feed me, nurture me  
 I will be fixed! I will be great once more  
 Time holds no limits for me.  
 I am an Icon.



**Rutland Water 2017**

**Series 2 Club Rally**

Since the Winter B2L, there's been a surge in bookings received. A very strong turnout from the Series II Club Membership is expected. Planning is going well; we have lots to do and see for all the family during the rally, and for those who decide to come along for the whole week.

Keep an eye out in the next edition of Built 2 Last for a more detailed update. See below for a summary of bookings and activities so far, and see the opposite page for the rally booking form.

**John Stokes**

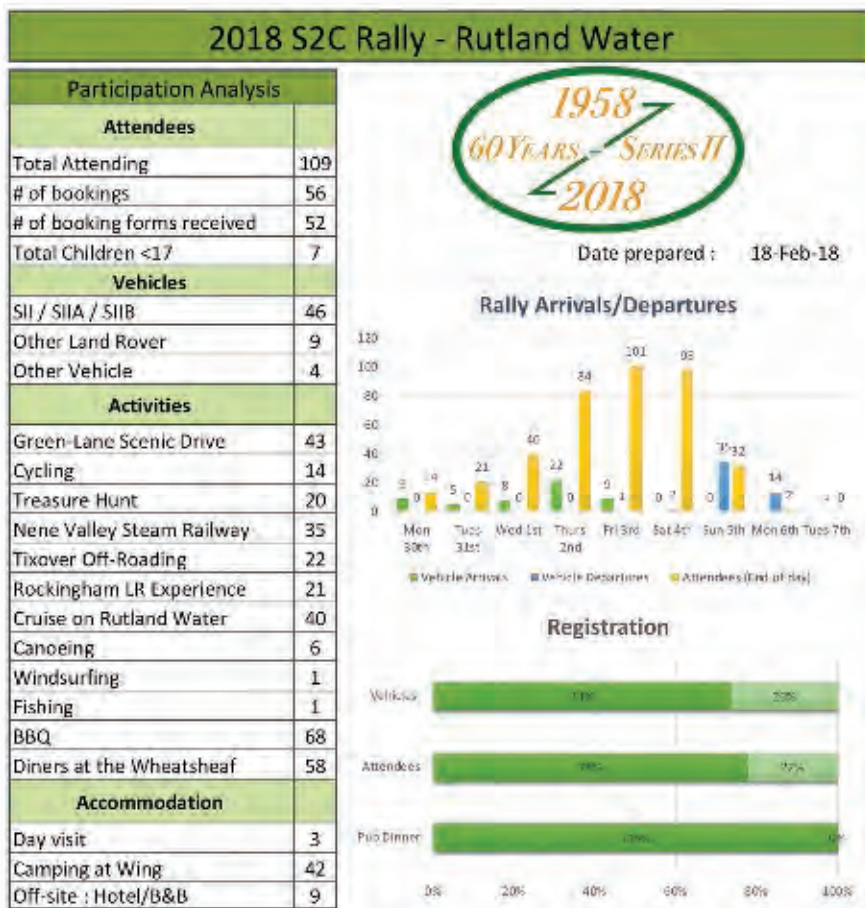
decide to visit, it would be a shame for them to follow the entry in the magazine, only to find the pub closed. I recognise the extreme frustration this would cause. I have detailed the change in a forum thread.

Given that the 'current' date may only be valid for a short time, in terms of magazine issues, I recognise the problem of deciding what to list on the Area Meets page, but have only one positive suggestion: that a central point within the Club takes on responsibility to email each Peak District member to advise the of the current situation, and any future changes as they become apparent.

Just to close off a couple of possible ideas you or others might have: The pub licensee is not a Land Rover enthusiast, so I don't see that the pub can be used as an enquiry point. Also, I do not wish to be used as an enquiry point, nor am I volunteering to take on the role of this area's rep.

**David Sparkes.**

*An email has been circulated to S2C officers regarding this issue. Would anyone in the Peak District area like to volunteer to become the Peak District Area Rep? RW*



# Series 2 Club 15th International Rally

**2-5 August 2018** Rutland Water

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

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

Postcode: \_\_\_\_\_

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

Total number in Party (including driver): \_\_\_\_\_ Number of children <17: \_\_\_\_\_

I will be in a:  Series II / IIA / IIB /  Other Land Rover /  Other vehicle

Model: \_\_\_\_\_ Year: \_\_\_\_\_ Colour: \_\_\_\_\_ Reg. No: \_\_\_\_\_

Arrival day: \_\_\_\_\_ Departure day: \_\_\_\_\_

**To help us plan the Rally, please indicate the group activities which interest you :**

- Green-laning / scenic drive
- Cycling around Rutland Water (*bring your bicycle or hire on site*)
- Treasure hunt
- Visit to Nene Valley Steam Railway

**Group activities with additional costs : (pay at event)**

- 1/2 day off-road at Tixover Quarry (**£15**)
- 1/2 day off-road at Land Rover Experience Rockingham (**£20**)
- Cruise on Rutland Water (**£8.50 per person**)
- Canoeing,  Windsurfing,  Fishing (**£tba**)
- Dinner at The Wheatsheaf Pub, Edith Weston; number of diners: \_\_\_\_\_ (**£ per own choice**)
- BBQ (**£tba**)

**Accommodation options :**

- I'm a day visitor and won't need accommodation
- I'll book the campsite online (*Go to: [winghall.checkfront.co.uk/reserve/](http://winghall.checkfront.co.uk/reserve/) and click on '2018 Season'. Group name "Land Rover"*)
- I'll arrange accommodation off site (eg. other campsite / local B&B / hotel)  
(*Local hotel / B&B suggestions: 1. Kings Arms, Wing; (£), 2. Broccoli Bottom B&B; (££), 3. Normanton Park Hotel. (£££)*)

## Rally fee: £10 per vehicle (or £5 day pass)

(Fee covers welcome pack, village hall hire and sundry costs. Fee does not cover food, accommodation, activities, fuel, etc.  
There are 80 spaces which will be filled on a first come, first served basis)

1) Send the completed registration form to **rally@series2club.co.uk** and pay Rally fee with PayPal (same email), by card (call 01925 722 286), or send with a cheque made payable to 'Series 2 Club Ltd' to: **Rally, Series 2 Club Ltd, BM 7035, London WC1N 3XX.**

2) Make your accommodation arrangements. Rutland Water is a popular holiday destination and wedding venue year-round; hotels, B&Bs and campsites book up fast in Summer, so better to book early. Search 'Rutland Water' on **hotels.com / booking.com.**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

# New Members

A warm welcome to:-

1298	Mr D Greasley	Angus	5933	Mr P Nibloe	Leicestershire
1995	Mr J Jefferies	Norfolk	5934	Mr J Eldridge	Australia
3443	Mr G Ratcliffe	Hampshire	5935	Mr A Moore	Bristol
3643	Messrs S & G Chapman	Hampshire	5936	Miss J & Mstr D Robbins	North Somerset
3832	Boris Hepp	Germany	5937	R Kwakkel & E van Noort	The Netherlands
3987	Mr M Butler	Devon	5938	Mr & Mrs N Hanks	Buckinghamshire
4251	A Creed & K Erickson	London	5939	Mr M Levers	Northamptonshire
4459	Mr A Weedon	Surrey	5940	Mr & Mrs D Owen	North Lincolnshire
4584	Messrs L & H Martyn	Dorset	5941	Mr J Beeney	East Sussex
4689	Mr M Hewitt	Berkshire	5942	Mr & Mrs L Ward	RTC Wales
56	Mr R Lamb	Cambridgeshire	5943	P Vannucchi & I Zappa	Italy
5885	Mr S Rogers	Cornwall	5944	Mr C J Clarkson	Cumbria
5886	Mr F Day	Essex	5945	Mr P Southby	Wiltshire
5887	Luciano Cagnina	Italy	5946	A Poole & J Bird	Essex
5888	Mr & Mrs W Driscoll	London	5947	Mr M Mephram	Canada
5889	Mr M Harvey	South Yorkshire	5948	Mr & Mrs P Leahy	Lincolnshire
5890	Mr & Mrs F Meakin	Staffordshire	5949	Mr R McArthur	Dorset
5891	Mr R Williams	Worcestershire	5950	Messrs T & O Dunger	Hampshire
5892	Mr & Mrs B Pontin	Oxon	5951	Mr L Bailey	Monmouthshire
5893	S Matthews & R Pawson	South Yorkshire	5952	D Ambrose & A Banks	Essex
5894	Mr D Vick	Argyll and Bute	5953	J Martin & K Roberts	West Yorkshire
5895	Mr R Hunt	Kent	5954	Messrs M & K Greening	Gloucestershire
5896	Roland Pijl	The Netherlands	5955	Mr A Honychurch	Kent
5897	Mr J Harris	Essex	5956	Mr L Widger	South Devon
5898	Mr M Bowden	Hampshire	5957	Mr P Smith	Oxfordshire
5899	Mr P Lucas	Lancashire	5958	Mr C Shadbolt	Bedfordshire
5900	Mr A Dredge	Buckinghamshire	5959	Mr & Mrs S Kelly	Merseyside
5901	Mr O Lundkvist	Sweden	5960	Mr Mrs P Cain	West Midlands
5902	Mr A Ross	Somerset	5961	Mr I Bradshaw	Staffordshire
5903	Mr & Mrs M Morrison	Devon	5962	Mr A Bird	Berkshire
5904	Mr H & Miss A Kerr	Co. Down	5963	Messrs M & M Ford	Hampshire
5905	Mr D Carmichael	USA	5964	Mr T Carter	Berwickshire
5906	Mr S Fry	Carmarthenshire	5965	Mr & Mrs H Boyd	Derbyshire
5907	Mr & Mrs J Wimpenny	West Yorkshire	5966	Mr J Richards	Kent
5908	Mr P Lomas	South Gloucestershire	5967	Mr A Alamudi	London
5909	I Mylchreest & L Parker	Devon	5968	T Scott & E Wells	Warwickshire
5910	Messrs J & R Naughton	Powys	5969	C Lindsay & S Grover	Kent
5911	Mr C Rudge	Devon	5970	Mr & Mrs M Williams	Conwy
5912	Mr J Lewis	South Yorkshire	5971	Mr Mrs G Sweeting	East Yorkshire
5913	P Chapman & K Banwell	Hampshire	5972	N Jordan & L Furmage	Hampshire
5914	Mr N Whitmore	Warwickshire	5973	Mr & Mrs H van de Braak	Leicestershire
5915	Mr D Collins	East Riding of Yorkshire	5974	Mr S Rigby	Dorset
5916	A Hindhaugh & S Lewis	Bedfordshire	5975	D Jones & S Dent	Aberdeenshire
5917	J Lewis & A Kitchen	Hampshire	5976	Miss R Kilpin	Buckinghamshire
5918	Mr D Ambrose	USA	5977	Mr & Mrs R Brierley	Essex
5919	Mr T Thames	USA	5978	Mr A Calver	Berkshire
5920	Mr S Murphy	Surrey	5979	Mr C Byard	Herefordshire
5921	Messrs W & H Heaton	West Yorkshire	5980	Mr D Hughes	East Riding of Yorkshire
5922	Mr R Collins	Hertfordshire	5981	Messrs K & S Critcher	Hampshire
5923	Mr & Mrs M Strudwick	Essex	5982	Mr & Mrs B Eggington	Dorset
5924	L Washington & P Weiss	The Scottish Borders	5983	Mr & Mrs C Duffill	Australia
5925	Mr S Reilly	East Lothian	5984	D Reid & T Hobbs	South Lanarkshire
5926	Mr N King	USA	5985	Mr & Mrs N Pickering	Norfolk
5927	Mr & Mrs G Kenworthy	Somerset	5986	Mr A Sharples	Aberdeenshire
5928	Mr K Browning	Bristol	5987	Mr & Mrs J Deady	Hertfordshire
5929	M Lewis & J Entwistle	Jersey	5988	Mr A Francis	Berkshire
5930	Mr G Charles	North Yorkshire	5989	Messrs M & G Hunt	Australia
5931	Mr G Keys	France	5990	Mr W Ellis	USA
5932	Luc De Peuter	Switzerland	5991	Mr G Hanser	Derbyshire



# For Classic Land Rover Enthusiasts



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

## Regular features include:

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

**RESTORATION FEATURES** - classic Land Rovers enthusiasts have restored.

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

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

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[www.classiclandrover.com](http://www.classiclandrover.com)



## Chairman's Chat

**H**ello all, I hope you've been having fun with your Land Rovers over the winter; certainly here in Perthshire we have had one of the coldest and snowiest winters for some while. Hopefully by the time this hits your doorstep, the weather will have improved (or got colder, if reading in the southern hemisphere!). The subject at the top of my in-tray this week is the UK Government's plans to exempt all vehicles over 40 years old from the annual MOT Test. As part of that move they have requested the Clubs advise members on what counts as a "Vehicle of Historic Interest". We are still working on our response - more details later in the magazine. In the meantime I'd be interested in hearing from readers elsewhere if their authorities have imposed anything similar.

