

BUILT 2 LAST

MAGAZINE OF THE SERIES 2 CLUB



DESERT STORM

Flashback to 2007 and an epic Moroccan adventure

PLUS 1967 STATION WAGON RESTO • ICELANDIC OUTING • LOCKDOWN ROUNDUP

Contents

4 News

All the latest happenings from the Land Rover and Series II community

7 AGM & proxy voting form

2020 AGM and 2019 minutes

11 New members

Welcome to the Series 2 Club

12 Chairman's chat

An update from Alex Bywaters

13 Supplier discounts

Special offers for Club members

COVER STORY

14 Moroccan adventure

Gareth Roberts revisits his journey south with 'Betsy', his 1966 109in

24 Maltese Falcon

Once in need of attention, Craig Theobald's station wagon is now the envy of many

30 From the archives: NZ posters

From a bedroom wall to collectors' items

32 Harry's gone to Iceland...

Part 2 of Harry Woker's ex-military 109in camper conversion

38 Slip sliding away

Recollections from the days of budget trialling in a Series II

40 By royal appointment

Adam Burbank on how his Series IIA was once deemed fit for a prince

46 VRO roundup

Peter Holden, Vehicle Registration Officer provides an update on Club services

48 Area roundup

What's been happening in your local area? All the news from the last few months

53 Club meets

When and where to meet in your area
(please adhere to current Government advice)

54 Club contacts

Regional contact information





This issue's contents photograph comes courtesy of Joe Myerscough. Joe bought his Series IIA in March 2019 and, along with his younger brother Matt, drove it the 200 miles home. Having never driven a Series Land Rover before, he admits that it was quite an education!

Welcome



So much can change in such a short time: no sooner had the spring issue of *Built 2 Last* gone to print than the UK found itself following the lead of various other countries and going into 'lockdown' in a bid to contain the spread of COVID-19.

The tragic and testing times that the world has endured over the last few months can, of course, in no way be trivialised and our thoughts are with anyone who has been directly affected by the virus. Similarly, our thanks go to those who have helped keep the world turning – from those working in the NHS to anyone who has even just thought to check up and see if another individual is doing okay.

For many Land Rover enthusiasts, the enforced 'stay at home' policy has provided time to crack on with various projects, but of course it has also meant that those greenlaning outings, excursions that may have taken you further afield or to one of many shows, have been impossible to undertake.

Indeed, with the 2020 events calendar having been virtually wiped clean, including of course our very own Series 2 Club Rally, opportunities to show your Land Rover off have been few and far between, but I'm pleased to be able to showcase some fine examples within the summer issue.

Ours is a broad church and a quick flick through these pages goes to show that we have a bit of everything within the Club: factory spec, modified, patina-rich, show-worthy shine, rusty, crusty, roadworthy and resto-fresh. Long may that continue; it's a diversity that I hope we can celebrate once they're back out on the highways and byways. Stay safe.

Martin Port



Series 2 Club Ltd.

Company limited by guarantee

Directors Alex Bywaters (Chair), Peter Holden (Vice-Chair & Vehicle Registration Officer), Richard Allin (Advertising Manager), Dylan Featherstone, Richard Gosling, Gary Gosney, Suzanne Lindsey (Board/Club Secretary), Andy Parker, Tom Pilling (Treasurer)

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Postponements, presentations and a surprise for John Horne!

Given the current circumstances surrounding the COVID-19 restrictions, the decision has been made to postpone the Club's annual rally at Ripon Race Course. This is obviously a great disappointment to all those involved in the organisation of the Series 2 Club's flagship event, but safety considerations must come first.

The good news however, is that the Yorkshire Ripon Rally has been moved to 2021 with provisional dates of Wednesday 28 July to Sunday 1 August. A new booking form and further details will be published in *Built 2 Last* later this year. Anyone who has already submitted an entry form for the original event is welcome to carry their reserved place over or request a full refund by email: rally@series2club.co.uk.

The raffle prizes and trophies have been carefully wrapped up and packed away, ready to be dusted off next year and plans made for the rally activities will all be rearranged in the New Year. It is, however, worth keeping an eye out for the postman towards the end of July – some randomly chosen members may well be receiving a surprise!

The Yorkshire Rose trophies for the rally have been custom-made from laser-cut mild steel and each base illustrates the different locations and greenlanes that we aim to

drive in the Dales. The Patina plaque has been designed to complement an honest, hard-working Land Rover – a bit shabby and mismatched, but cherished nonetheless and the postponement means that everyone now has an extra 12 months of hauling logs, running to the tip or even collecting piglets to perfect that lived-in look.

