

AUTUMN 2019 • ISSUE 131

BUILT 2 LAST

MAGAZINE OF THE SERIES 2 CLUB



2019 RALLY ROUNDUP

PLUS 2020 EVENT PREVIEW & BOOKING INFO

ALSO LES SÉRIES EN HELVÉTIE • SIXPENNY HANDLEY • SEARLE SAFARI SLEEPER

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Welcome



Just where has the year gone?! It only seems like only yesterday that door tops were put to one side for the summer... or tilts removed for those of you that enjoy wind in your hair.

My own attempts at replacing my hard top with a tilt for the summer didn't quite go to plan as I resurrected the 30-plus year old canvas. I hadn't accounted for the weight of

a cat jumping from the roof of the house onto the aging tilt... mind you, as the feline-shaped hole proved, neither had the cat!

Clearly it has been business as usual for the various regions over the summer though, as once again we've been inundated with reports of events, outings and trips around the country as well as further afield. Unfortunately there just isn't room to publish them all, but I hope you enjoy those that have been included in this issue.

On top of everything else Land Rover-related, we can't ignore the big news of the year: the long-anticipated (for some) reveal of the new Defender. Debate has already started as to just how it will fair over the years to come, but I think it's safe to say that the chances of it being loved, cherished and kept on the road come whatever, in the same way that our Series IIs are, is probably unlikely. It is, no doubt, a formidable machine and I'm sure many members would love to have one as a companion on their driveways, but I can't help but smile and wonder if, in 60 years' time, the picture opposite could be of a handful of 2020-built Defenders in a field after a day's greenlaning? Maybe not. Crucially though, will we still be taking the same shots having just clambered out from our Series IIs? I hope so!

Martin Port



Series 2 Club Ltd.

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S2 CLUB FORUM REHOMED

The club has several online presences – all of which operate independently of each other, but perhaps the best known and certainly the most active is the Series 2 Club forum. Some of you may already know that we recently had to close the old forum down and start afresh after we began to experience issues following a failed upgrade to the database software at the start of August. Whilst the forum was (and is) still there, many users couldn't access or post on it, but within a few days we had a new forum up and running.

Unfortunately we couldn't transfer the user list over to the new forum and as a result, visitors need to re-register to use the new site. It looks and works in much the same way as the old forum and we've had a steady stream of the more active members come across already. To date some 750 users have signed up and I'm pleased to say that a good proportion of these are also Club members.

This is the first major forum change since 2004, but the new forum has settled down and the new package is working

well. The old forum will be kept online for research purposes.

The URL for the new forum is: www.series2club.co.uk/new_forum/index.php (note the underscore), and registration is easy, with five verification questions to answer: Do you like old Land Rovers? (yes), where is the home of Land Rover? (Solihull), what colour is bronze green? (green), what fuel does a petrol Land Rover run on? (petrol) and are you human? (yes). I know some of you have had trouble with the answers, which is why they are included here. These are designed to stop web bots and other 'ne'er-do-wells' from registering, but once logged in you can add the forum to your browser's favourites so you'll always have a quick link to the site.

Our other online activities include our Club website, Facebook and Twitter pages. You can visit our website at www.series2club.co.uk/public_pages/index.php (again, please note the underscore) and there is a public access front end. To enter the members'-only section you need to email me at alan@wittsend.co.uk and I

will set up an account for you. I will usually email back with your login details within a few hours of the request, but if you don't hear back soon, email me again.

On the website homepage you will see a 'Member Login' tab on the menu bar. Selecting this brings you to the login page where you can enter your email address and password. The members' section gives you access to lots of content, including all the past issues of *Built 2 Last* and nearly all the official Land Rover Service Newsletters that went out to all dealers – a mine of detailed information not found in the workshop manual. There are also pages containing club information, area contacts, meets and events etc.

You can find our Facebook page at www.facebook.com/groups/18623089928 and our Twitter feed at twitter.com/series2club – both of which keep you updated on Club activities.

If you think there is a problem with any of these services you can email me to find out what's going on or phone 07523 871699. **Alan Jones (S2C Webmaster)**

DISCOUNTED TICKETS FOR 2019 CLASSIC MOTOR SHOW



Last year's stand centred around service Series IIs – this year, the Club hope to present an expedition-themed collection

Once again, the Series 2 Club will have a strong presence at the Lancaster Insurance Classic Motor Show. Running from 8-10 November 2019 in Birmingham, UK, the three-day event will prove why it's the UK's biggest classic show as thousands of vehicles pack the halls.

For anyone wishing to attend, advance tickets can be bought by visiting necclassicmotorshow.com/club-tickets up to midnight on 7 November.

When booking tickets for Saturday 9 or Sunday 10 November, simply enter the code CC7799 and enjoy a single day ticket for £25.50 instead of the on-the-door price of £31, or a family ticket (two adults and three children aged 5-15) for £69 instead of £81. Please note that discounts are not applicable for Friday 8 November.

All bookings are subject to a single transaction fee of £1.95, but a show guide is included in the ticket price.

The Series 2 Club can be found on stand 2-715 so come and say hello!

The definitive destination for classic car appreciation

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

3,000 CLASSIC CARS | 300 VEHICLE CLUBS | 3 DAYS



Join us for a great day out!
Explore 3,000 cars, 300 fellow vehicle clubs, a host of celebrities, the UK's largest indoor autojumble, hundreds of specialist exhibitors, demonstrations, auction, competitions and more!

8-10 November 2019

Exclusive discount on adult or family tickets on Saturday and Sunday with your club code*: **CC7799**

necclassicmotorshow.com/club-tickets

Headline Sponsor:  Official Partners:     

*Exclusive discount code is for club members use only, available in advance until midnight on Thursday 7 November 2019. To book by phone call 0871 230 1028, calls cost 13ppm plus network extras.

BOOK YOUR TICKETS TODAY



2020 SERIES 2 CLUB RALLY T-SHIRTS ON SALE

You can read all about what's planned for the 2020 Series 2 Club Rally on pages 8 and 9 – you can even book your place on the form on page 10, but if you really want to get ahead with your preparations, you can already buy your Rally merchandise!

Born 2 Be Wild have teamed up with the Rally organisers and produced a range

of t-shirts, sweatshirts and hoodies, all featuring a series of exclusive Series II-themed illustrations.

Prices range from £14 for a children's t-shirt up to £40 for a hoodie, whilst a men's t-shirt is available for a very reasonable £19.

All shirts are made from 155g organic

cotton and there is a wide range of colours available – simply customise your selection at the point of ordering.

Visit bornwild.teemill.com to browse the entire range of Land Rover t-shirts, or click on the 'S2C Rally' text along the top of the web page to buy your Rally-specific merchandise in time for Ripon 2020.

From the forum PIC OF THE MONTH

As summer gives way to autumn, those long, warm evenings are quickly becoming a distant memory. Fortunately, John Stokes captured this beautiful shot of his Series II as the sun dipped below the horizon at Rutland Water in August.





STATESIDE SERIES STASH UNCOVERED

Jon Birge of New York City, USA recently came across this collection of Series Land Rovers in a rural part of North East America and kindly sent them to Classic & Sports Car magazine who thought we may well be interested for obvious reasons!

Birge counted around 10 vehicles in various states of repair, and although the images aren't terribly high resolution you can still make out several Station Wagons and some Series II and III models.

Of particular interest is the green Land Rover in the close-up shot. Various features, such as the steering wheel identify it as being a late IIA while the wing air intake was a feature unique to those fitted with a Kodiak heater. The side reflector helps identify it as a product of between 1969 and '71 as this was a feature introduced in order to adhere to Federal regulation in the US at that time. However, it is the set of wheel trims that really stand out. Has anyone seen these before?





BOOK NOW!
Turn to page 10 for
the 2020 S2c Rally
registration
form

2020 SERIES 2 CLUB RALLY

There will be a warm welcome when the Club returns to Ripon Race Course in Yorkshire for the 2020 Rally. The Dales are famous for their scenery with plenty of historical sites to visit in the area, including the UNESCO World Heritage sites at Studley Royal Park and Fountains Abbey.

For children, The Forbidden Corner is a unique labyrinth of hidden tunnels and extraordinary statues set in four acres of gardens while The National Railway Museum at York is only 30 mins away. With access to both the Yorkshire Dales National Park and Yorkshire Moors National Park there is a huge choice of routes, all perfect for Land Rover outings. Find out more at www.yorkshiredales.org.uk

The city of Ripon offers easy access via the A1 from the north, using J50 onto the A61, or J48 from the south and following the brown signs for Ripon Cathedral. Entrance to the race course is off the B6265 and there will be signs by the roadside to direct you.

The Rally field is in the centre of the course and on-site facilities include use

INFORMATION

Where? Ripon Race Course,
Boroughbridge Road, Ripon,
Yorkshire HG4 1UG

When? 29 July to 3 August

Club contact/rally organisers

Gordon and Wendy Lowe. Tel: 01469
560166 email: rally@series2club.co.uk

of the function room, shower block and children's play area. Dogs are welcome and use of a fire pit on legs is permitted. Unfortunately there will be no individual electric hook-ups, however the function room will be available all day for phone charging etc, and the pop-up 'Cafe 2A' will be open for self-service drinks.

In total there will be 380 miles of scenic routes and green lanes available to download to your smartphone. These maps can then be used off-line and you can then miss sections of the route in order to visit local attractions. Links will be made available just prior to the event to allow for any changes.

SCHEDULE OF EVENTS

(subject to change)

Wednesday 29 July

10am Rally field opens for 'early birds'. No events are scheduled. Green lane routes available.