Stop Press! Tonight's news is that this magazine is up for an award for "Outstanding Club Magazine" at the National Car Club Awards in March. It would be great if we were recognised and a fitting tribute to the work that Ros has done to develop the magazine. A shame, then, that I have to tell you that Ros has asked to stand down as Editor after the June edition, for personal reasons. We'll be very sorry to see her go. That also means we are going to have a vacancy for an Editor so if you have the right skill-set and experience to take on the job, please get in touch. Likewise, if you have contacts who might fit the bill.

I had hoped that by now I could give more news on a replacement membership system but the developer has some unrelated issues which have slowed things down. In our last

conversation he had the basic system up and working for the P4 Rover Owners Club but was still working on some of the special tweaks we have requested.

Planning for the rally this summer is well under way with lots of advance bookings already in. This year the set-up is a little different, with people being asked to book their own accommodation direct with campsite, hotel or B&B locally, leaving the Club free to concentrate on the actual activities. (This also relieves us of most of the cost liabilities, not having to pay in advance for booking spaces, hiring in showers, toilets etc.)

The 2018 Show season will also be well underway by the time you are reading this and it will be warmer out in the shed... time to get out there and get that project back on the road!

**Gene Maxwell, Chairman**

**EXCLUSIVE CLUB SATURDAY OR SUNDAY DISCOUNT\*\***

## SPRING'S BEST CLASSIC CAR SHOW

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\*\*Club SINGLE ticket (adult 16 years+) offer only applies to Saturday and Sunday single day tickets when booked in advance and is limited to 10 tickets per member. The club FAMILY ticket offer is limited to 4 family tickets per member, each admits 2 adults and up to 3 children (5-15 years). Hand in your ticket stub or print-at-home voucher to your club's stand and they will benefit from a commission.

# Supplier Discounts

Special offers for club members (updated February 2018)

## PARTS

### Bearmach

**www.bearmach.com** 5% discount on parts using the code TLRS2C5

### Britcar

Varying discounts available to club members when signing up to the on-line shop at **www.brit-car.co.uk** contact **jim@britcar.com**

### Charlesworth and Son

Steering Wheel refurbishment. Group buy offer: Club members can receive a discounted price on having their steering wheel refurbished for £175 each + carriage and VAT. Wheels must be supplied in batches of five and be stripped clean of old material. To register your interest contact **advertising@series2club.co.uk**

### Classic Car Geek

**www.classiccargeek.co.uk**

Club discount on brake pipe sets for Series II and IIA models. Made in kunifer, the pipe sets are £36.99 plus £5 P+P to the UK. Series 2 Club members receive a £9.49 discount bringing them down to £32.50 posted. When ordering, fill out your address etc, then go to payment. Click on PayPal and you will see a box for add coupon. The password is Series2club

### Dingocroft

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

### Disklok

10% discount using the code s2lrc10 at **www.disklokuk.co.uk**

### Les Cromie

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

### LRparts

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

### Richards Chassis

**www.richardschassis.co.uk**

offer a 5% discount to club members on their chassis – mention the club when ordering

### Shire Fabrications

Shire Safe T pedal £99 delivered in the UK, call 01623 740877 and mention club offer.

### Smartwater

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*The extraordinary story of a rare Lomas ambulance*

WORDS AND PHOTOS  
STEVE SHELLY

# Annie

## the ambulance

In 2015 we acquired what in our minds now is a very special vehicle, VTU 104E. If you have been around the Land Rover scene for some time you may well be aware of this vehicle and much of its past, but I hope you will find the following story interesting.

I have always had an affinity with old vehicles, growing up on a farm in my childhood, learning to drive tractors, and I remember looking at the Land Rovers on the farms with awe. Life, however, has a habit of moving you in different directions and we moved away from the farming life in my teens and I never fulfilled my childhood dream of having a Land Rover – until now. The nearest I came was in the 1990s when I owned an old 1984 Range Rover, a superb example of British Leyland's 'quality' engineering – oh, those Marina door handles!

Moving on to recent years, Corrie and I had been attending some music festivals, such as the 'Underneath the Stars' folk festival in Yorkshire organised by Kate Rusby and her family. We had always

been admirers of the old camper vans, in particular, old VW T2 type vehicles and, in the Spring of 2015, we decided to hire a VW camper for a weekend to go to the festival. Having enjoyed the whole camper experience, we started to consider purchasing a van. We had looked at a number of vans but nothing had caught our imagination, or was within our budget! One evening, whilst watching George Clarke's 'Amazing Spaces', Corrie saw a converted ambulance. The rest, as they say, is history.

After a quick google search, up pops a Land Rover Herbert Lomas conversion VTU 104E. A visit to Yorkshire, a test drive and two weeks later we were the proud owners of this very special vehicle, not understanding then its true pedigree. Satisfying a life-long ambition of owning a 'Land Rover' and having a camper was a double win.

With the ambulance came a number of documents, photos and magazine

articles which started to lift the lid on her past story. Intrigued, we started further investigations into the vehicle's past, and continued to try to build a comprehensive history. There are still some gaps but we have found out quite a lot to date.

Realising the vehicle's past, and looking at it, we wanted to make sure anything we did to 'Annie the Ambulance' (in particular the camper fit-out) did not change her too much from her original layout and could be reverted easily.

Annie is a Land Rover Series IIA, built in 1965 by Herbert Lomas Ltd, ambulance specialists based in Cheshire in the UK. She is fitted with a 2.25L petrol engine. We think she is the only example of a road running 'civilian' Land Rover Lomas conversion in the UK, if not the world. We have yet to find details of any others, so if anyone reading does know of any, we would love to hear about it.

For the sharp-eyed amongst you,



you may be asking why she is an E registration 1967, if she was built in 1965. The reason for this is that for the first two years after being built she was used as a demonstrator vehicle by Herbert Lomas themselves before being registered and sold in 1967 to Somerset County Council. Herbert Lomas were responsible for the building of a large number of coach-built ambulances over the years, predominantly based on Bedford, Vauxhall and BMC vans. They did however build a few based on the Land Rover Series model. It is believed these were mainly as 'weekend' or 'overtime' work, as they were not seen as the 'bread and butter' work for the company.

A couple of items supporting this story of a demonstrator have come to light. Firstly, during a rebuild in the 2000s, which I will come to later, a tape label identifying her as a demonstrator was found behind the panelling. The second clue is the three hinged steps giving access into the rear cabin. Most other conversions have a two folding step system only. An old worker from the factory informed a previous owner that the extra step was fitted to enable the nurses with tight skirts to climb more easily!

Annie then saw service as a civilian ambulance in Minehead, working in the Exmoor area (Somerset County Council). We believe she would have been painted a blue colour at the time as this was the colour of Somerset CC.

As you would imagine the Land Rover would have made an excellent choice for the rural countryside around this area. Ambulances at this time were all about transport as they didn't feature the modern paramedic capabilities you have in today's vehicles. Sometimes travelling with a nurse, basic first aid and help would

be provided, but it was all about getting the patient to a hospital. For significant incidents, a doctor would often follow up in a separate car or meet up with the ambulance at the incident. Whilst the old leaf-sprung suspension would have been useful on the outdoor tracks and roads, I can't imagine the ride back to a hospital with any sort of injury, broken bones etc!

Following service with Somerset Council she moved to Highbridge Hospital, situated on the edge of the Somerset Levels. Here we believe she was re-painted cream, which is the colour she remains to date.

Unfortunately, we have been unable to find any details of her during this time.

The ambulance was originally fitted with a Winkworth bell on the front bumper (now with a replacement today) which was designed to be electrically operated. There is a quote from a policeman from around the 1960s who referred to the bells as frequently failing because of the exposure to the elements. He had a piece of 'emergency string' which he used to tie to the bells' clapper and feed into the cabin of his vehicle. I like to think this is a possibility for our ambulance. Hurtling along at the huge speed of 40mph with a driver furiously tugging his piece of string to ring the bell whilst all the time trying to keep a Land Rover in a straight line conjures up a wonderful image!

In 1981 the Lomas was bought by the Red Cross and used for a number of years in the UK supporting its operations. As you can see in the photographs, it would have made an ideal vehicle for motor cross racing support and off-roading events.

After her work with the Red Cross, sometime in the 1990s she was finally





Original Lomas brochure

retired to Doncaster where a Series II fan (Kevin Lewis) acquired her and started to restore and maintain her.

I can only imagine how the years of outdoor life had battered her somewhat; rusty sub-frames, wood framed coach build – she was probably in quite a tired old state. Unfortunately Kevin lost his storage facility and then looked to pass the vehicle on to a good home. If anyone knows of Kevin then we would love to contact him to discuss the vehicle if he is willing.

Fortunately for everyone and the future of Civilian Lomas Ambulances everywhere, Paul Lund ‘adopted her’ (as he put it) from Kevin. Paul will be known to a lot of individuals in the Club I am sure, and the amazing story of the ambulance’s rebuild has been well documented, and an excellent article is available on line at [www.rtrehearn.plus.com/lomas\\_land\\_rover\\_restoration.htm](http://www.rtrehearn.plus.com/lomas_land_rover_restoration.htm) if you would like to read more. I will not repeat the details here but Paul completed a full nut-and-bolt restoration, an incredible task culminating in a pristine vehicle. A new galvanised chassis was used during the rebuild and the engine converted to run on unleaded fuel. Paul had tried wherever possible to stay true to the Land Rover’s history with very few modern replacement items. Many of the original features were retained and refurbished, finally being finished in the county cream colour from her past.

We have been in contact with Paul, and

### Herbert Lomas were responsible for the building of a large number of coach-built ambulances over the years’

finally met up at the Series 2 Club rally last year where he shared a lot of his stories about the ambulance with us over lots of cups of tea. It was great to meet him.

During her time with Paul, he also managed to source many items of original ambulance equipment including Lomas stretchers, resuscitation kits and other bits and bobs. The ambulance’s first outing following the rebuild was to Driffield LRO show in May 2004. There followed, over the next few years, many other shows. Paul used to have an old bed pan which he used to collect for the Air Ambulance charity. Articles in LRO and LRM magazines also followed, copies of which we still have, stored safe with the ambulance.

Then the real fame came. The production team at TV’s Heartbeat and the Royal came knocking and asked if the Lomas could appear on the show. And she did!

She appears in a number of episodes over that time. Special permission was granted to allow the ambulance to have the North Riding Crest livery added for the filming, which she still carries today. In

one of the episodes where a boy is taken into the back of the ambulance, he repeats the registration number VTU 104E.

After running her for a few more years, Paul arranged to part with the vehicle and had discussed sending her to a Norwegian collector thinking, in good faith, she was going to a museum and would be displayed along with other emergency vehicles like fire engines etc. Unfortunately, this was not the case, and again many of you may know the sad story behind the Norwegian Land Rover collection.

To summarise, over the preceding years a Norwegian Land Rover collector had been busy buying and collecting a huge range of quite specialist old Land Rover vehicles. They were being shipped out to Norway and his intentions were for the collection to go on show as a form of museum. Unfortunately in 2010 it became apparent to the Norwegian authorities that there was a problem with the collection.

“The hobby became a passion, then the passion became an obsession. But no one man can sensibly deal with so many Land Rovers.” Classic LRO Feb 2011

Unfortunately, the collection of 97 Land Rover vehicles had been left in a sorry state at a lock-up facility and yard. Many vehicles had been left outdoors and left to the elements, vandals and thieves. This was the case with the Lomas. She was left out doors, with her glasswork smashed, parts stolen and all the interior period ambulance equipment (stretchers etc.) again stolen. There are YouTube clips which show them being discovered, including the ambulance – a sorry sight.

After some negotiations, John Craddock and Exmoor Trim bought 31 of the rarest models back into Britain from

the full collection to sell here in the UK. The Lomas was one of these and was purchased from them in 2013 for the start of a re-restoration here in the UK.

The new owner replaced and repaired the damage done to the vehicle; they refitted new laminated dark glass to the rear. Replaced all the wheel cylinders and fitted new brake shoes all round. Cleaned the sand and water out of the petrol tank, replaced the carburettor with an original one, fitted new points/condenser, flushed the engine and radiator before fitting all new hoses plus fan belt, plus the 101 other jobs they put it in the advert when they sold her. We do not know the details of the owner at this time, and would like to get in contact to discuss the vehicle – can anyone help?

In 2015 she was then bought by John Brown 4x4 who, after completing a few jobs and ensuring she was fully road worthy, put her up for sale. That just happened to be the same week Corrie googled 'old ambulance for sale'. Timing is everything.

So, we became the proud owners of the Lomas. The ambulance was empty when we bought her, with no fittings in the rear cabin. She was mechanically running with an MOT and had been serviced. We then had to plan what we wanted to do with her. It was clear as soon as we saw her that, whilst we

## 'In 1981 the Lomas was bought by the Red Cross and used for a number of years in the UK supporting its operations'

wanted to use her as a camper, we did not want to take away the ambulance from her. I am an engineer by trade, so we got together and started to sketch how we could fit her out with the smallest of impacts on her structure. After a lot of scribbles and drawings we finally settled on a wood frame layout which locks itself together, and forms around the internal wheel arches and so did not need fastening onto the ambulance frame (no screws or drilling into the original framing or body).