The Littondale plaque is the only commemorative award being given out this year. It depicts a quiet Yorkshire dale in the shadow of Pen-y-ghent and the printer's block represents the recipient's passion for Land Rovers and the written word. John Horne, membership number 146, has been an active member and ambassador of the Series 2 Club from the beginning and has even been known to find time while relaxing on a beach in Ngwe Saung to proofread *Built 2 Last* before it goes to press... but not this paragraph!

On behalf of the board and Club members, Sandra Horne will be presenting John with his Littondale plaque and Gold Lifetime Membership card as you read this. Thank you, John for giving your time so freely to promote the benefits of being a member of the Series 2 Club as well as offering sage travel advice to keen overlanders. Many happy returns for your 80th birthday.



2020 SOUTH WEST CAMPING WEEKEND UPDATE

Following the postponement of the South West Camping Weekend, originally scheduled for June, new dates are now in place for later this year, although naturally this will depend upon the continued lifting of restrictions surrounding the ongoing pandemic.

The event will now take place on 10-13 September 2020, although as there are obviously a number of 'unknown' aspects at this early stage, it is not yet possible to confirm which of the campsite facilities will be open and accessible. The minimal requirement will, of course, be access to toilet facilities, so providing this can be confirmed, the weekend will hopefully get the green light and offer something for members to look forward to!

The camping weekend will take place at Yeatheridge Farm, East Worlington, Crediton, Devon EX17 4TN (01884 860330; www.yeatheridge.co.uk) and the site can accommodate tents, caravans and motorhomes with pitches easily large enough to allow social distancing.

Electric hookup is included on a first-come, first-served basis with up to 22 electric pitches potentially available.

Other facilities normally available on site include a bar, restaurant, fishing and two heated swimming pools, although naturally we don't yet know which of these will be accessible; well-behaved and friendly dogs are welcome if kept under control.

Prices are £30.00 per pitch for the Friday and Saturday nights with no charge for Thursday night. This includes space for one unit (tent, motorhome etc) and up to six people. Single nights will be charged at the same rate.

Payment will need to be made to Clive Withey via bank transfer or PayPal, two weeks prior to the event. Details will be advised to those who have booked via email or phone.

Subject to any restrictions the provisional itinerary will be as follows

Thursday: arrive anytime, although it is usually from midday onwards. Relax in the evening – maybe a fish and chip run to Crediton?

Friday: a relaxed laning day, setting off in the morning, stopping somewhere for a picnic lunch (bring your own), and driving more lanes in the afternoon. Relax and socialise (with appropriate distancing) in the evening, cook for yourselves or go out for fish and chips if you wish. No fire pit this year.

Saturday: a full laning day with a bring your own picnic lunch stop. Back to the campsite for individual barbecues on your own pitch.

Sunday: Relax, tidy and pack away before leaving for home whenever suits.

Alternatively you can of course do whatever you choose throughout the weekend. There are plenty of attractions and scenic runs should these be your preferred choice. If you are interested please complete the booking form available on the Club forum and email to: southwest@series2club.co.uk.

All enquiries to be made to Clive Withey via forum post, personal message, email as above or mobile: 07711 121399.



CLUB SHOP GETS NEW MANAGER

Following Debbie Andrews' decision to step down, the Club is pleased to announce that Andrew Woods has taken over Club shop duties.

Andrew has owned old Land Rovers since 1987 when he bought his first Series IIA and has rebuilt several since then – his 88in having been featured in the Autumn 2019 issue of *Built 2 Last*.

In Andrew's words, the shop was 'handed over' in a 'well organised' state and although clothing items are ordered direct from the manufacturer and dispatched straight to the purchaser, he will be looking after the other items of merchandise available, such as key rings, grille badges, stickers etc.

If you would like to make a purchase then have a look at the website and send Andrew an email letting him know which items you would like. He will then let you know the total cost including postage and packaging and money can be sent via PayPal. Don't worry if you don't have an account – you can still use PayPal with a credit card.

The shop is still open during the current lockdown and when restrictions ease, it will make an appearance for direct sales at events such as the National and Sixpenny Handley rallies.

If you'd like to see anything new in the shop, then please let Andrew know, but in the meantime you can contact the shop by email at shop@series2club.co.uk and see the items for sale at www.series2club.co.uk/public_pages/club_shop.php.



