

SUMMER 2018 ISSUE 126

BUILT 2 LAST

MAGAZINE OF THE SERIES 2 CLUB



THE LAND ROVER
SERIES 2 CLUB



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Editorial



Sadly, this will be my last editorial for B2L. I've very much enjoyed several years at the helm but, with the imminent arrival of our second child, it is time to step aside. Together with the Club, I am delighted to announce the appointment of the new editor, Martin Port. Having worked in the classic car industry for 17 years, Martin's knowledge, enthusiasm,

experience and ample skill-set more than qualify him for the role and I am confident that the magazine will continue to progress in his capable hands. He is, of course, the very proud owner of the 1959 'Trans-Africa' Series II which was featured in #123 and with which he will, no doubt, continue to attend rallies and events during the course of his editorship. Keep an eye out for him at the Club's annual rally this year (2-5 August 2018 at Rutland Water). He has also penned the excellent feature on pages 4-11 of this issue about Julian Shoolheifer's rare 1958. Please support him by continuing to send in your articles, reports, photos and snippets.

It is also pertinent to mention the recent award bagged by the Series 2 Club at the National Car Club Awards 2018, held at the Classic Car and Restoration Show, Birmingham NEC. The Club was declared winner of the Best Stand & Car Club Display (under 80sqm). Congratulations to all involved.

That just leaves me to thank everyone who has supported me with Built 2 Last over the last couple of years, in particular, faithful and knowledgeable sub-editor, John Horne! I hope to see some of you on the Land Rover scene in the future. Cheers! **Ros Woodham**

Series 2 Club Ltd.

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Real Rarity

WORDS AND PHOTOS
MARTIN PORT

Julian Shoolheifer's Series II was built on 4 April 1958, and with Series II production having only begun two days previously, it was one of just 15 vehicles assembled on that particular day.

This article was originally published in *Classic Land Rover Magazine*

When Hal Connor retired from his career as a stockbroker in 1957, he and his wife upped sticks from Glasgow and bought a derelict farm in Muir of Orchil, three miles north of Braco, Perthshire. With 160 acres of



rough grazing and woodlands to tend to, Hal not only bought 11 Luing heifers and a bull, but also a new Series II Land Rover – one of the latest models that had only recently been put into production.

Recently is perhaps an understatement: in actual fact, the Series II is officially vehicle number 64, and after hanging around the Lode Lane factory for 10 days, it was eventually dispatched to Rossleigh Limited in Stirling, a dealership with



Julian Shoolheifer's early Series II drives superbly and is an excellent reference vehicle



The Series II boasts original paint - something that has been confirmed by a previous owner



Galvanised components are all original finish and have been wonderfully preserved



Julian Shoolheifer has owned many Land Rovers, but this Series II ranks as one of his favourites

'It was only a matter of time before the Series II would be up for adoption again'

MEMBERS' MOTORS



Two-litre petrol engine was only fitted to the earliest Series II models before being replaced by the 2286cc unit



Aging, yet still usable elephant hide seats just add to the period originality of this particular Series II



Rear lights are a little bit of a mismatch, but Julian has tracked down some original-spec units



Even the towing electrics are housed in a suitably-period looking unit!



Oddly, the Series II has more than a hint of Series One about it thanks to some common mechanical components

'Being one of the earliest Series IIs of course, that engine is a standard two-litre'

branches also in Aberdeen, Dundee, Glasgow, Kirkcaldy and Newcastle-on-Tyne.

As the nearest city to Hal Connor's newly acquired base near Braco, it was from this dealership that the Series II was bought and was immediately pressed into service over those 160 acres. Transporting animal feed, fencing materials and assorted other general duties were all day-to-day tasks for the Land Rover, but it really came into its own nearly a decade later when in 1968 the

Early type badge – later versions displayed 'Solihull, Warwickshire' instead of Birmingham



Rear power take off was specified from new by the original owner

central belt of the Scottish Highlands experienced an extremely bad storm that laid waste to acres of woodlands.

Fortunately for Hal, he had specified that the Series II be fitted with a rear PTO unit and duly bought a circular saw that could be belt-driven from this addition. This assisted with the clear-up operation and is just one particular use fondly remembered by Hal's son, Ron Connor.

Sadly, Hal died in 1971 and ownership of the Land Rover was then transferred to Ron who used it when needed into the 1990s – the 88in never leaving the farm bought by Hal back in 1957. Time marched on however, and in 2008 the property was put up for sale. Ron, now himself elderly, had no use for the Series



The Series II may not travel huge distances, but it used almost daily around the lanes and tracks



Rear PTO lever accessed by panel beneath the centre seat



'Like most early, unmodified Land Rovers, it's at its element running at around 45mph'

starters, as well as a new rear cross-member, but with an otherwise solid chassis and bulkhead, the Land Rover entered occasional use once more.

With the estate using newer Defenders and quad-bikes for the bulk of the operational work however, it was only a matter of time before the Series II would be up for adoption again, and last year Julian Shoolheifer became the fortunate new owner.

"I'd gone all the way from the Essex countryside to the Highlands and so was already pretty committed having had remote conversations and email exchanges with the owners," says Julian, "but as I stood in the property, looking at the Land Rover out of the window with red squirrels darting around the wheels, I knew I absolutely had to have it!"

Initial plans to travel back up, carry out a bit of maintenance and then drive it back south were tempered by perished tyres and a slipping clutch but when Julian happened to mention the purchase to a transporter company that he knew, fate



Flat glass lenses for indicator and sidelight – obviously the Series II was only supplied with the sidelight from the factory



Even the distributor on number 64 is correctly-dated as confirmed by the stamp on the casing

It and with the new estate owner looking to clear some of the land, the Land Rover needed to move on as well.

Eventually a deal was done with the estate owners, and after a lengthy period of inactivity, they put the vehicle into a local garage in order to get an estimate for much needed re-commissioning. This resulted in various odds and ends being done in order to see the Series II take to the road once more: new rear lights and windscreen washers for



Elephant hide rear bench seats still have life left in them, whilst the tailgate bears the scars of use

MEMBERS' MOTORS

intervened. "Their driver happened to be setting out on a return journey from Scotland," he smiles. "He was literally 15 miles north from the Series II with an empty truck when we spoke on the telephone!" Such was the speed of the turnaround, the money hadn't even cleared, but the soon to be previous owner trusted Julian and let the driver load the 88in up and in a couple of days it was within spitting distance of its new home.

Julian couldn't resist driving it the short



Bulkhead is largely un-cluttered with a pleasing lack of later additions



Hand throttle would have been fitted to coincide with the PTO fitment



The Lucas coil is yet another dated fitting, as is the single wiper motor (right)



Flat valve another early model feature, but one that remained until around 1964

'I think it may be my forever Land Rover, but then I've said that before'

distance from the transportation firm's yard back to his own workshop but within days he was busy with the tools: clutch, brakes, fuel pump, wiper blades either received attention or were replaced, but he also fell on his considerable experience with classic vehicles and Land Rovers in particular to know that one of the first jobs was to drop the sump. "You can change the oil, but with older engines you'll often find that the sump has a lot of 'gunk' in the bottom and that cleaning it out from there as well as from the oil pump gauze can transform an engine."

Being one of the earliest Series IIs of course, that engine is a standard two-litre but even from cold it starts up in earnest and idles beautifully; pulling strongly with no smoke as you set off on your way. In fact, that is representative of the entire vehicle. The gearbox is exactly how you would like it to be; the steering is beautifully light thanks to the original specification 6.00 x 16 wheel and tyre combination as well as the condition of



Driving down an ancient road, this really could have been captured at any time during the last 59 years



The all-important identification plate is still in its original place on the bulkhead and confirms the build number 64



the mechanical components. Like most early, unmodified Land Rovers, it's at its element running at around 45mph.

Julian is open about the motivation behind buying this particular example: "It is certainly one of the most original I have ever seen," he confirms. "So much that can be dated on this vehicle is correct for the year: the brake drums, radiator, carburettor, distributor, coil, dynamo, starter motor, axles, wheels." And the list goes on. The paintwork is original too, apart from the wheels which had been badly painted at an earlier stage in its life. "I had the bodywork colour-matched," says Julian. "Then I had a little bit of matting agent put into the mix so that when I repainted

the rims, they wouldn't look out of place."

He goes on to explain his approach: "With something like this, it's about understanding the process of conservation and restoration. Instead of going for that 'it's meant to be...' factory-fresh look, I've decided how I want it to look and then worked out the best way to get that result. It's about being sympathetic."

For Julian though, this approach doesn't mean endless polishing and only rare outings. "It's still a Land Rover," he smiles. "It's unusual that it still has its original engine and so I don't want to deliberately compromise its condition by constantly pushing it, but I'll happily put 100 miles on the Series II over the course of a week and

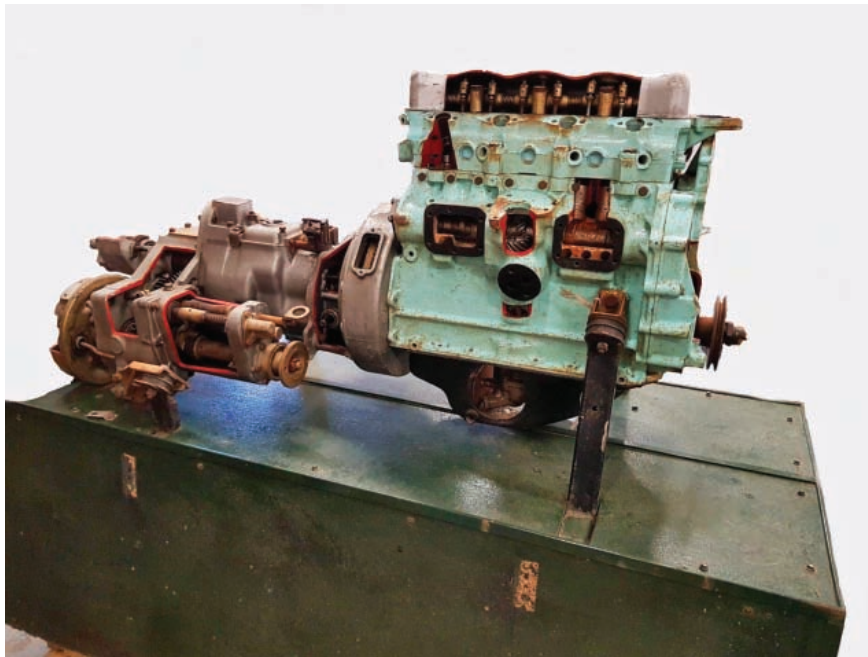
with more use comes increased reliability."

Julian Shoolheifer has owned his fair share of Land Rovers, in particular 80in Series Ones. "Through my years of ownership, I've had pretty much one of every year of production, handfuls of Series IIAs, IIIs and a factory-registered Searle Carawagon, but a Series II with an original two-litre engine in this condition is perhaps rarer nowadays than any of those!"

So for someone who has, by his own admittance, had the keys to a decent number of classic Land Rovers over the years, is this one going to stick around? "I think it may be my forever Land Rover," he nods in affirmation, "But then I've said that before!" **B2L**

News & More

The latest snippets of Land Rover information



Cutaway

I have been looking around for a project (as if three Land Rovers aren't enough) and browsing a well-known online auction site. I placed a bid and was successful in securing a cutaway engine, gearbox, and Fairey overdrive, all mounted on a plinth. I think that this may well have been a college prop in a college motor department somewhere or even may have come from the hallowed Green Oval site somewhere in the Midlands. I'd like to think that this is the case as the plinth it is mounted on is painted in what looks like bronze green and is the exact size to fit in the back of a long wheel base Series III.

I thought that this would be an ideal item that could be taken to shows (by the Club if necessary) to show how the system works and also a fun item for people to talk about. On the way home from collecting it, several people collared me every time I stopped, to talk about it so I think the interest will be there. From the photographs you will see that it is not complete and there are other items that could be cutaway and fitted, eg. manifolds etc.

I have two ideas how to display it: either in a chassis with prop shafts and ancillaries (winch, rear PTO) attached showing all of the optional accessory drive

trains, or left on its plinth but mounted on wheels for ease of use. The former would entail a lot more expense in both making it and also in transporting it to shows, so it may be that mounting the plinth on a trailer is the way to go.

Either way I am missing one vital piece of equipment which is a bottom power take-off. I do have one of these but do not want to cut up a perfectly working piece of equipment just to show the inside workings of it. So I am asking if anyone has a bottom power take-off that has a broken casting making it unusable in its normal form, but one which could be sectioned and fitted to the bottom of the gearbox to show the internal workings. It's a vain hope I am sure but I thought I would ask the question anyway, and if necessary I would be prepared to pay something towards it and its transportation costs.

**Mat Frizzelle (4786),
series4x4@gmail.com**

Flying the flag

Any excuse to fly the flag for the Series 2 Club is always great, but nothing to match being asked by the organisers to attend the static display at the Rallye Monte Carlo

Historique in Banbury for the second stage of this famous historical event.