Thursday 30 July

9.45am Convoy leaves Ripon for cream tea in the parkland at Jervaulx Abbey, with a group photograph in front of the abbey. (coffee to be bought separately, not included in the pre-paid offer).

11.30am Choose one of the green lane routes to follow. Join local expert, John Cramphorn for the 'black route' (max five places) or explore the Dales.

Friday 31 July

Black Sheep Brewery Tours (times to be arranged). Green laning or scenic drives and one BLACK route for the adventurous, with local expert John Cramphorn. (max five places).

Land Rover Picnic: teatime visit to the Rally field by Brymor Guernsey Cream

ice cream van – pull up a Land Rover, spread a picnic on the tailgate and dine alfresco. Followed by the quiz.

Saturday 1 August

Wensleydale Steam Railway (time to be arranged). A ride back through time along the heritage line from Leeming Bar to Redmire. Parking at The Vale of Mowbray pie factory. Green laning or scenic drives in the afternoon. There will also be a carnival at Ripon to celebrate Yorkshire Day.

5.30pm Barbecue under the portico followed by award ceremony and raffle, with proceeds being donated to the Yorkshire Air Ambulance.

Sunday 2 August

9-10am Sell/buy aumble under the portico.

10.15am Club photograph line-up

11am Winch demonstration.

Series II 'Time Team' with Peter Holden – learn how to find dating information on your own vehicle.

1pm Rally activities finish. For anyone wishing to stay on site on Sunday evening, we would appreciate some help during the afternoon with clearing up.

Monday 3 August

10am Rally field closes.



WHERE TO STAY

Church Farm Caravan Park Three miles from Ripon. Caravan/tent pitches plus three static holiday homes. 01765 676 578, www.churchfarmcaravanpark.co.uk

Masham Old Station 10 miles from Ripon. Caravan/camping. Excellent base for exploring the Dales. 01765 689 569 www.oldstation-masham.co.uk

The Royal Oak, Ripon Dining house and B&B that offers secure parking for an extra fee of £5. 01765 602 284 royalokaripon.co.uk

Black A Moor Inn, Ripon Country inn and B&B. Closest to the race course. 01765 603 511, www.blackamoorinn.co.uk

St George's Court Seven miles from Rally venue. Farm-based B&B with rooms on the ground floor. Excellent reviews for their cooked breakfasts. Dogs welcome.

Tel 01765 620 618 www.stgeorgescourt.co.uk

Riverside Lodges, Ripon Self-catering lodges, one available for dog owners. 07792 173 128 www.riversidelodges.co.uk

The lanes

1 Grewelthorpe Moor is all on hard-packed stone lanes and has no technically difficult sections. Attractions on the route include Druid's Temple at Ilton, Scar House Reservoir for a photo at the dam, Cold Stone Cuts – one of the largest public sculptures in Yorkshire and Pateley Bridge, home to the oldest sweet shop in England. On the way back you can visit Brimham Rocks to climb and squeeze amongst the strange rock formations.

2 The White Horse will be the gentlest scenic drive over the Yorkshire Moors to Rievaulx Abbey and the pretty market town of Helmsley. This route will see you driving along a river road at Old Byland and past the Sutton Bank chalk horse with its outstanding view.

3 Rudland Rigg, once considered a difficult drive due to a section of stone steps has now been improved and graded; with stunning views it will be the longest of the planned routes. Pit stops are at the National Parks centre as you reach the crest of Sutton Bank, the pretty market town of Helmsley and Rievaulx Abbey on the return.

4 Dead Man's Hill has a few technical sections that require four-wheel drive and low range to be selected. The hairpin drop down from In Moor to

Scar House Reservoir has a pinch point that gets you breathing in – the view is breathtaking too! After visiting the coffee cabin and crossing the dam, the hairpin climb up Dead Man's Hill requires space and low 'box. At Aysgarth Falls you can park free for 10 minutes or pay to park and visit the falls made famous by the film *Robin Hood, Prince of Thieves*.

5 The Cam High Road is the one for you if you like rope or cheese! The market town of Hawes is home to Outhwaites Ropemakers and the owner will cut any length you require, while Wensleydale Creamery, with its refrigerated tasting room, will cut a bite-sized morsel from any cheese you'd like to sample. There is a photo opportunity at the river in Gayle if you detour around the village and drive the ford and for the keen off-roader there is a slightly tougher lane from Marsett to Stalling Busk or you can stay with the main route around Semer Water.

Finally, there is the **BLACK ROUTE** at Fremington Edge. This will be for a group of five vehicles led by John Cramphorn. Fremington Edge and Goat's Bridge are both amazing lanes thanks to the gradients that offer stunning views. The run will be limited because the access roads are incredibly narrow and steep – not ideal if your group meets other vehicles!



17th SERIES 2 CLUB RALLY

29 July to 3 August 2020

Name

Address

..... Postcode

Email

Mobile

Total number in party (including driver) Number of children under 17

Vehicle One Series I/II/IIA/III/Defender/Other LR Year Reg

Vehicle Two Series I/II/IIA/III/Defender/Other LR Year Reg

Arrival day Departure day

Thursday 30 July

Convoy to Jervaulx Abbey. A cream tea is available to pre-order: scone, jam, cream & tea @ £5 per head (other refreshments available to purchase) £.....

Friday 31 July

- Black Sheep Brewery Tour – £8.50 per person (pay at brewery). Number attending
- Black route guided green lane tour (limited to a maximum of five vehicles) or
- Green lane run/scenic driving
- Land Rover picnic. Pull up a Land Rover and enjoy your tea alfresco
- Quiz night

Saturday 1 August

- Wensleydale Steam Railway – discounted rate to be paid at Railway. Number attending
- Green lane run/scenic driving BBQ/social/raffle/prize giving. Number attending

Sunday 2 August

- Photo line-up at the racecourse Autojumble – buy and sell Series II spare parts.
- Winching demonstration Series II 'time team'

Accommodation options

- I am camping at the racecourse. £7.75 per night (up to two vehicles plus tent or caravan) £.....
- Site is dog-friendly. Campfires allowed when off the ground (ie, fire pit). No electric hook-up. 100 camping spaces available. Booking deadline is 30 June 2020, or when camping is full.
- I will make my own arrangements (hotel/B&B/day tripper)

Rally fee: £10 per vehicle (or £7 day pass) £.....

Fee covers welcome pack, BBQ and administration costs. It does not cover food (apart from BBQ), accommodation, activities, fuel etc. The registration deadline is 30 June 2020. A full refund is available until 30 June 2020. To request cancellation or to make a change, email rally@series2club.co.uk

1 Send your completed registration form to **rally@series2club.co.uk** and pay Rally fee, camping fee and pre-payment for the cream tea with PayPal (same email address), or send a cheque payable to Series 2 Club Ltd to **Rally, Series 2 Club Ltd, BM 7035, London WC1N 3XX**

Signature Date TOTAL £.....

New members

A very warm welcome to...

4766	Mr & Mrs R Stanyer	Staffordshire	6503	Messrs S & I Fraser	Stirlingshire
4991	Mr R McClean	North Yorkshire	6504	Mr P Foston	County Durham
6474	Mr G Charlton	North Yorkshire	6505	Mr J Harrison	Cleveland
6475	Messrs L & A Wadstein	Surrey	6506	Mr & Mrs A Roscoe	Glasgow
6476	Mr & Mrs R Dolman	South Gloucestershire	6507	Mr & Mrs A Wolf	North Somerset
6477	I Porter & O Gosling	Berkshire	6508	Mr & Mrs L Simpson	Kansas, USA
6478	Mr V Rodriguez	Gloucestershire	6509	Mr K Lahham	Oxfordshire
6479	T Carter & K Coldecott	Shropshire	6510	Mr N Rignall	Bedfordshire
6480	Mr P Bush	East Sussex	6511	Mr K Rignall	Bedfordshire
6481	Mr A Spall	Norfolk	6512	Mr & Mrs G Hayward	Gloucestershire
6482	Mr J Christie	Aberdeenshire	6513	Mr E Forsdike	Hampshire
6483	Mr & Mrs T Bunch	Hampshire	6514	Mr R Gibbs	Ceredigion
6484	K Woolley & H Barton	Derbyshire	6515	Mr R Cockburn	East Lothian
6485	Mr A Stibbe	Devon	6516	Mrs & Mr S Wilson	Wiltshire
6486	B Cutts & E Monk	West Yorkshire	6517	Mr D Robek	Slovenia
6487	Ms W James	Cornwall	6518	Mr M Brash	Essex
6488	Mr G Trinder	Wiltshire	6519	Mr & Mrs N Dixon	Devon
6489	Mr A Barrett	Hampshire	6520	Mr & Mrs J Williamson	West Yorkshire
6490	Mr & Mrs R Welch	Hertfordshire	6521	Mr R Gibson	Suffolk
6491	Mr C Couldrey	Somerset	6522	P Classens & W Hoeijmakers	The Netherlands
6492	Mr & Mrs E Dyson	London	6523	Messrs C & M Round	Staffordshire
6493	Mr D Hellowell	West Yorkshire	6524	Mr T Rawson	North Yorkshire
6494	Mr V Whalley	Derbyshire	6525	Mr C J Pang	Singapore
6495	Mr D Donovan	London	6526	Mr S Claireaux	Cheshire
6496	Mr & Mrs M Castle	Conwy	6527	Mr M Thompson	Fife
6497	Mr S Redford	Buckinghamshire	6528	Mr & Mrs S Coward	France
6498	Mr M Jackson & Mstr J Ellis	Essex	6529	Mr A Bonifas	Cornwall
6499	Mr & Mrs I Shaw	Cumbria	6530	Messrs P & O Nightingale	Buckinghamshire
6500	Mr R Pirie	Flintshire	6531	Messrs A & G Alcock	Warwickshire
6501	Mr W Murdock	West Midlands	6532	Mr D Green	Derbyshire
6502	K Lewis & N Bunce	Cambridgeshire	6533	M Fox & A Gardiner	Herefordshire





Chairman's chat

Hello and to a certain extent, farewell! This is my final *Chairman's Chat* as I'll be standing down at the AGM in October. It's been an interesting few years but the new Board and the Chair they elect will hopefully inherit a Club in good financial condition and with a growing membership. We still have some challenges – how to turn a huge amount of interest on Facebook into actual members being just one of them!