We have fitted a three-sided bench seat which converts into a double bed, along with two bespoke cupboards, one housing a gas cooker and storage, the second just for storage. The cupboard which contains the cooker can be lifted out and used in the awning we bought for the rear of the van. Additional storage is available under the bench seating for everything from folding chairs, ground sheets, wheel chocks etc. The framing is built from

marine ply and the cupboards from beech veneered plywood, all treated and sealed. We were fortunate to have some friends in the

furniture making business who were able to make and cover the cushions to our sizes. Curtains for the windows provide a finished space, all ready for camping. There is also a drive away awning which adds a 'room' on the back of the vehicle, used as a living space when camping. Two 'modern' additions have been added: a rear view camera and mobile phone/satnav holder. Both can be hidden or removed very easily if needed. The entire interior can be lifted in and out with no screws, bolts or fixing to revert her back to an ambulance.

We have now spent a number of weeks and weekends away in her, enjoying the experience. She certainly attracts attention wherever we go.

Now we have her as a camper, we are looking to be able to also turn her back into an example of a working ambulance. The plan is to either take her to shows, or even get her some more film or TV work if we can. We have started to source a lot of the equipment, similar to that stolen in Norway. We have been unbelievably lucky and found an original Lomas stretcher, quoted as being like rocking horse doo-dah by some people! We now have two stretchers, a minute-man resuscitation kit, old first aid kits, blood pressure monitor and stethoscope. Pretty much all we need. We are still looking for the cushion mattress for the second stretcher, as it is a frame only.

We have fixed most of the electrics which had some issues, and sourced a new blue light for the roof, along with the usual maintenance and touching up which is continually ongoing. The next big project would be a respray as the paint is starting to look a little tired, but not critical yet.

We recognise we have a very special vehicle – possibly unique, and whilst we want to enjoy her and use her for camping, festivals and holidays, we also recognise we have a duty to keep this historically important vehicle safe and retain her past for the future. Being a little geeky, we have also started to build a website all about the ambulance, please pay a visit to [www.lomasambulance.com](http://www.lomasambulance.com)

If anyone has any information they can share with us about VTU 104E, or Lomas ambulances in general then please get in touch – pictures from old shows, or any knowledge of previous owners or history would be most welcome. We live around the Wigan area and can be contacted at the following email address [contact@lomasambulance.com](mailto:contact@lomasambulance.com). **B2L**



LRO Magazine 2011

# Snow Business

*The 'Beast from the East' has prompted some fantastic images from members via the Series 2 Club Facebook page. Here are just a few...*



Alexander Thorpe



Andre Nuyten



Gene Maxwell





Joe Farrow



Chris Jupp



David Atkinson



Gordon Lowe



Daniel Doherty



George Hepworth



David Moss



George Hepworth



Rhia Watson



Paul Mathey



Robert Shaw



George Hepworth



Giulio Klinger



Brian K Luse



Alexander Thorpe



Iain Gallagher



Myles Davidson



Richard Allin



# A lesson learned

*Having Land Rover fun in the snow is hard to resist, but always be prepared for things to turn against you!*

WORDS AND PHOTOS RICHARD ALLIN

It always seems to happen: I part with my only working Land Rover and we get heavy snow. But, very kindly, club member Gary Gosney loaned me his Tdi-powered IIA so I didn't go without.

After a morning exploring empty, snow covered Suffolk roads I decided to head home via one last rural route. I soon came across a stuck delivery van with its driver pushing cardboard under the rear wheels, hoping it would get him out of a drift.

Even with fairly aggressive tyres the IIA spun on the spot trying to shift the heavy van from a standing start. So, a couple of 'light tugs' were needed to pull it free whilst trying to avoid detaching any of its bodywork. The very grateful driver sensibly decided to turn round and go home, whereas I carried on.

The road then crossed some very open fields. I assumed the faint tractor tracks ahead would mean I could also get through. I was wrong.

I questioned my decision as an axle-deep drift stopped me on the spot. The wheels lost all traction in forward or reverse. Looking out across a white plain

**'My energy levels were rapidly dropping off thanks to the really harsh wind, constant shoveling and increasingly wet jeans'**

of wind blasted fields I realised that I'd gone looking for trouble... and had found it!

The next 45 minutes involved me sinking into the drifts whilst using the shovel that Gary had put in the back to clear snow from around the wheels and from under the axles. Various items from inside were shoved under the wheels to offer some traction which proved to be mostly useless.

My energy levels were rapidly dropping off thanks to the really harsh wind, constant shoveling and increasingly wet jeans. A Bear Grylls voiceover in my head was highlighting my mistakes and eventual demise. Close to giving up, I called Gary – a 45min drive away – to come and rescue me.



Whilst waiting, I gave it one more go and managed to dig down to tarmac behind the passenger rear wheel. This, I hoped, would give me some grip and provide momentum in reverse. Warily pulling myself into the cab, I had several failed attempts at rocking back and forth but then the tyre gripped and I slithered off in reverse.

Getting back to somewhere safe, I parked up and retrieved the shovel. Taking a photo at that point seemed to offer me a future reminder of how a good drive out can suddenly escalate into something else. Clearly I had been both foolish to do that on my own and lucky to get out without assistance. **B2L**



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# Ones & Twos

*A Thames Valley green lane trip*

WORDS **DYLAN FEATHERSTONE**  
PHOTOS **DAN WARDEN**

**D**uring our last venture we took a trip to the Bucklebury area of Berkshire. I lead the trip in my 1966 IIA Truck Cab, followed by Dan in his ex-SEB 1-Ton, Steve in his 200 Tdi Lightweight and Richard and Ian in their Series Ones. We were lucky with the weather and the lanes were good, too. If you would like to join in on any of my future trips, please email me on: [thamesvalley@series2club.co.uk](mailto:thamesvalley@series2club.co.uk). **B2L**







# Hanging around

Members enjoy an urban assault course

WORDS AND PHOTOS **JON HAYES**

I think we can all agree that January can make you feel a bit deflated after the festivities of Christmas have passed and with the long dark winter nights, it can be a little difficult to feel enthused and really get going. So, I was rather excited when local member Chris Whitely suggested how we could use the January monthly meeting to really energise and enthuse the local area!

The idea behind this started right back in the middle of last year when Chris had messaged me asking if I was interested in a spare six-pot front axle his friend was selling. As someone who has a thing for six-pots and always needing spares (comes from owning three of them), I of course jumped at the chance and asked when I could collect. Chris coolly responded that it was at his work and perhaps I would like to bring my kids as he has a "little play area" they might like; little did I know what he really meant...

A few weeks later, my family and I headed off down to Manchester, walked

into Chris' "little play area" and couldn't believe our eyes. What Chris had neglected to say, was that he is a director of the Challenge 4 Change (C4C) urban assault course and charity, which is dedicated to changing people's lives through challenging environments, working with and helping many worthy groups such as Blesma, other disabled groups, disadvantaged children, schools and general corporate team building. The play area fills a very large warehouse and encompasses a high-level climbing circuit, further low-level challenges in addition to the leap of faith and their infamous king swing. After an hour of being taken around the course we were hooked, not only by the facility but also by Chris, whose passion and enthusiasm for making a difference is almost larger than life; this is clearly far more than just a job to him and his team. As we chatted about our shared love of Land Rovers and the fabulous work that they do (they even use a Series II as an anchor for their



mobile zip wire on their double decker bus!), Chris said, "Why don't we have a meeting here?" So, after finding another excuse to visit later in the year (this time delivering a 109 roof and picking up some more bits), an energetic and somewhat different start to 2018 was planned.

We had set a date for the end of January and were hoping for a good turnout so that with planned raffle and donated food we could not only have fun but also give something back by raising funds for the charity.

On the day of the meeting, we were blessed with good weather and as we neared the 11am start, members started flooding in and with many Series vehicles

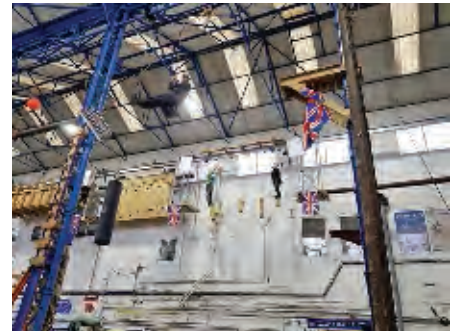


to arrange in the area, we deftly started marshalling them into display. Suddenly, we had turned an urban assault course into a Land Rover adventure jungle!

By about 11.15 we had about 20 Series on display and over 70 people, eager but somewhat nervous about the challenge ahead. As I said before, Chris' enthusiasm is infectious and after the short briefing in the conference room and heart-warming stories from people he has helped, I could see that the nerves were starting to lift and there was a mass of energy and enthusiasm in the

room; it was going to be a great day!

With the C4C staff, manning the activities, groups headed off to get kitted up and take part. Now, you may think that the first ones fighting their way through to the front would be the children and younger members but no – it was some of our more 'experienced' members who were charging to the front and before you know it Lesley Monk is climbing the telegraph pole and next minute leaping towards the trapeze frame as part of the leap of faith. Five minutes later and I see Ray Steele and



### **'They even use a Series II as an anchor for their mobile zip wire on their double decker bus'**

Chris Gregson, challenging each other to ever faster laps of the high level circuit.

As the day went on, just about everyone had a go at some activity and a real team spirit pervaded, those who were at first less confident were helped by others and the whole group helped and willed each other to achieve. Yes, some people were nervous at first but the sheer delight and sense of achievement when they completed the activities was amazing; if you have seen the picture of Liz Wood on Facebook, you will see exactly what I mean.



As you can see from the pictures, we all had a great time and from collecting donations for the sausage and bacon rolls and numerous cakes, in addition to a raffle, we were delighted to raise over £415 for the charity.

The feedback from the day has been very positive and so it is very likely that we will make this an annual activity in the North West area, it is certainly a good way to kick start the New Year!

Finally, I have to say a massive thank you to: Chris and the team from C4C for looking after us and letting us pretty much take over their facility; my wife Carol, for help in setting up the event, making cakes and cooking the bacon and sausage rolls; Kate Taylor for making cakes and helping with the cooking and serving; Liz, Pip and Cass Wood for making cakes and selling raffle tickets; and everyone who brought along prizes for the raffle. **B2L**

# Portrait of a Land Rover

*A lucky Series II has its 15 minutes of fame*

WORDS AND PHOTOS **SEAN COOK**

**A**s a fashion photographer for the last 20 years, I've had the pleasure of working with several Land Rovers for different clients in great locations, such as the icy tracks of New Zealand, the bright sunlit beaches of South Africa and the rolling, epic mountains of Scotland. I've always loved shooting with such an iconic vehicle. They definitely add a certain 'cool'. So time was well overdue to get one of my very own. After months of searching for 'the one', I was eventually seduced by 'Fiona', a pastel green Series IIA on Ebay. The next day I found myself on a train down to Rottingdean on the south coast to meet her. Although she's smelly, noisy, and driving her is very difficult, I fell in love with her immediately. I had never actually driven one before and it was a lot harder than I expected, especially with the lack of power steering. I'm pretty sure the previous owner, Perry, said to his wife, as I drove away, "He's gonna crash that". As soon as I hit the open road, I couldn't wipe the smile off my face for the entire journey back to London.

One of my ideas was to introduce the old girl to the fashion world by featuring her in some of my upcoming photoshoots. A couple of weeks later I had a phone call from FatFace, one of my regular clients, who I have shot Land Rovers for in the past. They were putting together a photoshoot down on the Selsey Coast. And the outfits to be shot for the day would mainly be winter wax jackets, bags and jumpers. I thought this would be a great opportunity to introduce Fiona to them.

On the day, I got up extra early on a freezing cold October morning. After two petrol stops, three coffee stops and four hours later, I finally arrived. To be fair at least half an hour of that was spent talking to an ex-soldier, who came over as soon as

I pulled into the service station and he told me how he used to drive his Series II back and forth to Germany several times when he was stationed there. It made my journey to Kelsey seem insignificant. Although when I eventually arrived, I did wonder if I should have driven down in my Audi.

When I turned up at the location house, I parked Fiona right on the set. The stunning morning light was highlighting all of her best features. The stage was perfectly set, and all she needed to do is to wait for her moment. Before I could say 'Solihull', the kid models were clambering onto the bonnet to sit on the mounted tyre. This made a great picture because they were so excited that they forgot the camera was there and I captured some lovely candid shots. Then as I looked around, there was a dog in the front seat with one of the female models. She was busy sitting in

**'I parked Fiona right on the set. The stunning morning light was highlighting all of her best features'**



the driver's seat with the dog on her lap, while the videographer captured some footage. Last but not least, out came the male model looking as cool as anything and sitting on the tailgate, looking like he owned it! (Annoyingly, he looked much better in it than me). Now Fiona can be seen on the FatFace website, and in their shop windows all over the whole country. She may even pop through your letter box.