The rally this year started in Scotland in Paisley on Wednesday 31 January and in Banbury on Thursday 1 February, with another three days driving the 1,500 miles to Monaco. This year there were crews from Scotland, England, Wales as well as Europe and the USA. A truly international event.

Seventy cars were taking part and Cherwell District Council, the host, had put on a spectacular display, not to upstage this important event, but to complement it with over ninety Classic Cars on a static display in the Town Centre.

Their spokesperson referred to the high attendance on the day at the event even for a weekday and the fact this was an international recognition for Banbury. They hoped that more motorsport events would consider Banbury as a host town.

They also referred to the fantastic response of the exhibitors who came with their classic cars helping to create the right setting and atmosphere for the Monte Carlo Rally.

We were the only Series II on site - in fact the only Land Rover on display - and pleased with the response we received from the many members of general public. Although slightly biased we feel that less is more, so do you really need to see so many examples of the same car (different colours) in a classic display?

We did try and join the rally for the three-day trip to Monaco (see photos) but were turned down, as we should have signed up some time ago and started in Paisley! It was worth a try.

Andy Parker did a great job in helping me to get my two classic vehicles to this event. So behind my famous tipper was my eighty-five year old Austin 7 brought on a trailer to Banbury and then driven to the actual event. We were given a prime location and parked the Austin next to the tipper in a position directly opposite the Stage Start of the rally. Perfect!



The weather was extremely cold, as one would expect for the Monte and the rally drivers apparently had snow on the way down from Scotland so we hoped it would have improved by the time they reached Monaco. One girl on the Stage Start was asked by the commentator whether she put the roof up on her car, in the snow driving down from Paisley, to which she answered "NO I just put a blanket over our heads". Brilliant!

We met a number of interesting drivers and their fantastic cars on the day and for us oldies it brought back some old and interesting memories. So all in all we had a great day using the opportunity to fly the club's flag in a much publicised event also put out on BBC News.

Nigel Bishop



Letter

I have just become the proud owner of a 1960 Series II Land Rover KSJ 501 purchased locally from Ashford in Kent. It seems from the couple of bits of paperwork that I have (not a lot), that it spent quite a time in the Wolverhampton area from 2006-2012. It was MOT'd several times at Dixon Street, Wolverhampton. I am wondering as to whether the owner was ever a member of the Series 2 Club.

I would so much like to get a little more history regarding this vehicle as I have very



Rally T-shirts and mugs

little. It was first registered in May 1960, initially diesel, now petrol. It was listed as black at one time and also has a navy blue colour prevalent and has spent quite a lot of time in the Wolverhampton area. With 11 previous owners I am hoping that there may be someone out there who might provide some further information. I am very grateful and thank you in anticipation.

Mark Bloxam markbloxam@mail.com

Rally

Preparations for the 2018 rally at Rutland Water on 2-5 August are coming together. We've been developing a full programme for the week, which you're free to join in with or which might help you plan your own itinerary.

We've teamed up with Land Rover enthusiast, Jan Hyrman, who's designed a range of Rally T-shirts and other memorabilia which are available to purchase online from <https://born-wild.teemill.com/collection/szc-rally/>

A ceramic anniversary mug can be ordered for collection at the rally. Send £5 for each mug via PayPal to rally@series2club.co.uk mentioning your name, and quantity required.

New Event

Statfold Narrow Gauge Trust hold several open days a year but on 8 September there will be a steam rally with the theme this year being Land Rover as it celebrates 70 years this year.

Exhibitors are welcome to stay for the Saturday evening, departing on Sunday morning as it is a one day event only. Visit www.statfoldbarnrailway.co.uk for more details and to download an entry form.

Richard Goodall

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richardgoodallo4@gmail.com

MOT Exemption post 20 May 2018.

Introduction

The Series 2 Club has been requested to provide advice to members on the declaration of exemption from the requirement for annual MOT testing for "Vehicles of Historic Interest". The decision to declare your vehicle exempt from the MOT is yours alone, the Club takes no responsibility if our interpretation of the DfT guidelines is incorrect. The following therefore provides the Club's view on interpretation of the DfT guidance as it specifically relates to our vehicles, provided by a group of volunteers, in good faith and based on our knowledge of the Marque. We note in particular its history of gradual development through evolutionary change and the legendary adaptability of the vehicle which led to its early and continued in-service modification as owners "improved" their vehicle. We therefore recognise that a major element in the "historical interest" of our vehicles may well be the modifications made to them in 60 years of use.

The first point to note is that despite many of our vehicles becoming eligible for MOT exemption, it remains the driver's responsibility to ensure that their vehicle is roadworthy at all times. Being exempt from testing does not remove this requirement. Regular maintenance and checks are recommended for all road-going vehicles.

The MOT system is a cheap, simple and proven method of obtaining an impartial condition check which may spot issues that even well qualified owners may have missed. The Club would advise that submitting a vehicle for an MOT Test will provide peace of mind to all owners seeking confirmation of their vehicle's mechanical

condition or who are uncertain of their vehicle's eligibility due to modifications.

Owners should also recognise that the modifications allowable under this scheme, involving in-service replacement of engines, axles and suspension could, under certain circumstances, result in a vehicle which would fail the strict "8 points" DVLA requirement being able to retain or reclaim its original identity.

Note also that some vehicles previously MOT exempt on age grounds (Pre 1960) WILL require MOT Testing if they have been "substantially modified" in the last 30 years.

Forward Control Vehicles: Sadly FC vehicles have a gross weight of 3700kg which takes them 200kg over the limit and into the "Goods Vehicle" category, needing an MOT.

The Club Advice: If in you are in any doubt get your vehicle tested.

The following text in italics is extracted from the Department for Transport Guidance, with our explanatory advice added below in green text. Text irrelevant to our Land Rovers has been deleted.

THE CRITERIA FOR SUBSTANTIAL CHANGE

A vehicle will be considered substantially changed if the technical characteristics of the main components have changed in the previous 30 years, unless the changes fall into specific categories. These main components for vehicles are:

Chassis (replacements of the same pattern as the original are not considered a substantial change).

The Club considers that this allows 'like for like' replacement such as reproduction galvanised chassis, repairs and replacement of outriggers, cross-members, movement of engine mounts etc.

Changes to the chassis geometry such as shortening, lengthening, removal of chassis elements or substitution of coil-sprung chassis would NOT meet the criteria and would require MOT Testing. The only exception to this would be where positive proof that the alteration was made over 30 years ago can be provided.

Members will recognise that there is a particular issue with later vehicles with little or no Series II content being offered for sale as "Series II" vehicles. For the avoidance of doubt, the identity of a vehicle remains with its Chassis. No Series

II, IIA or IIB vehicles were produced with chassis fitted with Coil Sprung suspension and very few were altered within the "over 30 years ago" criteria allowed by this scheme. It is highly unlikely that a coil-sprung vehicle can claim to be a "Series II" or claim MOT exemption.

Axles and running gear – alteration of the type and or method of suspension or steering constitutes a substantial change;

The Club would advise that this excludes the use of coil-sprung chassis. Power steering and disc brake systems would be acceptable under the safety/efficiency criteria listed below. Conversion between LHD & RHD where both relay positions are available is acceptable.

Engine – alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment.

The Club would consider that any LR engine used during the production run of LR leaf-sprung vehicles or developed from them, such as the Tdi range, would be acceptable together with engines commonly fitted when they were in general use. Engines such as the Perkins Diesel and Ford V6 were also popular modifications during the period when the vehicles were in regular use and would meet the "in general use or 10 years" criteria below.

The following are considered acceptable (not substantial) changes if they fall into these specific categories:

Changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available;

The Club considers "reasonably available" to mean that parts are available commercially and "off the shelf" to an Original Equipment specification. Owners should not feel pressurised to accept sub-standard "pattern" parts or pay exorbitant bespoke production costs if other parts can be utilised.

Changes of a type, that can be demonstrated to have been made when

vehicles of the type were in production or in general use (within ten years of the end of production);

The Club will consider "The Type" to have been in production until the end of SIII (leaf-sprung) production. Reasoning based on the SII/SIII juncture being essentially cosmetic with most mechanical parts interchangeable.

In respect of axles and running gear changes made to improve efficiency, safety or environmental performance;

As above, this would include power-steering, dual line/servo, brake drum size increases and disc brake conversions. The Club would advise that any alteration to the original braking or steering system is checked for safety by a suitable competent individual, an MOT Test would meet this requirement.

In respect of vehicles that have been commercial vehicles, changes which can be demonstrated were being made when they were used commercially.

The club would advise that this should involve evidence such as period photography or other written evidence.

This guidance is only intended to determine the testing position of a substantially changed vehicle, not its registration.

Submissions

Built 2 Last relies on contributions from club members to fill its pages.

You can submit any Series II related material that you would like to share with the membership. Please send your articles, photos, drawings, comments, suggestions and letters to editor@series2club.co.uk.

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

Please send high resolution images and ensure you have the owner's permission to publish them. Images can be emailed, uploaded to Dropbox or sent via wetransfer.com.

Contact the editor if you would like any more information.

New Members

A warm welcome to:-

3143	Messrs. D. & B. Barker	Cheshire	6035	Mr. T. Mundy	Oxfordshire
3287	Mr. J. Nicholls	Norfolk	6036	Mr. & Mrs. B. Thomas	Las Palmas
3480	Mr. & Mrs. S. Scruton	Cheshire	6037	Mr. P. Allport	Ireland, Ag1 FP68
3916	Mr. P. Batchelor	Worcestershire	6038	Mr. J. Brewster	Dorset
4125	Mr. B. Freke	Glocestershire	6039	S. Cook & B. Evans	Worcestershire
4209	Messrs. S.& D. Roberts	Shropshire	6040	Mr. S. Lawton	Northhamptonshire
4378	Mr. E. Kirby	Lancashire	6041	Mr. & Mrs. G. Sanders	Warwickshire
5024	C. Hart & K. Lonsdale	Wiltshire	6042	Mr. M. Domoney	Cambridgeshire
5148	Mr. S. Lafferty	Aberdeenshire	6043	Mr. P. Leather	North Somerset
5992	Mr. & Mrs. S. Harris	Surrey	6044	Mr. P. Collins	Monmouthshire
5993	Mr. F. Ross	West Midlands	6045	A. Baldwin & A. Quattrone	Hertfordshire
5994	Mr. & Mrs. B. Sleep	Surrey	6046	Mr. D. Parkinson	Hampshire
5995	Mr. & Mrs. L. Elliott	Surrey	6047	Mr. & Mrs. J. Cooper	Derbyshire
5996	Mr. G. S. Pouch	Kildare, Ireland	6048	Mr. C. White	Northhamptonshire
5997	Mr. N. Davey	South Gloucestershire	6049	Mr. M. Mason	Norfolk
5998	Mr. A. Clowes	Cumbria	6050	Mr. P. Chamberlain	Middlesex
5999	Mr. N. Simpson	Leicestershire	6051	Mr. & Mrs. R. Sharpe	Gloucestershire
6000	Mr. S. Tremlett	Somerset	6052	Mr. E. Dane	Hampshire
6001	Mr. & Mrs. B. Hatcher	Australia	6053	Mr. G. Lucas	West Sussex
6002	Mr. R. Pfeffer	Austria	6054	Mr. R. McManners	Co.Durham
6003	Mr. M. Ernst	Germany	6055	Messers. C.& M. Duffy	Flintshire
6004	Mr. M. Suter	Dorset	6056	K. Coupland & J. Hughes	Dumfriesshire
6005	Mr. & Mrs. G. Merritt	Berkshire	6057	Mr. & Mrs. D. Coussell	Buckinghamshire
6006	Mr. I. Grey	Cumbria	6058	Mr. & Mrs. H. Munro	Aberdeenshire
6007	Mrs. M. Gough	East Sussex	6059	B. van de Griend & J. Wright	Dorset
6008	Mr. R. Murray-Jones	Hampshire	6060	C. Reynolds & H. Hill	Wiltshire
6009	Mr. R. Valler	Hampshire	6061	Mr. & Mrs. R. Claydon	Middlesex
6010	Ms. C. Leslie	Hampshire	6062	Mr. A. Hamilton	London
6011	Messrs. P.& R. O'Brien	Surrey	6063	Mr. D. Webb	Cheshire
6012	Mr. L. Dunn	East Sussex	6064	Mr. & Mrs. G. MacLanchlan	Middlesex
6013	Mr. D. Hutton	West Lothian	6065	Mr. K. Granger	Kent
6014	Mr. & Mrs. P. Oates	South Yorkshire	6066	Mr. & Mrs. S. Rees	Oxon
6015	Mr. & Mrs. N. Tatlow	Worcestershire	6067	Messrs. J.& A. Mantell	Derbyshire
6016	Mrs. & Mr. E. Legg	Aberdeenshire	6068	C. Bayley & A. Findlay	Worcestershire
6017	Mr. P. Hammond	Shropshire	6069	Mr. J. Eaglesham	London
6018	Mrs. V. Thelwell	Lincolnshire	6070	Mr. D. Eaglesham	Hampshire
6019	Mr. A. Clegg	Essex	6071	Mr. W. Smith	Worcestershire
6020	Mr. & Mrs. P. Watson	Northhamptonshire	6072	Mr. & Mrs. B. Herbert	East Yorkshire
6021	Mr. D. Henshall	Staffordshire	6073	Mrs. M. Cheshire	Berkshire
6022	Mr. J. Lashley	Leicestershire	6074	Mr. & Mrs. S. Broszek	Kent
6023	Mr. H. Ford	London	6075	Mr. & Mrs. B. Burton	Norfolk
6024	Mr. & Mrs. D. Husband	Warwickshire	6076	Ms. J. Tolan	South Yorkshire
6025	Mr. R. Hine	Worcestershire	6077	Mr. M. Bloxam	East Sussex
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6029	G. Nunn & J. Harrison	Buckinghamshire	6081	Mr. & Mrs. S. Seymour-Perry	Worcestershire
6030	Messrs. C.& J. Burgess	Herefordshire	6082	Mr. J. Williams	Suffolk
6031	Mr. G. Thomas	Gwynedd	6083	Mr. T. Glenville	Devon
6032	Mr. A. Hart	Devon	6084	Mr. S. Martin	Hampshire
6033	Messrs. S.& D. Weir	Derbyshire	6085	Mr. A. Hingley	Derbyshire
6034	Mr. K. G. Nicholson	Surrey			

Chairman's Chat



Hello everyone and I hope you are having a great summer.

