

AUTUMN 2020 • ISSUE 135

BUILT2LAST

MAGAZINE OF THE SERIES 2 CLUB



WAGON TRAIL

How a chance purchase turned into a full restoration

PLUS 1970 TRANS-AUSTRALIAN TRIP • RALLY REVISITED • TECH: HIDDEN POWER

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Welcome



Although the cover date of this issue signifies a season with winter in its sights, I am tapping this column out on what is tipped to be the hottest day of the year and, for once, the vinyl seats within the Series II on my drive look less than inviting as a result.

Being the UK however, the prospect of 37°C is a phenomenon that we normally only have to endure once or twice each year (at best) at the moment, but the arrival of a 'proper summer' has hopefully meant that many of you have made excellent progress with restorations and maintenance.

If you need any inspiration, then look no further than our front cover and the resulting article from Simon Longfellow – another owner who went to look at a Land Rover with the 'what harm can it do?' approach and returned home slightly lighter of cash and with a restoration project on his hands.

We also have a couple of ambles down 'memory lane' in this issue. Richard Swinton recalls his trip across Australia in 1970 in a Series IIA and has some stunning photographs to illustrate his exploits, and with this year's Series 2 Club Rally held over until 2021, we look at a collection of owner and vehicle portraits taken by Simon Shaw at the 2017 event. Hopefully they will whet your appetite for next year's Rally.

Of course, we hope that the global situation means that we can all be getting out and about more very soon, but in the meantime, thank you all on behalf of the Club for following the guidelines and helping keep everyone safe and well.

Martin Port



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Have your say and help ensure the future of our hobby and associated events



2020 National Historic Vehicle Survey needs you!

Members of the Series 2 Club are being urged to complete the National Historic Vehicle Survey in a bid to collect data that could, ultimately, help to safeguard the future of classic vehicles and the right to use them on UK roads.

The Federation of British Historic Vehicle Clubs is in the process of carrying out its 2020 survey – an update to a similar one undertaken in 2016 in order to represent the case for historic vehicles in the best possible way.

According to a release by the FBHVC, *The Yorkshire Post* recently quoted Grant Shapps, Secretary of State for Transport as saying: "I'm sorry internal combustion engine fans, I think its days are overall likely to be numbered." and with a local authority in Oxfordshire recently debating a motion to cancel its historic vehicle rally and parade, the signs are worrying.

The historic vehicle community, its events, freedoms to use the roads and even the fuel we use, are under increasing threats and pressures amidst a changing landscape of political and environmental influences and it is, therefore, essential to have up-to-date information about the movement and how important it is to



'If we are to defend the use of historic vehicles, then we need to act and act now.'

the economy – particularly in the current circumstances and taking into account the impact of COVID-19.

The FBHVC states that: "If we are to defend the use of historic vehicles, then we need to act and act now. The Federation needs your help."

This, of course, is where Series 2

Club members come in. By filling out the online survey and answering some simple questions surrounding your use and ownership of your Land Rovers and any other historic vehicles you may own, you can help with the FBHVC's attempts to lobby Government against adverse legislation and restrictions that may affect the future for historic vehicles.

The survey takes approximately 15-20 minutes to complete, depending on the answers you give and does not require you to impart with any personal information that can be traced back to you.

On submission of your questionnaire, you will be given the opportunity to enter a prize draw to win one of several prizes: a year's Club Insurance policy to the value of £250 including IPT, courtesy of Peter James Insurance, one of three pairs of tickets for the 2020 Lancaster Insurance Classic Motor Show with Discovery, Courtesy of Clarion Events, or one of 15 display copies of the FBHVC's historic vehicle wall chart.

The survey can be found online at www.fbhvc.co.uk/2020-enthusiast-survey, but hurry – you only have until 12 October to submit your feedback.



OVER, BUT NOT OUT

Richie Jones, the South Wales area representative for the Series 2 Club recently had a nasty experience in 'Scrappy', his Series IIA.

Whilst *en route* to Devon, the caravan he was towing began to 'snake' – an act that Richie believes was as a result of a poor road surface on a railway bridge expansion joint on the M4. The sudden bump at around 50mph set off a chain reaction that, despite his best attempts, he was unable to combat and after wrestling with the wheel for a good 100 yards, the pairing jackknifed.

Fortunately, 'Scrappy' only tipped over at the last minute when almost at a standstill and so Richie, his wife and two dogs

escaped unscathed with the exception of some bruising.

"The seatbelts really did the job," Richie explained. "For a soft top, the Land Rover did a good job of protecting us."

There is some very visible damage to the Land Rover but the plan is to resurrect 'Scrappy' with a new windscreen, door, cappings and bulkhead repairs and Richie is adamant that it will take to the road once again, already trying to make a start on the rebuild before the autumn weather well and truly rolls in.

We would like to send Richie, his wife and dogs our best wishes and we are glad everyone was okay. Here's to seeing 'Scrappy' back out on the road soon.



Richie Jones is determined that 'Scrappy' will live to see another day

CAUTIOUS RESTART FOR S2C MEETINGS INVESTIGATED

As the latest COVID-19 Government guidelines begin to permit some level of distanced interaction, the Series 2 Club is investigating a possible restart for selected area meets.

Naturally this is being done with caution and a lot of advanced planning, but the hope is that members can once again meet face-to-face, albeit in reduced numbers.

Key to allowing this to happen successfully is the cooperation of the relevant venue so that appropriate distancing can be maintained, with members being asked to bring a mask and sanitising product while restricting movement around the venue where possible.

It will of course be a far cry from the meets of old, but at least it may provide the opportunity to once again enjoy a natter about old Land Rovers.

Check the S2C forum or speak to area reps for relevant updates.



SERIES II BOOK IN PRODUCTION

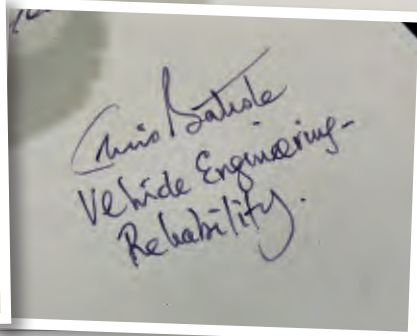
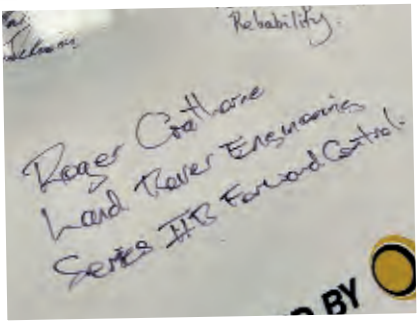
A new book telling the story of one man's journey from Cape Town to London in the early 1960s is currently in production. Having collected his new 1959 Series II from Lusaka, he then proceeded to explore Africa, taking hundreds of photographs and kickstarting a life in the film industry at the same time. Due for publication in early 2021, you can sign up to receive updates at transafricalandrover.co.uk

WIN SIGNED MEMORABILIA

Visitors to past shows attended by the Series 2 Club may well have seen this piece of display material originally produced to help promote the model's 60th anniversary in 2018.

The board measures approximately 800mm x 600mm and includes several signatures of note, including that of 'Mr Land Rover', Roger Crathorne.

If you fancy winning this unique piece of Land Rover memorabilia, simply email your name and membership number to editor@series2club.co.uk with 'WIN' as the subject matter and a name will be drawn out of the hat on Monday 2 November.