I soon decided to start 'Nice Bangers', a company just hiring Land Rovers. Well, the name did make me and a few friends laugh, so obviously it was a go-er. Just two weeks after I launched my website (nicebangers.co.uk), I have already got enquires for wedding ceremonies, interests from other clients, and even a TV show! Meanwhile, other Land Rover owners have approached me for representation. I am shocked at the feedback. Social media marketing has speeded up the whole process and a start-up is able to reach a wider audience. Besides, I just realised that there is a huge gap in the market for vintage Land Rovers.

The wheels are now fully rolling and it's my intention to take on as many vehicles as possible and to build up enough different types of Land Rovers, from Series I, II, III to Expedition 109ins, from Military to Defenders, to cover all areas of photoshoots, TV, and Film. I want to bring the classic British icon back in fashion. **B2L**



**F**or about three years I had been thinking of travelling in Africa.

Several friends had visited Morocco, Kenya, Uganda and South Africa so Jacqui, Alison, Rollo and I set off on 5 November 1969 in a marine blue Series II 109in. Four months and 18,000 miles later, we arrived in Cape Town, South Africa having travelled through 15 countries and sharing just a few adventures in "OMO". Here is the story...

In February 1969 I was working as a junior hospital doctor at Wexham Park hospital in Slough. Jackie was a physiotherapist. She had trained in Cape Town and her parents lived there. Alison was an occupational therapist at the same hospital. The three of us began planning and researching for our adventure. The first problem to solve was which route to take? Plan A was across North Africa from Morocco to Egypt then south to Uganda and on to South Africa. But considering wars and politics we finally decided on the Hoggar Route across the Sahara from Algeria to Nigeria despite the Biafran war in southern Nigeria.

The next question was: which vehicle? A Land Rover of course! We bought 'OMO' locally for £875 second-hand, with a six cylinder petrol engine and 25,290 miles on the clock. After weeks of searching we were contacted by Rollo, a car enthusiast and civil engineer. He expertly adapted OMO, adding a large, full length roof rack, extending the front chassis to take two jerry cans each side for water, fitting a hand operated winch and adding freewheeling hubs, a hidden floor safe for cash, front and rear movable spotlights, a manifold vacuum gauge, altimeter, air horns, heavy duty rear springs, a 100 ft tow rope, two hydraulic jacks, Schrader air pump etc., a set of spares from Land Rover (but no half shafts), a full set of Michelin

XS sand tyres, spare inner tubes, four jerry cans for petrol and a 20 gallon fuel tank for the Sahara crossing! Then there was all the camping and cooking equipment, clothes, food (including tinned butter), mosquito nets, camp beds, large tent, tables, first aid kit, typewriter, cameras etc. In retrospect we took far too much so we were heavy!

We met Sue and Ken before we left, they were going on their honeymoon to Zambia in a Land Rover Carawagon so we arranged to meet en route in Algeria and travel together to Uganda.

At last with visas, passports, the Michelin maps of Africa, a compass and 'the kitchen sink' we left Wexham Park on 6 November 1969, changing drivers every hour. We took the ferry to Calais, collecting French Francs in Paris and fitting the heavy duty springs near Alicante in Spain.

On 15 November we crossed to Africa from Algeciras to Ceuta, collected petrol coupons and explored Morocco for 12 days, doing around 14mpg. We met with Ian of Safari Tours with 12 in a LWB Land Rover! He had driven across Africa several times and gave us masses of advice. He sold us a half shaft and advised that we buy another. As well as this, we got two punctures, sun-bathed in Agadir and took 6,000 ft passes over the Atlas Mountains.

Our first noteworthy incident was in the Todra Gorge, driving into deep water. The footwells filled up. With the fan belt removed, we restarted the engine then gently reversed out.

On 27 November we crossed into

**'This was the Hoggar route, mainly across stony desert with sand belts further south'**

Algeria and did a 4,000-mile service on the coast near Algiers. We survived a severe storm all night then continued into Algiers for 600 litres of petrol coupons, saving 40%. Here we also collected our post and sent some home. Then we headed south to the Sahara, but at 2,500 ft we found snow. The road was blocked by jack-knifed trucks. By chance we met Sue and Ken a day early; we would be travelling with them to Uganda. Suddenly, in the mountains, we experienced loss of power and misfiring which turned out to be a blown cylinder head gasket which was duly replaced.

On 5 December we arrived in Ghardaia in the Sahara. We met Mike Foster with the Land Rover Film Safari, testing the new Range Rover. We also met several other Trans Africa groups heading south. At El Golea the tarmac finished. This was the Hoggar route, mainly across stony desert with sand belts >



# Slough- Cape Town

*This story is taken from a diary account of an extraordinary overland journey in 1969-1970*

WORDS AND PHOTOS **KEITH BEATTIE**





Malawi



Fallen at the ferry



Boarding the ferry

further south. The sand tyres punctured easily on the sharp stones so there were numerous puncture repairs. At every wheel change we checked the nuts after 2-3 minutes driving because of horror stories we'd heard of lost wheels. We had a clogged fuel filter twice that week.

We climbed up the Hoggar Mountains around hairpin bends over a rough track with steep drops. In low box first, on a hill start, we heard "BANG!" – a broken rear half shaft. Luckily we had Ian's spare and, after 90 minutes of dust, oil and sweat we replaced it, then climbed to 9,000 ft.

At Tamanrasset, the last community for 600 or more miles, loaded with 74 gallons of petrol and 21 gallons of water, and weighing 3.5 tons, we set off, lowering tyre pressures for any soft sand – thank goodness for the Schrader pump. We used the compass frequently as there is no definite track, and managed about 8 mpg.

We arrived in Agades, Niger, on 17 December during a huge festival with camel races and people from many tribes and racial heritages. Heading due south to Nigeria, we met five Series One Land Rovers with 21 people on board, heading north from South Africa. We learnt a lot about the routes and challenges ahead.

At the Nigerian border we swapped to drive on the left, on tarmac. We drove into Kano where Rollo exchanged the Michelin XS for two road tyres. We did a full 8,000 mile service. We spent Christmas in Kaduna then drove east through Maiduguri into French Cameroon, driving on the right again. Here, we acquired a long and short half shaft from a crashed Land Rover Series II.

We mainly drove dirt roads except

**'When the ferry returned we were faced with a rotting wooden deck, no quay and no ramp'**

in towns where there was a single lane of tarmac. There were frequent gullies across the road. Our surroundings consisted of some trees but mainly savannah. We entered into the Central African Republic on 31 December with another flat tyre to change.

On 8 January 1970 we arrived at Bangassou on the bank of the Mbomou River, 500 yards wide, and hoped the ferry was still working to take us into the Democratic Republic of the Congo. We had to provide two charged 12v car batteries and four gallons of diesel. Drums were rolled on and a dugout appeared from across the river to collect Rollo, the batteries and diesel. When the ferry returned we were faced with a rotting wooden deck, no quay and no ramp – just a few boards to drive onto. We were successfully loaded and crossed the river.

On the other side there was a ramp of sorts. With four wheel drive engaged we crept onto it but the ferry moved out and the rear wheels dropped into the gap, catching the spare on the rear door, bending the door and breaking the window. The fall also broke the top leaf of the left rear spring. On inspection, we noticed that we had also smashed the front drive shaft somewhere – maybe on a gully some days before. Three hours and 20+ men with poles later, OMO was lifted onto dry land. The ferry returned to collect Ken and Sue who landed safely.

With tropical jungle, poor roads and doubtful bridges not maintained for six years since the rebellion, we struggled on and needed a tow from our friends quite often. There were huge potholes and mud everywhere. We encountered two more ferries, one rope operated the other diesel engine. The planks on the bridges had rotted away leaving huge, horizontally-laid tree trunks. Each had to be measured and assessed carefully. With speeds down to 10-15 mph, it took three days to cover 400 miles via Poko but we received wonderful hospitality from Mission Stations on the way.

At last on 13 January, we arrived at the border with Uganda and crossed into Arua. After 10,300 miles the worst was over. Uganda was in a state of emergency after Obote's failed assassination. We crossed the Nile on an excellent ferry and stayed the night at Murchinson Falls. Forty miles north of Kampala we drove our first tarmac road for 1,900 miles!

We had spent £403 on consumables, £10 each a week and £180 on petrol. Ken and Sue left us and drove via Rawanda to Zambia. We continued to Nairobi, crossing the equator at Eldoret at 2,800 metres.

An amazing mechanic's garage replaced the front axle, the rear door and the broken rear spring in three days for £210.

We met other travellers; a couple we had already seen in Agadir in Morocco on 20 November. They had come via West Africa through Mauritania. Also, another four in a long wheel

base Land Rover had come via Italy, Libya, Egypt, Sudan to Nairobi.

We drove up to 12,000 ft on Mount Kenya, then enjoyed a beach holiday near Mombassa.

Recharged, we headed south towards South Africa. A mounting bolt securing the engine became loose, we had another two punctures and nearly ran out of petrol in Zambia. Once, after refuelling, the engine cut out and refused to start. A faulty coil was replaced and the fuel filter cleaned again.

We crossed into Southern Rhodesia on the Kariba Dam and, on the way to Victoria Falls, we had another puncture and a cracked wheel rim so only one spare wheel was left. Driving fast on a tarmac road, a tyre blew out and we had to buy a new, expensive tyre for £23.

We then had an easy drive into South Africa via Johannesburg and

Durban to Cape Town. On Monday 2 March 1970 we drove onto the beach at Cape Agulhas, the southern tip of Africa, and dipped OMO's wheels in the ocean. The trip had covered 17,796 miles in 116 days, costing £240 each.

We all worked in South Africa and planned our return journey to the UK in 1971 via India – but that's another story. Thank you 'Land OMO' for taking us all that way; we made you work hard. **B2L**





# Yule do

## Christmas Pudding Run 2017

WORDS **GORDON LOWE** PHOTOS **GORDON LOWE, JOHN STOKES, JACK GAUNT, TOM TATTERSHALL**

**T**he Yorkshire town of Masham is accustomed to playing host to eclectic groups of vehicles and this year's Christmas Pudding Run line-up of Land Rovers made a striking display. Starting from the newest, squeaky-clean Evoque, a walk down the market square covered every decade of production and there was even an intercontinental brace of Series Ones. Paul Lund brought 'Wombat' his sweet 107in Aussie tray back and Adam Bennett came along in 'Oxford' SNX 891. Famously rescued after spending 59 years on Ascension Island in the South Atlantic Ocean, the fact that Oxford is being used for recreation and is out at the shows for everyone to enjoy rather than shut away behind a rope barrier in a museum or housed in a private collection is fantastic.

The turn-out was so impressive that 30+ vehicles made the journey over Grewelthorpe and Fountains Earth Moor in five groups. Enjoying a nostalgic drive over the byways of his youth was overland journalist, Sam Watson, who usually bounces around the remote bits of the Middle East, North and East Africa. The stunning images of the day

### 'We lost Kent member Richard Boutell less than a mile up Wreake's Lane when his gearbox failed'

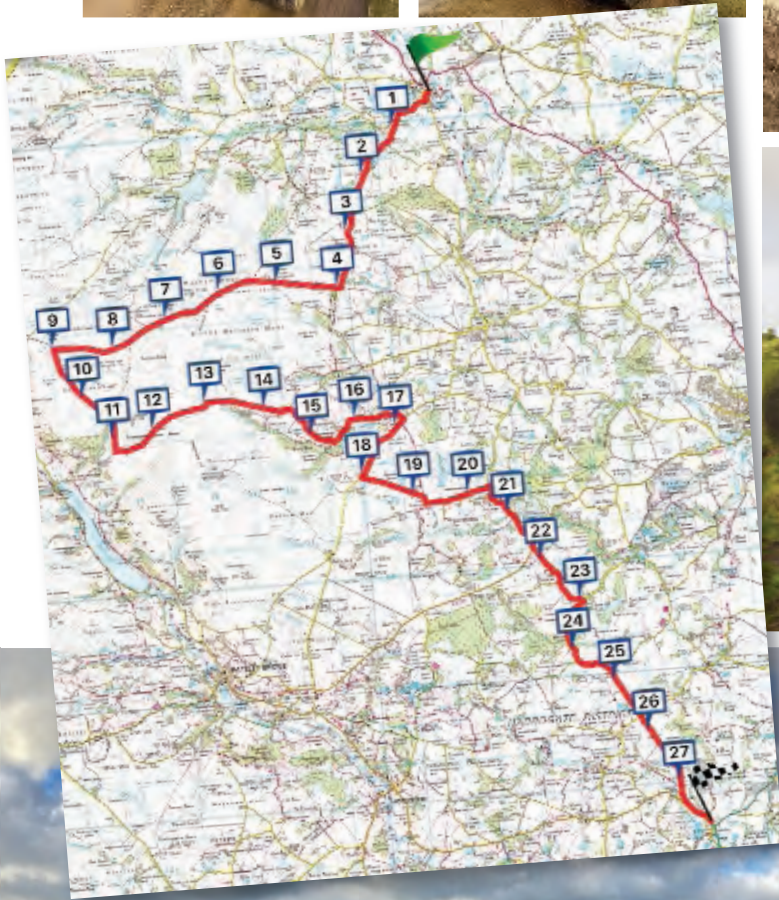
were all caught by roving photographers John Stokes, Jack Gaunt and Tom Tattershall on his David Brown 25D, including one shot of a rare surprise; a Southern Series II Land Rover! Sadly, my group lost Kent member Richard Boutell less than a mile up Wreake's Lane when his gearbox failed - that'll teach a Southerner to try migrating North in Winter! John Horne kindly towed him back to Masham for the beginning of his long journey home that included four relays, 50 text messages to tease him 'Yorkshire style', a spectacular view of midnight fireworks over the Thames Valley and an arrival time home of 3.45 am New Year's Day.