My very pleasant first duty is to welcome four new Area Representatives to the Committee: Tim Chilcott in Essex, Philip Hallows in the Peak District, Edryd Coleman in West Midlands and Stephen Freeman in Surrey & Sussex. It's great to have a local contact who can co-ordinate activity and provide a point of contact. I'm also

hopeful that we will soon have news of a new Area Rep for parts of Europe too. I'm also very pleased to announce that Debbie Andrews has taken on managing our Club Shop. Sadly Andrew Montgomery has had to step down as the Area Rep for North Scotland, I'd like to thank him for his efforts and wish him well with moving the family home.

I'd also like to very much thank Ros Woodham, our magazine editor, standing down after publishing this issue and wish her well for the future and the new baby. With a hard act to follow I'm also

very glad to be able to announce the appointment of Martin Port as our new editor. Martin has extensive experience in publishing for the classic car magazine world, is a Club member and his Land Rover adventures have already featured in B2L and elsewhere, Welcome aboard!

Lots of events going on all over the world, shows and gatherings too many to mention but If I can plug the 'events' section of the main Club Forum as a great way to find out what is going on locally to you? The Rally at Rutland Water on 2-5 August is shaping up to be a cracker, lots of people already booked and events filling up, so I'd suggest not leav-

'The Rally at Rutland Water on 2-5 August is shaping up to be a cracker, lots of people already booked and events filling up'

ing your booking until the last minute!

Changed MOT regulations from 20 May mean that the vast majority of our vehicles in the UK can claim exemption from the annual MOT test. The detailed Club advice is featured in the News pages of this issue. Responding to a request from the DVLA, we are listed as one of their 'expert' clubs for those seeking advice. Members in some other countries with far stricter regulations are to be sympathised with, stories from Switzerland of members having to prove that their sun-shade was a genuine part...

Rather more dull, but still very impor-

tant, is the new Data Protection legislation that arrived in May to ensure the UK is in step with EU regulations. Key to this is our new Membership system which I very much hope will be 'live' in a short while and which will be 100% in compliance with the new regulations. Suffice to say that the Club takes its responsibility to you as a member very seriously; we only use your information for the sensible administration of the Club, mailing you this magazine for example. Data is securely stored, not passed to outside organisations or shared even with Club officials without legitimate reason. The new membership system will allow you as a member, to request automatically that your Data be "forgotten" when you leave the Club.

Finally, the Board is already making preparations for the AGM, again to be held

in Coventry on 30th September. I said last year I'd stand down as Chairman but the Board persuaded me to continue. This time I mean it, new blood is required to keep things fresh. If you feel that you have the skills or experience to contribute, please stand for a Committee/Board post. If you have a good idea for improving how the Club runs, let us know, submit a suggestion....

Thanks, have a great Summer in your Tax-Free, MOT exempt vehicle (sorry Switzerland!) and I'll see a lot of you at Rutland Water.

Gene Maxwell, Chairman

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

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

Richards Chassis

www.richardschassis.co.uk
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

Security Marking. Vehicle kits £15 per vehicle with lifetime registration rather than the £25 yearly price. Discount code: MYCPHAV
shop.smartwater.com

Thomas Smith Fasteners

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

Undercover Covers

www.undercovercovers.co.uk
Free UK postage for S2C members.

Opie Oils

10% discount to club members using code SERIES2 at checkout. www.opieoils.co.uk

Smith and Allan

www.smithandallan.com oils and grease, offer a 10% discount to club members, enter code ST123 on checkout.

SERVICES

Footman James

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

Heritage Insurance

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

Mapyx

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

RBS

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

Visionaire

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

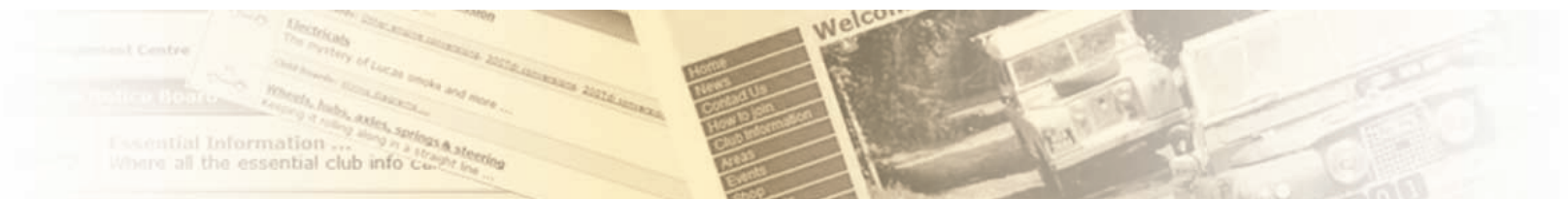
CONSUMABLES

Dinitrol

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

Frost Auto Restoration Techniques

www.frost.co.uk To receive a discount you will need to sign up to the site via the club members' link on the homepage. The Club's unique discount code is 1516LR2C. You will need to submit your name and membership number. They will send you a welcome letter/catalogue within three working days with confirmation of the Club's unique membership code which will need to be entered as the voucher code at check out or quoted over the phone.



Annual General Meeting

Of the Series 2 Club Ltd

AGM 2018 AGENDA

2018 Annual General Meeting of the Series 2 Club Ltd.

30 September, 11am
Midland Air Museum, Rowley Rd,
Bagington, Coventry CV3 4FR

1. To receive apologies for absence
2. To approve the Minutes of the 2017 Annual General Meeting of the Company
3. To deal with matters arising from those minutes
4. To receive the accounts
5. To appoint Messrs. James Stewart and Company Chartered Accountants, as accountants of the Company and to authorise the Directors to fix their remuneration
6. To receive the documents dealing with the Club's Officers and Area Representatives
 - 6.1. Chairman's Annual Report
 - 6.2. Club Officers' Reports
 - 6.3. Area Representatives – Retirements:
 - Peak District – Stephen Robinson
 - Scotland North – Andrew Montgomery
 - Surrey & Sussex – Paul Leach
 - West Midlands – Andy Parker
 - 6.4. Area Representatives - Appointments:
 - Essex – Tim Chilcott
 - Peak District – Philip Hallows
 - Surrey & Sussex – Stephen Freeman
 - West Midlands – Edryd Coleman
 - 6.5. Area Representative's Reports
7. Vote on any resolution/rule changes
None received
8. To accept resignations and to appoint Directors and Club Officers
 - 8.1. Club Directors' Retirements:
 - 8.1.1. Tim Eve
 - 8.1.2. Eric Leuzinger
 - 8.2. Club Officers' Retirements:
 - 8.2.1. Ros Woodham

- 8.2.2. Richard Myers
- 8.3. Club Directors seeking election and/or confirmation following co-opting onto the Board:
 - 8.3.1. Richard Allin
 - 8.3.2. Alex Bywaters
 - 8.3.3. Peter Holden
 - 8.3.4. Gene Maxwell
- 8.4. Club Officers seeking election or re-election:
 - 8.4.1. Advertising Manager – Richard Allin
 - 8.4.2. Shop Manager – Debbie Andrews
 - 8.4.3. Technical Officer – Dean Groves

9. To receive information about the next Club Rally and AGM:
 - 2019 Club Rally – to be hosted by the South West, Area 11 at:- Yeatheridge Farm Caravan & Camping Park, East Worlington, Devon, EX17 4TN. <http://www.yeatheridge.co.uk/>
 - Possible 2020 venues:- Bristol area ? Yorkshire ?
 - 2019 AGM – Midland Air Museum, Rowley Road, Bagington, Coventry, CV3 4FR.
 - Date & time to be announced later.

10. To conduct A.O.B.

NOTICE OF ANNUAL GENERAL MEETING 2018

Registered Number 2451020

The Companies Act 1985

By order of the Board of Directors

Notice is hereby given of the Annual General Meeting of the Company to be held at The Midland Air Museum, Bagington, Coventry, CV3 4FR, on Sunday 30 September 2018, commencing at 11am. For the purposes of considering, and, if thought fit, passing ordinary resolutions as to the Directors of the Company and as to its ordinary business, its accountants and accounts.

Notes

- 1) Any member of the company entitled to attend, speak and vote at the above

mentioned meeting may appoint a proxy or proxies to attend, speak and vote instead of that member. A proxy may demand, or join in demanding, a poll. A proxy need not be a member of the Company. A proxy form is attached and should be completed appropriately to reflect the member's wishes.

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

AGM 2017 MINUTES

Annual General Meeting of the Series 2 Club Ltd.

Held 1 October 2017 at 11am,
Midland Air Museum, Coventry,
CV3 4FR.

Present:

Directors: Gene Maxwell (Club Chairman), Alan Jones (Company Secretary), Richard Allin, Suzanne Lindsey, John Stokes.
Members: Stephen Edmunds, Andrew Turford, Peter Holden, Louise Whiting, Arthur Beeston, Edryd Coleman.

After introductions and welcome the meeting proceeded.

1. Apologies for Absence:

Tim Eve, Jon Hayes, Shaun Smeeth, Hazel Smeeth, Dave Snape.

2. Approval of Minutes:

Minutes for 2016 Annual General Meeting were approved.

3. Matters Arising From the Minutes

Gene Maxwell (Chairman) advised that the collection of Club archive material was in hand. Peter Holden offered to help progress this and this was agreed. The Club Shop had been set up and was operating. Various local appointments of Area Representative had been made. Revision and update of the Club's Memorandum and Articles of Association was in hand.

4. Accounts:

Gene Maxwell (Chairman) reviewed last year's accounts stating that club finances were very healthy. A small profit of £2k had been made. However, the overall loss was due to necessary writing down of obsolete stock. Cash balance was healthy standing at £42k. Tom Pilling and Tim Eve were thanked for their hard work compiling the accounts.

5. Appointment of Accountants:

Messrs. James Stewart and Company, Chartered Accountants were appointed as accountants of the Club and the Directors authorised to fix their remuneration. It was agreed that a new accounting service should be sourced in the near future, and an internal auditing role considered.

6. Annual Reports

1.1. Chairman's Report. Gene Maxwell (Chairman) stated that the Club was in very good shape, despite Club Shop losses. Membership numbers were showing an upward trend, and he felt it was important to work on converting Facebook members to full club membership. The new membership system was also progressing well. Gene Maxwell offered to continue as Club Chairman subject to the appointment of a Vice Chairman to assist with the workload. His offer was unanimously accepted.

1.2. Club Officers' Reports. Club Officers reports were presented.

1.2.1. The Shows Officer Report was reviewed. It was queried why no mention of the NEC Shows had been made in the Shows Officer Report, or whether it should be an Area Report.

1.2.2. Peter Holden, VRO, stated that rules were being tightened and that it was important when installing a new chassis to retain the dumb iron with the original chassis number. Richard Myers was retiring due to health issues, and Chris Gregson had offered to be an inspector. Additional inspectors were needed,

and training could be provided. Peter Holden thanked Dave Dutton for his hard work and dedication.

1.2.3. Club Shop. Alan Jones reported that the club shop was up and running online, which allowed the Club not to carry any stock, eliminate redundant lines and save money. A Shop Manager was needed for managing the small items.

1.2.4. Webmaster. Alan Jones reported that the website was running well with no current technical problems. The Club's email system had been hijacked which had caused temporary blacklisting of the Club's email addresses, but this had been resolved. Help with content for the website was requested, and archive material would be helpful in this regard.

1.2.5. Advertising. Richard Allin advised that advertising rates had been increased and new partnerships established with UCC, Vintage Tyres, and Bearmach. It continued to be difficult to get content for the magazine. Club discounts were being secured from suppliers, and work to secure more of these would continue.