By the time you read this the new membership system will be live and allowing people to join the Club or renew online, which will be a great improvement and I'm very pleased to see planning for next year's Rally in Ripon well underway and looking to be a great event. Locally, the huge variety of events being organised and attended is amazing and a tribute to the hard work put in by our regional reps.

I'd like to thank all of the Board members and Club Officers for their efforts and support over the last few years – in particular our webmaster Alan for his sterling work on the website and forum, whilst also 'double-hatting' as Company Secretary. Thanks to Suzanne, our Board Secretary who has kept us organised and in line, my Vice Chair, Alex for his efforts, particularly in keeping our Facebook presence so active, Tom, our Treasurer for sound advice and keeping the books in great order and Richard for arranging the amazing discounts and deals that help us keep our costs down.

My gratitude goes to Peter and Chris for their dogged and detailed work helping members to recover 'lost' registrations and dealing with the 'quill-drivers' at the

'I am pleased to say that we have some new faces volunteering to join the Board... I hope they will get your support as we move forward'

STOP PRESS! Gene may be stepping down as Chairman, but we are pleased to announce that he will now take over from Dave Snape as Membership Secretary!

DVLA, Debbie for running the shop and Frank for organising our award-winning displays at the major shows.

I'd like to thank all of our regional representatives and a myriad of others without specific portfolios for their input, organisation of events and ideas. I would also like to take this opportunity to specifically thank the 'back-room boys' without whom we'd be utterly lost. Dave as Membership Secretary has done an immense amount of work, Julie our Postal Secretary for handling all the incoming mail so efficiently... and I'd better not forget Martin, our Editor and John our proof-reader or I'll not appear in print!

I am pleased to say that we have some new faces volunteering to join the Board and others happy to continue so I hope they will get your support as we move forward. Every organisation needs fresh blood now and then so as I stand down I'll wish my successor every success! See you out and about in your Series III!

Gene Maxwell, Chairman



Supplier discounts

Special offers for Club members (updated September 2019)

PARTS

Bearmach

www.bearmach.com 10% discount on parts when using code TLRS2C10.

Britcar

Varying discounts available to club members when signing up to the online 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 social10 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.

Simply Bearings Ltd

www.simplybearings.co.uk

10% discount to club members when ordering online or at the counter. Simply quote S2LANDY..

Thomas Smith Fasteners

www.thomasmithfasteners.co.uk

Imperial fixings – BSF & Whitworth, 10% – quote LANDROVER2 on checkout.

TurbineJon

www.turbinejon.com

High quality taps, dies and thread gauges. 10% discount to all members using the code LROC-10% when ordering through the website. Next day delivery usually available.

Undercover Covers

www.undercovercovers.co.uk

Free UK postage for S2C members.

CONSUMABLES

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 STCL on checkout.

SERVICES

BLOC Tracker

Tracking device that links to your smartphone. Kit plus 12 months' data subscription normally £225 but Club members can receive a 25% discount when using code LRS225 when ordering **www.bloctracker.co.uk**

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.

CAN YOU OFFER A DISCOUNT?

If you run a company or know anyone who might be willing to offer a discount to members, please contact Richard Allin: **advertising@series2club.co.uk**





STAIRWAY TO DEVON

As preparations are being made for next year's Series 2 Club Rally, it's time to look back at 2019's fantastic offering in the South West

WORDS **CLIVE WITHEY** PICTURES **CLIVE WITHEY, ADAM HOWES, DANIEL STURGEON, DAVID WAKEFIELD, JAMES WILLIAMS, KAREN CLEMENTS**





As most of you will know, this year's Club Rally was held in Devon at the Yeatheridge Farm Campsite near CREDITON from 20-23 June. We had used this campsite on three previous occasions for our Annual South West Camping weekend and knew it would be just perfect for the Club Rally.

A few came along on the Monday to make a week of it, taking advantage of the discounted rally rates in the process. In total we had 75 bookings, 130 people, 52 Series Land Rovers and 17 others. A terrific turn out given the fact that we are so far down the country and I had originally only estimated that we would get around 55 booked in!

I started going to the campsite on Monday with all the equipment, including marquees, barbecues and fire pits. This was a good opportunity for me to meet those already there and despite heavy showers we were able to put up all three marquees on the Wednesday afternoon ready for the official Rally start the next day.

For me, Thursday morning was a trip out to Asda for more supplies before going back to the campsite for the Rally itself and typically, the heavens opened when I arrived, although thankfully it was short-lived. Finally however, this was it: the start of the Rally! People began to arrive; I sat in the reception marquee trying to take money and, to be honest, panicking a little before Karen came along, took that role away from me and kept the cash side of things in perfect order!

The next saviour to come along was Anna who took over the sale of raffle tickets and who, together with Joanna, filled goody bags while I fuffed about pretending I knew what I was doing. I can tell you that these wonderful ladies saved my life on several occasions over the weekend.

Garry helped with putting sides on the marquees, Kev put up flags and banners and loads of others helped with various other things and soon early evening had arrived and our area of the campsite was



filling up in a vaguely controlled manner – non-electric pitches in the middle and electrics around the outside.

Those going on the fish and chip run headed off to Crediton with Ian leading the way, whilst those on 'pie night' made their way up to the campsite restaurant. Others just cooked for themselves or did whatever they wanted – a perfect start to the event and later that evening a fair few congregated in the large marquee to have a few drinks and sample some cider that James Williams had brought along... 60 litres in all!

On the Friday morning the restaurant opened early for breakfast so the first scenic run group to Exmoor could get on their way. For this event we had around 40 vehicles heading off in six groups and a 100-mile round-trip with a lunch stop, Tarr Steps ford, Porlock Hill and a couple of lanes soon filled up the whole day.

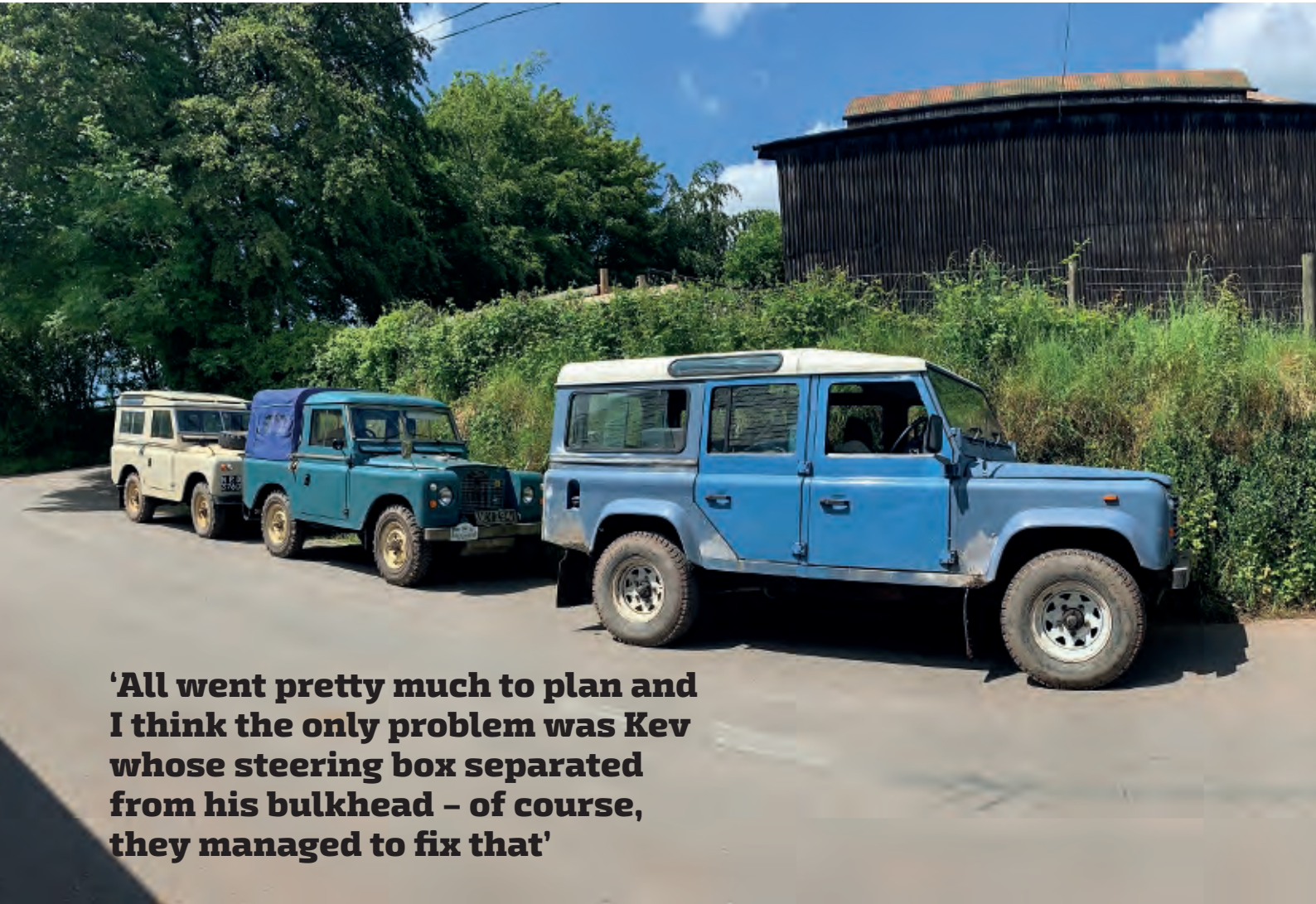
For Friday's greenlane outing, we had chosen a shorter route to lead gently into the weekend. The group was around 20

vehicles strong and so we split into four groups of five with a lunch stop at the Stoodliegh Inn which had kindly opened especially for us. The first group left at around 10.30am, arriving back at the campsite at around 3pm and giving me time to go into Crediton to collect supplies for Saturday's barbecue in the process. Crucially, everyone got back safely from both runs and all were in good spirits.