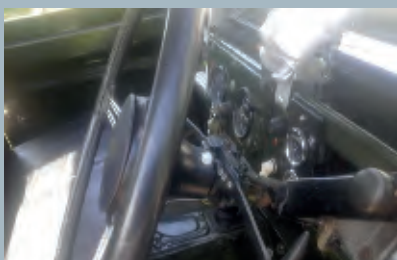
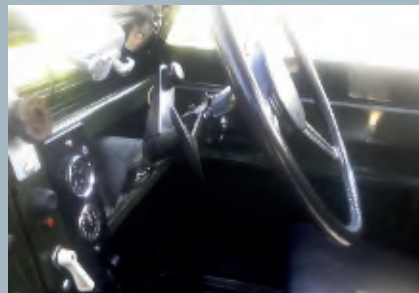


No alternative prize will be offered. The winner will be selected at random on 2 November 2020 and notified by email. If the individual selected does not wish to accept the prize then a further draw will take place. Due to the size, the item can only be delivered to a UK address or held until collection can be arranged.

From the mailbag

Attached are some pictures of work I have recently done to my Series II. The modifications were made to allow me to flash the headlights and operate the windscreen wiper without reaching across or around the wheel. The tailgate alteration came about after removing the rear hoop so that I could fetch a chicken coop – I liked the look so much that I bought a truck cab. I then built a tailgate with a wheel carrier but crucially, all of these changes are reversible – no holes were drilled or imperial threads harmed!

Chris Sims



PLANNING UNDERWAY FOR 2021 SHOWS

Although some shows are still aiming to go ahead in the latter part of 2020, including the Lancaster Insurance Classic Motor Show in November, the S2C has made the sensible decision not to exhibit due to ongoing uncertainties and safety issues surrounding COVID-19.

The good news however, is that this means some early planning is already underway for events hoping to be held in 2021, including the Practical Classics Restoration Show to be held at the NEC from 26-28 March.

West Midlands area representative, Edryd Coleman is looking to celebrate the anniversary of the launch of the Series IIA – ideally with some early, low-number models present. If you think you may have something suitable then please email Edryd at westmidlands@series2club.co.uk

WE NEED YOUR STORIES!

Firstly, a huge thank you to those that responded to our calls for material right at the start of lockdown. With restrictions dictating that the usual mix of greenlaning adventures, road runs and event reports suddenly dried up, there were concerns that we may struggle to fill the pages of *Built 2 Last*, but fortunately that wasn't the case!

In fact, for the Summer issue, we were positively spoilt for choice – a good situation to be in and it meant that we had articles already in place for this edition, but now the cupboard is looking a little bare once again and we need your help.

Do you have a restoration story? Details of work completed during these past months? Modifications made, tales of past adventures or just some nice photographs of your Series II? If so, then we want to hear about it. Don't worry if your vehicle isn't pristine – if you're happy to tell us and other members about your pride and joy,



your work horse, daily driver or even just a pile of bits in your garage then we can guarantee that someone, somewhere, will enjoy reading about it!

Please email anything you may wish to submit to editor@series2club.co.uk or use a file sharing site such as wetransfer.com for sending larger images.

Thank you for your ongoing help.

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Suzanne Lindsay

In the first of an occasional series, we meet Club Director and Secretary, Suzanne Lindsay and learn all about Duke the Six Pot

I got into old Land Rovers out of necessity not volition. My first encounter was with 'Smokey Joe' – a 1961 109in used on pheasant shoots that would collect me and the lunches at whichever point my Audi A3 had refused to go any further. The acrid smoke may have been plentiful, but it was a life-changing encounter and as I bumped and slid around in the mud, my only thought was just how much fun it was! Full of enthusiasm and driven more by heart than head, I rashly purchased a six-pot and thus began a long journey.

It turned out that 'Duke' had led an interesting life with battle scars to prove it. The clues were in the assorted blobs of paint: sold to a farmer out of Henlys in London in June 1967, 'Duke' was originally Bronze Green. After a while he progressed to wearing French Blue and towing boats, then to white overalls working as a recovery truck for a garage, complete with a Harvey Frost crane in the back. Then it was another change of colour: red hazmat and time spent as a fire tender on an airfield with foam pumps in the rear before a well-deserved retirement painted Coniston Green.

'Duke' had had some interesting claims to fame too – one being a famously dodgy passenger door that used to fly open, ejecting passengers, personal items and dogs from the vehicle around right-hand bends, but it turned out that it needed a lot of pampering. During our time together, it's been treated to a proper six-pot exhaust system which reinstated its lovely throaty sound, a radiator rebuild to stop it from overheating, new springs to fix a droopy backside, had the upholstery changed to elephant hide look-alike material, and a new fuel tank without the corrosion holes patched with sealant!

A visit to the tyre shop elicited a memorable line from the fitter: "These tyres are older than my mum!" 'Duke' has needed a distributor rebuild in order to cure a cough and splutter, the engine has been tuned up, gearbox rebuilt and SU carburettor overhauled, but most recently, a new chassis and replacement wiring loom have been fitted.

It turned out the self-opening passenger door was down to some dangerous chassis corrosion that had been patched up with biscuit tin metal. The droopy bum was thanks to a badly welded rear chassis section that was 'on the skew', but 'Duke' is now the proud owner of a very perky rear and my dog is feeling a lot better about the cornering experience...

'Duke' is one of my best mates. He's nothing special; a relatively early six-pot with the wrong colour dash and bodywork, a Series III fuel tank (it was all I could get), and a speedometer and fuel gauge that could be described as 'random' at best. It has the 'wrong' headlights because it's handy to see where you're going in the dark, the wrong tailgate as his original is long gone and a dodgy looking tilt where I patched in an extension piece because it had shrunk, yet I'm proud of giving 'Duke' a good home and keeping him on the road.

I'm pleased with my efforts to gradually restore it back to something closer to original, but 'Duke' will never be a concours vehicle... and I don't want it to be – Duke is like me: getting on a bit but well cared for, fairly well preserved and firing on all cylinders most of the time.

The Land Rover's recent moment of glory was winning a certificate at Gaydon Land Rover Show for "Just Being Beautiful" – I was so proud!

'Duke' starts first time and runs really well now and recently nothing has dropped off, flown open or failed to work at a vital moment; the obligatory leaking of vital fluids are relatively innocuous providing you squint, but together we go on wonderful adventures.

It's great spending time with Club members and I'm grateful for their advice and support – it's nice that there is plenty of room in the Club for the non-mechanical and those not too bothered about achieving perfection.

The six-pot purr is to die for and woe-betide me if I try to leave my dog at home; once she hears that engine start, even revving it 'to the max' can't drown out the woofs and yelps to make sure I don't forget to include her in the fun! **B2L**



'The obligatory leaking of vital fluids are relatively innocuous providing you squint'



New members

A very warm welcome to...