The prize of a Land Rover shopping/beer bag was won by Richard Johnson for his radiator mounted Christmas reindeer chasing a carrot, Richard freely admitted to doing a 'drive by' the evening before to check on the competition parked outside the pub! The deer theme was duplicated on both my 'Deermobile' and Rachel Fielding's Series 11, while Mark Sidwell brought a bit of class with his brass ensemble piped carols at the Ripley Castle picnic.

Now in its seventh year, I think we were all amazed by the number of people who turned out on New Year's Eve. Grewelthorpe and Fountains Earth Moors offered up a great day of off-road driving for all abilities so a massive 'Thank You' to everyone who joined the run and to group leaders Mark Sidwell, John Cramphorn, Richard Johnson and William Gaunt. The date for the 8th Christmas Pudding Run is Sunday 30 December, 2018. **B2L**







# RETURN of the TRACTION MILEAGE



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# Stay cool

Keep your cooling system working optimally with these handy hints

WORDS AND PHOTOS **ADRIAN SMULDERS**



Checking you have the correct radiator cap

**S**ome of us have experienced that our older Land Rovers can really get 'above its tea-water' (Dutch saying meaning to overheat). In the old days you regularly saw cars steaming, especially if they had been climbing a mountainous road. The cure: pull over, slowly loosen the radiator cap with ample folded cloth (found somewhere in the car) to protect the palm of your hand. The cooling water fizzes out; a typical case where refilling is necessary!

Nowadays we rarely look at our cooling systems. However when I did, I found that over a period of time, a little bit of cooling fluid was lost to just below the top plate of the radiator. Around 0.2

litres went in which again disappeared. A leak somewhere at the top of the radiator perhaps? Pressurising it gave no clue. Given the very limited leakage and no further cooling problems, would I live with it? Not by any means!

## THE RIGHT CAP

The solution is so often simpler than expected. Take the radiator cap in your hand and measure the distance, using calipers, from the inside lid to the bottom of the rubber ring. Lock your calipers (or remember the measurement) and place it in the filling opening. The calipers should remain a little above the collar. In my case the distance was exactly the

same, meaning the cap was pushed open at the slightest pressure allowing coolant to escape from the radiator. Cooling systems without an external reservoir (Series One and II) just lose the liquid (with a final drip on the garage floor).

The type of cap has to be quite accurate. Too short a cap doesn't close. Too large and the cap's spring is pushed all the way and therefore never opens. Therefore, if you feel spring pressure when you close it, it is usually okay, but measuring it is wiser. Sometimes a new cap is needed. The normal opening pressure is usually around 0.6 to 0.9 bar.

As you are now holding the cap in your hand, check the rubber to see if it is still undamaged and flexible. Also, on the rubber seal side, is the valve in the middle still movable and the rubber underneath clean? (In the photo a screwdriver is used to keep it open). This valve allows air to get in when cooling down or, with a Series III or later, coolant to be sucked back from the reservoir. Of course, make sure that the sealing surface in the filler cap rim (radiator side) is clean and sound (no cracks).

## MATERIAL PROTECTING COOLANT

As well as the cap, the cooling fluid needs attention. Its purpose is to cool, protect and prevent freezing.

Coolant often stays in the system for years yet it is also subject to wear and tear. The supplements/additions which should protect the metals can clump and/or lose their protective effect. In general it is advised to replace it at least once every seven years. But certainly refresh it if the liquid is heavily discoloured (rusty brown or even lumpy).

When draining, make sure that as much liquid as possible gets out (get the coolant warm which will open up the thermostat). The heater should be turned on. Sometimes there is a tap or a plug on the radiator. Often, these are seized or, after opening, no longer leak-tight which is why

I prefer to release the lower hose. There will be a splash of coolant water, but with a large tank underneath, it shouldn't be a problem. You are then in a perfect position to check the hoses (top and bottom) or even better, just replace them. To get the last drops out, let the engine run for a minute or remove the supply hose to the heater and put some compressed air on it (1 to 1.5 bar is more than enough). Rinse the cooling system well (two or three times, until the water becomes reasonably clear) with just tap water before you put in the fresh, new coolant.

### SILICATE!

Are you using the coolant off the shelf of your automotive parts store? Our old Land Rovers normally also have older cooling elements in the radiator housing with relatively large inner tube diameters. For modern cars, elements are used with much thinner inner diameter tubes, sometimes only 0.6 mm. There the coolant must be very thin liquid and certainly should not leave a coating layer. Thus the coolant that you now buy in the average automotive materials store is therefore always silicate-free (check the back side, small print).

The Series, however, need silicate in their coolant. If you put a silicate-free liquid (type G12 and further) into your engine/radiator, it will eventually erase the protective layer (silicate) on the inside of the cooling pipes, ultimately leading to leakages.

For your information: cooling liquid

running through different types of material needs extra additives. For example, a cast iron engine block with an aluminium cylinder would need fluids like G12, G12 + etc. Each manufacturer has its own type. Read the label and your owner's guide carefully.

To make it even more complicated, sometimes you will find G11/type C

**'If you put a silicate-free liquid into your engine/radiator, it will eventually erase the protective layer (silicate) on the inside of the cooling pipes, ultimately leading to leakages'**

fluid, but based on OAT (Organic Acid Technology). Or G12 with some silicate in it, but again based on OAT. That protects well, but dissolves silicates. The same applies for HOAT's (Hybrid Organic Acid Technology). As you can see, coolant territory is very diverse! In general, if different materials come into contact with the cooling water (such as copper pipes, bronze water pump impellers, aluminium heater elements, aluminium cylinder heads) electrolytic

effects are created, like rust. The least genuine metal is attacked and eventually dissolves. We are lucky in that our Series have a cast iron block/head and water pump impeller. And with silicate in the coolant, there is also a nice protective layer to the copper radiator core.

As the channels in the radiator are still fairly large, they do not clog due to that mini-layer of silicate. The use of silicate affects the cooling slightly. After all, there is a layer between the liquid and the pipe, but the effect is minimal.

Usually you will find silicate-containing coolant under the designation G11 or 'type C' and it is often blue, but also green. And it is even cheaper than the more modern ones!

### FROST PROTECTION

Protecting the material (iron/aluminium/copper, etc.) is an important task of the cooling fluid, but it should also give frost protection. Make sure that there is 'antifreeze' in it to at least -25°C. On the internet you can find both ready-to-use and separate coolant and antifreeze. Pure antifreeze protects only up to -130°C! Often mono ethylene glycol (MEG or EG) is used or mono-propylene glycol (MPG or 'PG' for short, slightly more environmentally friendly). A mix of approx. 50% water and 50% glycol will work down to -40°C. Do not dispose of the drained coolant in the sink or toilet. It is chemical waste.

So, if you're, peeking under the bonnet, pay some attention to your cooling system. **B2L**



Checking you have the correct radiator cap



Checking the radiator cap valve

# A new Vehicle Database

*A comprehensive update*

WORDS AND PHOTOS **CHRIS GREYSON (BOTTOM BOX)**

Long standing members of the Series 2 Club will remember the Vehicle Register which was published at intervals in *Built 2 Last*. The aim was obviously to create a lasting historical record of our Series II classic vehicles, which would be available to researchers, and those 'rivet counters' who wished to drool over details of prototypes and specialist conversions.

The original card-based system was replaced with the computer version of the Vehicle Database. Just a few clicks on the computer and a list of all SWB petrols would appear, all 109 Station Wagons, or all 1961 vehicles, including Gaydon build dates, chassis and engine Nos. Unfortunately, and I do mean unfortunately, club members were able to choose whether vehicle details were made generally available for viewing, or whether they should be hidden. Where club members had selected the privacy option, the chassis No. of the vehicle record appeared as "xxx-x-xxxx".

Somewhere in the distant past the club selling point became the anti-theft deterrent that vehicle components were recorded in the Vehicle Database, rather than the underlying historical record aspect of the data. Members began to submit vehicle details with winch fitted, spot lights, 200 Tdi engine, canvas roof, 205x16 radials. The Data Protection Act reared its head and some were concerned about whether we could retain the vehicle details as an historical record when an owner had left the Series 2 Club or sold the vehicle. When a member left the

Club, the Data Protection Act prevented the Series 2 Club retaining personal contact details; so we were unable to get the "xxx-x-xxxx" restriction lifted.

I can't really understand why this 'privacy' issue became so prevalent. The Data Protection Act only covers personal data, not vehicle serial numbers, but it has caused the Club so many issues over the years. The registration plate is bolted to the front and rear of the vehicle so anyone can read it. The chassis No. is stamped into the front dumb-iron, so anyone could check it whilst you are shopping in Morrisons or Asda. Modern vehicles have the chassis No. prominently displayed in the windscreen. Nowadays, repair garages and parts departments only require a registration number to order the correct vehicle parts, as computer software links the registration plate to a chassis No. and an HPI check will reveal far more detail.

Perhaps two years ago, a security issue was raised with how the Vehicle Database had been technically created. I don't fully understand what the problem was, but it obviously put the Series 2 Club website and forum at greater risk from computer hackers. I'm told that the repair costs were in the region of a new Pegasus bulkhead. The Vehicle Database still physically resides on the Club's computer server, but to address the potential security issues, it was switched off. All the vehicle records still exist, but they are now effectively locked away.

Those who use the Series 2 Club computer forum will be aware that Paul

Bohan (58Paul) is a club member and Land Rover enthusiast with a particular interest in the 1958 model year vehicles, built February 1958 – August 1958. Paul started a 1958 Register on a public thread of the S2C forum, and over a few years, forum users from around the world added details of their 1958 vehicles. The 58 Register contains details of chassis, engine, gearbox and axle Nos. This has become the definitive list of 200+ surviving 1958 Series II Land Rovers, and their serial numbers / dated components.

I've been involved with the Club VRO for a few years. The Vehicle Registration Officer, latterly David Dutton, now Peter Holden (romahomepete) is often presented with a Series II Land Rover 'barn find'. Sometimes the vehicle has registration plates, but no V5 Logbook, at other times all the vehicle identity plates have been removed. In order for DVLA to register a barn find without any ID, the Club VRO has to attach a manufacture date to the vehicle. A 'local' vehicle inspector is dispatched to recover any vehicle dating evidence.

The quality of that dating evidence can sometimes be dependent upon the knowledge of the vehicle inspector, but often is severely limited by the facilities available. Imagine crawling under a Land Rover, covered in a tarpaulin, parked on a grass surface at the bottom of the garden; it's raining – and blowing a gale...

It became apparent that whatever serial numbers and date stamps are recovered from a vehicle, there needs to be a club database of 'original' reference data or some 'dating guru' who just knows all the answers.

The Series II vehicles had diesel engine serials which clearly identified them as SWB or LWB variants, and the gearboxes were stamped with their own type No, but the petrol variants generally follow the same sequences. It might surprise you to learn that regardless of whether the Land Rover was built as LHD or RHD, SWB or LWB, home market or export, the petrol engine and gearbox Nos. are fairly standard throughout the range, generally following exactly the same sequence as RHD home market models. The front axle might be stamped as a RHD export, or a LHD version, but the rear axle will generally follow the same serial number format as the RHD home market model. So whilst you may never have seen a LHD diesel engine variant or a RHD petrol export, the

vehicle travelled the same production line, and largely contains the same component parts as a RHD home market vehicle, so theoretically it would be possible to date a LHD Series II Land Rover from France, Germany or Timbuktu, purely by reference to the serial numbered components.

As engines are all serial numbered, then to some extent they can be fixed to a timeline of when they would have been available on the Land Rover Production lines. We know that engine and gearbox production was roughly matched to demand for vehicles, and that the engine serial No. rarely matches the gearbox serial No. but for (1958-1961) Series II vehicles the unit serials are always within roughly 150 of each other, with an 'oddball' thrown in every so often for good measure.

This little project was given a massive boost when 'Rummers' recorded the details of Series II and Series IIA Land Rovers in the Vehicle Licensing records held in the Cumbria Archives. The old Cumberland records had details of 'original' engine Nos. at the time of first registration. If memory serves, there were perhaps 350 engine Nos. recorded against a chassis No., so this was the start of an historical archive of 'original' serial numbered vehicle components.

Over the years, I've amassed a reasonable amount of 'vehicle dating' information, some obtained in an official capacity as a club vehicle inspector or deputy VRO, or picking up little snippets of information from forum discussion threads. I've followed the rebuild threads and recovered various serial numbers which

## 'Sometimes the vehicle has registration plates, but no V5 Logbook, at other times all the vehicle identity plates have been removed'

can be attributed to a specific chassis No. I've collected vehicle data at various pub meets, club rallies, Coast-to-Coast drives, even at the NEC show. Some vehicle owners might feel that there are 'privacy' issues surrounding their vehicle data, whilst other data is posted to internet threads, and therefore already in the public domain.