1.2.6. Treasurer. Tom Pilling reported that expenditure had increased due to the cost of the magazine editor, however this position was necessary and had proved very successful. Due to lower than expected attendance numbers at the Annual Rally organised by the Garden of England area, the Club had subsidized the costs by £1k. Plans to change the Club's bank had not progressed due to insurmountable problems setting up the new account. The Club's bank account remains at National Westminster.

1.3. Area Representatives. Reports received from Area Representatives were presented. However, reports had not been received from all areas. It was agreed to promote cooperation between adjacent areas to offer the best coverage for members.

7. Resolutions and Rule Changes:

No Items

8. Appointments and Resignations of Club Officers

1.1. Club Directors' Retirements accepted from David Brodie, Brian Clements, Dan Clements and Tim Eve.

1.2. Club Officers' Retirements. Retirements were accepted from Dave Brodie, Frank Dunhill (Retiring on Rotation), Alan Jones (Retiring on Rotation) and Dave Snape (Retiring on Rotation).

1.3. Club Directors' Elections/Confirmation following Co-Option. Dylan Featherstone, Alan Jones, Suzanne Lindsey, John Stokes. All were elected unanimously. (A very small number of proxy votes were discounted as invalid due to non-compliance with submission rules.)

1.4. Club Officers Elections. Frank Dunhill, Alan Jones, Dave Snape.

9. 2018 Rally

Two offers to organise the 2018 rally had been received; Rutland Water and Devon. Both proposals were reviewed in detail, and it was agreed that Rutland Water would be selected for 2018 and Devon for 2019.

10. AOB.

10.1. Membership System. Gene Maxwell (Chairman) reviewed the proposed new membership system. He advised it would be very user friendly, provide a robust system and be inexpensive to run. It was agreed to progress this system.

10.2. Louise Whiting proposed a celebration of 60 years of the Series 2 Land Rover. Support was expressed.

10.3. Peter Holden was co-opted as a new director, his position to be ratified at the next AGM.

10.4. Edryd Coleman proposed a vote of thanks to Gene Maxwell (Chairman) for his hard work and dedication. This was unanimously supported.

The meeting closed at 1.30pm





PROXY VOTING FORM

The Series 2 Club Ltd. AGM 2018

I/We (names of member(s)) _____

of (address) _____

Membership No. _____

being a member of the above mentioned Company hereby appoint (name of proxy)

of (address) _____

or failing him/her, the Chairman of the meeting as my/our proxy to vote on my/our behalf at the Annual General Meeting of the Company to be held on Sunday 30 September 2018 commencing 11am at Midland Air Museum, Rowley Rd., Bagington, Coventry CV3 4FR and at any adjournment thereof. This form is to be issued in respect of the resolutions mentioned below as follows (the numbering follows the numbering of the Agenda items).

Please tick the option that applies to you:

Resolution 8.3.1 For Against Abstain

Resolution 8.4.1 For Against Abstain

Resolution 8.3.2 For Against Abstain

Resolution 8.4.2 For Against Abstain

Resolution 8.3.3 For Against Abstain

Resolution 8.4.3 For Against Abstain

Resolution 8.3.4 For Against Abstain

Unless otherwise instructed, the proxy may vote as he/she thinks fit or abstain from voting.

Signed _____ Dated _____

Notes on proxy voting

Any member of the Company entitled to attend, speak and vote at the above mentioned meeting may appoint a proxy or proxies to attend, speak and vote instead of that member. A proxy may demand, or join in demanding a poll.

A proxy need not be a member of the Company. If this form is returned without any indication as to how the proxy shall vote, the proxy will be free to vote on any particular matter as he or she thinks fit, or to abstain from voting. Please initial all alterations made to the form.

This form must be received/delivered to, not less than 48 hours (11am, Friday 28 September 2018) before the meeting by posting to the Company at:- S2C Ltd. 2018 AGM, 58, Willoughby Road, Boston, Lincolnshire, PE21 9HN. Or by email to:- secretary@series2club.co.uk to arrive by 11am Friday 28 September 2018.

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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.

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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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063/17



The Penultimate and the Ultimate

WORDS **DAVE WALKER (1701)**
PHOTOS **VICTORIA CRANSTON**

Experiencing the Coquet Safari in a 109in Station Wagon

Every now and again there arises an opportunity to have fun and an interesting experience. This was the Coquet Safari, an interesting tour of Northumberland based around Rothbury. The first time I went on it, I was a passenger in a 'pre-Land Rover' - great fun and I have to admit a growing admiration for these American built machines. I suppose you could say the Wilks brothers did also!

For the second year I was going to take my Rover 3-litre, however it is fitted with a V8 and although normally reliable on the road when plenty of cool air is being forced through the engine bay, it is prone

to vapour lock on low speed applications and this has been exacerbated by the new so called petrol that is going about. Enter Lady Jane, my 1967 109in Station Wagon.

I have owned my April/June '67 built Station Wagon for 11 years now but unlike all the others, her gestation into a road worthy machine has taken some time. If you have rebuilt a standard long or short wheelbase, do not be fooled into thinking a Station Wagon will be only slightly more complicated. The bodywork, or at least mine, was a nightmare. I should have realised how bad they can be when I took ¾ inch of factory packers from under the





steering box brace. So for 10 years, with several false starts and many dead ends, she gradually came together, including a new chassis, suspension, brakes and the sill. This connects the bottom of the door pillars. The dead ends include the CB master cylinder - never will I go near one again, the wiper system - if I had realised what a bother these were going to be I would have fitted an earlier screen with individual wipers and no it is not the same as a Series III. Finally we have the door fit. If you have a two-door body and you get the bulkhead a little wrong, it will not have much affect but on a four door your mistake is quadrupled.

For the 2017 Safari somebody upstairs had granted some fantastic weather,

which enabled us to travel over ground that was normally quad bike territory, more of this later. Saturday started at 9.30am as some people travelled there that morning including yours truly, if only for a modest 45 miles. After a swift safety briefing, we were off in convoy travelling on Forestry Commission and Army Ranges (for which a special permit had to be obtained) although at this stage the tracks were not testing, the views were spectacular. The heat was beginning to tell on the Jeeps; although very able vehicles normally, the modern excuse for petrol was causing big problems and it got so bad that the two Land Rovers and the Champ stayed at the rear to pick up stragglers. The day cumulated in an ascent of Windy Gyle, the third highest hill in Northumberland which, at its peak, forms part of the border between England and Scotland. There are several tracks up the hill normally used by shepherds on quad bikes and we were advised that the two vehicles not thought capable of the climb were the 2WD Kubelwagen as it only had RWD and Lady Jane on account of her size, ramp over angle and departure angle etc. Still I decided to have a go and all bar





one Jeep set off at a reasonable rate with the Kuble, the Champ and a Gaz followed by Lady Jane plodding on. As the hill got steeper I crawled past one Jeep after another stuck with vapour lock. About two thirds of the way up, I picked up Jimmy Arthurs and asked him to see me through the peat hags; now this was a fortunate move as Jimmy was part of a team of three Jeeps that ascended Cheviot in the early '70s and I had also travelled with him the year before. The big problem with a 109in SW, apart from its weight, is getting its belly or tail stuck on the hags. The smaller and lighter Jeeps with their 80" wheel base have a distinct advantage. But with Jimmy guiding me through the tricky parts we made it to the top, passing the Kuble which made a valiant attempt but got bellied out on a hag. This was followed by towing one of the Jeeps, whose clutch had failed, 20 miles back to Rothbury

The Sunday was also rather eventful with more vapour-locked Jeeps having to be bump started and dragged up hills but we were blessed with glorious weather and stunning scenery as we were driving on forestry tracks and private roads - but the



best part was the quad bike tracks across the hills. Some of these tracks rather tested Lady Jane with her large posterior and drop plate and a couple of the difficult parts involved quite a bit of ploughing! I was also joined by my daughter and son-in-law which led to some interesting interior action shots. Towards the end of the day, as I was heading north towards the border and the daughter's car was parked in Rothbury, they finished off in my friend Mateo's Gaz 69, which was an interesting experience for them and gave some good opportunities for photographing the good Lady Jane. As

we left Alnham, I left the convoy and headed north home a little way behind Jimmy who was heading even further north.

The whole event is organised by Duncan Glen and his father-in-law Denny Thompson, both staunch MVT members. 2018 so far has been rather difficult for many of us and Duncan has found the paperwork and organising this event in its present form rather overbearing so he announced that this will be the last event in its present form. Hence the title: Penultimate 2017 and Ultimate 2018. However despite the weather over the previous few weeks, we were out for more adventures and after the usual briefing at 9.30am in Rothbury car park, we were off.

A great gallivant off on public roads, then forestry tracks visiting a WW1 practice trench system, followed by one of those tiny gateways that all the Jeeps just popped through. I had to plan very carefully to get the good Lady squared up to get through, then more road work. This was followed by watching live direct firing on the ranges with our special pass. The 105mm guns were adjacent to us and very impressive; a huge crump followed by a massive explosion in the distance depend-

ing on what ammo they were firing. The final chapter saw us heading up the Coquet Valley, only to meet an Army convoy coming down but a handy farm yard saved the day as the big MAN trucks took up all of the single track road. Towards the end of the valley, we had a great off roading opportunity, a hill climb. Only the Kuble struggled a little but made it in the end. And not one single Jeep broke down, however a LWT only just made it to the car park and was left there on the first day and, as the owner of Series vehicles, all I can say is: there, but for the grace of God, go!! **B2L**





WORDS AND PHOTOS **EDRYD COLEMAN**

Standing Tall

Classic Car and Restoration Show, Birmingham NEC, March 2018

As we all know, 2018 heralded the 60th Anniversary of the launch of the Series II Land Rover, but it's felt that so often that birthday is eclipsed by the anniversary of the brand defining Series One. Nevertheless, we know that the concept shape that most recall was first seen on 30 April 1958 and formed the shape of things to come for the next 58 years.

Fresh from a commendable Runner Up status for Best Stand at the November show, the challenge was on for the Series 2 Club's stand at the Spring Restoration show at the NEC, to step up and celebrate

this momentous event. How better to do this than to focus on 1958 built vehicles. In this area, we have the good fortune to have Chassis No. 1, and we're grateful that Paul was willing for her to be present. However, that came with a condition, that JEP, my perennial restoration project, also attended and that she drove at the end of it! Ashamed at my lack of progress, I suggested that JEP was 59 model year and so ineligible. Mr Bohan countered, "Still built in 58". Hmm - fait accompli!

Discussions with Area Reps around the country, seeking vehicles not previously seen at the show, included



one with Sean Smeeth who was interested but non-committal.

A week later he called to say that he'd negotiated with the Dunsfold Collection for the Loan of No. 2, moreover that he and Hazel would deliver said vehicle and be present at the stand for the weekend. Phil, Richard and Gary, as previous near neighbours at the show, are good friends of the stand and we were grateful for this brilliant arrangement.

And so preparations began, including negotiating a bit more space so that we could have a display and workshop area. Alison Judge, the show organizer, was really helpful and granted us 78 m2, which later appeared to be quite significant.

Through the Club's purchase of a decent display wall, this resolved an issue that has been problematic in the past, and allowed us to deploy some good graphic designs.

And can we have a cake? Seemingly... yes!

We were restricted to one day for building the stand, and so the 22 March was one of the most frantic. Judicious collection and cleaning of discarded carpet from previous shows, meant that we could, for the first time, have full floor covering - nice to look at but also easier on the feet over three days. The venerable two were placed on recycled grass and JEP was elevated to the operating theatre. Augmenting the display was



the Club's cutaway engine, transported from 'up north' by Chris, and Sean had also brought the Smeeth Gearbox.

The Show, as usual, was busy from the go get, and for the first time we had Directors' presence on every day of the Show. Friday is particularly significant for that purpose, as many approaches are made for business initiatives, publicity and partnerships. The press were also heavily in attendance, and were engaged superbly by the brilliant members who were present on the stand. Meanwhile, the show elves, were busy on JEP and in short order, she had electrics and doors which lined up. They also had a crowd watching on, and I felt production slowed as they too were drawn into discussion. We were well placed at this show, an outcome of delivering well in previous ones, and resulted in us being between Sporting Bears, and the main Stage, guaranteeing strong footfall. And interest! At the end of the day, I was gobsmacked to hear that 11 people had applied to join the club, an NEC record! The stand had a buzz about it, members didn't have time to sit down and talk amongst themselves and we were excited that B2L had already been nominated for Best Car Club magazine, which meant best behaviour! A number had been primed to attend the Awards Event, the following day. I thought I'd swerved that task purely out of self-preservation, knowing Sunday would be really busy and followed by breakdown, physically and mentally. However, late in the day, Alison Judge came to see me, and asked what I was doing the follow-





ing night. I glibly suggested, I'd be having an early night, but when she shook her head, and I couldn't lasso anyone else, I agreed that we would attend. But why?