6895	Charlie Dibble Wiltshire	6936	Alan Gates Lincolnshire	6980	Neil Mitchell Lancashire
6896	Ian Davies Gloucestershire	6937	Anthony Cooper-Barney Notts	6981	William Wakeham Devon
6897	Joanie Tomkinson West Sussex	6938	Dirk Hoefelschweiger Germany	6982	Anthony Leedham Essex
6898	Mark Smyth Hampshire	6939	Ian Francis Bedfordshire	6984	Geoffrey Landon-Browne Essex
6899	Gary Smith Falkirk	6940	Anthony Tuffery Dumfries and Galloway	6985	Fergus Ross West Midlands
6900	George Evans West Sussex	6942	Michael Howland USA	6986	Ashley Whiting Warwickshire
6901	Andrew Lawson Essex	6943	Neal Markham South Africa	6987	Bjarne Refsnes Norway
6902	Noah Fleming Ontario	6944	Peter Raffell Bucks	6988	Mike Chadwick Gwynedd
6903	Nick White Leicestershire	6945	Roger Turski Botswana	6990	Graeme Pond Dorset
6904	Chris Collingham North Yorkshire	6946	Richard Bowman USA	6991	Richard Hill Bath
6905	Nick Whitehead Essex	6947	Steven Stemerding Utrecht	6992	Andrew Harvey Suffolk
6906	Rens Salome Netherlands	6948	Geoff Hatton County Durham	6993	Graham Partridge West Midlands
6907	Tim Fransham Oxfordshire	6949	Matthew Mawer Wiltshire	6994	Hugh Barry Midlothian
6908	Paul Westwood South Wales	6950	Steve Weal Somerset	6995	Ashley Andrews Somerset
6909	Neil Smith West Sussex	6951	Johnny Wells Northamptonshire	6996	Rowan Gay Devon
6910	Duncan Turner Glasgow	6952	Pieter den Haan Netherlands	6997	Charles Hill Somerset
6911	Mark Barnes Lancashire	6953	Colin Coxshall Ruislip	6998	Jonathan Robinson Australia
6912	Alexander Pettefer Malawi	6954	Tony Caccavone Mid Sussex	6999	Charles Dighe-Thompson Hants
6913	Steve Cole West Sussex	6955	Geraint Edwards Gwynedd	7000	Ian Hall West Sussex
6914	Kristian Latham Herts	6956	Graham Honnor Herefordshire	7001	John Crosbie Suffolk
6915	Tom Law Lancashire	6957	John Passfield Essex	7002	Peter Mallinson Gloucestershire
6916	Paul Clark Suffolk	6958	Timothy Loxton Hampshire	7003	William Gammell USA
6917	Mark Jackson Hampshire	6959	Ian Hazon Kent	7004	Simon Fiddymant Bath
6918	Ian Stimson Maidenhead	6960	Michael Breach Andover	7005	George Molyneux Lancashire
6919	Stefan Kosmaczewski Leics	6961	Simon Monfredi Devon	7006	Marcel Widmer Switzerland
6920	Gary Thomson South Africa	6962	Harry Turnbull London	7008	Frans Nagelkerke Netherlands
6921	Terran Churcher Wiltshire	6963	Dean Smith West Midlands	7009	Robert Sadler Worcestershire
6922	Duncan Johnson Gloucestershire	6964	Edward Law England	7010	Alan Dormer Isle of Wight
6923	Andrew Aspden Lancashire	6965	Clin Fairish Suffolk	7011	Simon Bird Suffolk
6924	Paul Wyhinny Warwickshire	6966	Steven Thornton-Greet Beds	7012	Peter Stansfield Denmark
6925	Michael Mason Norfolk	6967	Ashley Brown Worcestershire	7013	Graeme Baird Middlesex
6926	Gareth Haines Cornwall	6968	Simon King East Sussex	7014	Edward Griffin Lincolnshire
6927	Ben Green Gloucester	6969	David Dodd North Yorkshire	7015	Lachlan Story Australia
6928	Eduardo Aste Chile	6970	Tim Pettitt Hampshire	7016	Steve Hill Gloucestershire
6929	Simon Atwell Merseyside	6971	Jason Stone Dorset	7017	Patrick Van den Bleeken Belgium
6930	Calum Barrow West Yorkshire	6973	Terence Moore Surrey	7018	Nathan Brammer Stoke-on-Trent
6931	Will Pope Glamorgan	6974	Mark Murphy Lincolnshire	7019	Kenny Mitchell Dunfermline
6932	Mark Andrews Suffolk	6975	Mark Wiltshire Dorset	7020	Mark Langley Cheshire
6933	Lyn Emond Scottish Borders	6976	Shaun Matthews Cheshire	7021	Douglas Scobie Herefordshire
6934	Jason Burkinshaw West Sussex	6978	Michael Brady West Sussex	7022	David Macklin Hereford
6935	Roy Dennis Essex	6979	Kevin Hart South Wales	7023	John Macaskill Isle of Lewis



Chairman's chat

Hopefully all our members have managed to stay safe, healthy and sane over this incredible summer. If it wasn't challenging enough, the added complexity of understanding the ever changing guidelines has made it particularly trying, but at least we should all now understand what a 'bubble' is!

There have been some signs of returning to what ever passes for normal these days. Area representatives have started to organise meets at pubs and cafés and even one or two camping-based events have been planned – all of which have been risk assessed and conform to the guidelines of course. Well done to all involved – a Club struggles to be a Club without interaction and although the forum and Facebook pages remain active, you can't beat leaning over a tub or bonnet (distanced of course), discussing the finer points of Series Land Rovers.

Despite our wishing otherwise, the 2020 show season has been cancelled and, realistically, the spring events for 2021 must also be at risk. It seems that whilst fatalities from Covid-19 have decreased, the infection rate has increased, making it more difficult to pre-empt the future, but as I write this, there are folk looking to the 2021 season and thinking about how the stands can be even better than they were in 2019.

I suspect that there have been many projects which have received a lot of attention over the summer and I am looking forward to seeing them in the metal or in the pages of *Built 2 Last*. Projects and completed vehicles have also been emerging on auction sites; I have

recently seen a Dormobile, a Carawagon, a 6x4, several Station Wagons and then, last week a 1958 model in a very sorry state fetched over £2,500. Currently without any paperwork and not showing on the DVLA database, it will probably result in more work for the new owner and possibly for Peter Holden, the Club's VRO should he be asked to help.

Values of Series II Land Rovers appear to have increased again – not necessarily good for our hobby as it will, no doubt, increase insurance costs and make them more attractive to thieves, but on the plus side it increases media interest and can bring more people to the Club.

There have also been commercial casualties as a result of the pandemic including Ashtree Restoration International who are no longer trading. Hopefully none of our members are affected by having paid for items which may well never appear, but on a final and uplifting note, the Club and *Built 2 Last* keep receiving some fantastic feedback from members, particularly from the perspective of offering great value for money thanks to the low cost of membership and with a quality magazine to boot!

All the best to everybody. See you out and about soon.

Alex Bywaters, Chairman

'The Club and *Built 2 Last* keep receiving some fantastic feedback from members, particularly from the perspective of offering great value for money'



All parked up with nowhere to go: Alex's Series IIA is poised and ready for action.

Supplier discounts

Special offers for Club members (updated September 2020)

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

Madeley Brass Castings

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Footman James

www.footmanjames.co.uk

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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



LIGHT AT THE END OF THE TUNNEL

For Simon Longfellow, a family visit turned into the beginnings of a lengthy restoration and a labour of love

WORDS & PICTURES **SIMON LONGFELLOW**





The 88in Series IIA as collected – clearly in need of some care and attention

Buying a Land Rover restoration project wasn't exactly the plan when we visited my partner's parents for Easter back in 2017. There were already three cars in the fleet at the time (at least two too many from a certain person's point of view!), including a 1980s Jaguar Sovereign which was beginning to show signs of needing time, love and money spending on it.

"You're into your Land Rovers aren't you?" my partner's dad asked upon our arrival in Plymouth. "My mate is looking to get rid of one – why don't we go and look at it?" Thinking it would probably be a model I wasn't interested in, it wouldn't do any harm to go and look... right?