I would hope that most folk would agree that writing a VRO dating letter to DVLA, stating that club records show that a specific engine serial No. or gearbox serial No. dates a vehicle between chassis No. X and chassis No. Y is a reasonable use of vehicle dating information. If the Series 2 Club isn't authorised to use it for that purpose, then as a 'marque' club, why are we actually holding or storing the information? It serves no real purpose, and should be deleted from the club records. Likewise, a S2C forum question about when the Series II screw vent opener was superseded by the quadrant vent, or when gearbox dipsticks were deleted. If the Club holds the information, but can't use it to benefit club or forum members, it becomes worthless.

In an attempt to gather more dating material, address all the Data Protection issues and other 'privacy' concerns, I began discussions with the Series 2 Club Board of Directors and the club VRO as to how this project could best be progressed. The Board are fully aware of their legal obligations under the Data Protection Act with regard to 'personal data' (i.e. club membership details, names and addresses), but are keen to dispense with any 'privacy nonsense' in respect of 'vehicle data' or serial Nos. An accurate historical record of Series II / IIA / IIB vehicles would be of immense benefit to the Club, and the club VRO. The concept of Series II dating information published to the internet, in the public domain, overrides all 'privacy' concerns. Nothing actually identifies your particular vehicle; it's just a chassis No, with no reference made to the Registration No., or owner. The vehicle cannot be identified by the average 'Joe Public'

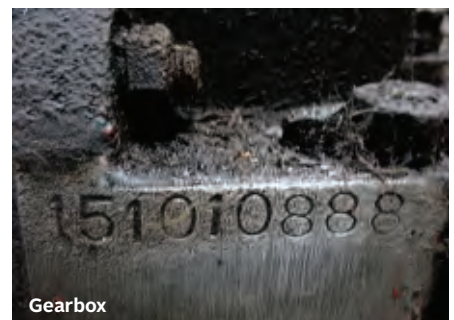
I wondered where I might acquire more engine data from 'original' documentary sources. You might now have a replacement engine or a 200 Tdi engine fitted, but the V5 Registration Logbook still records the 'original' engine No.? Have you completed a DVLA V888 enquiry and received a bundle of photocopied registration documents which date back to 'original' registration, maybe the 'original' engine No. is recorded. The Registration Archives is another source of information; many only recorded 'Land Rover', some authorities recorded the chassis No, others recorded both chassis and engine No. If you are aware of a



Chassis plate



Radiator disc



Gearbox



Differential



Horn button



Wiper motor



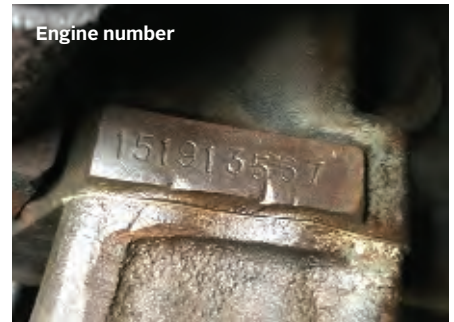
Radiator tag disc



Dated wheel rims



Steering box



Engine number

Registration Authority which recorded both chassis No. and engine No. then please, either send me a copy of the Archivists Registration entry, or let me know by e-mail or private message on the forum.

The Rover Co. recorded the 'original' engine Nos. in their Factory Registered Vehicles Registers. These registers and the Rover Dispatch Records (commonly referred to as the Production Registers) were gifted by Jaguar Land Rover to the British Motor Museum, Gaydon. After speaking to Richard Bacchus, the archivist and certificate officer, there are eight 'Registers' covering the period 1948-1991. Early January 2018, I spent a day perusing Book 2, which covers the period 1966-1971. This book is the old leather bound ledger, perhaps 20 entries per page, three inches thick, and probably 200-300 pages. I managed to recover details of 167 Series IIA vehicles which link chassis No. to 'original' engine No, though I did get distracted from the task by looking up some 'build dates' in the Production Records. I've barely touched the wealth of information contained in this Register. I booked another visit to the Archive Reading Room to view Book 1 (1948-1966), so by the time you read this in Built 2 Last, I should have details of another 200 or so Series II vehicles.

I started a thread on the Series 2 Club public forum, to reach beyond the 1,800 club members, and gather information from worldwide forum users. The information gathered must remain free from any present or future Data Protection Act 'privacy' concerns. This is not personal data (i.e. names or addresses), it is purely vehicle

data (i.e. serial numbers and date stamps). Wittsend has granted me moderator status to this thread, so that I can edit any posts and remove any links which might identify a real living person. I don't require details of a Registration Number, Club Membership No., who owns the vehicle, or where the current owner resides. This VRO Database should stand the test of time, be free from any privacy issues, and as the club database progresses through version 1, 2, 3 etc. then this vehicle data can be migrated to each new version as technology progresses.

The Series 2 Club forum is a wonderful means of 'real-time' communication. It allows pictures to be posted as a visual aid to the location of serial Nos. and date stamps. It allows a question to be asked at midnight, and an answer can be posted the following day, or another forum user can offer immediate advice. The thread started with some diagrams indicating the location of chassis Nos.,

engine Nos. and gearbox serials.

I needed to keep the thread at a relatively basic level, where serial numbers and date stamps were easy to recover. A spreadsheet collated details of all the vehicles, and this was regularly updated. Whilst a JPEG picture of the spreadsheet was added to the public forum thread, a working copy of the spreadsheet was made available for download to Series 2 Club members in the Members' Lounge. The purpose of the project was to gather information, so as more folk became involved and contributed to the thread then additional columns were added to the spreadsheet, to gather more and more dating evidence.

The aim was to create a VRO Database of chassis No., original engine No., gearbox serial No., axle serial Nos., windscreen wiper motor dates, steering box date stamps, radiator disc date stamps. With a large enough data set, it might become possible

Engine and gearbox number proximity

Chassis N	Gaydon	Reg Date	Engine N	Gearbox N	Model Year
144-8-01030			141-8-03124	141-8-03668	1958
146-9-01115	11/03/1959	07/04/1959	146-9-01730	146-9-01740	1959
144-9-03752			151-9-21254	151-9-21233	1959
151-0-00509	02/12/1959		151-0-08648	151-0-08784	1960
141-0-02158	22/02/1960	01/03/1960	151-0-15339	151-0-15421	1960
154-0-02220		19/10/1960	151-0-20725	151-0-20883	1960
161-0-00092	19/07/1960		151-0-27899	151-0-27982	1960
146-0-00418		01/01/1960	241-53035A	254-89435F	1960
141-1-00863	26/10/1960		151-1-04954	151-1-04999	1961
144-1-02818	01/03/1961		151-1-16496	151-1-16453	1961
144-1-03572	26/04/1961		151-1-19878	151-1-19143	1961
141-1-00728	13/10/1960	03/01/1961	151-1-04154	254-93560F	1961



to allocate a likely production date based solely on the remaining original component serial no's. The benefit of taking this to a public thread on the forum was that suddenly I'm gathering data on LHD and RHD export vehicles from France and Germany, Canada and the Czech Republic.

I wanted to recover VRO dating information and serial numbers that the old Vehicle Database was never designed to gather or record. I remember Avril constantly requesting updates and amendments to the Database so that she had additional fields in which to record serial numbers, but as a club we were slow to respond and opportunities were lost. The forum thread started at the most basic level, indicating the location of the alloy vehicle plate on the bulkhead, and the location of the stamped chassis number on the offside front chassis leg. Then the location of engine No. and whilst the bonnet is raised, we might as well have the date stamp from the radiator disc, and the stamped date from the steering box. Open the driver's door, remove the centre seat squab and we can just about see the gearbox serial No. A mobile phone camera will quickly record the serial number. With the phone in hand, take a couple of shots underneath the individual wiper motors to reveal the date stamps for the wiper motors. Then we can move on to the axle serial numbers and the date stamps on the periphery of the front and rear differential units.

The thread explained the date codes on the Steering Box, usually in the format M1 59. The first letter indicates the month, A = January, B = February, I = not used as it is difficult to differentiate a letter I from the number 1, M = December. The second digit is the week identifier. I'm reliably informed that some steering boxes show week five, but I've never seen one, perhaps they are a bit like a Willy Wonka golden ticket. The last two digits are the year, i.e. 1959. For the Series II vehicles the date on the steering box is fairly close to the vehicle 'build' date.

If the radiator date disc was missing, I'd always just moved on, not seeing something obvious, which was hidden in plain view. As a few photos were added to the thread it suddenly became obvious that the SERCK radiator plates were date coded. Roger (1949 KC) then provided a full list to 1965, but 109+1 comes back with another radiator with a U data plate.

L=1958, M=1959, N=1960,  
O=1961, P=1962, Q=1963, R=1964,

S=1965 T=1966 U=1967

As Dentman often says on the forum, every day is a school day.

Later we looked at how the front and rear axle serial numbers can help determine whether the axles are originals or likely replacements, by looking at axle ratios. A LHD vehicle needs a LHD front axle; a RHD vehicle requires a RHD front axle, whilst both vehicles will require a rear axle. So the rear axle serials increase at a faster rate than the front axle serials. For a RHD vehicle, the front axle serial divided by the rear axle serial will always fall in the range 0.60 – 0.70 which

### **'With a large enough data set, it might become possible to allocate a likely production date based solely on the remaining original component serial Nos'**

reflects the ratio of LHD vehicles being produced at that exact point in time.

During the course of discussions on this thread, Notlob posted the chassis No. 141-0-03605, first registered 26/8/60, with an engine No. 151-0-23986. Later, he added the Steering Box date (E3 60), which can be decoded to Week 3, May, 1960. These details fairly accurately represent the data presented to the club VRO when dealing with a 'barn find' vehicle. I was convinced that the actual build date would be closer to the Steering Box date (May, 1960) than the Registration date (August, 1960). Could this project actually date the vehicle, using only a chassis No, engine No. and steering box date?

I'm using a personal database with access to far more information, but this was a test of concept, using known chassis Nos. with known 'original' engines. The thread examined weekly usage of petrol engines on the production line, number of vehicles per week travelling the production line, production rate of diesel vehicles which might affect the calculations. Eventually, the calculations determined that the vehicle should have been manufactured in the first few days of June, 1960. Notlob sent off the £6 to the British Motor Museum, Gaydon

for the online e-mail enquiry facility and quickly received the build date as 13 June, 1960. Okay, after nearly 58 years, I'd miscalculated the build date by a week, but this is a new and very effective vehicle dating tool for the club VRO. I don't think Peter will sack me as a vehicle inspector, the club VRO only has to allocate a year of manufacture for DVLA purposes, and we can already do far better than that.

Many of those who actively participated and contributed to the forum thread can now recover the serial numbers and date stamps from the major components. I would hope that some might step forward and contact the club VRO, Peter Holden at vro@series2club.co.uk or (romahomepete) on the S2C forum, as a budding vehicle inspector. Additional training can be provided with regard to vehicle build features, and I'm sure that Peter will find some local 'muppet' (probably me) to assist him running a training day. Reasonable travelling expenses for vehicle inspections are reimbursed by the Series 2 Club, if a more detailed examination is necessary, then the club will even splash out for a coffee and a sandwich. There is definitely a feeling of satisfaction when a vehicle examination report is accepted by DVLA and a barn find is registered for road use and allocated an age related registration plate.

This project will readily date an engine by reference to its engine serial number. If you are rebuilding a vehicle with a non-standard engine and looking for a period replacement engine then the VRO database will provide a range of serial numbers which are period correct.

Eventually, the serial number data from the 58 Register, will be duplicated and merge with the Cumbria Archive data, my RAF vehicle records, the current chassis / engine / gearbox project, data from the Factory Production Records and Factory Registered Vehicles Register. As all of this data is a matter of public record or published to the internet, it is in the public domain and remains outside the grasp of the Data Protection Act and any potential privacy issues. As of mid-January, this pool of data contained approximately 1,000 'original' engine serial numbers, but far fewer gearbox and axle serial numbers. Graeme Hall (GeeDog) has assisted me in the Gaydon archives examining details of factory registered vehicles and their 'original' engine numbers. Thanks to Graeme's help, details of

another 1,000 vehicles have now been recorded. Many of these vehicles have now been linked to their Gaydon build date, from the Production registers.

Dan Warden has been feeding in engine / gearbox / axle serial numbers of 1-Ton Land Rovers to this project.

Another member successfully bid on Ebay for an Australian Military Series IIA CKD, and the vehicle will be imported to the UK over next few months. Whilst at Gaydon, Graeme and I recovered the despatch dates for this vehicle when sent as a Complete Knock Down kit (CKD) in a crate of six vehicles to Pressed Metals Co, Sydney. Shortly after forwarding these details to the new owner, I received a link to the Australian REMLR website, the Register of Ex-Military Land Rovers, which lists all of these Complete Knock Down vehicles by Military Registration, chassis No. and engine No. As of early February, I've input 2,500 of these vehicles to the VRO Database, and I've still a few more to enter.