The evening consisted of a 'bring your own buffet', the odd drink and some socialising around the fire pits which went on to around 1.30am. We had an oil drum as our central fire which worked out perfectly and we had it properly glowing with flames around 10ft high at times. This was supplemented by smaller fire pits around the outside, mainly supplied by the Bristol crowd and I imagine there was some waffle being talked about towards the end of the evening!

While all this was going on some of the guys were replacing the head gasket on Robin's 109in, displaying the amazing spirit





'All went pretty much to plan and I think the only problem was Kev whose steering box separated from his bulkhead – of course, they managed to fix that'



of this club and I understand that Martin had been to Brookwells during the day with a shopping list of spares.

Saturday was a very busy day and began with another early breakfast before heading off. This time numbers were reversed: 40 for the laning and around 15 for the Dartmoor scenic run which was led by John Taylor and started at 9.30am.

As for the laning, we really had a lot to do. Eight lanes before lunch and two after and for me, this was THE day as the lanes on this route were simply fantastic with everything thrown in: fords, highways along rivers, steep stoney, easy, overgrown and simply gorgeous scenery – I am sure everyone will agree. Our lunch stop was at the Red Lion, Shobrook for a very nice and very plentiful buffet and in true South West-style, each group was late to the pub, but thankfully the pub were very accommodating and stayed open for the last group to arrive and eat.

Again all went pretty much to plan and I think the only problem on route was Kev

whose steering box separated from his bulkhead – of course they managed to fix that relatively easily.

Next was the line-up for photographs. The campsite allowed us to use the football field which was perfect and Karen came to the rescue once again, organising the line-up while the campsite kindly supplied a JCB with a cage so that Karen could take the photo from height. One member had a drone which also took some great photos and this was all executed in record time while I just watched in amazement.

Soon we had to sort the barbecue. Meat was collected, barbecues were set up and numerous volunteers took over the cooking, leaving Karen and myself to get on with sorting awards and raffle prizes. I do believe that everyone enjoyed the food and I know everyone enjoyed the social aspect with the atmosphere being simply terrific.

The raffle tickets were drawn by our chairman, Gene Maxwell and prizes collected. The donations from various



companies were incredible so thank you to all who contributed. In all we raised an amazing £540 which has been donated to our nominated charity, Devon Air Ambulance.

The award ceremony is another of my favourite aspects of these events, simply because they are such great fun. The King Dick Competition for Best Old Spanner/Tool went to webmaster, Alan Jones (Wittsend), while Brian Totman picked up the award for the Cutest Land Rover.

The Rally attendees' favourite Land Rover went to David Wakefield and the Gorgeous Tina award for nicest patina went to Robin Langley.

Chairman Gene Maxwell picked up the Long Distance Traveller trophy, Brian Colin took the Nicest Wheels award and Ian Macleod was handed the Early Bird gong for having been the first to book on the Rally, while Andy Robinson was crowned Handy Bond and yours truly collected the award for the scruffiest Land Rover!

However, the Organiser's Award went

to the amazing Katie Sansom – the only person who can sleep through some very bumpy laning as I witnessed in my rear view mirror. I only wish I had captured it on video.

With all that had been going on, I think everyone was worn out – I know I certainly was, and although some fell fast asleep by the campfire, proceedings still went on until the early hours of the morning.

Sunday morning was clear up and pack away time – probably the easiest part for me as so many members just joined in and helped. To round the weekend off, 37 of us had a lovely Sunday lunch at the campsite and while most left in the morning, a few stayed on until the Monday. All-in-all an excellent weekend which was over too soon.

I have already thanked all those who helped with the organising (and thanks too to the campsite staff), but of course it is those who attend these rallies that really make them a success, so many thanks to all that came. **B2L**



Sing a song of **SIXPENCE**

Another year and another Sixpenny Handley weekend packed full of greenlaning, campfires, fancy dress and... avocado?

WORDS **JAMES WILLIAMS** PICTURES **JAMES WILLIAMS, JEAN PRAGNELL**





Our annual camping weekend at Sixpenny Handley, Dorset proved very popular with attendees travelling from far and wide and in total we had 42 Series Land Rovers on site.

Although the Friday was a little damp, summer returned once again for the remainder of the weekend. As always, I am grateful to all the members who donated firewood and helped out with this event, and it goes without saying that the New Forest & Solent campfire is considered to be the 'stuff of dreams' by our fellow South West Organiser, Clive. Don't be fooled by his 'marketing' telling you that his campfire is bigger and better – it really isn't!

Once again, the banquet/buffet on the Friday night was well stocked and thank you to all those that contributed. This year we even had some healthy options available, including melons, various other fruits and a trifle! I may have even spotted an avocado – clearly we are in danger of becoming middle class.

Nearly half of the attendees arrived on the Thursday evening, while others made their way to site throughout Friday. Hats off to Philip Vasey who travelled the furthest, having come all the way from Dumfries and Galloway!

Club spirit was in full swing again as Gromet's wheel bearing and stub axle reached a rather dry and crusty end on the Thursday evening. Thankfully members came to the rescue with all of the components required to get him back on the road and I believe that it was Andrew Miles who brought along a replacement stub axle. Great team work as usual.

On Friday morning, Kevin and Anna took a group of Land Rovers up onto Salisbury Plain in the rain. They had a good time, but got somewhat distracted after sitting down for lunch in a nice warm Toby Carvery at Amesbury – too many potatoes I think.

Friday night also had a 1980s fancy dress theme in order to celebrate Ian Beatty's birthday. Not entirely sure what the locals in the bar thought of this, but I

'The New Forest & Solent campfire is considered to be the 'stuff of dreams' by our fellow South West Organiser, Clive'

can confirm that giving a greenlane brief in full 1980s attire does make one quite warm, particularly because of the wig. This was also the first time we've had two scousers on site during the weekend (thanks to the fancy dress) with cries of "calm down, calm down" being heard!

Saturday's route was the same as last year, and thankfully we were blessed with good weather. Groups set off in staggered intervals throughout the morning and we headed west through rural Dorset, finishing with a ford crossing at Moreton. After some interesting greenlanes, and a trip down Patina Alley we ended up at The Ibberton pub for lunch to meet up with the other groups.

This year, most of us successfully made it up the track next to the church without issue. The afternoon became very warm, and we decided to take the doors off of my Lightweight for the rest of the day. Apparently that's rather funny if you are following us up a greenlane and witness us fighting for the centre seat to avoid incoming brambles and nettles! The uphill greenlane near Ansty and Plush makes for some interesting cross-axle action, with some Land Rovers needing a few attempts in order to pick the right line. We eventually appeared at the ford at





The recognisable face of the Sixpenny Handley weekend included meandering excursions through the Dorset countryside and challenging greenlanes, however a 1980s-themed fancy dress was a new feature!





A ford crossing at Moreton was just one highlight of the weekend, whilst for some the excitement and warmth of the campfire proved to be just too much





'Not only did he take Stuart's gearstick home and weld it back together, he also helped Antoine unblock and fix his carburettor'

Moreton to entertain the tourists and of course wash the Land Rovers, before the 30-minute drive back to Sixpenny Handley.

With Land Rovers trickling back into the campsite, the fire was lit, and the lineup of Land Rovers started to grow in preparation for the group photo before the BBQ. I would also like to thank Jean Pragnell for taking the most excellent high-resolution photograph of the lineup which can be seen running across the whole of this article. We are looking into getting copies of this printed and mounted, so if you would like one then please get in touch – the quality is superb!

After dinner, much cider, beer, wine, port and gin was consumed. Some even fell into such a deep sleep around the campfire that we thought you might be dead, but after sniffing your aftershave, we concluded that you were indeed alive and did not smell deceased (Tim!).

While we were out on Saturday, a few members had some minor hiccups. Stuart

Keeves' gearstick snapped a few miles from the campsite which forced him to turn back and Antoine was suffering with a blockage in his twin-choke Weber carburettor.

Thankfully our very chilled out Lester came to the rescue for both members. Not only did he take Stuart's gearstick home to Ringwood and weld it back together, he also helped Antoine unblock and fix his carburettor – great club spirit. Some say he welds in his sleep; others say he just loves welding Tim's Land Rover. All we know is that he's from Fiji!