Needless to say, an early 1960s 88in 2286cc petrol Station Wagon was not on that imaginary list of 'not interested in' Land Rovers, but a brief inspection and chat with owner Ian, confirmed it was going to need more than a lick of paint. Three years off the road in the salty coastal air had severely affected the chassis, the brakes were partly disassembled, the driver's side door top was attached with a G-clamp, and the offside

rear corner had been stoved-in during a trailer-based reversing incident.

However, a figure was mentioned during the course of the conversation and I decided to sleep on it as well as give myself the opportunity to do some online research overnight. I hadn't really been looking at Series Land Rover prices since my 1969 IIA Lightweight was sold after university a number of years ago, but from what I gathered by looking at a popular internet auction site, the asking price of £800 was pretty reasonable. The following day we went back to do the deal and there began the saga of an ongoing restoration.

I wouldn't call myself an expert, but I do feel that if I had known then what I know now, my approach to disassembly might not be quite the same. Having roped my father in for the weekend, the aim was to get the car stripped to its component parts as quickly as possible so that the chassis could be replaced. In so doing, we weren't perhaps as particular as we might have been in terms of preserving what could be repaired – my thinking being that almost anything could be replaced, from

nuts and bolts to entire body sections. If we'd been a little more calculated, it would not only have helped with the parts bill (I still haven't finished adding it up!), but also with another problem that I hadn't appreciated: the difference in quality between genuine Land Rover parts and many of the pattern replacements. If I was ever to do another one, I'd try to salvage a bit more and then spend the money buying the real thing first time around.

That being said, not all of this Land Rover was exactly original when it came into my care. The chassis had already been replaced once before with a later one – my guess would be something from the 1980s when I'm told the Series III type was available. The bulkhead was Series IIA but from a later car as was one of the axles, but on the plus side, the engine, gearbox and most of the rest of the body matched with the 1963 build date. I'm certain there will be those who sneer 'ringer', but with the seller and the owner before that being known friends of the family, I think it's more likely that in the last 57 years XTY became ever more like Trigger's broom!

Over the next 18 months, the



restoration took its course with many hundreds of hours, over weekends and evenings spent on the drive or in the garage – in fact, we eventually rented a second garage just to house all the bits that had been removed.

The new Richards galvanised chassis arrived, the axles and body panels cleaned up and repaired/replaced before being painted with a brush and roller. The bulkhead was sent off for repair and then galvanising and the engine and transmission cleaned up and painted where appropriate.

Wheels and tyres were replaced, as was the wiring loom, and a Roamerdrive was bought and fitted, along with new propshafts. The brakes were fully overhauled with new pipes, shoes, drums and master/slave cylinders fitted throughout – bleeding this and the clutch system could be the subject of a book in itself, but after replacing the pattern parts and the useless CB master cylinder, I entrusted the bleeding job to the MoT station which had a vacuum system.

Which brings me to the MoT test itself... By September 2018 and with not so much

‘On the drive back from the garage it was immediately obvious that the engine was not in a good way’

Clockwise from main: finished Land Rover is a showcase for Longfellow’s efforts; galvanised chassis provided solid base; axles were refurbished and springs replaced; running gear being removed

as a shakedown run in sight, I thought the Land Rover was ready. The results of the first test are a matter of public record and just go to show how wrong you can be! Anyway, a couple of weeks later, and with problems resolved, a ticket was duly issued, at which point the problems really started!

On the drive back from the garage it was immediately obvious that the engine was not in a good way – at the very least in a bad state of tune. Sadly, four cylinders became three and then two and I duly limped the few miles home. A new-old-stock genuine gasket set was ordered from PA Blanchard (through experience my parts supplier of choice), and the cylinder head removed. This confirmed suspicions of a failed head gasket, but I also managed to shear a bolt. Worse still, a seam in the block under the manifold was leaking coolant thanks to excessive corrosion; a call to Turner Engineering resulted in a substantial bill for a replacement block, performance unleaded cylinder head and a full rebuild.

That was fitted at the beginning of 2019, and there followed an extended



XTY
560

LAND ROVER
DEFENDER





period of short driving trips and problem solving. The first major trip was to Plymouth – a visit to the ‘in-laws’ and to show Ian, the previous owner, the progress on the rebuild. This would be followed by a weekend in North Devon, a trip of around 300 miles one way. We covered 150 before the rear differential gave up and the AA were called. This time, a call to Megasquirt (what Nigel doesn’t know about diffs is not worth knowing), resulted in a substantial bill for a fully-rebuilt factory limited-slip differential with ‘superflange’ assembly.

Once fitted, more months of shakedown trips followed – the highlight (and low point) of which was a trip from Kent to Edinburgh via Leeds and Manchester. Highlight because some of the slow roads I discovered were sublime (the B7076 knocks spots off the A74(M) for Land Rover owners), but low point because the gearbox was losing oil almost as quickly as it could be topped up and despite gear selection being okay, it was deafeningly noisy. The next call was to Simmonites and a substantial bill for a complete gearbox rebuild.

‘This would be followed by a weekend in North Devon, a trip of around 300 miles one way. We covered 150 before the rear differential gave up’

Clockwise from main: at home in rural surroundings; fresh paint being applied; mid-way through reassembly; main roof skin being stripped; new loom being fitted through bulkhead

In the interim, I also replaced the carburettor and distributor (twice) – the latter because I had the Distributor Doctor rebuild the type suited to the low-compression head now no longer fitted, and the electronic version I bought doesn’t have the correct advance curve. The cleaned and painted springs of unknown origin or age have also been replaced with Rocky Mountain parabolics with ‘performance’ dampers. These springs aren’t handed but initial fitting resulted in a noticeable list to the port side, resolved by swapping them over.

So, after all that what is it like to drive? In addition to the various ‘challenges’ outlined above, I have managed a couple of reasonably lengthy trips which identified some necessary improvements – the first of which was to make it a little more water tight than it’s then Titanic-like state. Chief culprits were failed seals on the rear windows and on the roof vents – the latter resulting in a wet neck during any sort of downpour.

A combination of sound-proofing kits from Noisekiller and Wright Offroad have also been applied in an effort to make



things mildly more bearable for the ears. I also then fitted, then promptly removed, a steering damper and have tried two different steering relays and lower plates in an effort to make it less likely to kill you by wandering off into oncoming traffic.

In the last few weeks of lockdown, very few miles have been added to properly test a lot of this out, but I have spent endless hours trying to align the doors and make the seals work. I'm still not happy, but it's certainly better than it was.

Next on the list is fitting the headlining and then perhaps some driveability upgrades from ACR. The brakes are still far from perfect and I'm convinced that it's the pattern drums that are causing the problem – another one for the list.

Despite all the on the job learning, I wouldn't swap it for anything – the smell of petrol, heat, EP90 and exhaust all takes me back to my days with the Lightweight which must have found a caring new owner as it's still on the road all these years later. Shakedown and improvements (tinkering) will continue and one day, I might take it in the muddy stuff. If it ever happens, I'll report back! **B2L**

Above: replacement block and cylinder head before and after fitting. Right: Longfellow still has further plans for improvements, but for now the IIA is sitting pretty



BULL CHASERS, BROKEN DIFFS & A MAN NAMED BILL

*Richard Swinton recalls his trans-Australian trip of the 1970s
in a suitably modified Holden-engined Series IIA Land Rover*

WORDS **RICHARD SWINTON** PICTURES **ERIC BURT & RICHARD SWINTON**





I developed a love of driving four-wheel-drive vehicles while working for a mineral exploration company in the north west of Australia and duly bought myself a Series IIA 88in hardtop Land Rover – possibly ex-Air Force as it had been painted bright yellow.