MEMBERSHIP MILESTONE

I'm very glad to announce that our membership hit 2,000 last month and continues to grow month-on-month.

As I write this article in late May we have 2,035 'paid up' members with another 60 'outstanding', giving a total of 2095. This is very good news and bucks the trend shown by other car clubs where membership is often in decline. We have 1,917 members in the UK, 104 in Europe and another 76 spread across the rest of the world. This means that approximately 10% of our members are 'international' and it would be great to see that number grow further; we have members in Europe, North and South America, Australia, New Zealand and Asia but none at all in Africa where so many Series Land Rovers were imported or built as CKD kits in the 1960s.

The new system has now been running since last October and seems to be working well. It is a lot easier to join, with the functionality to pay online, direct debit or by cheque. The renewal process is also easier, with the system sending



email reminders rather than posting them out, which is effective and saves us a lot in postal costs (although postal reminders can be sent where needed). Most members will get an email the month before their membership expires and every two weeks after that. For the few that don't renew on time I send a reminder letter, if we don't get a response then after three months the membership lapses. Key to all this working well is having up-to-date contact information

– you can check and amend your own at www.series2club.co.uk/public_pages/join.php.

You can also add details of your vehicles to our secure vehicle register and search and communicate with the owners of other vehicles via a secure email system so no personal or location details are publicly visible.

There are a couple of areas that need some work – cheques can take a while to reach me via the PO Box so those renewing by cheque need a degree of patience still, I'm afraid. The new 'peel out' membership cards are working well but the next batch will have a larger space for the expiry date. I'm also going to suggest that the next batch includes a space for both members names where we have a joint or family membership rather than producing two separate cards. If you have any comments or queries about our membership system, don't hesitate to contact me at membership@series2club.co.uk or on 07926 789028.

Gene Maxwell, Membership Secretary

From the mailbag



I had wanted to have a go at creating an offside top hinge with mirror attachment for my 1971 109in IIA – much like the military ones. I had been able to get a hold of a nearside original hinge to copy and so set about finding some scrap and fabricating a filleted section to replicate the hinge. I welded the fillet onto the original top offside front hinge. Also see attached some panels basking in the sunshine as they too have been treated to an overhaul.

George Brogan

Having bought my Series IIA in 2014, I eventually stumbled across a very rare trailer on eBay that was, I believe, one of 16 pre-production trailers built by Land Rover apprentices. It was a power driven bowser but had been converted in the 1970s to have a steel tub. I've completely stripped and rebuilt it, including painting it bronze green last weekend and fitting tubeless rims while I find some 7.00 x 16 Dunlop tyres for the split rims and sort the rear lights out.

Scott Marriott



Please find attached some pictures of my 1961 Series II which I have now owned for 19 years! Stay safe.

James Locks



Here is a picture of our Series II when we used it on our wedding day last year. I'm currently working on a chassis for my IIB Forward Control. **Emyr Chilcott**



Obituary

CHRIS GREGSON 1959-2020

It is with great sadness that I have to report that Chris finally succumbed to his long running battle with cancer on 3 April 2020. His passing was very peaceful and he was at home surrounded by family.

I had met with Chris at the pub for one of our monthly lunches just the week before when he told me that the cancer had begun to grow again and that there would be no more immunotherapy. He was still very positive though and we were planning our next inspection trip.

Chris had grown up in Burnley, gone to university in Kent and then returned to Lancashire to join the Police force. In the 1980s he was an active participant in Land Rover trials organised by his two local clubs, Red Rose and Pennine and was very successful as the trophies at his father's house prove.

On retirement from the force, he rekindled his interest in Land Rovers with the acquisition of a 1959 ex-RAF example. Never one to do anything by halves, he researched its history and then catalogued

all the RAF SII Land Rovers!

He eventually became assistant VRO to David Dutton and a director of the Series 2 Club. He was a transparently honest man, very forthright and forceful in his views and when I took over as VRO he was always there to offer advice and support.

He has developed the club's vehicle database building on the sterling work done by Avril Arbuckle, making many trips to Gaydon, collecting data from the Land Rover build books and often extracting information for others too.

Chris played an important part in setting up and running the inspector training courses held so far and was always willing to help others – an example being the Series IIB now owned by Jim Gardner and restored by Jim Manton. Chris sprayed it at Jim's house, neither having ever sprayed before. Jim read the instruction book and directed operations whilst Chris followed and did the practical bit.