Special thanks also goes to John Muddy Maber for helping me with the BBQ. In fact, John probably ended up doing two thirds of the work, so thank you.

Sunday morning consisted of a sausage 'encore', in an attempt to cook and eat the left overs as members slowly packed up. All-in-all, it was an excellent turnout with faces new and old and we are already booked in for next year: 16-19 July 2020 if you are interested in attending! **B2L**





CAUGHT ON CAMERA

Taking the perfect shot can sometimes be tricky, but for Richard Gosling, the combination of Series II Land Rovers and a steam locomotive on the North Yorkshire Moors Railway was too good to miss. The group had attempted similar last year, but a timetable 'miscalculation' got in the way. This year though, the planning was impeccable and everyone was in place at a spot where the train would be pulling hard out of Levisham, as Gordon Lowe explains: "The line of Land Rovers looked amazing, cameras were ready, we listened for the whistle, watched for the steam... and it came into view... backwards!" Fortunately, it still makes for a stunning image so well done to all involved.

Photograph by Richard Gosling

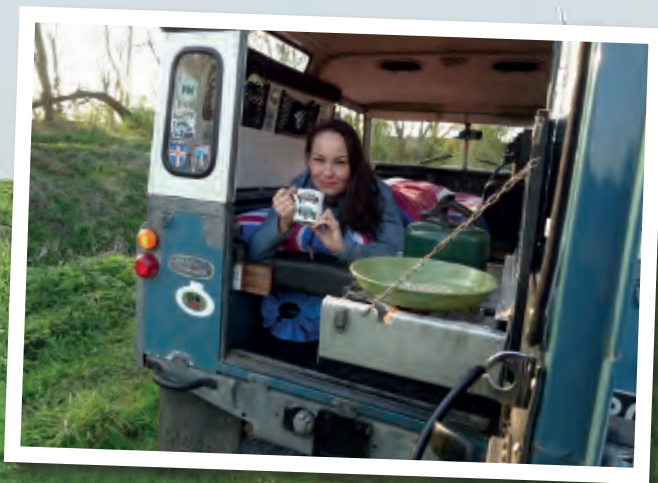






LAND
- ROVER

YPC 687G



Carry on **CAMPING**

After decades of ownership in the hands of two determined sisters with a penchant for travel, Vicky Turner proudly continues to expand upon the legacy that they created

WORDS & PICTURES **VICKY TURNER**

Originally owned by the Pierre sisters, Vicky continues to use the camper in a similar vein with travel a key part of her life



I became custodian owner of this Marine Blue classic in February 2016 when I bought it via Gumtree 4x4 in Sussex. John Bowden had looked after it for many years while it belonged to the Pierre sisters. The pair bought it new in 1969 and had RJ Searle, later Carawagon International, convert it to their specifications. They had just taken up teaching posts in Tripoli, Libya and intended to drive themselves there, but in fact, they never made it as the political situation en route made it impossible. Left with a capable overlander though, the sisters spent the next four decades taking it to Iceland, Australia, Norway, Morocco, Iran, Turkey and Greece.

It was only age and increasing mobility issues which forced the sale of this beloved truck, which was even then, still being driven regularly. The sisters were pleased to hand the keys over to another lady though and one who didn't want to restore it or keep it in a garage, but

planned to travel and camp in it herself. I was thrilled to buy it, determined to preserve it and to use as intended as often as a busy life with children allows.

When I bought the vehicle it was mechanically sound. Its original chassis had been swapped for a Richards galvanised alternative and 10,000 miles ago the engine was replaced with a reconditioned, unleaded unit from Turner Engineering. The interior however, was tired and desperately in need of some TLC; cosmetically it was looking a little unkempt and various things were broken or damaged.

Over the three years since it changed hands, various repairs have been made. It now sports new seats and the bed lies flat (a complete fuff as the Carawagon bits had to be specifically remade), the cupboard opens and closes again, new rubber mats replace the perished, the spare wheel is mounted back on the bonnet, the vents in the roof open and close as they should,

the hob is rust-free and the wheel rims have been sandblasted and repainted. Age-related numberplates have been fitted, as have two lap belts to the rear bench seat. The rear door-mounted gas canister holder was refabricated too, as that had almost rusted through – though it did put in nearly half a century of service before giving up the ghost!

The original wiring began to show its age with a faulty earth nearly necessitating our early withdrawal from Norfolk Fire and Rescue's Land Rover Charity Run at Sandringham. In the end I was able re-join the convoy but it was obvious that Lucas gremlins would only manifest themselves with increasing regularity unless a full rewire was undertaken. It seemed like it would be a good opportunity to get the camping electrics overhauled and modernised too, so the not cheap bullet was bitten and it was left with Ben at Blackpaw 4x4 after the Series 2 Club's Christmas pudding run in Masham.





A brand new wiring loom, fuse box and a National Luna split-charge system have been installed, as well as a yellow topped Optima battery (with a bracket fabricated to hold it in place in the engine bay). It has been converted from a dynamo to an alternator, its old five-point electrical hook-up (now obsolete), has been replaced by a standard three-pin system and a 240v plug socket also adds modern functionality to the original camper. There are USB charge points and a 12v socket on the dash too now, as well as the battery charge monitor, but these have been done as discreetly as possible. I don't want to spoil the history, but this is a vehicle in regular use and having mod-cons adds comfort and practicality and that matters more to me (and my children), than period authenticity.

It is now a reliable motor with a compact and bijoux 88 inches of comfortable (if not luxurious), workable and versatile camping space. What more can you ask for when a few nights far

away from the madding crowd beckons? The smell of oil and decaying plastic, the prevalence of fresh air in the drafty cabin and the soporific sound of rain on the roof lulls me to a contented sleep far better than any memory foam at home. I can't wait for the days when I am no longer limited by the school holiday schedule and I can plan some long haul travels.

In doing the work, I have become ever more fond of this Sleeper. It symbolises everything that Land Rover ownership is about for me: self-sufficiency, freedom and the open road. Always on standby, it remains packed so that we can set off on adventure with only a moment's notice. There is something deeply satisfying in pulling to a stop and being 'camp-ready' with the kettle on before the engine has cooled. A word of caution though; don't rest a cafetière of hot coffee on the rear step and then attempt to climb over it – that way lies third-degree burns and a trip to A&E. **B2L**



The Series IIA is a home-from-home for Vicky and her two children

Alpine adventurers

The Séries en Helvétie event in July attracted an impressive variety of Land Rovers from across Europe to the Swiss hills

WORDS & PICTURES **PAOLO TURINETTI**





Every two years in Bière, a few kilometres north of Lac Léman in Switzerland, the Séries en Helvétie Land Rover gathering takes place. The chosen location is always a large meadow on the edge of the forest and as it is owned by the Swiss Army, the event is only possible thanks to the military giving their express permission.

At the rear of the field there is a fantastic area of rough and uneven ground, normally used as a test area for military tanks but accessible to participants during the event.

Although the event started on the Thursday, most arrived on the Friday to pitch their tents and arrange their accommodation before a 'Spanish dinner' is held in the evening with each table playing host to a different region's speciality before everyone digs in and shares food and drink.

After breakfast on the Saturday, there was a road run. In order to ensure that the surrounding area is respected, those attending went out in groups of 10 cars, each with a local guide at the head and departing with a gap of around 10 minutes between.

Leaving Bière, we soon found a beautiful and shady path in the wood that took us toward a tarmac road and up to Marchairuz hill. After a mile, we took a dirt road until arriving at the Chalet du Mont de Bière where we stopped for an apéritif and listened to the Swiss horn players. Once back on the road, we travelled through some magnificent alpine scenery, complete with some peaceful grazing cows, but in the course of just a few minutes, the weather suddenly changed, bombarding us with heavy rain and strong winds. We could have taken shelter in a rural Alpine hut with space for just two horses and some goats. (true essentials-only Land Rover style), and enjoyed an atmosphere of conviviality and friendship – the true Europe, but we stuck it out.

Once back to the base and refreshed, we were able to have fun in the tank testing area, full of fresh mud and large

'We travelled through some magnificent alpine scenery, complete with peaceful grazing cows'





'Some interesting and tidy Series IIs were present... one was a rare APGP belonging to our familiar friend Sébastien Conte'

puddles. Some were being fearless while others less so, but for everyone it was like being in an amusement park and the day ended with a concert and two or three thunderstorms that kept us awake through the night.

Some interesting and tidy Series IIs were present and I tried to take some pictures of them – two in particular catching my attention. One was a rare APGP (Air Portable General Purpose), belonging to our familiar friend Sébastien Conte. He had driven it from his small village near Chalons en Champagne (about 400 km), and a Series IIA called 'Britannia' is one of just 28 built on a 109in chassis. The one-tonne with 24 volt electrics and four cylinder petrol engine dates from 1962 and never entered service, but Sebastien carried some young enthusiasts around the site which they found extremely entertaining!

The second vehicle to catch my eye was one of the 'mythical' ex-ambulances taken to Bière by Bernard Gillet and his wife, Audrey. The Belgian couple run Series Forever, a business specialising in Land Rover spares and parts supply. The couple bought their IIA in 2004, and after three years of preparation they sent the car to South America where it spent one year driving through Argentina, Chile, Bolivia, Peru, Brazil and Paraguay, covering 34,000km in the process. Equipped with a 2.5 litre diesel engine, they drove for about 10,000 km before the engine broke whilst crossing the Atacama desert in Chile. After 1500km on the back of a breakdown truck, they eventually arrived in Santiago and found an old Nissan 2.7 litre diesel that was adapted to fit and is still present in the ambulance.