I then joined a 4WD club in Melbourne and spent most of my spare time driving it in mud rallies and on exploration trips in the Victorian Alps; disappearing into muddy holes, winching up impossible slopes and drying out the ignition over, and over again occupied most weekends, with any spare days spent working on the Land Rover.

The club had a conservation philosophy and we ensured that the fire trails and other tracks we used were left in a better state *after* we went through than before. We corduroyed mudholes with branches (logs layed across the track), filled potholes and erosion gullies, and cleared fallen trees to make it easier for any fire trucks that would travel that route.

One of our members had a dairy farm

up in the mountains which he threw open to the club after the winter floods had subsided. His bottom paddock needed ploughing and reseeding each spring, but before he did that, we organised a mud race – who could be the quickest around a marked course... if you could get around at all that is!

I spent my days off working on the Land Rover, fitting a Holden 186 engine, extra fuel tanks, a water tank, compartments for carrying camping gear and longer spring shackles etc. Then when my leave was due, Eric, a mate from work and I headed off on a trip to Darwin and back.

I had recently become engaged and my fiancé was planning to come with us, but when we arrived at her parents' farm her mother vetoed that idea: "You're not married – she can't go!" So on the day we were leaving the farm, my fiancé's father, Bill came up and asked if he could travel with us as far as Alice Springs. He offered to show us some of the country he used to 'jackeroo' in (working on a cattle station or ranch as a young man). We agreed and



set off, only finding out later that the day we left was my fiancé's mother's birthday and I was NOT a popular boy, a feeling that remained many years later!

We went north to Ivanhoe near where Bill had jackerooed but then he damaged his ankle while climbing the rough hills. We strapped it up, visited beautiful Mootwingee National park with lots of Aboriginal art and rock petroglyphs, then to Broken Hill and the mines, but when we arrived at Port Augusta I insisted he go to the hospital. Lo and behold, he had torn the archilles tendon off his ankle – no wonder he was limping, but he insisted he stay with us on our trip to Ayers Rock (now Uluru), even trying to climb it!

We explored the Olgas and then headed off to Alice Springs where we put Bill on a plane back to what I suspect was a chilly reception at home.

Eric and I dropped into a bar for a beer, but it was almost undrinkable: "What do you expect?" asked the barman. "You're in the black's bar." We were drinking all the spillings etc. Horrified and shocked at the racism, we left town pretty quickly.

We got a permit to drive through Yuendumu Aboriginal reserve, north west of Alice and there I had an Aboriginal painting done on the door for \$20. I had bought paint for the job but I should have removed it and laid it flat – the enamel paint kept running and the artist kept trying to smudge it back with his finger!

From Yuendumu, we headed north west up the Tanami Desert track – then just a 'bulldusty' wheel-rutted route through the scrub with abandoned cars acting as markers confirming we were still on track. The Tanami gold fields were well worth exploring and we were astonished

at the old steam engines, stampers and other abandoned heavy machinery that, way back in the 1920s, must have been brought out into the desert on the backs of Model T Fords!

The remains of the mudbrick police station at Halls Creek signalled the end of the track and we headed to Wyndham and the Indian Ocean with its 30-foot tides. We loved the pub, old pearling luggers and the old Chinese stores, but I suspect tourism has ruined that place now.

We headed east along the Duncan Highway, and this took us through the area where I was exploring for copper, working for Metals Exploration NL a few years before. "If we head up that track behind that windmill," I said to Eric, "We'll end up at the abandoned Flora Station homestead. Let's go and camp there".

We settled on the veranda to eat a campfire-cooked dinner when suddenly bright headlights focussed on us and a stentorian voice asked what the hell we were doing.

We explained and were told to wait there. The vehicle went around the back of the homestead and disappeared before returning half an hour later. They had obviously accepted our story, having first thought we might be cattle rustlers. The mustering camp was behind a hill and they had come to pick up the head stockman who had been rolled by his horse and had a suspected broken back. Now they were short of a driver, so I volunteered to drive the bull catcher's Toyota back to Ord River station – at night, on a rough bush track and without headlights! I pitied the poor stockman lying on the tray of the Land Cruiser. They suggested I follow in their lights, but I found it impossible. In the end, I let them get way ahead and



'I had an Aboriginal painting done on the door for \$20... I should have removed it and laid it flat – the enamel paint kept running and the artist kept trying to smudge it back with his finger!'







'On the way, I managed to break a driveshaft on a sand dune and so we pulled the broken item out and drove in front wheel drive back to Ord River station'

then drove by myself in the light of the full moon – it was incredible just how much I remembered of the track from a few years before and it was a wonderful experience once my eyes had adjusted.

At Ord River station, I managed to jury-rig the ignition wiring on the old bull catcher's truck where the bush rats had eaten it out. The bull catcher (a real wild man), asked if we could work with him for a while, so for a week we went out to catch wild bulls using the cut down Toyota. It had a massive bullbar with tyres bolted to it, no cab and a roll bar and flat tray. The idea was to literally run them over and then strap their front legs together and hold their head stretched out with a rope attached to their horns so they couldn't get up. Then I would drive the 4WD Bedford truck up to the bull and the Toyota would hook up a cable over the truck crate and literally drag the bull up a ramp into the truck where their horns were chained to the top bar of the crate – all facing the same way.

With six heavyweights on board, the poor old Bedford was very top-heavy and every time I went round a bend in the road, all the bulls would lean to one side or the other depending on the camber. I had

to quickly zip over to the opposite side of the road before we tipped over, only for the event to be repeated endlessly in a series of swooping 'S' curves across the road.

There are lots of stories about that week, including helping with a helicopter muster, and drafting bulls off a giant mob (during which I lost my thumbnail in a yard gate!). We eventually left Ord River station and headed towards Kununurra. On the way, I managed to break a driveshaft on a sand dune and so we pulled the broken item out and drove in front wheel drive back to Ord River station. Our plan had been to ask if we could use the flying doctor radio to order parts and then work until they arrived. "Hold on a minute," said the mechanic. "Why don't you look in our dump? I think there are some old Landies there." Sure enough, not only did we get a new driveshaft and differential, but they were ex-military and so stronger parts! We swapped the whole caboodle and they filled us up with petrol when we left – payment for the work we had done.

We visited Kununurra and the Ord River Dam (which was still being built when I worked there a few years before) and then on to Katherine. We stopped to stare at

a cattle road train with three trailers that had run off the road and speared into the opposite bank of a deep creek cutting. At Timber Creek, the next roadhouse, it was the talk of the bar, and the drivers blamed the recent repair of the bridge approach which was still gravel and awaiting sealing. They suspected the driver was half asleep, driving on the bitumen and when he heard the sound of the gravel, he instinctively swerved off the road and into the creek!

The road from Kununurra to Katherine travels through beautiful country – one minute you are out on the flat, dry landscape, the next you are surrounded by brilliantly coloured flat-topped mesas with castellated cliffs and long scree slopes vanishing into open bushland with bloodwood gums. The greens, reds, browns and brilliant blue sky burn unforgettable images into your brain.

When we reached Katherine, we visited the gorge with its magnificent cliffs and Aboriginal art.

By this time, we had perfected our camping skills and once stopped, could be cooking steak and have swags ready within 15 minutes. Before we left Melbourne, I had fitted the Land Rover with a water tank (35-litres), extra fuel

tanks (110-litres), sliding drawers with the food and kitchen supplies, storage for our gear and clothes, a couple of folding camp beds strapped up under the roof inside, and a polystyrene cooler for perishables – not a good idea though, as it squeaked over every bump and corrugation until we finally wrapped it in a towel!