Some naysayers have questioned the validity of submitting vehicle serial numbers, when the engine, gearbox or axle(s) may have been replaced at some time in the vehicles history. I'm convinced that with a large enough data-set, this VRO database will readily identify 'rogue' or 'out of period' replacement components.

Steve (109+1) supplied serial numbers and date stamp details of various Series II / IIA Land Rovers. This project quickly identified that the engine No. of one vehicle was clearly out-of-synch with its stable mates. The engine No. was definitely period correct, but the serial No. was just too high to have been the 'original unit' fitted on the Rover Production Line. Steve checked the paperwork for the ex-military Land Rover, and sure enough; the records showed that the military had fitted an in-service replacement engine in 1972.

The strength of a 'marque' club is that members have different interests, not everyone is interested in dating vehicles by reference to serial numbers, but Wittsend summed up this project as an 'altruistic act' which might not benefit you, but it will benefit the club... and at some date in the future will benefit another club member having registration issues with the DVLA.

I would ask that even if you have previously submitted vehicle details to the Vehicle Database, can you submit them one last time to benefit the club VRO. The purpose is to create an historical record of our Series II vehicles, before the 'original'

serial numbered and date stamped units wear out and are routinely replaced. For the VRO Database to be effective, I need to be able to use that information and cite chassis / engine / gearbox serials in communication with club members, forum users, DVLA, etc. I'm not looking for serial numbers of 200 Tdi engines, or Perkins, Sherpa's, Ford V6 but any other 'original' serial numbers from gearbox, axles, etc. will certainly add to the Club's knowledge and pot of information. Crashbox once coined the phrase that "most 'Bitsas' evolve over time" as owners use readily available replacement parts to keep them roadworthy. If you look hard enough, and dig deep enough, most Bitsas still have some original parts fitted. There are plenty more dated items on a Series II vehicle, but the following are the easiest to recover.

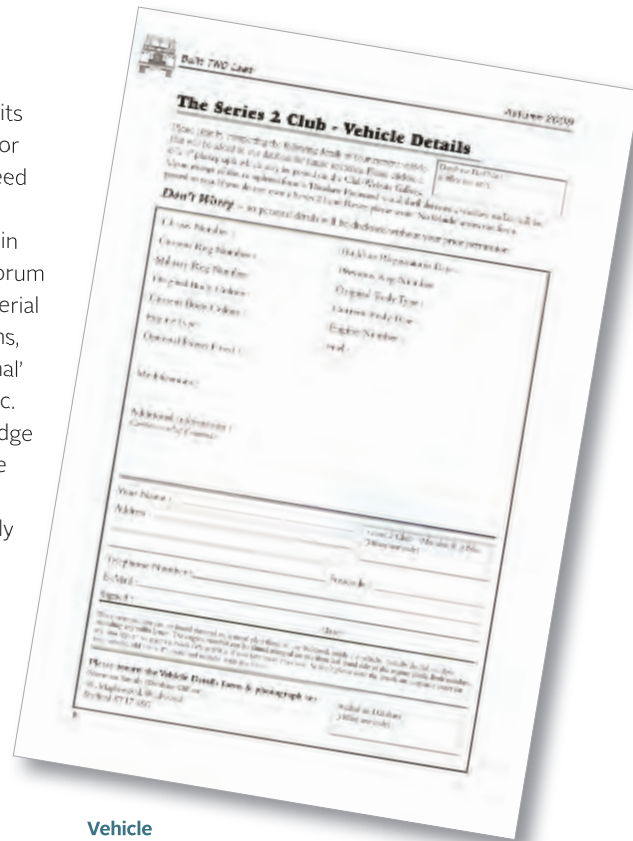
- Chassis No.
- Engine serial No.
- Gearbox serial No.
- Front axle serial No.
- Rear axle serial No.
- Steering box date
- Radiator disc date.
- Wiper motor date

If it proves impossible to locate the serial No., or you know that the item is a replacement, just mark as N/A (not available). If you have details of the original engine No., either on the V5 Logbook or a previous V888 enquiry

## **'I'm convinced that with a large enough data-set, this VRO database will readily identify 'rogue' or 'out of period' replacement components'**

to DVLA, then please forward details.

I currently work to the Club VRO as a vehicle inspector, and I'm quite prepared to work on this VRO Database adding vehicle dating information, removing duplicates and typo errors, until it becomes an efficient and effective dating tool. Over the next few months, I'll hand the VRO Database to Wittsend for storage on the Club's web server. At this point, I'm not exactly sure how the Club can best make use of this information. Can it be hosted



**Vehicle database form**

on the Web Server as a Database for search purposes? Can it be hosted as an Excel spreadsheet and available for free download by club members? Do I just circulate an Excel spreadsheet copy to club VRO / club vehicle Inspectors or those with an interest in vehicle dating? Maybe those questions need to be discussed by the Board of Directors, but this VRO Database won't contain any owner details, so in many respects will be free from any privacy concerns or Data Protection issues... and should therefore last the test of time.

As we go to press, the VRO Database contains details of 15,500 vehicles, 4,500 entries have the 'original' engine No. listed, and 6,700 entries have Gaydon 'build' dates.

A by-product of the research into the Factory Registered Vehicles registers is that lists can now be prepared for the common factory registration blocks, and vehicle details can be hosted on the website as PDFs. There are tens of thousands of vehicles registered by the factory, so it cannot include every single vehicle, but where recorded, then lists will soon be available on the Club's website for YAC, YWD, AC, NX etc.

If you wish to add details of your vehicle serial numbers, or date stamped components, I can be contacted by private message as 'Bottom Box' on the S2C forum, or by e-mail [chriscgregson@btinternet.com](mailto:chriscgregson@btinternet.com) **B2L**

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# Area Roundups

*A summary of recent events in your area*



## Anglia

CHRIS MORTIMER (0399)

Last year, it was a busy summer between (and in) the showers at various local country shows.

Early Summer kicked off at Fakenham Race Course for the region's summer camp. Thank you Ben and Julie for organising this, it was nice to meet up with some old friends. Next year's meet might be somewhere a bit different, watch this space...

At the end of July we headed down to Kedington, to their second Steam & Vintage Show, so quite a new experience for all. For a smallish show it wasn't half bad, something for everyone, nice to see a new breath of fresh air in the show scene. A fair few Land Rovers turned out for the two days; the hope is that the Series 2 Club can have more of a presence there next year, it's in an area with a good number of members so let's see what can be arranged.

The following weekend we were off



to Helmingham Hall Festival of Classic and Sports Cars, where there was a wide variety of cars showing what they were made of; we didn't want to show them up by the (not so speedy) driveway run which was more for the Ferrari types. The sun was shining and the gardens were glorious, crowned winner of the 2017 Historic Houses Association Garden of the Year Award, and plenty of fun could be had by all – especially as there were mini Land Rovers for the children to take round an obstacle course!

Early September took us to the Classic & Sports Cars by the Lake, held at Hall Farm, Fornham St Martin, to raise funds with 100% going to St Nicholas Hospice Care based in Bury St Edmunds. It is always a well turned out event with reports of over 5,000 people visiting to see more than 600 pre-war, post-war, modern and classic cars and motor bikes.



The following weekend was Haddenham Steam rally, one of our favourites, a traditional steam and country fair which raises money for many local charities and causes. Over 600 exhibits from steam engines, vintage cars, stationary engines, vintage tractors and lorries to an old time fair and the "Wall of Death". Oskar and Oskette took their turn in the ring, but as we had no sheep stock with us, our five-year-old took their place in the trailer, with the eight-year-old riding up front.

Finally, the last show of the year was spent with our lovely Central Shires comrades at the Bedfordshire Steam Fair, through rain and shine (and mud, lots of mud) it was a fab weekend. Thank you for letting us join you, and letting your furry friends be continually petted by our boys! Though vehicles were unable to move, we had prime position near the entry gates so people could see the fine selection of Land Rovers on show, and at the end of the weekend, we were glad to have one, as we watched many other vehicles get stuck in the mud and had to wait to be pulled out by tractors!

Some of you may not believe this, but Oskar dropped into low box and went off road at the end of the last day. Now, where did I put the bucket and sponge?

Lastly, an observation we have picked up on. We've noticed Land Rover people tend to look underneath and then walk around to the back of Oskar, stop and stare, then wander off; could it be anything to do with a rear PTO and the old Rice trailer, maybe. Next year there will be a bit more to look at after finishing the construction of a PTO driven log splitter; no point having these things if you do not use them!



**BORDERS**



## Borders

PHIL VASEY

On the weekend of 9-10 December, Calum and myself had a mini Borders Area expedition up to Glenbranter in the Trossachs to meet up with Gene and other Series 2 Club members for a green road run on the Sunday. It was a fantastic day and Gene even arranged for the usual Argyll rain to fall as snow for the weekend.

Borders Area had a Christmas get together at Toby Carvery in Carlisle on 16 December, we had a good turnout of club members and their families who braved the cold weather and we all enjoyed a lovely evening.

On 28 January there was the now annual "Brass Monkeys at the Station" event organised by the North East Rover Owners (NERO). The location this year was the Tanfield Railway near Gateshead. We had a fantastic turnout of local and not so local Series 2 Club members among the huge turnout of other Land Rovers of all ages. There was plenty to see and do apart from looking at Land Rovers, including a walk round the historic engine sheds and workshops and a ride on a steam train. The event is planned for the same location next year.

I hope to see as many of you as possible through 2018.

## Central Shires

SUZANNE LINDSEY

Central Shires ended the year on a high note with an excellent Christmas lunch, at which loads of groan-inducing prizes were won for Best Christmas Hat and Outfit, Christmas Quiz Winner and Best Dressed Land Rover. Hat prizes went to Theresa Coghill and Paul Carne and the outstanding efforts by Dave and Dorinda Gibson won the Best Dressed Land Rover prize by a long chalk.

January and February saw the group reconvening for our monthly pub lunch meets where exciting plans for 2018 were discussed. New pub venues are being arranged this year so watch the forum or get in touch for details. Details of events for National Drive It Day, CS Summer



**CENTRAL SHIRES**

The winning Christmas Hat

Camp, Rushton Cavalcade, Old Warden Steam Fayre, and many others are on the drawing board. Watch this Space.

Thanks go to all the Central Shires members and friends for their support for the Central Shires Area which is much appreciated.

## East Midlands

JOHN STOKES

On 14 January, 34 people came along in 15 Land Rovers and an UMM, travelling from as far as Newark (45 miles), Banbury (60 miles), Worksop (70 miles), and three Series Land Rovers from the Hull Area, (120-138 miles).

Together, we covered some 40 miles, pausing for Sunday Lunch in Sproxtton and Buckminster before continuing on to another lane and then home.

On 11 February, a smaller group



Bethania, a junior member and mum Jo enjoying Christmas lunch



EAST MIDLANDS



scouted-out the green lanes west of Uppingham and into Leicestershire towards Foxton. Twenty five miles later we were safely back – an amazing Spring day with just a few scratches on the Land Rovers to show for our efforts.

Alex Thorpe arranges a S2C pub meet on the first Thursday of the month at The Lincolnshire Otter, Gainsborough, DN211QT at 7:30pm. I host a monthly S2C pub meet at The Wheatsheaf, Edith Weston, LE15 8EZ on the third Thursday of each month starting from 7:30pm. Sue Tompkins hosts a S2C pub meet on the last Thursday of the month at The Winstanley, Braunstone Town, LE3 2WB at 7:30pm. Julie and Ben Stock (S2C - Anglia Area) arrange a monthly S2C pub meet at Burton House, Boston, PE219RW on the third Saturday of the month (next meet 15 April, but call Ben or Julie to confirm).

Before setting off to a pub meet/event, please check with the organiser or on the forum/ S2C Facebook page in case of cancellation or for more details about other local events. We look forward to seeing you out in your Land Rover.

## Garden of England

### SEAN & HAZEL SMEETH

Firstly pub meets are at the Bucks Head, Godden Green, nr Sevenoaks, TN15 0JJ, always on the second Thursday of the month from 7.15pm until closing time but not in August.

Events over the winter have included two road runs out to Rye and Tenterden

starting with a hearty breakfast near Robertsbridge on the A21. Both events had a good turnout for a winter event so more will be in the pipeline for later this year. Thanks to Dan for organising. A group of us have booked for the International at Rutland, so we are all looking forward to a relaxing week this year. Events arranged for members for this year are below.

Saturday 7 April: Detling Heritage Transport Show, Kent Showground, Detling, ME14 3JF. This show has a good auto jumble, tool stalls, farmers market etc, and there are vintage buses offering free rides throughout the day. We have a stand booked and if you wish to join us please email [becky@kentshowground.co.uk](mailto:becky@kentshowground.co.uk) and ask for a form and don't forget to add you are with the S2C. If you book this way, you will be on the stand and it is free entry.



GARDEN OF ENGLAND

Please also inform us if you are attending.  
NOTE: this show is Saturday only.

Sunday 20 May: Willesborough Windmill, Ashford. Meet at 10.30am for a private tour of the mill (we know the people that run it) followed by a ploughman's lunch, (price for this event to be confirmed, but is usually very reasonable). We went several years ago and a great day was had by all. Again, please let us know – closing date for this is 1 May. Also please add if you require cheese, ham or veggie Ploughman's.