Saturday is usually 'Jolly Boys Day' and indeed the show was packed, with groups of roving petrolheads. I heard that there was record attendance for the Show, so it is growing in its status as the first major show of the year. The celebs were out and about and we had a visit from Tim Shaw from Car SOS, Fuzz and Old Phil having visited last year. Tim was pleased to sign our Birthday wall, which is an item that will be up in a charity auction soon, (Other autographs are present!)

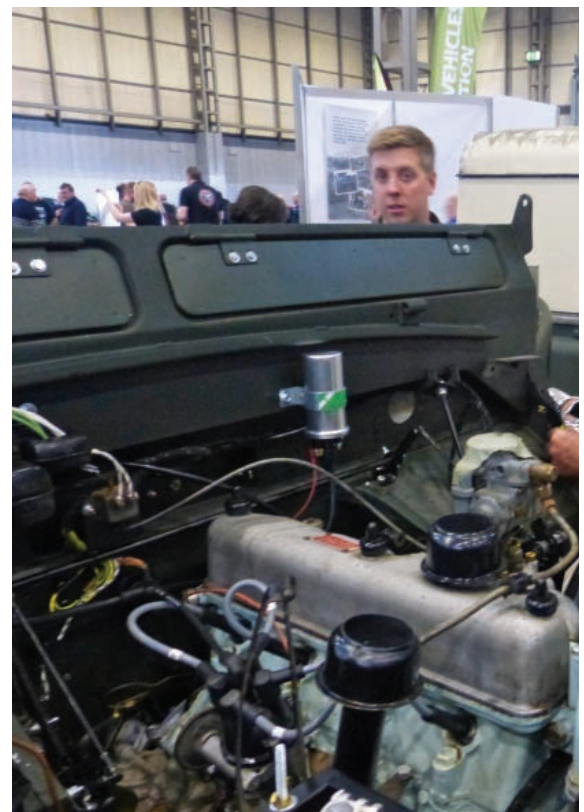
Lots of interest in No's 1 and 2, visitors perhaps not realising their age until they read the boards and then when engaged by Members, the cameras came out.

JEP progressed well during the day, and around 4.30pm I had a call to say she might be ready to fire. Now considering this had not happened since

2010, I couldn't believe it - could this really be happening? Well so nearly, she was keen, compression was good and it was so close, she tried. I know that Sean, Terry and Andy would have carried on, but I needed to send them off to get suited and booted. They both scrub up quite well! (I want that tie!)

And so to the Awards Event and the mysterious invitation. Eight of us had ended up going, to hear the outcome of Best Club Magazine Award, Footman James had also provided places so we were there in numbers. It was a posh event hosted by Tourism Ireland and they did us proud with food and libations. As the nominations for the Magazines were showcased, eight people as one, cheered loudly for B2L and it was great seeing the cover on the large screen. Alas, no cigar on this occasion, which would have been great for all the contributors and editors past and present.

Another notable was a lifetime achieve-



ment award for Sir Stirling Moss and the room rose to accord their agreement.

Award for the Car Club Stand under 80m2 was announced and other clubs were accorded special mentions, so still mystified, we waited. And then it was announced that the winner was the Land Rover Series2 Club Stand. In the adjudication, it was specifically expressed that it was a tremendous coup to have the first two vehicles on a well displayed stand but that the most significant factor was the warmth and knowledge demonstrated by the Club Members.

I know I speak for Andy, that whilst we organise these, that factor we can't engineer is the response that people receive on the stand, and we were more delighted that it was an award for all the members of the Club who had assisted in this and previous shows. Mike Brewer, seen earlier, had promised to visit, said to me, "Told you I'd see you later!"

It's nice to know that we received a really strong ovation from the other participants, many of whom are from clubs we have got to know over the last 5 years. Lots of photos and it was great. Some bloke got up and said some roughly coherent stuff but no apologies, we were chuffed to blazes!

And so on a bleary Sunday morning, we had another item to display, our



Award, with attendant media interest. Mike Brewer rocked up and had a good chat. And then on to the main business of the day. A new crew, fresh and motivated, approached Family day, and were armed, not only with the ubiquitous Series II biscuits but also aided by Anniversary ones. Busy again, no-one really had time to stop, talking and engaging and recruiting. At the end of Sunday, the show total was 18 new members and a number of renewals, just as significant in bringing people back into the fold.

And then, at 13:22 (I did check) I had the second call. She's ready. And she was. Sweet music as JEP fired up, and ticked over beautifully, drowned by the cheers of the members and the small crowd that had gathered. Later in the day, she moved under her own power for the first time since 2004. During the afternoon, the horn was fitted and at 5pm, she added her own corncrake-like tones to the usual ending of the show. Bliss!

I think, like most, my feeling was that the weekend had been a bit of a whirlwind and we were still buzzing. Members stayed until 7pm which meant that we had broken down the stand in record time, leaving just a few jobs for the next day.

It had been a crazy few days, and would not have been possible without the hard work of everyone. Special thanks to Sean and Hazel, the Build Up Crew for 'getting it right' and all the members who attended the show and worked so hard. You have all done the club so much credit and gained the right reward. Well done!

So who said a weekend in Birmingham was dull! **B2L**



WORDS **EDRYD COLEMAN**
PHOTOS **MARTIN PORT**

Land Rover Legends

Bicester Heritage, Oxfordshire, 26-27 May 2018

A Type C Aircraft Hangar formed the centre piece to the Inaugural Land Rover Legends event, based around a central presentation stage. This was surrounded by the four Star Vehicles: The Beaver Bullet, Camel Trophy 110, 'Oxford' and the wonderful Pre-production LO3. Each of these was subject to presentations and interviews during the course of the weekend and their stories told. Other vehicles in the hall were a large number from the Dunsfold Collection, as well as examples of restorations of Land Rovers from different periods. The Series 2 Club had been asked to repeat their presentation from the NEC of No.1 and No.2 augmented by the presence of No.8. and we were honoured to be included in the collection of Legends within the main exhibition area.

Due to the 60th Anniversary, the plan was also to get as many 1958 vehicles at the show and so a second stand was arranged outside within the Land Rover club area. As a consequence, the one day Build Up was an intense process, thankfully assisted by Paul Bohan and Suzanne Lindsey.

Saturday morning greeted us with a pleasant if muggy day, but very soon, our outside stand had five 1958 built vehicles along with the '61 Tipper and two 1964 IIAs. The placement of the stand was excellent and resulted in a lot of foot traffic, and requests to join the Club. So much talking and Land Rover examining took place, as is the way, and all members who attended and stayed on the stand, did an excellent job.



Bicester's Background

Flying at Bicester began as early as 1911 when a Bristol Box-kite took off from the town. During WW1, the Royal Flying Corp founded it as a service Airfield and was assimilated into the newly formed RAF in 1918. After a brief closure from 1920 to 1926, Bicester was reactivated initially as a Training Depot and in 1936 became a state of the art Bomber station from which the legendary Halifax, the first four-engined bomber, first flew. It was a natural progression that in the latter part of the War it became a Glider Pilot Training establishment, from which pilots progressed to embark on the hazardous landings at Normandy and Arnhem.

Bicester reverted to being a training and maintenance station post war, though activated in the '80s and more recently 1990 as a Medical Facility in light of expected high casualties from the first Gulf War.

Bicester is cited as being the best preserved of the bomber bases to reflect the progression and development of airfields, though after 40 years of neglect, Historic England in 2008 added 19 listed buildings and 11 areas of Scheduled Ancient Monuments to the 'At Risk Register'. Fortunately, in 2013, Bicester Heritage became involved and since that point have painstakingly commenced a programme of restoration, currently completing 80% of the task. The attention to detail is such that on going through the gate, you step back in time, and with no great imagination, one can visualise it as a working airfield. Whilst fewer aircraft are present, it has become a unique hub for Historic Car maintenance, it is a feast for the eyes with multiple units providing varying services of storage, maintenance and exhibition of just so many marques of yesteryear.

Every so often, the sound of the show was punctuated as one of the two Tiger Moths based there took off, alternating with the swoosh when the Gliders took flight. It was a brilliant back drop.

Each day there was procession of Series One and Series II vehicles, proudly one of which was YSL, a beautiful 1960 vehicle that had just finished restoration.

At the end of the first day, we sought out a well-earned libation, but to our disappointment found that the beer van, a converted Defender, had shut up shop. Resorting to imported supplies, and after a meal at our onsite camp, we had a walk. Just to the back of us was a tank absolutely peppered with holes which, on closer examination went straight through and most could not have been battle damage, rather gained as a target. Clarified ultimately, it was an M3 Grant, of the type that saw service in North Africa. Further walking took us around the workshops and we were able to salivate at the vehicles being restored and preserved, my favourite being an F1 1955 Ferrari that might just have been driven by Trintignant.

Staying on an airfield, with its wide expanses, meant that when the impending thunderstorm began, we had an impressive area of sky to look at. How-

ever, the 'mother of all storms' cost us a good hour of much needed sleep.

Incredibly, the next morning, the ground was dry, and so it continued for the rest of the day. The Series 2 stand was augmented by a lovely early 10gin and new applicants were recorded.

Some of you may know that I am trying to gain signatures for our Anniversary Board, which we hope to auction later in the year. On that basis, I went on the hunt and managed to get the Camel Trophy Ives brothers, and Mark Evans to add to those from the NEC. He was very interested in the Club and, at his request, I agreed to get him an application form. That conversation became a little embarrassing later on as I waited to hear if Shuey's YSL got mention in the best restored category. Sadly not, but he had my vote, for what it's worth! Prize-giving progressed to Best Club Stand, something we were unaware of so had no expectations. Incredibly Series

2 Club was announced as the winner, and in that instant and in a blind panic, I looked around for Andy Parker, who was heavily involved in the set-up. He was nowhere to be seen! Having spoken to him earlier, Mark picked me out and I somewhat humbly deputised for the boss, so I apologise for any images that may appear in Land Rover press. We put the matter straight a little later and he's just about talking to me!

We discussed with the organisers how the show had gone. It was a first year and the main message was that it had gone well, that there were lessons to be learned and that it was planned again for next year.

The mantra of Bicester Heritage is borrowed from the movie, 'Field of Dreams'... "If you build it, they will come". I would go again, I loved the venue and the 'feel' of the place, and it is perfect for showcasing a real Land Rover event. **B2L**





Jubilé de Platine

Thaumiers
27-30 April 2018

The confederation of various French clubs, called Eternal Vehicle, organised a big event to celebrate 70th Anniversary of Land Rover in France.

With the backing of Land Rover France, they found a great location to host the event: a seven-hectare space in the central Val de Loire region, belonging to Safari 4x4 Off-Road organisation who also gave their support.

About 650 vehicles attended with more than 1,500 people. I was there with my 1948 Series One along with Nigel Withers and his pre-pro No. 17.

WORDS AND PHOTOS **PAOLO TURINETTI**









A big circus tent was erected with food and there were plenty of trade stands on site.

The permanent off-road course gave everyone the chance to enjoy themselves, playing in the mud!

Of course, I took a close look at the Series IIs present and spotted some interesting vehicles. There were two Marshall ambulances, one from Germany and the other belonging to a Le Temp des Series French club. There was also a really nice zebra-striped 10gin that suffered serious engine damage during the event.

I spotted a very interesting 10gin Station Wagon camper conversion with the

original safari roof lifting system, and a 'standard' Dormobile. A very tidy early Lightweight model was displayed under the Temps des Series Club tent where I found shelter from the heavy rain in my Series One, too. From Spain, there were two nice representatives of Santana: a white painted, six-cylinder diesel Militar 10gin and a very rare Forward Control crew cab 1300 diesel, produced from 1967 to 1978. From France came a grey 110 IIB FC. Lots of 88ins completed the Series II presence giving a classic element to the show which was dominated by Defenders, Discoverys and some nice Range Rovers, too. **B2L**



Members' Motors

Show us your Series!

Gene Maxwell

CURRENT LAND ROVERS: 1967 Series IIA Marshall Ambulance, 1971 Series IIA Lightweight and a wrecked 1967 88in Diesel.

OTHER LAND ROVERS: 1996 300 Tdi (running) and a Series III needing work.

DREAM LAND ROVER: A difficult choice. I'm currently working, with help, to get an MOT on the Ambulance and convert it as a camper so we can go travelling, which will be great. The Lightweight has recently had its electrics fettled, a coat of paint

and an MOT so it's back on the road after a good few months laid up. It's great fun too; some superb days out on the local forestry roads over the years, so between the two I'm not sure I'd really want to swap for anything else except perhaps a nice V8 powered military Forward Control.

OTHER HOBBIES: Finishing building our house is taking up a lot of time at present but the end is in sight and I hope that once that is settled we can get out and about a lot more. I enjoy hill-walking and

help out as an Instructor with the local Duke of Edinburgh group. I really need to spend more time out in the hills and less on the S2C Forum... Another hobby is photography, made easier by the great local scenery.