All this added up to extra weight and the Series II topped 2.75-tonnes over the weighbridge back in Deniliquin as we left! Nevertheless, with a bit of care (and the assistance of a vacuum gauge), we managed to cruise at an average of 100kph and achieved around 18mpg. It was a bit slow going up hills but we made up for it on the downhill runs.

We bumped into the Sydney Land Rover Owners Club at Ulhuru and although horrified that I had installed a Holden 186 engine, they were travelling at 80kph and averaging 14mpg! The 186 was a much better road cruiser, but most of their vehicles were dragging their backsides with a very nose-up, ass-down attitude. I had fitted homemade extended shackles and extra bump stops to the rear suspension which kept it straight and level, even at over two-tonnes.

We left Katherine and headed north to Darwin, stopping at Adelaide River to scratch the head of the other star of *Crocodile Dundee* – the buffalo! We also explored old Air Force bases and airstrips which were dotted around the bush.

I loved Darwin – the Mindall beach market, the remains of military equipment from WW2, the birdlife on the wetlands, and all the other tourist attractions were great, but we finally headed south again (having already rung ABC TV in Melbourne to successfully negotiate an extra week's leave), and through Katherine to Tennant

Creek and a refreshing dip in the crystal clear hot springs at Mataranka. The John Flynn Memorial, just north of Tennant Creek, with its accompanying solitary ghost gum in front of the ranges was magnificent. We stopped for photos at the Devils Marbles, and then through Alice Springs to the Oodnadatta track along the old Ghan railway line, now replaced with a new line located further west, away from the floods.

We played tag with the Ghan train for a while since it was travelling very slowly on the old wonky railway line. We passed it, and then stopped a bit further down the track on a branch of Lake Eyre South for lunch. We waved as the Ghan passed us and then after finishing lunch we passed it again with lots of waving.

There is so much to see along old tracks like this – history everywhere and we finally reached Maree which used to be a major railway town, but now has only a few inhabitants.

We headed north to Muloorina Station which is almost on the banks of Lake Eyre and were directed out to where Donald Campbell had attempted the land speed record. It's a phenomenal sight – just glaring white as far as you can see. The old railway iron grader they used to smooth the track was still there, quietly rusting away, but we weren't game to try driving out onto the salt – it didn't feel very strong and breaking through the crust would have been catastrophic.

Our campsite was on a creek which carried water from a bore drain out to the salt lake, but the permanent water was too much for the trees which had drowned, leaving only their chalk white skeletons sticking out of the Cumbungi rushes. We arrived after dark and rolled



'The Series II topped 2.75-tonnes... we managed to cruise at an average of 100kph and achieved around 18mpg. It was slow going up hills but we made up for it on the downhill runs'







out the swags – it was another wonderful night sky with millions of stars and the Milky Way almost solid bright light, but we were woken early by the raucous cries of thousands of Corellas – we hadn't noticed that they had been camping in the dead tree branches, but we certainly noticed when they woke up! The racket was incredible as each bird screeched out to its mate, to the dawn, or just because they could! And the antics were hilarious – they literally fell off their perches and swooped down to ground level before sweeping up to knock another bird off its perch and we just lay in our swags and laughed hysterically!

Then it was back to Maree and down to Leigh Creek to explore the coal mine. It was not working over the weekend so we got to drive down into the pit and park beside one of the giant excavators – the bucket was large enough to have parked two or three Land Rovers inside.

At Prachilna, a few kilometres south, we headed into Blinman and explored the Flinders Ranges. Unfortunately, time was getting a bit tight so we didn't go north to Arkaroola for the magnificent views of the North Flinders but we did climb Mount Mary in Wilpena Pound for a panoramic

'We headed north to Muloorina Station which is almost on the banks of Lake Eyre and were directed out to where Donald Campbell had attempted the land speed record.'

view of the stunning landscape.

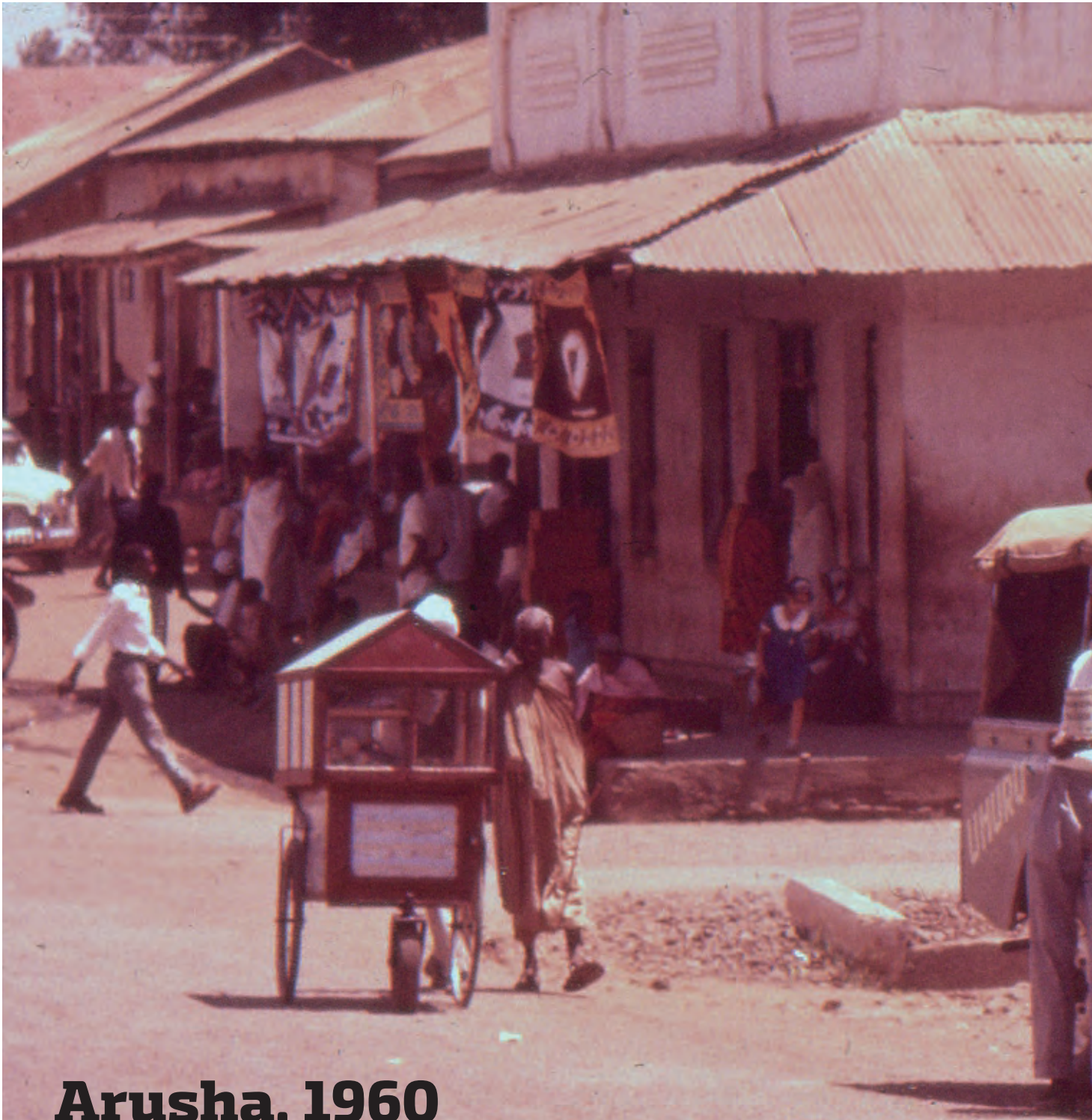
The last exploration stop was the beautiful old copper mining town of Burra. The original mine was a company mine with buildings for miners and a town centre, but a wildcat town developed just to the north as other individuals and companies developed the copper ore deposit outside the claim. I love the beautiful old stonework and the engineering of the steam pumps and

hoists was inspiring.