It was, once again, fantastic to take part in another international event with great people and wonderful vehicles – all friends under the same global Land Rover flag, as it should be! **B2L**







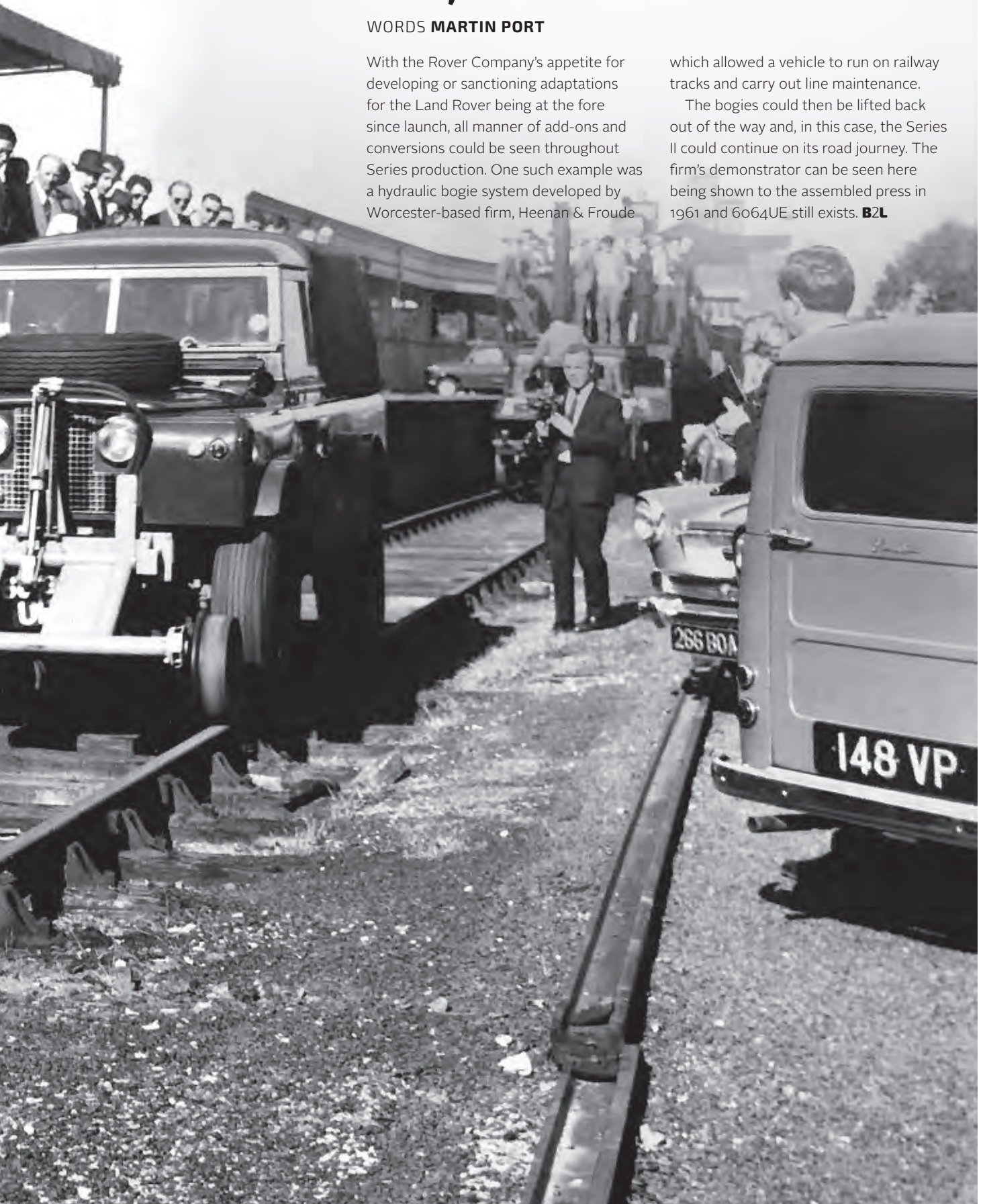
UK, 1961

WORDS **MARTIN PORT**

With the Rover Company's appetite for developing or sanctioning adaptations for the Land Rover being at the fore since launch, all manner of add-ons and conversions could be seen throughout Series production. One such example was a hydraulic bogie system developed by Worcester-based firm, Heenan & Froude

which allowed a vehicle to run on railway tracks and carry out line maintenance.

The bogies could then be lifted back out of the way and, in this case, the Series II could continue on its road journey. The firm's demonstrator can be seen here being shown to the assembled press in 1961 and 6064UE still exists. **B2L**



Bush replacement

Squealing flywheel bush? Silence your Series II with this simple guide

WORDS & PICTURES **JOHN COWIE**



The squealing from the clutch was becoming embarrassing. I knew it was the flywheel bush that was causing the noise and it was fine once everything had warmed up, but that didn't stop me cringing as I started the Land Rover in the morning – time for action.

I ordered a new flywheel bush (and a new clutch plate for good measure), then set aside a weekend to take out the old and fit the new, letting the bush soak in a jar of engine oil for a couple of days first. I have a great way of getting the gearbox out of the way too, saving the hassle of removing the seat box or messing about underneath trying to balance the gearbox on a trolley jack.

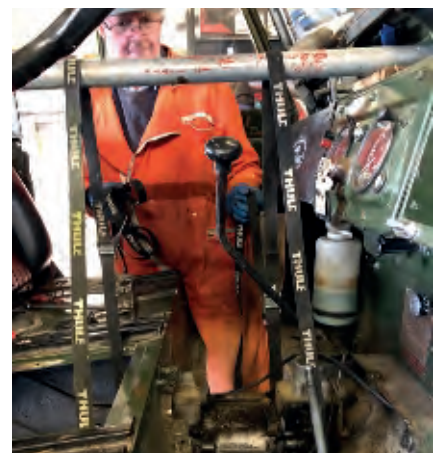
The first step is to take out the centre seat back and remove the gearbox inspection plate below the seat squab. Take out the flat floor panels and the transmission tunnel and then put a length of scaffold tube between the dashboard and the bulkhead behind the seats (use a flat piece of wood to stop damage to

the dashboard). Sling two strong ratchet straps around the tube and under the body of the gearbox – they'll take the weight once all of the 'box supporting bolts are out, then it's out with the gearbox mount bolts, front and rear propshafts and the handbrake lever pivot support bracket.

After making sure that the two ratchet straps are tight, all of the bellhousing nuts can be removed along with the two nuts and bolts which hold the clutch slave cylinder in its bracket to the right hand side of the bellhousing and the speedometer cable bracket on the rear of the transfer box.

With my father-in-law keeping an eye on the scaffold pole and straps, and a trolley jack keeping the rear of the engine supported on a block of wood under the sump, I lifted and slid the gearbox back off its studs until there was enough room to access the clutch cover plate bolts.

With the clutch cover and driven plate removed, the offending bush was revealed



Ratchet straps taking the weight of the 'box



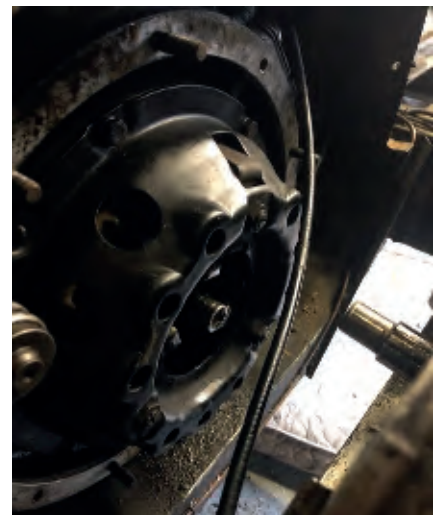
Propshafts removed to allow 'box to slide



Handbrake support bracket removed



Home made tool to insert new bush



New friction plate centred with socket



With nuts removed, gearbox can be slid back



New bush fitted after old one gently cut out



Gearbox slid back into position and secured



Plenty of access to the clutch cover plate



With the clutch removed, bush is revealed

and I noticed that the rim of it was slightly proud of the flywheel. I don't think that made any difference, but I resolved to tap the new one in flush. I tried all the old tricks to get it out, including filling it with grease and bread and hammering in a socket to pop it out, but none of those worked so I simply cut a groove in it and released it that way. It's soft and fairly fragile so only took 10 minutes of gentle cutting with a hacksaw blade before it could be broken up and pulled out.

The new bush then went in nicely with my patent 'flywheel bush reinsertion tool' (see picture above), and I then concentrated on centering up the new clutch friction plate with an 18mm socket wrapped in some insulation tape.

It is essential to get this spot on as you do not want to have to take everything off again to re-centre the plate just because you hadn't quite got it right first time – I speak from bitter experience! Once correct, I did up the clutch housing bolts removed the socket and began to move

the gearbox back into position. This took a lot of lifting and lowering, jacking the back of the engine up and down, raising the front and then the rear of the gearbox and then lowering it down with the ratchet straps, but eventually it slid home and I could refit the bellhousing nuts and remove the front ratchet strap.

With the clutch slave cylinder nuts and bolts back on, the handbrake bracket, speedo cable bracket and gearbox mount bolts could be refitted (those took some adjustment with a crowbar but they eventually conceded defeat and went through the mounting holes). I then replaced the transmission tunnel plates and the floor panels.