Chris' Transit was also pressed into service many times as part of the club



relay system and although he didn't have a roadworthy Land Rover, he attended many Club events in the van.

He was awarded the Spirit of the Club trophy at the last AGM – something that he was very touched by, but he will be remembered most fondly for his help and generosity... as well as his incisive questioning techniques, developed during his time with the Police force that so often yielded surprising results!

His friendship, support and help will be greatly missed.

Peter Holden (VRO)

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Annual General Meeting

AGM of the Series 2 Club Ltd

2020 AGM AGENDA

18 October 2020, 11am, British Motor Museum, Warwickshire CV35 0BJ

Welcome and Introduction

- 1 To Receive apologies for absence:
- 2 To approve the Minutes of the 2019 Annual General Meeting of the Company
- 3 To deal with matters arising from those minutes
- 4 To receive the accounts
- 5 To appoint Clement Rabjohns Chartered Accountants & Business Advisors, as accountants of the Company and to authorise the Directors to fix their remuneration
- 6 To receive the document dealing with the Club's Officer Reports for the past year
 - 6.1 Chairman's Annual Report
 - 6.2 Club Directors' and Officers' Reports
 - 6.3 Area Representatives' Vacancies, New Appointments and Retirements
 - 6.3.1 Vacancies: North Wales & Shropshire, Thames Valley, Surrey & Sussex, East Midlands, Central Shires, Scotland North, North America, & Europe
 - 6.3.2 New Appointments: none
 - 6.3.3 Retirements: Bernie Morris & Diane Whitworth – Area 6, Dylan Featherstone – Area 16
 - 6.4 Area Representatives' Reports
- 7 Vote on any resolution/rule changes: none received
- 8 To accept resignations and to appoint Directors and Club Officers
 - 8.1 Club Chairman and Directors' Retirements by rotation every 3 years:
 - 8.1.1 Dylan Featherstone
 - 8.1.2 Peter Holden
 - 8.1.3 Suzanne Lindley
 - 8.2 Club Officers' Retirements: Debbie Andrews – Club Shop

8.3 Club Directors seeking election and/or confirmation following co-opting onto the Board: none

8.4 Club Officers seeking election or re-election:

8.4.1 Andrew Woods – Club Shop

9 To receive information about the forthcoming Summer Club Rally(ies): 2021 Ripon, 2022 Bristol and 2023 Peak District

10 To conduct A.O.B

NOTICE OF ANNUAL GENERAL MEETING 2020

Series 2 Club Ltd. Registered Number 2451020. The Companies Act 1985
By order of the Board of Directors

Notice is hereby given of the Annual General Meeting of the Company to be held at The British Motor Museum, Gaydon, Warwickshire CV35 0BJ, on Sunday 18 October 2020, commencing at 11am. For the purposes of considering, and, if thought fit, passing ordinary resolutions as to the Directors of the Company and as to its ordinary business, its accountants and accounts.

Notes Details are correct at time of printing. Should Government advice to stay at home and venues such as the British Motor Museum remain closed when the meeting is scheduled, we will notify members by use of our social media, website, forum, email and Area Reps of the rearrangements, date and venue. This will also appear in *B2L* if we are still in lockdown when the autumn issue goes to print.

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

The full accounts and every document

required by law to be annexed to it will be laid before the above mentioned meeting.

AGM 2019 MINUTES

Annual General Meeting of the Series 2 Club Ltd. Held 11am, 13 October 2019 at JLR Classic Works, Coventry CV8 3LF

Present Directors: Alex Bywaters (Vice Chairman), Richard Allin, (Advertising Manager) Peter Holden (VRO), Alan Jones (Company Secretary), Suzanne Lindsey (Board Secretary), Andy Parker (JLRC Liaison Officer). Officers: Edryd Coleman, Dave Gibson, Philip Hallows, Gordon Lowe, Dave Marrin, Andy Phillipou, Andy Robinson, Dave Snape. Members: 13

After introductions and welcome the meeting proceeded

1 Apologies for Absence

Gene Maxwell, John Stokes, Tom Pilling, Karin Snape, Caroline Keavey, Dylan Featherstone, Armine Hutt, John Edwards.

2 Approval of Minutes

Minutes for 2018 Annual General Meeting were approved.

3 Matters Arising From the Minutes

No items.

4 Accounts

4.1 Tom Pilling (Treasurer) provided a report, which was presented to the meeting on his behalf. It was agreed that the Club's finances were in excellent shape with adequate cash balances in place to provide a safety net should one be required and adequate funding for new projects such as the membership system and shows equipment. Accounts would be presented in the next edition of the Club magazine. Tom was thanked for his hard work.