From there, a quick trip along the Murray River, stopping at all the paddle steamer relics along the way back to Deniliquin and thence back to work at ABC in Melbourne.

I married Christina and we decided to go farming, so I transferred the Land Rover mechanicals into a 'tray back' Series IIA and eventually drove it up into the Flinders to Arkaroola where I was jackerooing on a property north of Adelaide. After a year on our property, and as a delayed honeymoon, we decided to explore the Flinders, but our venture was cut short when I snatched a gear and took a tooth off reverse gear. Having no first or reverse can be a bit limiting when you're on narrow tracks leading off into the bush with no guaranteed turning space and we once had to drive up an embankment and roll back in order to make a five-point-turn.

Eventually we sold that 109in when the owner of the 4,000-acre irrigation property that we managed bought us a Holden ute. That was the end of my Land Rover experience... until I bought 'George' – as in Gorgeous George, the wrestler. Another story, for another time. **BZL**



Arusha, 1960

WORDS **MARTIN PORT**

This 109in Series II was photographed in 1960 near Arusha in what is now Tanzania. It looks to have a double-skinned cab roof with tilt back and a deluxe bonnet, but naturally what stands out most is the signwriting that adorns the door and tub side as well as the board over the top of the windscreen.

The Tanganyika African National Union (TANU), was a key political party in East Africa at a time when many areas of the nation were aiming for independence – the 'UHURU' lettering on the tub translating into 'freedom'. One presumes that the Series II was the perfect campaign vehicle and coped with the differing terrain on offer throughout the region. **B2L**



Photographic memory

Thanks to the ongoing pandemic, the 2020 Series 2 Club Rally has been postponed until 2021, but back in 2017, Simon Shaw took a series of portraits at that year's event at Hole Park. Of course, a few vehicles will have changed hands by now, but there should be some familiar faces (and Land Rovers) here.

PICTURES **SIMON SHAW**



















A day of recce-ing

There may be another postponed event on the SZC calendar, but as a result of some hard work and determination, the greenlaning routes for Sixpenny Handley 2021 are now in fine fettle...

WORDS & PICTURES **JAMES WILLIAMS**



HLC
4IC

LAND ROVER
4x4

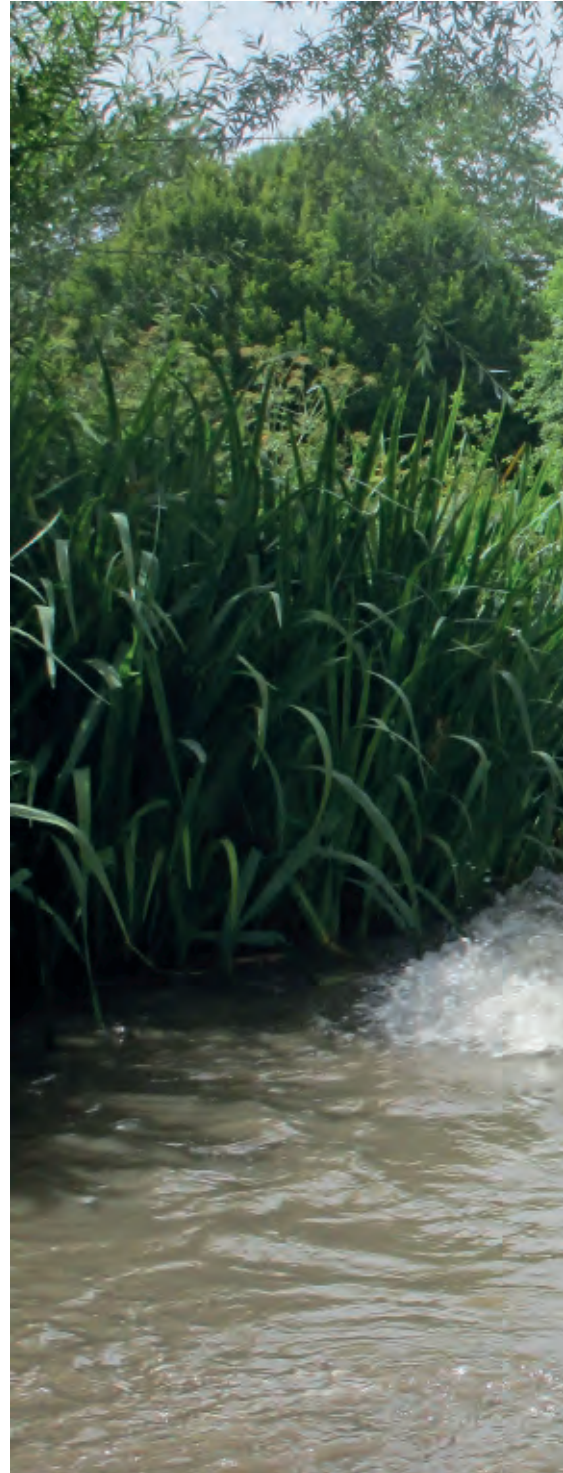
GREENLANING

Still optimistic that Sixpenny Handley 2020 would go ahead, a select few of intrepid greenlane explorers set about investigating some local lanes that we hadn't driven for a number of years. We knew that some of these would be very overgrown (which they were), so we set out plans for a day of pruning in order to open up specific lanes for the 'new' SPH2020 greenlane route.

We cut a lot of brambles back and undertook some extensive pruning, but as a result we found some excellent lanes and a route that will now certainly be used at Sixpenny Handley 2021, following the inevitable cancellation of this year's event.

The last lane of the day was under a famously kinked-over tree, which someone had cut a notch in some years ago so that you could get past. Well, it seems that since our last visit three years ago, the tree has lent over some more, as it was *very* tight. This particular greenlane does not lend itself to reversing out of

Optimism that the 2020 Sixpenny Handley event might go ahead did at least result in some early planning and preparation for next year's running.







Some tracks were extremely overgrown but were expertly resurrected after considerable time spent hacking and pruning – other obstacles required a more considered approach in order to get the vehicles through!



'At one point we had two people bouncing on the rear tow hitch, while I was on the front bumper'

and so there was some fun and games when it came to helping Robin and his 109in Station Wagon through the gap. I think at one point we had two people bouncing on the rear tow hitch, while I was on the front bumper checking the clearance and instructing as necessary. Needless to say, we won't be driving that lane again with a Land Rover fitted with a 'safari' roof!

It was good to meet up with fellow friends and Club members whom we hadn't seen in a long while and enjoy a socially distanced cup of tea on a greenlane – hopefully these pictures will serve as a taster for 2021 and encourage you to book your spot! **B2L**

Proposed dates for Sixpenny Handley 2021 are 15-19 July (subject to any remaining COVID-19 restrictions and guidance in place at the time). Please email newforest@series2club.co.uk for a booking form.



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ROAD runners

Last year, a group from the north west took a varied mix of Series Land Rovers on a run around the area. This is their account of a most enjoyable day out.

WORDS **ANDY BICKERSTAFFE** PICTURES **MISTY**



We had nine Series Land Rovers lined up for a 9.30 departure from our start point in Longridge. From here we took the country lanes through the hamlet of Inglewhite and on through the country park of Beacon Fell.