Then it was just the seat squab, transmission inspection plate, seat back and propshafts to go back in and we were done. The painful squealing on start up had stopped (the neighbours are so much happier) but I've also noticed how much more precise the gear change is. That bush must have been very worn indeed. **B2L**

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Area roundups

A summary of recent events in your area



BORDERS

Philip Vasey

On Saturday 6 July we attended the Great North Classic Car Show at Aston Workshop near Beamish. It's a great show with not only a wide selection of classic cars, but also a chance to look around the impressive workshop, bodyshop and showroom. I'm already looking forward to next year's show which is on the 4 July 2020 – let me know if you would like to join us. The Cumbria Classic and Motorsport show at Dalemain near Penrith was on Sunday 18 August. This is always a popular show and this year was no exception with a great turnout of members with their Series IIs. Unfortunately the weather was not kind to us, and we had to spend most of the day sheltering from the rain, but despite this it was still good to catch up with fellow Club members.



CANADA

Ian Coulson

As the summer days shorten and trees start to take on their autumnal colours, I send my best wishes to all of our Series 2 Club members from the prairies of Canada. I am sure like me, you have been working on your Land Rovers, adjusting the timing or changing a leaking oil seal, or perhaps just enjoying a summer evening drive after a car show or Land Rover event, where everyone admired your Series II. I happily got the chance to meet another Club member – perhaps the one closest to me, even though it was still a good long drive for John. We chatted over tea and coffee, and learned more about our Land Rovers. Since that time in late spring I got to meet another classic Land Rover owner, albeit of a Series III, but I am hoping, having seen the benefit

of membership, he will soon be sending in his annual dues. Earlier this week, I passed an important milestone in my own Series restoration – a first and happy drive on the road since taking possession. I hope to hear from Series 2 Club members far and wide, and look forward to being a point of contact both for western Canada and the east, as well as anyone wishing to visit from the United States or further afield.



CENTRAL SHIRES

Dave Gibson

Central Shires members have had a busy summer. Our camping weekend was a great success with a relaxed atmosphere with rides on the railway and steam boat on the Sunday. We have now established a regular pub meeting on the first Wednesday of the month at the Lowdnes Arms, Whaddon – good food and great company! New pub venues are being arranged for mid-month Saturday lunchtimes through the winter. It was also great to see Suzanne’s ‘six pot’ back on the road.

EAST MIDLANDS

John Stokes

There have been several events in the East Midlands Area over the summer where members could take advantage of the great weather. In June, several came along to our camping weekend at the Steam on Rutland Water event – some for the whole weekend and some for just a day.

Our regular monthly meets continue to be well attended around the area, with 22 classic Land Rovers making their way over to take in the sights and sounds and enjoy refreshments at the Greatham Gathering in August.

A small East Midlands contingent ventured north and west over the August bank holiday weekend to the Apedale Heritage Centre – the new home of Leafers at t’Pit, a Land Rover Show like no other that attracts hundreds of leaf-sprung Land Rovers from up and down the country. Congratulations to new local member, Simon Wright, who was awarded the prize for ‘Best Series II’ for his early 1959 Station Wagon. Neil Watterson, regular at the Rutland meets, took the prize for ‘Rattiest Land Rover’. Well done to both.

Though summer is now drawing to a close, we’re looking forward to pub meets, greenlaning and scenic drives throughout the autumn and winter. Details about these are kept up-to-date on the Club forum and on the Series 2 Club Facebook events page if you’d like to tag along.

Alex Thorpe organises a monthly pub-meet at The Becketts, Corringham, Lincs

DN21 5QP on the first Thursday of the month from 7:30pm (contact Alex on 07791 257205), whilst in Rutland, John Stokes organises a monthly meet (autumn and winter), at The Wheatsheaf, Edith Weston, Rutland LE15 8EZ on the third Thursday of the month from 7:30pm (contact John on 0116 318 0755).



GARDEN OF ENGLAND

Sean & Hazel Smeeth

Since our last report we have attended various shows – the usual ones such as Wrotham which is as popular as ever, and also Weald of Kent which we have been to once before. Again it was a fantastic weekend with over 100 steam engines present but sadly poorly attended by us and just two other members. We then followed on directly to Hole Park for our summer camp where we were joined by members from other areas including the West Midlands area representative. A relaxing time was had, where you could do as much or as little as you liked. On the Saturday evening a club barbecue was held and a good time had by all. Next year this event will revert to June. Planning for the Christmas meal (yes it's coming around already!) is in hand and it will take place once again at the Bullfinch on the evening of Saturday 21 December.

Pub meets are continuing but we have moved back to the Chequers, Heaverham TN15B 6NP due to the fact that it has been totally refurbished. The Chequers also has the advantage of a decent car park where bonnets can be lifted for inspection!

As always any ideas are welcome – contact details are in the back of this issue.

NORTH WALES & SHROPSHIRE

Bernie Morris

We have had a fantastic summer as an area – good pub meets and a chance to get to know some new area members which is always nice. In the middle of June we had a good turnout for the Oswestry Vintage Show, despite the weather. Most shows were cancelled due to the horrendous rain leaving the ground a little soggy to say the least, but luckily the ground we use is an old army base and drains very well. We had a good cross section of Land Rovers to show and this sparked a lot of interest.

Graig Organic Farm played host to our family camping weekend, which was very successful. Not only was it the perfect setting, but the weather played a big part too. This was mid-July and members came down on the Friday afternoon to set up camp just outside Newtown, down the rural lanes of mid-Wales where Jonathan Rees and family live. They all made us very



welcome and kindly supplied all the meat for the barbecue and breakfast on both days. The club marquee was set up lower down the field where the barbecue and fire pit became the focal point over the weekend. It was nice to see members from outside our area who came to join us. Graham and Sandra Smith and family came from the north west while Phillip Hallows (Peak District area rep) plus other members, Ryan Walker and James Parkin, all kindly came down to support us and try out the Welsh greenlanes. Phil Jones was our leader for the weekend and put together two days of action-packed lanes and stunning scenery with beautiful backdrops.

On the Saturday we all grouped together and set out in two groups led by Phil and Bryn. They took us to the Red Kite Centre by Devils Bridge where we met with Tom Free in his trusty Series II. We departed and this took us over gorgeous countryside and mountain tops as we wound our way down the valleys.

Ryan developed a problem with his clutch – the pipe to the slave cylinder had cracked, so Phil very kindly offered to drive home to fix it. We carried on to the lunch stop and later in the afternoon we regrouped and headed back to the campsite for the delicious Welsh black beef burgers, beverages and banter.

On the Sunday we had a group photograph before leaving. Jonathan took us on a tour around the family fields and Phil took us on day two of our scenic drive with a few lanes thrown in for good measure. Our destination was the Elan Valley Dams and we drove some wonderful roads before eventually arriving below the famous dam where the iconic Land Rover goin winched itself-up the face of the dam on the commercial. From here we made our way back to camp with a little lane to finish off. You know when you've had such a good time that you don't want to go home? This was how we felt, but hopefully we are going to run this again next year as Phil has some new routes planned.

On 1 September, we visited the Brimfield Show in Ludlow – a great agricultural show from the bygone years with tractor pulling thrown in for good measure. We had the Club area stand there and a bell tent was kindly put up for us by members Tom and Joe Breakwell. Nearly 30 Land Rovers attended, most of which were Series IIs which is always good to see. We all had a fantastic day and the weather was very kind.

It's that time of year when we would like to invite you to the area Christmas party which will be held at the 3 Pigeons, Nesscliffe, Shropshire SY4 1DB on 1 December – meet at 12.30pm for 1pm.

NORTH WEST



NORTH WEST
Dave Marrin

The main event for the North West Area since the last edition has been the Leisure Lakes Steam Rally near Southport. The rally has traditionally taken place in late April, but following a couple of recent cancellations due to poor weather, the event was moved to the last weekend in June. It proved to be a good move by the organisers, as despite the ground only drying out at the last minute, the event was able to go ahead. There was a healthy turnout and we were also joined by the Dibnah sisters and their families, who brought along Fred's old Land Rovers to display opposite Betsy, Fred's traction engine. It was particularly good to see Alistair Brown and we all hope that Alistair's recovery continues apace.

Catering was superb with Paul and Amanda Mercer in charge of the barbecue on Friday night and the Hayes family on the washing machine pizza oven on Saturday – all washed down with a barrel of beer! Great weather, good company, a raging campfire and entertainment from Land Rover-owning neighbour and tree surgeon Simon, whose guitar playing and familiar harmonies led the sing-along. Thanks to all who contributed and especially Jon



and Carole Hayes for the donation of the barrel of beer. An excellent weekend and Carole and Jon also raised over £300 for charity. The organisers provided a balance beam for us to try out our clutch and brake control and whilst many were close, no one could quite master this seemingly impossible task.

Whilst attendances at meets seem to drop off a little in the summer months due to holiday commitments, in July we had a good attendance at the Bridge House Tea Rooms at Wray and we have run outs and meetings set up to see us through to the Christmas meal in early December.

If anyone has any ideas or thoughts for meet locations or shows to attend, then please let me know. I couldn't do this without the help of our local members, some of whom I've mentioned above, but I would also like to offer a special thanks to Andy Bickerstaffe for his continued help and support.

SEVERN VALLEY
Andy Robinson

I have recently taken over as area representative from Clive Speaks and would like to say thank you to him and Karina for all their hard work for the Club over the years.

Our first organised event of the year was a club camping weekend in May. A group of our members and a few from Bristol met at Peter and Wendy's house, near Ledbury and on Friday night we set up camp in one of Peter's fields before heading off to a local pub for food and drink.