5 Appointment of Accountants

5.1 Clement Rabjohns Chartered Accountants and Advisors were re-appointed accountants for the Club, and the Directors authorised to set their remuneration

6 Annual Reports

6.1 Chairman's Report

Gene Maxwell (Outgoing Chairman) provided a report, which was presented to the meeting in his absence. He announced that the new membership system, Crossmember, was very close to launch. He thanked Directors and Officers for their support during his tenure. His full report will be available to members for inspection on the Club forum.

The meeting proposed a vote of thanks and appreciation to Gene for his hard work.

6.2 Club Directors' and Officers' Reports

Club Officer Reports had been collated and made available to Directors and Officers prior to the meeting. These will be available for inspection via the website/forum.

Alex Bywaters (Vice Chairman) stated it was very good to see the positive contribution and hard work being undertaken by all the Club's directors and officers.

Outgoing Membership Officer, Dave Snape's report was presented to the meeting, including current membership level and trends. Alex Bywaters (Vice Chairman) proposed a vote of thanks to Dave for his hard work and dedication over many years which was unanimously supported. Dave was awarded a cup and a life Club membership in recognition of his outstanding contribution.

6.3 Area Representative Vacancies, Appointments and Retirements

Vacancies: Scotland North, Surrey and Sussex, America North, America South, New Zealand.

New Appointments: Dave Marrin – North West, Andy Robinson – Severn Valley, Richard Jones – South Wales. Retirements: Mark Bloxham – Surrey and Sussex, Clive Speaks – South Wales

6.4 Area Representative Reports

Area Representative Reports were

circulated to Directors and Officers prior to the meeting, and will be published on the Club Forum, where they are available for inspection.

7 Resolutions and Rule Changes

No resolutions or rule changes were tabled.

8 Resignations and Appointments of Club Officers

8.1 Club Directors' Retirements:

Alan Jones (remaining as Company Secretary)

8.2 Club Officers' Retirements:

Gene Maxwell – Chairman (remaining as Director)

8.3 Club Directors Elected/Re-Elected/Confirmed Following co-option:

Richard Gosling, Gary Gosney

8.4 Club Officers Elected or Re-elected:

Gene Maxwell – Membership Officer, Julie Stock – retiring on rotation

The meeting was advised that Directors will be agreeing the selection of a new Chairman, which will be announced shortly.

9 Forthcoming Club Rallies and AGMs

Alex Bywaters (Vice Chairman) thanked the organisers of the Yeatheridge Rally for an excellent event. It was agreed that the break-even model for rallies was proving very successful, and the separation of the AGM from the Summer Rally had worked well.

2020 Summer Rally – Ripon Racecourse
28 July-3 August 2020

2021 Summer Rally – Bristol Area. Dates TBA.

2022 Summer Rally – Peak District. Dates TBA

2020 AGM – suggested venue and date
JLRC, Coventry. 11 October 2020. TBC.

10 AOB

10.1 It was suggested that the AGM should be rotated around the country to give opportunities for more members to attend. It was explained that a central location was preferred to facilitate members travelling. Also good roads,

adequate car parking, an airport and meeting facilities to be cost effective yet offer interest to attract attendance were needed. This precluded many options.

10.2 Andy Phillipou advised that he had collected a large amount of vehicle data on his recent trip to Cyprus, and felt it was important for the Club to be proactive in collecting and recording this type of data before it disappeared forever. He proposed a new role of Heritage Officer. It was agreed this was an interesting idea and worthy of further discussion and consideration.

10.3 Andy Parker expressed concern about a lack of cohesiveness and consistency within the Club regarding Club branding, aims and objectives, activities, policies etc., evidenced by his discussions with Club officers, Club members and the general public, at the larger national shows. He felt that it was important to develop a stronger 'brand' for the Club and take steps to improve cohesiveness and provide consistent and regular communications for officers, members and the public.

10.4 Edryd Colement stated that communication from Directors to Club Officers was poor, evidenced by a lack of posts on the Blue Forum.

10.5 Edryd Coleman reminded the meeting that a 3 x 3 metre marquee had been retrieved from Surrey and Sussex and needed a good home. It was agreed this should be passed on to an area in need.

10.6 Thanks and Appreciation were expressed to Andy Parker and Edryd Coleman for all their hard work and success organising Club stands at NEC and Land Rover Legends. Of eight available prizes at Land Rover Legends five had been awarded to the Club.