We then dropped down onto the edge of The Forest of Bowland and, following the narrow country lanes, we headed up the western edge past Oakenclough and Street before aiming northwards past an expanse of open moorland towards Quernmore and Caton.

After passing the Crook O'Lune and the settlements of Halton Green and Nether Kellet, we took in some quiet lanes *en route* to the town of Carnforth, famous

for its railway station. A pause to look at the coast was in order and after soaking in the Area of Outstanding Natural Beauty (AONB) that is Arnsdale and Silverdale, we then rounded Arnsdale Knott and dropped into Arnsdale for a brew stop at the top edge of Morecambe Bay – the largest expanse of intertidal mudflats and sand in the UK.

After mugs of tea were consumed, we continued towards Milnthorpe, taking the back roads to Heversham. Opting for the quiet lanes, we passed Woodhouse Crooklands, Endmoor and Gatebeck before arriving in Old Hutton. Some of those lanes were enclosed by high hedges making them feel narrower than they actually were, but soon we were heading



'The ascent of Fleet Moss into Langstrothdale provided us with the highest road in Yorkshire and a gradient of 20% in places'



towards Killington and into Sedbergh for a lunch stop and a chance to meet up with a couple of other Club members.

We then headed east into the Yorkshire Dales National Park, through Garsdale and passed the Dandry Mire Viaduct at Garsdale Head. Hawes and its famous cheese factory were next to be crossed off the map and we then changed tack to aim south into the hamlet of Gaile.

The ascent of Fleet Moss into Langstrothdale provided us with the highest road in Yorkshire and a gradient of 20% in places, something that necessitated the use of first gear at certain points. Once over the top however, it was a nice downhill run made up of country lanes with twists and turns and small drops into Buckden. The village of Kettlewell then beckoned and we found ourselves deep within the countryside that was the original location for *Emmerdale*. From here we took the lane as far as Halton Gill in the middle of the Yorkshire Dales and enjoyed another tea stop.

With everyone refreshed and with time getting on, we set off with Fountains Fell on our left and Pen-Y-Ghent to our right, making our way to Stainforth and

the market town of Settle. A couple of members made their way home from here with the rest continuing through the villages of Giggleswick and Rathmell and then into Wigglesworth on the eastern side of the Forest of Bowland.

A couple more members left here and headed home and those that remained journeyed down more country lanes, past the Cistercian Abbey ruins at Sawley, finally picking up a main A-road, having not seen one since the start some 150 miles earlier! After heading west along the A59 past Clitheroe and Whalley viaduct, we eventually said our goodbyes having enjoyed a great day out. **B2L**



FULLY CHARGED

A breakdown in an awkward spot resulted in time to think and plans made for an innovative modification to one owner's Series IIA

WORDS & PICTURES **PAUL WESTWOOD**



The idea for this came while standing for three hours behind a crash barrier with my wife, waiting for the RAC to tow us home. I had owned my Series IIA for a month when it experienced ignition failure on a busy dual carriageway and, with no hard shoulder available, vehicles were having to take avoiding action.

Among the many things we decided we needed should something like that happen again, were a rechargeable orange flashing beacon (because of the lack of hazard lights), a fully charged phone, and a cordless inspection lamp, but these would need a charging point in the car to make sure they would always be available and functioning.

In addition to compiling the aforementioned list, we also used our time standing in the rain, to order all the safety equipment which had disappeared when my Defender Td5 was stolen, including warning triangles and hi-visibility jackets.

I wanted the charging point to be covert and unobtrusive and so decided to find one that would fit under the dash in place of the hand throttle blanking plate – eventually turning up the one pictured on the right for sale on amazon.co.uk.

The chosen assembly came with a cigar lighter-type socket, two USB sockets, a voltmeter and touch on/off switch as well as reputedly being waterproof for marine use – time will tell in a leaky Land Rover!

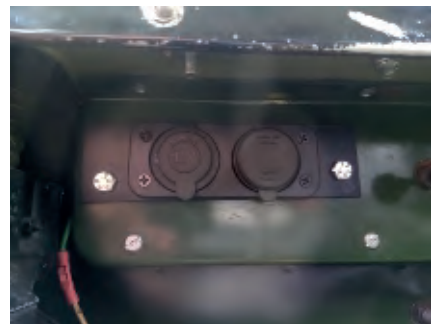
When it arrived I found that it was not quite big enough for the hand throttle aperture and so I fabricated two mounts that would 'sandwich' either side of the bulkhead. I used some hard black plastic of around 1.5mm thickness which came off the back of the television when we fitted it to a wall bracket; I used the blanking plate as a template, and drilled the relevant holes.

Fitting was a bit of a fiddle to get it all secure, the mounts lined up and the nut and bolts in – all with the sockets remaining level and the mounting plate on



the engine side of the bulkhead needed a slight trim to fit the curved profile on one side. Lodging a spanner on one side of the bulkhead whilst tightening up on the other, is a bit of a challenge – something which involved climbing in and out of the engine bay and in retrospect, it may have been easier to have removed the bonnet.

The unit comes with wire tails and connectors which have to be lengthened and I connected the positive to the same outlet from the fuse box as the interior light. This was protected by a 10A fuse and controlled by the ignition and I then routed the negative through to the common earth point in the floor of the instrument binnacle. It all seems to function well and is almost out of sight, but I don't know how accurate the LED voltmeter is. Job done! **B2L**



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Area meets

Please email updates to editor@series2club.co.uk
Details are correct at the time of printing

COVID-19 RESTRICTIONS

Please adhere to current Government guidelines when meeting with others and check the current status of an area meet before travelling.

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? Boars Head, Main Road, Aust, Bristol BS35 4AX

Contact Andy Phillipou: bristol@series2club.co.uk

Central Shires

When? First Wednesday, 7pm

Where? The Lowndes Arms, Whaddon, Milton Keynes MK17 0NA

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 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 eastmidlands@series2club.co.uk

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 (not Aug), 7:15pm

Where? The Chequers, Heaverham, Kent TN15 6NP

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? The Yew Tree Inn, Stock Lane, Chaceley, Gloucester GL19 4EQ

Contact severnvalley@series2club.co.uk

South West (Somerset borders)

When? Second Wednesday

Where? The Bell Inn, 3 Main Street, Ash, Martock RA12 6NS

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? First Thursday, 7:30pm

Where? The Phantom Coach, Coventry CV4 7BA

When? Second Tuesday, 7:30pm

Where? Berkeley Arms, Egdon WR7 4QL

When? First Tuesday, 7:30pm

Where? The Lock Inn, Wolverley DY10 3RN

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
secretary@series2
club.co.uk

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Alex Bywaters

chairman@series2club.co.uk

Vice Chair

Peter Holden

vchair@series2club.co.uk

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Suzanne Lindsey

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Webmaster alan@wittsend.co.uk

Club Correspondence

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BM 7035, London WC1N 3XX

AREA REPS (UK)

Anglia

Ben & Julie Stock

anglia@series2club.co.uk

Bristol

Andy Phillipou

bristol@series2club.co.uk

Central Shires

Vacant (applicants welcome)

secretary@series2club.co.uk

East Midlands

Vacant (applicants welcome)

secretary@series2club.co.uk

Essex

Tim Chilcott

essex@series2club.co.uk

Garden of England

Hazel & Sean Smeeth 01732 763900

kent@series2club.co.uk

New Forest & Solent

James Williams 07989 101458

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Scotland South

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Severn Valley

Andy Robinson

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West Midlands

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Yorkshire

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Vacant (applicants welcome)

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Paolo Turinetti

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Netherlands

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