On the Saturday, we went off to the Forest of Dean for a full day of greenlaning. The lanes had stunning views of the Wye Valley and as always, Peter and Wendy had their Series present without a roof and full of his family!





SEVERN VALLEY

We did have one breakdown when Brock could not engage four-wheel drive and it took three vehicles to recover his. Thanks to Tim in his Series III for the extra pull and that night we had a barbecue around the fire pits, with drinks in hand and music from Milly, Megan and Rob.

Sunday was a rest day with a tour around Peter's workshops and collection of classic cars, motorbikes and tractors before going down to the stream to try out Geoff's winch on a tree stump that we failed to remove. The weekend was a great success and we have already set a date for next year.

Thanks to Peter and Wendy for their hospitality over the weekend.

SOUTH WEST Clive Withey/Gary Aylee

All three pub meets are going really well as seems to be the norm these days.

Following on from the very successful Club Rally held in Devon (see report on page 14), we have moved our annual South West Camping weekend to September and this is being held in Porlock at the same campsite as our very first camping weekend back in 2011. Needless to say it will be a much smaller event with pretty much no organisation – just turn up and enjoy the socialising and laning!

The guys and girls from our Cornwall pub meet also organised a local laning/road

run day on 6 July – a report on which by Gary Aylee follows...

With the success of Yeathridge still firing up everybody's enthusiasm, members of the Victoria Inn pub meet met up at gam just outside Par ready for a road run/laning day. In a convoy of six Land Rovers, we drove out to Menabilly Farm where the farmer had kindly given us permission to drive out across five fields to Gribben Head where we stopped for a quick photo call and to enjoy the fantastic views.

Having got off to a good start, we headed back through the farm and then west around to the other side of St Austell Bay where we then drove a couple of lanes before heading off to Tregony where we had a pleasant lunch.

Leaving the pub, we drove off to a nearby lane which proved to be good fun. Changing direction, we then headed north on some quiet back roads across the A30 towards the north coast and after driving a couple more lanes, we had a brief stop in Crantock for ice cream. We then drove two more lanes finishing up with one of the better lanes from the 2018 South West Camping Weekend.

With most of us taking a turn at leading throughout the day, and with it now being late afternoon, we all agreed that we had had an extremely enjoyable day and so headed off back towards the A30 and then onward to our respective homes. I arrived home at around 6.15pm having covered approximately 95 miles.



SOUTH WEST



WEST MIDLANDS

Edryd Coleman

Meetings have been running at all points of the compass over the summer, and whilst we have seen some new vehicles, it appears that some have been undergoing some restoration and hopefully will re-emerge in due course!

West Midlands area had a stand at the Bloxham Steam Fair and were very nicely placed adjacent to the radiant heat of large traction engines. Thanks to Pete Collins for organising our attendance there.

For much of the area, attendance at the National Rally was precluded by the timing, though our understanding was that this was a successfully run event and congratulations to the South West area for their efforts.

Quite a few members attended the 'Leafers' event at its new location at Apedale Colliery, during an incredibly hot weekend at the end of September. Trips down the pit were particularly informative and enjoyable and the cold subterranean air was a blessing after temperatures in excess of 32 degrees.

At the time of writing, West Midlands area are due to attend Moreton in the Marsh Country Show – more of that in later editions, but preparation has begun for the Classic Car Show in November (see page 5). If you are intending to be involved, please liaise with Andy Parker for inclusion... and break out your safari gear!

YORKSHIRE

Gordon & Wendy Lowe

The Summer Pudding Run in June was held on the small rally field at Jervaulx Abbey and although very basic, it proved to be a perfect base for the weekend. The members who joined us actually spent the weekend working, helping to set out routes for the 2020 Rally and to taste-test the fresh baked scones in the tea rooms!

Seasoned green laners John Cramphorn, John Horne, Dave Marrin, Richard Gosling and Ian Garner (all driving Series vehicles) and Gordon Furness using his 130in Puma, have detailed knowledge of the area and along with Wendy and myself, there will be plenty of advice available on choosing the best routes for you to try.

The next Christmas Pudding Run is set for Sunday 29 December at Masham Market Place. The gentle greenlane run over the byways on Grewelthorpe Moor is the perfect way to escape the house. In the past few years there has also been an informal Saturday evening supper for those who use the event as a weekend break. This year it will be at Black Sheep's pub, The White Bear. A table of 12 has been reserved but can be increased if you would like to join us. Pre-ordering of food will be arranged closer to December for those staying over. There are plenty of B&Bs in Masham, but early booking is advised as this pretty little market town is always very popular.

On Sunday there will be five groups setting off at staggered intervals – the first leaving at 9.45am and the last at 11.10am. The groups then re-unite at Ripley Castle for a winter picnic before finishing mid-afternoon. Please contact me to reserve a place on the run or for the supper!

Although most of the event planning has been done for the Rally, we would like to ask for volunteers to help with everything from taking a turn on the gate to offering a warm welcome to new arrivals or to pop out for milk!



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Area meets

Please email updates to editor@series2club.co.uk

Details are correct at the time of printing

Anglia

When? First Tuesday

Where? The Red Lion CB6 3LD

Contact Paul Cupit: bonzo.bobbin@outlook.com

Where? Fur & Feather Inn NR13 6SW

Contact Alan Jones: alan@wittsend.co.uk

Where? Red Lion, Sturmer CB9 7XF

Contact Richard Allin: advertising@series2club.co.uk

Borders

When? Details sent to members and listed on website, forum and facebook

Bristol

When? Second Saturday, 12pm

Where? Wild Place, Blackhorse Hill, Bristol BS10 7TP.

Contact Andy Phillipou: bristol@series2club.co.uk

Central Shires

When? Check forum for information

Contact centralshires@series2club.co.uk

East Midlands (Lincs)

When? First Thursday, 7.30pm

Where? The Beckett Arms, Corringham, Gainsborough DN21 5QP

Contact Alex Thorpe: althorpe1287@gmail.com

East Midlands (Rutland) May-Sept

When? Third Thursday, 7pm

Where? Greetham Community Centre, Great Lane, Greetham LE15 7NG

Contact John Stokes: eastmidlands@series2club.co.uk

East Midlands (Rutland) Oct-Apr

When? Third Thursday, 7pm

Where? The Wheatsheaf, King Edward's Way, Edith Weston LE15 8EZ

Contact John Stokes: as above

Essex (North)

When? Third Wednesday, 7pm

Where? The Red Lion, Sturmer CB9 7XF

Contact Richard Allin: advertising@series2club.co.uk

Essex

When? First Thursday, 7.30pm

Where? The Horse & Groom, Galleywood Common CM2 8PG

Contact Tim: essex@series2club.co.uk

Essex (South)

When? First Saturday, 2.30pm

Where? Battlesbridge Antiques Centre Car Park SS11 7RF

Contact Andy: 07702 087115

Garden of England

When? Second Thursday (except Aug)

Where? The Bucks Head, Godden Green, Kent TN15 0JJ

Contact Sean & Hazel Smeeth: 01732 763900; kent@series2club.co.uk

New Forest & Solent

When? Details can be found at www.series2club.co.uk/newforest

North East

When? Details sent to members and listed on website, forum and facebook

North Wales & Shropshire

Contact Bernie: 07545092062; email northwales@series2club.co.uk for dates

North West

When? Details of meets are sent out in the North West newsletter and listed on website, forum and facebook pages

Contact Dave Marrin: 07526 583401; northwest@series2club.co.uk

Peak District

When? Second Saturday, 6pm

Where? Miners Standard, Bank top, Winster, Matlock DE4 2DR

Contact peakdistrict@series2club.co.uk

Scotland (North)

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

Scotland (South)

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

Severn Valley

When? First Tuesday, 7pm

Where? Yew Tree Inn, Chaceley, Stocks Lane, Gloucester GL19 4

Contact severnvalley@series2club.co.uk

South West (Somerset borders)

When? Second Wednesday

Where? Catash Inn, North Cadbury, Somerset BA22 7DH

Contact Clive Withey: 07711 121399; southwest@series2club.co.uk

South West (Cornwall)

When? Second Monday

Where? Victoria Inn, Victoria Rd, Roche, Saint Austell PL26 8LQ

Contact Clive Withey: as above

South West (Devon)

When? Last Wednesday

Where? The Thirsty Farmer, Talaton Road, Whimble, Devon EX5 2QQ

Contact Clive Withey: as above

Thames Valley

When? Second Wednesday, 8pm

Where? The Hedsor Social Club, Bourne End SL8 5ES

When? Fourth Tuesday, 8pm

Where? The Ship Inn, Ashford Hill RG19 8BD

Contact thamesvalley@series2club.co.uk

Wales (South)

Contact cymru@series2club.co.uk for forthcoming events

West Midlands

When? Third Thursday, 8pm

Where? The Phantom Coach, Fletchamstead Highway, Coventry, CV4 7BA

When? Second Tuesday

Where? Berkeley Arms, Egdon

When? Third Tuesday

Where? Old Irish Harp, Aldridge

Contact westmidlands@series2club.co.uk

Yorkshire

When? Third Sunday, 12-5pm

Where? The Kings Arms, Heath, Wakefield WF1 5SL

Contact Robin Sanderson: 07856 492894

Club contacts

How to get in touch with your Club. No late calls though please!

**DO YOU
WANT TO BE
AN AREA REP?**

If you are interested in filling any of the vacant positions indicated in this list, please contact the Membership Secretary, Dave Snape: secretary@series2club.co.uk

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