OTHER DETAILS: My Land Rovers tend to get used, I enjoy off-road driving but collecting logs, running to the tip and fetching building materials are also part of the mix, so none of them are in concours condition. The Lightweight (Ex Royal Artillery, Germany) had reached the point where even I thought it was looking too scruffy so I've recently stripped the paint for a respray. The existing 'finish' was a brush-coat of tractor paint applied directly over umpteen layers of MoD Green and Black by the last owner, so the surface was just a tad flakey. It took 15 litres of Synstyp to get the body back to bare metal. I'm also taking the opportunity to put a hard top on it to improve security around town a bit.

The Ambulance (Ex TA Hospital unit) is our latest addition, collected from 'Down South' in an 1100 mile, two day towing marathon. Externally it looks good and it has had a recent diesel transplant but the engine is smoky, probably going to be replaced with a 200 Tdi. The electrics are 'interesting', producing about as much smoke as the engine. The plan is to renovate the interior as a two-berth camper with a bench seat along one side able to convert into a double bed, storage space for a kitchen and enough clothes for a couple of weeks, a sink with hot water, a small fridge and perhaps a heater to allow year round use. Internally you have about 8ft long by just under 6ft wide to play with. **B2L**





Alastair Stirling

In 1972 I was volunteering on the Ffestiniog Railway in Wales and one of the guys had a Series One with a Tickford body. We used it to explore the old slate quarries and I was so amazed at how it scabbled up slate-strewn slopes that I had to have a Land Rover. Almost as soon as I returned to Glasgow I hunted for one. WWS came from Drymen (Drimmen) near Loch Lomond and cost me £250 although, as a country tradition, the seller gave me £2 back for good luck.

I ran it till 1991 as my everyday vehicle with two periods off the road for chassis welding. By '91 it was in a poor state and I started a full rebuild. My enthusiasm didn't last and it mouldered till a last push in 2016 with a return to the road in November that year. It's certainly not a restoration but it is still largely original with some extras to make it more 'civilised'. I attend shows and do trips with the Scottish Green Road Club so it's had a lot



of use on tracks to dams etc. with stones peppering the underside.

It has performed well amongst Evoques, Discos and Range Rovers doing exactly what they do, only with a lot more input from the driver.

They say you never forget how to ride a bike and I think the same goes for off road driving techniques. Having said that, my 73-year-old legs know they've been doing something after a day off road. Still, very rewarding. **B2L**



Vehicle Database Update

CHRIS GREGSON (BOTTOM BOX)

Time has rolled on and I realised that another Built 2 Last article was due to update the position with regard to the VRO Database. Having read over the last article, I began to wonder what impression a club member gains of a VRO vehicle inspector who can write five solid pages on Series II vehicle dating. Well, I'm far from being a vehicle dating 'geek'; it really is only a side-line. I'm often found on 'Go Ape' type activities, zip-wires, paddling a dinghy across underground lakes in a disused slate mine, climbing waterfalls, visiting comedy stores, and socialising in the evenings is my all-time favourite pastime. I've just returned from the Superbike Championships held at Oulton Park over the May Bank Holiday and seen riders



get off at 130 mph and walk away... even got the motorhome towed out of some soft ground by a Land Rover Defender. I would have preferred a tow from a Series II/IIA... but beggars can't be choosers!

Since the last update, another volunteer has stepped forward to learn the

process of recovering dating information from the Gaydon despatch records and the factory registers. It is a simple process, but the index book needs to be checked to locate where the information is actually stored, and the factory registers need to be ordered with seven days' notice. I met Andrew Woods at Gaydon, transferred a canvas hood and hood-sticks from one vehicle to another, enabling the canvas roof to complete its journey from Devon /Cornwall, via Gaydon, to its new owner in darkest Blackburn, Lancashire in less than a week.

Martin (582LTR) kindly offered his own 'build data' research on the 1958 diesel model vehicles to benefit other club members. This dating information is now safely stored and will be added to the VRO Database as time permits. For the present time, it serves my purpose to have Paul Bohans' 1958 Register as the main method of both recording and viewing April 1958–August 1958 vehicle data.

Much of the public source engine dating material has now been collated and published to the Series 2 Club forum as child boards under the chassis/engine/gearbox heading. It should now be possible to check down the list(s) for a particular engine No. and then attach an approximate build date, or look up a particular date to check what engine No. should have been

fitted; this might prove useful when a non-standard engine has been fitted and the owner is seeking to fit an age appropriate engine serial. This forum thread is proving quite popular with over 11,300 views so far. Data has now been tabulated for 1959/1960/ 1961 petrol and diesel engines. The following attachment shows 1960 petrol

Table 1: 1960 Petrol engines, using salmon pink coloured Gaydon build dates to show when that particular engine No. was on the production line

chassis_no	C	year	Build_Reg	o_eng_no	o	in_despt	out_despt	despt_to	Colour	Reg_Date
15200073		1960	28/08/1959	151000202		28/08/1959	21/09/1959	Mr Collison, 34 Newark St, Greenock	Mid Grey	16/09/1959
154000067		1960	01/09/1959	151000222		01/09/1959	22/09/1959	IRAN	Mid Grey	16/09/1959
154000066		1960	01/09/1959	151000226		01/09/1959	22/09/1959	IRAN	Mid Grey	16/09/1959
154000065		1960	21/08/1959	151000228		21/08/1959	24/08/1959	IRAN	Mid Grey	16/09/1959
141000047		1960	09/09/1959	151000418		09/09/1959	11/09/1959	Steels Cheltenham	Bronze Green	29/04/1960
151000032		1960	14/09/1959	151000632		14/09/1959	22/09/1959	Rover Co. Seagrove Rd, (Admin Scho	Marine Blue	16/09/1959
151000094		1960	27/08/1959	151001215		27/08/1959	08/10/1959	Botswoods, Ipswich		01/11/1959
151000115		1960	03/09/1959	151001345		03/09/1959	07/09/1959	Henlys Ltd. London		
141000320		1960	18/09/1959	151002543		18/09/1959	30/10/1959	Mr Moon, 9 Florence Rd, Acocks Gre	Marine Blue	25/09/1959
142000272		1960	23/09/1959	151002543		23/09/1959	25/09/1959	Mr Snowell, Chipping Sodbury, (BW	Mid Grey	25/09/1959
142000213		1960	17/09/1959	151002707		17/09/1959	30/09/1959	Cooper Motors Kenya	Mid Grey	29/09/1959
164000087		1960	18/09/1959	151003080		18/09/1959	08/10/1959	Rover NA	Sand	30/09/1959
142000300		1960	24/09/1959	151003632		24/09/1959	02/10/1959	Central Africa Motors Rhodesia	Mid Grey	29/09/1959
142000301		1960	28/09/1959	151003700		28/09/1959	09/10/1959	Cooper Motors Kenya	Bronze Green	02/10/1959
144000933		1960	06/10/1959	151004005		06/10/1959	06/11/1959	Franco Brit Auto Paris	Bronze Green	02/11/1959
141000457		1960	07/10/1959	151004151		07/10/1959	28/10/1959	Holloway Worcester	Bronze Green	
164000131		1960	12/10/1959	151004561		12/10/1959	29/10/1959	SATMA New Caledonia	Sand	15/10/1959
144001085		1960	14/10/1959	151004775		14/10/1959	28/10/1959	RAF Woodbridge, Salop.	Light Green	23/10/1959
141000553		1960	07/10/1959	151004815		07/10/1959	20/10/1959	Rover Publicity Dept, Solihull	Marine Blue	15/10/1959
154000551		1960	19/10/1959	151004836		19/10/1959	18/11/1959	Rover Co. USA	Highway Yellow	
161000015		1960	21/10/1959	151004903						21/10/1959
151000360		1960	19/10/1959	151005121		19/10/1959	22/12/1959	Rover Publicity Dept, Solihull	Bronze Green	02/12/1959
151000357		1960	13/10/1959	151005370		13/10/1959	02/11/1959	Rover Co. Ltd. (Eng Dept) Solihull	Mid Grey	15/10/1959
161000017		1960	05/11/1959	151005780						05/11/1959
141000824		1960	27/10/1959	151006063		27/10/1959	30/10/1959	Henlys Ltd. London	Marine Blue	
162000188		1960	03/11/1959	151007083		03/11/1959	06/11/1959	Cooper Motors Kenya	Mid Grey	05/11/1959
142000674		1960	02/11/1959	151007102		02/11/1959	12/11/1959	Mr Edwards, 51 Langham Gardens, Lr	Mid Grey	10/11/1959
151000436		1960	03/11/1959	151007195		03/11/1959	12/11/1959	SMT Carlisle		02/11/1959
142000714		1960	10/12/1959	151007395		10/12/1959	17/12/1959	Cooper Motors Kenya	Marine Blue	17/12/1959

chassis_n	C	year	uild Reg	o_eng_n	o	in_despt	out_despt	despt to	Colour	Reg_Date	o_reg	Source
152103210		1961	27/04/1961	151120038		27/04/1961	18/05/1961	Mr Balfour, Dewars, India	Mid Grey	01/05/1961	1250 WD	Factory Register
142101618		1961	27/04/1961	151119231		27/04/1961	16/05/1961	Mr Tait, Much Hadam, Rhodesia	Sand	01/05/1961	1251 WD	Factory Register
142101619		1961	28/04/1961	151120284		28/04/1961	30/06/1961	Rover North America, c/o Java Moto	Marine Blue	01/05/1961	1252 WD	Factory Register
144103336		1961	12/04/1961	151118282		12/04/1961	19/05/1961	HDO Staples, London (Rover Co. N.A)	Light Green	01/05/1961	1253 WD	Factory Register
164100881		1961	24/04/1961	151119680		24/04/1961	12/05/1961	HDO Mellett, New York	Mid Grey	01/05/1961	1254 WD	Factory Register
144103462		1961	12/04/1961	151119008		12/04/1961	05/05/1961	Mr White, Seagrove Road, (New Yor)	Sand	01/05/1961	1255 WD	Factory Register
144103715		1961	02/05/1961	151120560		02/05/1961	12/05/1961	Dr Joise, (Seagrave Rd.) IRAN	Marine Blue	01/05/1961	1256 WD	Factory Register
144103461		1961	12/04/1961	151119002		12/04/1961	08/05/1961	Mr Miller, Seagrove Road, MCA Engl	Sand	01/05/1961	1257 WD	Factory Register
141102996		1961	03/05/1961	2.25 / 47		03/05/1961	25/05/1961	Mr Kendall - On loan	Marine Blue	01/05/1961	1258 WD	Factory Register
142101666		1961	09/05/1961	151120611		09/05/1961	12/05/1961	Mr Shanks, London (New Zealand)	Mid Grey	01/05/1961	1259 WD	Factory Register
146100984		1961	10/05/1961	146101730		10/05/1961	29/05/1961	Rover Co (Service Dept) Solihull	Bronze Green	01/05/1961	1260 WD	Factory Register
152103434		1961	17/05/1961	151121600		17/05/1961	18/05/1961	Mr Scarlett, Guildford, SW.3	Cambridge Blue	01/05/1961	1261 WD	Factory Register
162100826		1961	17/05/1961	151119573		17/05/1961	29/05/1961	Mr Lehmann, Croydon (Dewars)	Light Green	01/05/1961	1262 WD	Factory Register
162100877		1961	17/05/1961	151121707		17/05/1961	29/05/1961	Mr Letrum, c/o Franco Brit Autos (Co)	Light Green	01/05/1961	1263 WD	Factory Register
164100981		1961	29/05/1961	151119385		29/05/1961	05/09/1961	HDO Riley, Rover New York	Mid Grey	01/05/1961	1264 WD	Factory Register
144103715		1961	01/05/1961	151120560						01/05/1961	1265 WD	Factory Register
141103225		1961	24/05/1961	151121855		24/05/1961	06/06/1961	Rover Publicity Dept, Solihull	Bronze Green	01/06/1961	2022 WD	Factory Register
152103474		1961	17/05/1961	151121706		17/05/1961	01/06/1961	Mr Dodd, Rover Co. BEWAC	Marine Blue	01/06/1961	2023 WD	Factory Register
162100876		1961	17/05/1961	151121705		17/05/1961	14/06/1961	Mr Chadwick, Liverpool. (Lahore)	Bronze Green	01/06/1961	2024 WD	Factory Register
164100961		1961	17/05/1961	151121776		17/05/1961	04/07/1961	Mr Ainsley, Scarborough	Marine Blue	01/07/1961	2025 WD	Factory Register
144103994		1961	18/05/1961	151121624		18/05/1961	02/06/1961	Mr Miller, Costa Rica	Sand	01/06/1961	2026 WD	Factory Register
152103473		1961	17/05/1961	151119535		17/05/1961	01/06/1961	HDO Stephenson, Rhodesia House, (Bronze Green	01/06/1961	2027 WD	Factory Register
147100228		1961	01/06/1961	146101867						01/06/1961	2028 WD	Factory Register
164100982		1961	29/05/1961	151121856		29/05/1961	28/06/1961	Rover New York	Bronze Green	01/06/1961	2029 WD	Factory Register
152103604		1961	02/06/1961	151122909		02/06/1961	12/06/1961	Cambridge Asian Export, Cambridge	Marine Blue	01/06/1961	2030 WD	Factory Register
152103605		1961	07/06/1961	151122910		07/06/1961	12/06/1961	Cambridge Asian Export, Cambridge	Marine Blue	01/06/1961	2031 WD	Factory Register
144103607		1961	04/05/1961	151119912		04/05/1961	14/06/1961	Mr Ferguson, Glasgow (Rover N.Y)	Marine Blue	01/06/1961	2032 WD	Factory Register

Table 2: a small selection of the 'WD' registered vehicles

rol engines, using salmon pink coloured Gaydon build dates to show when that particular engine No. travelled the Production line. I haven't published chassis Nos. to the open forum, but this shows that the data is drawn from SWB/ LWB/LHD/ RHD vehicles, in both utility and Station Wagon variants.