Sunday 27 May: Brands Hatch Historic Masters Festival (the third event on the list). We are awaiting confirmation that this is happening. It is a good day if you are into 'old time' racing: Formula Ford, JPS Lotus, Minis, Saloon cars etc. The entry tickets, if the same as last year, will cover the vehicle and driver only. Tickets for passengers are about £25. Please note, the event is not suitable for dogs or small children due to the noise. Booking is through us, so please drop us an email, we are normally given 30 tickets for this and we do 'Land Rovers through the Ages' to make an interesting display: Series Ones through to Series IIs. We also will accept a Lightweight, one Defender 90, one Freelander, one Discovery and one Range Rover to complete the line up.

Sunday 10 June: Quex Park, Birchington, Kent CT7 0BH. Please book this here, again please say on the form that you are with the S2C. There is a £7 entry for this but it supports a local charity. Please also inform us if you plan to attend as a stand has been booked. Last time we visited, this was an interesting mix of classic cars, craft stalls, living history and live music, with the added bonus of a good beer tent. The stately home and gardens are well worth a visit too. Unlike 2016 this has gone to a one-day show  
22-24 June: Mid-summer camp at Hole Park, Rolvenden Kent. Join us for

an easy-going weekend; do as much or as little as you like. We will probably go out greenlaning during the day and sit round the campfire in the evening. Cost is about £8 per night, per unit. We will be bringing in some tardis toilets but no showers. Washing facilities are up to you! Please let us know if you are coming so we can plan the number of facilities

1 July: Wrotham Steam Show, top of Wrotham Hill on the A20. This event is still in the planning stage, please keep an eye on their website for when the entry forms are published. This is the nearest show for us (the Forward Control gets there and back on less than a gallon). We went last year and the new one-day format worked well, with better autojumble and craft stalls etc. If you



N WALES

are going, again please let us know.

Sunday 15 July: Whitstable Car Show, Tankerton Slopes. Another good show on the cliff tops. Please let us know if you are coming as a stand has been booked for this. Again this is £7, but is an excellent day parked overlooking the sea, with lots of interesting classic cars. Fish and chips optional!

Sunday 16 September: Lunch, if anybody can suggest a good venue out in Mid Kent, please get in touch, must be able to accommodate 30ish people.

Sunday 14 October: Land Rover Day at Amberley. Although not in our area we intend to go this year, please see Amberley website for details. As always, please let us know if you are attending.

There will be a Christmas meal in December, venue to be decided, but it will be on a Saturday evening.

PLEASE NOTE: If you are going to any of these shows with club stands booked and DO NOT want to be on the

stand please DO NOT say on the form that you are with the S2C; this is so the organiser knows who's with us and we do not have empty spaces on the stand which do not look good for the area (or the club), thank you for understanding.

As always if you have any queries please do not hesitate to get in touch either by email, kent@series2club.co.uk or phone: 01732 763900 (before 9pm please).

## North Wales

### BERNIE MORRIS

This year is going to be a great milestone for Land Rover as a company and also as a Club with many celebrating 70 years of Land Rover, not forgetting the first Series II rolling of the production line in April 1958 which will make our beloved machines up to 60 years old. This is a great reason to get involved this year with events,





road rallies, camping trips and shows.

I am very pleased to say that over the last few months, the Club meets have been well attended with new faces and members' Land Rovers, making my job more worthwhile. Considering we cover the top half of Wales and a fair proportion of Shropshire, with 60 members in all areas, we are doing very well – thank you for the support. Don't forget, if you would like to organise a day trip or run let me know and I will help to promote it.

Here are some of the up and coming events and road runs which will be taking place.

Sunday 18 March: Tractor road run followed by Land Rovers. £10 entry fee with all proceeds going to a local charity. Meet at Burford House Garden Store, Tenbury Wells, Worcs WR15 8HQ. Arrive 8.30-9.30am to leave at 10am. Café on site and stop for lunch. This is a 30-40 mile run

organised by the Brimfield Tractor Club.

Sunday 15 April. Anglesey Road Run celebrating 60 years of the Series II Land Rover. This run will be leaving Wrexham Park Wall Garage LL11 4AH at 9am then meeting at the Rhug Estate, Corwen LL21 0EH for 10am, to Betws y Coed, and we will hopefully visit Anglesey Motor Museum and stop for lunch in Newbrough LL616TN. This is going to be combined with our monthly meet. Please email me if you are interested: northwales@series2club.co.uk or call 07545092072

Sunday 22 April: National Road Run. We will meet at the Lazy Kettle Café, Gledrid roundabout SY11 3EN, have breakfast, leave at 10.30am, make our way down

to Lake Vyrnwy where we will meet the Mid Wales Classic Car Club. Bring a packed lunch. We will have dinner down there, then make our way back over the tops towards Bala and then Wrexham.

## North West

JON HAYES

The winter months are always a little slower with respect to Club activities (unless it snows of course!) but we have still had regular monthly meetings and our annual Christmas meal. In addition, we kicked off 2018 with a cracking meeting at Challenge 4 Change in January to clear away the winter blues and get everyone active and ready for the year ahead.

### Recent Activities

In November we linked up with a very worthwhile charity for a road run and car show. This was jointly organised by NW member Gary McDonald and the Wirral



Car Club and we were more than happy to offer our support and bring along a few Series vehicles to complement the many other classic sports, modern supercars and other interesting and historic cars; it is certainly testament to the standard of vehicles we have in the club, that they can certainly hold their own against the myriad of hundred thousand pound supercars. The road run was particularly impressive with over 80 vehicles being led by police escort to the Liverpool docks. The whole event was very well organised and I would like to thank both the Wirral Car club and Gary for all their hard work and for allowing us to take part.

For those not able to take part in the road run, our monthly meeting followed on straight afterwards at the Junction at Rainford and as the weather was rather kind to us, we had a strong turnout and a good selection of Series vehicles to look at and discuss. There was also a fair amount of talk about Richard and Sharon Gosling's recent purchase of a SWB fire engine, which we are all looking forward to see out and about after they have restored her; it is always good for my own fire engine to have some company at events!

Our last meeting of the year was our Christmas meal at the Ley Inn and with nearly 50 people we pretty much filled their function room! As usual we had some great prizes for our secret Santa Raffle and I continue to be astounded at the generosity of members bringing ever greater and well thought out prizes each year. It is a really nice tradition and does mean that everyone gets to go home with a little something.

As mentioned above and hopefully as you can read elsewhere in the magazine, we had a rather more active meeting for the New Year at the Challenge 4

Change urban assault course centre. Not only were we all able to challenge ourselves on their facilities but we were also able to put on a fantastic display of Land Rovers, set amongst the various activities and climbing frames. Everyone seemed to really enjoy themselves and from the positive feedback, we are likely to make this an annual visit as it makes for a great social event for all the family and really kick starts the New Year!

### Coming Up

In the coming months, we have our run of usual monthly meetings (Black Bull in Langho in February, Bridge House tea rooms in March and then the Bickerton Poacher in April) and kick off the shows season in April at Leisure Lakes Steam Fair near Southport, with subsequent shows every month until at least September. Along the way we will hopefully include a couple of trips to some museums and a number of joint activities with our neighbouring areas; all in all another bumper Land Rover year!

## South Wales

### ALEX STUBBS

What a year 2017 was for South Wales with member meets going from strength to strength, starting in April in Llangennech with seven members attending, taking in Penderyn Distillery and Newport Transporter Bridge, as well as a number of Sunday roasts, and finishing in November in Llandeilo with our Christmas meal at the Cawdor Arms with 12 members attending. The Cawdor Arms could well become our regular Christmas meeting place with lovely food and setting. It was a very fitting end to 2017.

Now to the year ahead; there's a lot going on in South Wales yet again, meaning there is something for everyone to get involved in. This year has already kicked off with a bang with 17 members attending our February meet at the Usk & Railway Inn, definitely our favourite venue!

Our next meet is on 25 March at The Big Pit National Coal Museum with 14 members already booked on and includes above and underground tours and a pub lunch.

Like last year our meets will not be static and will aim to explore even more of South Wales and the local landmarks and experiences that are on offer.

As ever, if you have any ideas for pubs, landmarks, experiences, etc. please get in touch and further details of all our meets are sent via email or letter and posted on the forum.

I hope to see you at our next meet.

## West Midlands

### JOHN STOKES

This promises to be a busy year for the West Midlands Area, but 2017 ended up pretty well too, with a Christmas meal at the Phantom Coach attended by 16 members. The incredibly inexpensive three course meal, was made a little more expensive with what has become a traditional raffle of Land Rover ephemera. Alongside this activity, it was quite amusing watching all parties engaging in pass the parcel as (clean) gaskets and other small parts descended onto their plates. The evening was rounded off with an Auction officiated by our elder statesman, Nigel Bishop. His offer to be auctioneer was appreciated; however many suggest this was more about his being of Yorkshire extraction and possessing long pockets! Thankfully his peers were more local, and a fantastic sum of £250 was raised for Birmingham Children's Hospital and Myton Hospice respectively.

Monthly meets are still set for the third Thursday of the month, and it is anticipated that we will get over to Wales twice this year for greenlaning, with a summer that will see us at local shows such as Bloxham, Moreton and others. Main activity at present is preparing for the Club stand at the Restoration Show at the NEC at the end of March. This will see this area's homage to the





THAMES VALLEY

60th Anniversary to the introduction of Series II vehicles and we plan to show some early examples. Please come and see us and all the other wonderful vehicles from some 260 other clubs.

## Thames Valley

### DYLAN FEATHERSTONE

In January, a small group of Thames Valley members had an enjoyable day greenlaning in the Hampshire area. The area has a good mix of lanes, suitable for a standard Series. Some lanes were scratchy, but the lanes wide enough for a tractor to pass through had been cut back. We were lucky with good weather on the trip and it was good to meet up with familiar faces and also to welcome along new faces. Unfortunately, I had to cancel the planned greenlane trip in February due to mechanical issues/drop outs, but I intend to run a couple more trips in the Spring for members to attend. The Chiltern Hills show in May last year also proved popular so please let me know if you are interested in attending so we can plan a club stand.

## Yorkshire

### GORDON LOWE

To start the Summer season off on Saturday 2 June, we have been invited by the North Yorkshire Moors

Railway to put our Land Rovers on display at Levisham station and enjoy half price train fares for the day.

You are welcome to join us at Levisham station, YO18 7NN, by 9.20am to catch the 9.40 train or camp over the night before and join the convoy using the private forestry drive through Newtondale from the campsite. The White Swan pub with camping at Newton Upon Rawcliffe, YO18 8QA is primed and ready to take your booking for the weekend on 01751 472 505. They charge £9 per adult and £5 for children, under fives and dogs are free.

The return train tickets will be £13.50 pp. £3 per dog and you have the choice to hop on/off the train to visit Goathland, aka 'Harry Potter's Hogsmeade', Grosmont where a walk

through the George Stevenson tunnel leads you to the workshops or continue on to the historic fishing port of Whitby for lunch. On Sunday morning there's a scenic drive around the area. Please let me know if you plan to come to Levisham by the week before the event.

Also arranged for June is the Summer Pudding Run, a weekend of green lane driving on Saturday 23rd and Sunday 24th in the Yorkshire Dales. The meeting point is on the yard at The Old Station Caravan Site, Masham, HG4 4DJ at 9.30am. This event coincides with the Masham Beer Festival so I advise early booking of a camping pitch on 01765 689 569.

Looking forward to seeing you all during 2018 around the shows and the club rally. **B2L**



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# Area Meets

Details are correct at the time of printing



PHOTO DAN WARDEN

## West Midlands

- Third Thursday of each month. 8pm  
The Phantom Coach, Fletchamstead Highway, Coventry, W. 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** (See Contacts page)
- The Red Lion, CB6 3LD  
**Paul Cuipt** (See Contacts page)
- Red Lion, Sturmer, CB9 7XF
- **Richard Allin** (See Contacts page)

## 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 Bucks Head, Godden Green, nr Sevenoaks, TN15 0JJ on the second Thursday of the month from 7.15pm, but not in August.

## 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 and 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, Whimple, EX5 2QQ - Last Wednesday of each month, starting at 7pm. [www.thirstyfarmer.co.uk](http://www.thirstyfarmer.co.uk)
  - Wild Place, Blackhorse Hill, South Gloucestershire, BS10 7TP. Second Saturday of the month, check with Andy: [andyphillipou@yahoo.co.uk](mailto:andyphillipou@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**

Please email updates of area meets to:  
**editor@series2club.co.uk**

# Club Contacts

*No late calls please*

## OFFICERS

### Chairman

**Gene Maxwell**

chairman@series2club.co.uk

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### North Wales & Shropshire

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### North West

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### RoI & Northern Ireland

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## GENERAL ENQUIRIES

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### Club Correspondence

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If you are interested in filling any of the vacant positions indicated in this list, please contact the Membership Secretary, Dave Snape: [info@series2club.co.uk](mailto:info@series2club.co.uk)

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