I've just posted up the 251/252/253 engine No. series to the forum, covering perhaps the largest number of club owned vehicles, from September 1961–End of production. The Series IIA was introduced with engine Nos. starting at 25100001. After 99,999 vehicles the engine serials were exhausted and the 252 series started at 25200001. When that series was exhausted at 252-99999, the 253 series was introduced. I hold details of engine No. 251-99759F but haven't yet obtained the build date for the vehicle, but 252-99189J went into the despatch dept. 21/9/1967, and engine No. 253-00386J was fitted to a vehicle built 5/10/1967. We know that engine usage was about 600 a week, so we can fairly confidently predict when the engine seri-

als changed from 251/252/253. For those readers who rely on the information held in James Taylor's Series II and IIA Specification Guide... please note that suffix 'K' was introduced on the 253 engine, which ran through to the end of production... not the 252 engine as stated... it's only a typo error, but it is slightly misleading.

I need to do a bit more work on the

Gaydon build dates for the chassis Nos. to enable accurate engine dating, but the Club now has another tool in the box for dating Series II vehicles by reference to engine serial number. However, as a Club, we are a long way from being able to date vehicles by reference to gearbox serials or axle numbers, owing to a lack of vehicle data.

An off-shoot of collating the data from the factory registers is that a spreadsheet will produce that data in relation to a Factory Registered Number Plate block. So for those who might have an interest in such things, here is a small selection of the



Ro Shaye's farm find. Note lack of galvanised strip along the doors

'Much of the public source engine dating material has now been collated and published to the Series 2 Club Forum'



Example of an early vehicle in Australia belonging to Brett James

'WD' registered vehicles. Data could be presented in a similar fashion for 'AC', NX, YAC, YWD, etc. and these can be made available in PDF format at a later date.

Graeme Hall (Geedog) volunteered to spend another day at the Archives, and has just recovered another 300 build dates, linked to chassis numbers where we already held the engine No. serials. As a result of this work we now know where the 306 and 307 type 'detox' engines were despatched to, filled some missing dates with the 251 and 252 engines, and grabbed all the dates for the 1960 diesel engines. I still hold lots of engine Nos. without an attached Gaydon build date, but they will come, and the VRO Database will get better.

As a direct result of the last Built 2 Last article, I've received a number of messages via the forum, direct entries to the chassis/engine thread, personal e-mails and e-mails via the VRO e-mail address offering updated vehicle details. The details of one vehicle owned by crumbly65 were already included in the Member Database, but now include details of gearbox, axle

No, Steering Box date code and Radiator Disc date code, which had not previously been recorded. The exercise showed that where serial numbers could be recovered, the units were 'matching numbers'. This doesn't mean that the serial numbers are the same, but are within the expected range and therefore likely 'original units'.

When I took temporary possession of the Club Historical Archive, I had hoped that the old Vehicle Database forms would be included. The plan was to work through the old forms to ensure that all submitted serial numbers and dates were actually recorded, as the old Vehicle Database didn't have the necessary fields to record gearbox and axle serial Nos. Unfortunately none of the old Vehicle Database paperwork was forwarded. If anyone wants to resubmit their vehicle data then I'll happily update the records to the VRO Database.

Matt (mephams55) from Canada, sent me details of a truck he had recently acquired for parts. The engine was missing, but the chassis no, gearbox serial, front & rear axle numbers, and both differential dates all add to the

The chassis number might be stamped into the chassis plate

'The doors are the all- alloy version, where the door top is an integral part of the door'

pot of knowledge. Matt inadvertently supplied the front and rear axle Nos. the wrong way round, but if you know what you are looking for, a LHD truck will always have a LHD front axle (serial numbered as 144) and a standard rear axle (serial numbered with the 141 Home market designation).

I'm not really into Facebook, and still learning how it all works, but I realise that potentially there might be another 10,000 vehicles out there, spread across the world. Anyway, I've taken the chassis/engine project to the Facebook Series 2 Club group.

Ro Shaye has just taken up the mantle on Facebook to uncover the serial numbers from his 'unusual find' in New Zealand. His attention was drawn to a 109 inch Series II on a neighbour's farm which had been converted to a 'Trayback'. It wasn't actually the Trayback which attracted his attention, as these are commonplace over on that side of the world, but the lack of a galvanised strip along the front doors of the Truck cab. The doors are the all- alloy version, where the door top is an integral part of the door. Ro Shaye posted the chassis No. 152-9-00922, which is a 109 LWB, RHD, Export model, and a few photos of his farm find. Soon we had the engine No. 151-9-04956, and the gearbox No. 151-9-05017 and various components dated August/September/October 1958. The VRO Database was indicating the build date as approximately 6 November, 1958, but I decided to post 5 November (Bonfire Night) as a more memorable date.



Ro Shaye owns a number of Series One vehicles and was particularly interested in the all-alloy doors. I knew that Dave & Karin owned two 1959s, Wesley & Betsy, and both vehicles had all-alloy doors. I knew that the vehicles were built two weeks apart, but couldn't remember when either vehicle was built, and I know that Tom Pilling has a 1959 with alloy doors, built 5 January, 1959. It should be possible to identify when the all-alloy doors were fitted at the factory.

Graeme Hall (Geedog) assisted by retrieving the build date from the Gaydon archives. Build date was actually 7 November, 1958... wrong again, but only two

'If you'd like to assist the Club, but haven't a clue where the serial numbers are hidden, send me an e-mail and I'll walk you through it'

days adrift after nearly 60 years, the VRO Database is becoming far more accurate. The more vehicle serial numbers we can record, the more accurate it will become.

Brett James has also found an early vehicle in Australia. He is also willing to play the game of recovering serial numbers, in order to identify exactly what he has found. I think the military near-side wing is a 'red herring', but we will see what the serial numbers reveal.

I still need more data, so if you have a Series II vehicle, send me the chassis number and the steering box date code. If you own a Series IIA, then the chassis number and gearbox serial would be good. In fact, any serial number or date stamped item linked to a chassis number adds to the pot of knowledge. If you'd like to assist the Club, but haven't a clue where the serial numbers are hidden, send me an e-mail and I'll walk you through it, picture by picture. The days are getting warmer and longer, therefore no excuse for not laying under a Land Rover, with wire brush in hand. Make it a family affair, SWMBO and the 'little darlings' can also get involved; get them to



Contact the Club VRO to assist you in finding your vehicle's serial numbers.

record the serial numbers and dates, then treat everyone to a pub lunch & (optional) non-alcoholic beverage... job done! All I need is a chassis No. and details of the serial numbered or date stamped unit.

Please send any vehicle data by email to chrisgregson@btinternet.com, or via vro@series2club.co.uk (Peter Holden will forward the details) or by private message to Bottom Box on the Series 2 Club forum. **B2L**



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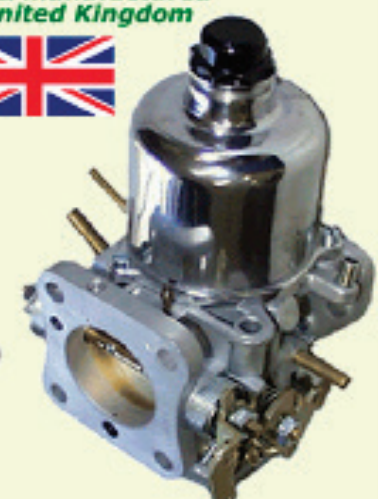
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Area Roundups

A summary of recent events in your area



Borders

PHIL VASEY

On Sunday 22 April, we had a meet hosted by Calum McDermid at his premises in Dumfries. As well as being able to have a look around Calum's impressive collection of Land Rovers, there was the opportunity to have a play with a dustless blaster! We finished the day of with a barbecue, followed by a demonstration of the power of a Unimog winch. A big thank you to Calum for inviting us and for hosting the day.

Borders area had a club stand at the Hethersgill Vintage Rally on Sunday 6th May at Carlisle airport. We had a great turnout of club members and fantastic weather. Congratulations to Kevin Wood (and Esther and Stanley) for winning first prize for best Land Rover.



BORDERS

Central Shires

SUZANNE LINDSEY

Central Shires has started the season with mixed success! We had a very well-attended pub lunch at Overstone Manor, Sywell in March – a new venue for us – which was voted a success, particularly the all-you-can-eat carvery. This was followed by various Central Shires members supporting the spectacular prize-winning club stand at the NEC at the end of March and we all had a good day meeting the public and signing up new members. Congratulations are due to the West Midlands team for their huge success. April's pub meet was back to The Green Man in Lavendon, where we were exceptionally pleased to welcome five new members. We were also pleased to welcome John Stokes from East Midlands, who updated us on his plans, and excitement is building for the Summer Rally he is organising. The annual National Drive It Day outing was a huge success, with many mem-

bers joining us from outside the area. We met for a tasty breakfast at the Stibington Diner, joined in the fun with the Great North Road monthly car rally and those so minded then spent a pleasurable afternoon on the Nene Valley Railway, indulging their interest in steam. Now for the 'mixed' bit! Dreadful weather caused the cancellation of Rushden Cavalcade at the beginning of May due

to water-logging. The actual weekend was gorgeous, but the accumulation of mud prior to the show was never going to dry out in time. We will be looking forward to attending next year. May's pub meet at the Britannia, Northampton clashed with Gaydon Land Rover Show, and many members supported their preferred event, but some managed both! A small number of members supported the Chiltern Hills Vintage Vehicle Rally on Sunday 20th May; one of the area's very enjoyable local shows. The weather was fabulous and our club stand had many enthusiastic visitors. >



CENTRAL SHIRES





EAST MIDLANDS

East Midlands

JOHN STOKES

Over the Summer, we'll be meeting on the third Thursday evening of each month at the 'Greetham Gathering' Classic Car Meet. In the north of the Area, Alex Thorpe organises a very well-attended pub meet at the Lincolnshire Otter, Gainsborough on the evening of the first Thursday of the month.

On a bitterly cold and snowy day in March, 12 Series Land Rovers met up in Uppingham to explore some of the scenic lanes in Rutland and Leicestershire. The ground was so water logged that we kept to hard tracks rather than the field roads. We all warmed up again at The Bell, Gumley, where a great Sunday lunch was served, before heading home.

Too late for inclusion in this issue is the 'big reveal' of Stuart Keeves' (Shuey) fabulous restoration project nicknamed 'Blue', which will receive its first official outing at the weekend at the Bicester Heritage Show. The quality of the restoration is voted stunning by all who have had a sneak preview. And we are looking forward to seeing Armine Hutt's (Frenchie) new

Carawagon which is being fettled up ready to take to the road as I write. It just remains for me to extend a warm invitation to members and friends to join us at our events and pub meets; all welcome with or without a Series. Check the forum and at the back of this magazine for details of events and how to get in touch. I'm happy to add you to the area list to receive updates – just let me know.



GARDEN OF ENGLAND

In April, many of us took part in the Army's open day for Land Rovers at the Prince William of Gloucester Barracks off-road course. Most of us made it safely in and out, with one SII succumbing to engine problems, unfortunately having lost most of its oil. All in all a great day out for the East Midlands Group. More events planned over the Summer. Come along to one of the pub meets or events - all welcome.



Garden of England

SEAN & HAZEL SMEETH

Pub meets over the winter have continued to be well attended with a couple of new faces coming along. Recent events have included a couple of road runs, after meeting for breakfast at the 1066 Café, to Dungeness and Rye organised by Dan Doherty. Our first show of the year was Detling, which had a good turn out as usual, from motorbikes up to buses and large commercials, together with stalls selling tools, wiring products and general autojumble. We as a club had a good turn-out which included Colin and Jill's new acquisition, a Marshall Ambulance which attracted a lot of attention. By the time you read this we will have been to Willesborough Windmill for a lunch and private tour, then the following weekend it's Brands Hatch where currently 16 members have

booked in so a good display as usual at this popular event. June sees us at Quex Park which has sadly gone down to a one day show this year, then its Hole Park for our Summer camp over the longest daylight weekend. Wrotham and Whitstable follow in July, then at the end of the month several members are making the trip to Rutland for the Club International Rally.

As always, any suggestions please drop us an email or phone us.

North Wales & Shropshire

BERNIE MORRIS

The show season has started with a bang with the extra 70th celebrations thrown in for good measures. We all like a good gathering and I think we are having our money's worth this year.

On 15 of April, we organised a 60th

celebration of the Series II Land Rover, so a road run started from Gwersyllt, Wrexham which saw six of us start from the first meeting point. Tom and Rachel had traveled 70 miles to make this road trip and we were also joined by Graham and Sandra from Warrington in the neighbouring North West area. We all set off in convoy climbing up towards the Horse-shoe Pass. We followed the valley down towards the A5 where we met up with the second batch of the group at the Rhug Estate, well known for its bison meat.

What's the difference between a buffalo and a bison? You can wash your hands in a bison!

Mark and Rachael came to our breakfast meet in their newly restored SWB diesel canvas top Land Rover – a credit to them after all the work they put in to achieve the outcome. We had other members who came down just to see the turn-out and wish us on our way.

Our next stop was down the A5 towards Betws-y-Coed where we stopped for fuel and for Graham and Karen who'd had an





NORTH WALES & SHROPSHIRE

109 FC which caught the eye of Arfon, the owner of the Anglesey Motor Museum or Tacla Taid to the locals. If you are ever in North Wales or Anglesey in particular, it's worth making the trip to the museum: it's a great day out and a trip back down memory lane with a great collection. It's like going to a steam rally but all under one roof, with friendly staff too. We all dispersed mid- afternoon and made our way back home off the Island.

All up and coming event or meets will be emailed and posted on Facebook.

not far from Newbough beach where, on the left, you will find the little infant school and on the wall is a plaque and mosaic of the Land Rover badge which pays homage to a legend in his own right, Maurice Cary Ferdinand Wilks. He was the Rover Company Chairman and also a first class engineer who was responsible for the design and development of the first Land Rover as his family had owned a property nearby where the first Land Rover was designed and tested. We carried on to our destination and on the way passed the little church where Maurice Wilks was laid to rest.

We met the third batch of our members in their S1Is so we had a great line-up. David turned up in his gleaming

issue with the brake master cylinder. We made our way up to a little village called Capel Curig where the road opens out with Snowdon massif behind us and our view down the Ogwen valley looking up at the two standing stones, Adam and Eve, on top of Tryfan Mountain. We then descended towards the valley floor where the sea almost borders the mountains, and picked up the A55 which took us over the Beaumaris Straights to the Isle of Anglesey. We headed for the west side of the island to a little village called Dwyran,

North West

JON HAYES

As I write this, I have just got back from a cracking weekend at Llandudno Transport Festival, showing Lucy our S1A Fire Engine, where we were blessed with one of the warmest weekends in May I can remember; let's hope that this is the sign of things to come for the summer show season.

Recent Activities

I am probably going to jinx the area now, but I have to say that we have been very lucky weather-wise for all our meetings this year, the rain has held off and we have either had a good day or something exciting like snow.

In February we held an easterly meeting at the Black Bull near Clitheroe with Andy Bickerstaffe kindly helping out by organising a road run around the Trough of Bowland on the way to the lunch time meeting. Sadly, I couldn't make the road run but as the weather was clear, Andy and the others were able to take in some of the stunning scenery around the area.

For our March meeting we headed up to the Bridge House tea rooms near Wray, with a great turnout and even Kev Wood and his family travelling down from near Carlisle. After our meal, we went outside for the usual chat around the vehicles and

we were soon covered in a light dusting of snow! With most of us being in either Series or other 4x4s, we were obviously delighted although in fairness it was only really Kev who had to contend with any serious level of snow; hence the trip back to Carlisle took a little longer than he planned but he made it back safe and sound and after having a little bit of fun as well!



In April, we went to our most southerly meeting at the Bickerton Poacher near Crewe. We took the opportunity to stay over for a few days as the pub has a nice little campsite and were joined on Saturday night by Dave Marrin and his son Jack. As the meeting is fairly near to the Welsh border, it was good to also see a number of the North Wales area members. As always there was a good selection of Series and a rather interesting (and very yellow) Suzuki conversion that Simeon turned up in.

We should also have attended our



NORTH WEST



AREA ROUNDUPS

first show of the season but sadly, due to rather a lot of rain, the Leisure Lakes rally had to be cancelled. One week later and the weather had changed again, and we had one of the hottest May bank holiday weekends on record, which made for a fabulous time at the Llandudno Transport Festival. Although, this was not a club show, there were still a number of S2 Club members and some friends from the Series One Club and Fire Engine societies.

Coming Up

In the coming months, we have a monthly meeting at the Waterside Carvery in St Helens in May, a club BBQ kindly hosted by Paul and Amanda Mercer in June and a visit to the Bancroft Mill Museum in July. This is of course in addition to the plethora of local shows and steam fairs, which always prove very popular and provide a great opportunity to meet up with other members and enjoy the attractions of the show.

Looking back, Spring has been rather dominated with weather both good and bad but the beauty of our vehicles is that they truly are a classic for all seasons and all weathers; no excuse then for not making the most of them all year round!

Peak District

PHILIP HALLOWS

Hello, I am Philip Hallows, your new Peak District Area Representative. The new meet is on the second Saturday of the month at The Miners Standard, Bank Top, Winster, Matlock, DE4 2DR at 6pm. This is a dog friendly pub and also serves food. There is camping available at £5 per person per night and a few rooms available. Their telephone number is 01629 650279 if you

PEAK DISTRICT



wish to make a reservation for a room or camping pitch. The first meeting took place on the 12 May at The Miners Standard, with four members attending. One member stayed over making use of the camping facilities. We had some food and chatted until around 9.30pm. At the meeting it was mentioned that there was a classic car meet at Shirebrook. Myself and another member attended the meet at Shirebrook.

There was lots of interest in our Land Rovers. We even let the kids sit in them.

If anyone has suggestions of any activities or ideas of what they would like to see happening in the area, please feel free to share them via email: peakdistrict@series2club.co.uk or at the meet. I am looking to organise some activities; some will be free but others may cost but I will try to keep these to a minimum as I know how costly it is for members to maintain our beloved Land Rovers.

Cymru (South Wales)

ALEX STUBBS

Our March meet to The Big Pit National Coal Museum proved a big hit with 16 members attending. We enjoyed a fantastic underground tour and a look around the above ground exhibits before topping off the day with a great meal in Crickhowell at The Dragon Inn.



April saw the first issue of the Cymru (South Wales) Area Newsletter being put together. A copy of the latest newsletter can be found through the forum and the club's website. Our newsletter will be issued bi-monthly and includes a round-up of previous meets, photos, future meets and a calendar of local, as well as national, events and meets that may be of interest.

May's meet might have been my person-





al favourite to date with the theme of Tour de Brecon Beacons. Setting off around 10am from Sennybridge with four Series Land Rovers, including a Series One and a Series III, heading south right through the heart of the Beacons in stunning sunshine (the air-conditioning was on full in all vehicles!). The route took us through Heol Senni and Ystradfellte before descending into Pontneddfechan where we parked up and were joined by another Series II. After a short walk to Sgwd Gwladus, the Lady Falls Waterfall, we returned to the Land Rovers and headed back over the Beacons to Sennybridge just in time for a great lunch at The Usk and Railway Inn where we were joined by one more Series III! Details of the route will be attached to the June/July issue of our area newsletter, so you too can enjoy the same 'off the beaten track' roads.

Our next meet will be on 24 June and will be out West; details to be confirmed in the next newsletter. As ever, if you have any ideas for pubs, landmarks, experiences, etc please get in touch! I hope to see you very soon.



CYMRU (SOUTH WALES)

Severn Valley

CLIVE AND KARINA SPEAKS

This month, we in the Severn Valley were proud to be asked to participate in saying goodbye to our friend and fellow member 19 year old Joe Whitestone. Joe was a lovely lad, a confirmed Land Rover nut, a member of a Series Land Rover loving family and a regular at our pub meets and other events. Joe died in a fatal road traffic accident when a pickup pulled out of a garage and turned right, directly in front of Joe's motorbike. He stood no chance at all.

Joe was close to finishing the restoration of his own Lightweight when not helping his Grandfather Peter Whites-

tone with the myriad of other projects that awaited their attention. Joe was a lad who would stop to help anyone broken down, usually sorting things out for them. Indeed, Joe's Grandfather Peter said to me that "There must have been a lot that needed fixing in Heaven for him to be called home". I replied that "the Pearly Gates will have a couple of big oily handprints on them by now".

On 21 April in Spring sunshine, Severn Valley members provided an escort for Joe's final journey in the funeral cortege and formed a Guard of Honour outside Staunton Church. Joe himself was carried on a dray pulled by a pony similar to his beloved Milky, a pony he had rescued and nursed back to health, often sleeping next to him in order to care for him. Karina >



SEVERN VALLEY



and I followed with Joe's sisters, Zainab and Millie and his girlfriend Brogan on our wagonette behind our driving cob, Paddy.

The service was so well attended that 50 or so people had to stand outside the church. A very sad day but as good a send-off as we have ever seen. I am sure that you all will wish to join us in once again offering our condolences to all of Joe's family.

Other news; our pub meetings on the first Tuesday of the month at the Yew Tree, Chaceley Stock, continue to be very well attended with new faces appearing and members attending shows and running Series 2 Club Stands at Gaydon amongst others. We are hoping to run some green laning trips this year, if things ever actually dry out properly that is! If you haven't already, please come and join us. We don't bite!

South West

CLIVE WITHEY

All is ticking along nicely in the South West, we have just had our sixth Annual Camping weekend, this time in Cornwall and what a bumper weekend it was. A full report on this one will be in the next B2L issue.

Our Somerset Borders pub meet is going on strongly and the Devon meet at Whimble has now caught up and has a high attendance each month.

We now have a regular Cornwall meet thanks to David Le Hurray. This is held on the second Monday of each month at the Victoria Inn, Roche. PL26 8LQ, just off the A30 near the new services, starting at 7pm

All South West events are posted on the forum.

Thames Valley

DYLAN FEATHERSTONE

The green lane trip at the start of April saw a fairly low attendance from Thames Valley members, but I was pleased to welcome along a new member, Alex, who came in his 88in Series III. At the time of writing, preparations are underway for the Chiltern Hills Rally club stand. Unfortunately, it looks like I will be unable to attend the show, but Suzanne (Central Shires Area Rep) will be manning the stand along with a few other members.

If you haven't already done so, I would recommend booking yourself into the Club's Rally to be held at Rutland Water in August. Preparations are well under way and it is shaping up to be a very good event.

Please get in contact with me if you have any questions/show ideas etc – thamesvalley@series2club.co.uk

West Midlands

EDRYD COLEMAN

Greetings from the West Midlands; I'm pleased to report that this year has got off to a cracking start with activities, the first of which was when we represented the Club at the NEC Restoration Show, our third attendance there, the report for which is elsewhere in the

magazine. Thanks to absolutely everyone for their contributions and support.

Currently we are continuing to meet at the Phantom Coach on the A45 in Coventry on the third Thursday of the month, so if you are a new member and the distance isn't too onerous, come and join. New to the role, I'm aware that we need to set up other meetings and will communicate with West Midlands members in the near future to make arrangements for other additional venues.

We've just returned from our informal Spring Camp at Devil's Bridge where cold weather and TRO's threatened to reduce the routes available. However some new challenging BOATs were located and a challenging time experienced. We will be returning at the end of September when hopefully routes will have been repaired and anyone interested in a green lane weekend will be welcome.

We are currently setting up for the Club's attendance at Bicester 'Land Rover Legends' 26-27 May and a collection of 1958 vehicles is being sourced for display, both inside and out, and will form part of our further celebration of this year.

We will also be looking to arrange attendance at Bloxham Steam show and Pete will be looking for vehicles and attendees. Please see advertising on the Forum.

A calendar for local events is being developed and will be distributed locally. **B2L**

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Area Meets

Details are correct at the time of printing



PHOTO JOHN STOKES

West Midlands

- Third Thursday of each month. 8pm
The Phantom Coach, Fletchamstead Highway, Coventry, W. Midlands, CV4 7BA
westmidlands@series2club.co.uk

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

- Second Wednesday of the month at The Red Lion, The Street, Sturmer Essex CB9 7XF. **Richard: advertising@series2club.co.uk**
- First Thursday of the month at The Horse & Groom, Galleywood Common, Essex CM2 8PG. **Tim Chilcott: essex@series2club.co.uk**
- First Saturday of the month at Battlesbridge Antiques Centre Car Park, Essex SS11 7RF. **Contact Andy: 07702087115**

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 Miners Standard, Bank Top, Winster, DE4 2DR. 6pm on the 2nd Saturday of the month. Camping and food available. **Philip Hallows: peakdistrict@series2club.co.uk**

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
- Wild Place, Blackhorse Hill, South Gloucestershire, BS10 7TP. Second Saturday of the month, check with Andy: andyphillipou@yahoo.co.uk
- Second Monday of each month at Victoria Inn, Roche PL26 8LQ, just off the A30 near the new services. From 7pm
- Meets are 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**
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Please email updates of area meets to:
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No late calls please

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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

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