10.7 Spirit of the Club award. Alex Bywaters (Vice Chairman) presented the Mark Rumsey Spirit of the Club Award to Chris Gregson in recognition of his hard work for the Club and support to the Club maintaining the vehicle database and supporting the work of the VRO.

The meeting closed at 1pm



PROXY VOTING FORM

Series 2 Club Ltd 2020 AGM



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

of (address) _____

Membership No. _____

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

of (address) _____

or failing him/her, the Chairman of the meeting as my/our proxy to vote on my/our behalf at the Annual General Meeting of the Company to be held on Sunday 18 October 2020 commencing 11am at the British Motor Museum, Gaydon, Warwickshire CV35 0BJ and at any adjournment thereof. This form is to be issued in respect of the resolutions mentioned below as follows (the numbering follows the numbering of the Agenda items).

Please tick the option that applies to you (for as many as needed):

Resolution 2 For Against Abstain

Resolution 4 For Against Abstain

Resolution 5 For Against Abstain

Resolution 8.1.1 For Against Abstain

Resolution 8.1.2 For Against Abstain

Resolution 8.1.3 For Against Abstain

Resolution 8.4.1 For Against Abstain

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

Signed _____ Dated _____

Notes on proxy voting

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

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

This form must be received by/delivered to, not less than 48 hours (11am Friday 16 October 2020) before the meeting by posting to the Company at: S2C Ltd. 2020 AGM, 58, Willoughby Road, Boston, Lincolnshire PE21 9HN or by email to secretary@series2club.co.uk by 11am Friday 16 October 2020.

New members

A very warm welcome to...

6801	Anthony Pool	Greece	6847	Paul Welton	Essex
6802	Norbert Torche	Switzerland	6848	Alan Campbell	Aberdeenshire
6803	George Porteous	Midlothian	6849	David Archer	Manchester
6804	Edward Dawson	Cheshire	6850	James Howes	Cambridgeshire
6805	Phillip Pratchett	Essex	6851	John Willows	Worcestershire
6806	Julian Amos	Warwickshire	6852	Robert Davenport	West Sussex
6807	Robert Lovatt	Bretagne	6853	Hans Schroten	Netherlands
6808	Adam Walklet	Staffordshire	6854	Steve Allen	Aberdeenshire
6809	Lloyd Bailey	London	6855	Greg Dean	Bedfordshire
6810	Simon Kipping	East Sussex	6856	Alan Jackson	Co. Durham
6811	Stephen Hutt	Oxon	6857	Tim Hull	West Sussex
6812	Andrew Noble	Massachusetts	6858	Mark Osborne	Leicestershire
6813	Richard Gillam	West Yorkshire	6859	Josh Thomas	Gloucestershire
6814	Shawn Elms	Staffordshire	6860	Patrick Coyle	New Zealand
6815	Alexander Gould	Perthshire	6861	Mark Daley	Bedfordshire
6816	Andrew Jones	Avon	6862	Michael Birnie	Aberdeenshire
6817	Glenn Granter	South Yorkshire	6863	Richard Wood	Suffolk
6818	David Pragnell	Hampshire	6864	Pete Walentin	Germany
6820	John Hamblett	Gloucestershire	6865	Richard Swinton	Australia
6821	John Fountain	Lincolnshire	6866	Steven Good	Kent
6822	Eric Fisher	USA	6867	Ethan Kosma	Devon
6823	Hywel Evans	Glamorgan	6868	Graham Townsend	Manchester
6824	John Fowler	Kent	6869	Max Barton	Yorkshire
6825	Alan Chadwick	Shropshire	6870	Joseph Marsden	South Yorkshire
6826	Richard Easteal	West Sussex	6871	Fiona Dugmore	Hampshire
6827	Peter Lucas	Northamptonshire	6872	Joshua Tyler	USA
6828	George Cox	Cornwall	6873	Julian Clements	Lancashire
6829	Simon Alsop	Devon	6874	Mike Hughes	Derbyshire
6830	Peter Coker	Lincolnshire	6876	Jon Poulton	Wiltshire
6831	Pete Davenhill-Stevens	West Yorkshire	6877	George Flew	Dorset
6832	Alan Fernandes	Surrey	6878	David Higgins	Norfolk
6833	Philip Jackson	Northamptonshire	6879	Carol Barclay	Carmarthenshire
6834	Jeremy Fox	Avon	6880	Victoria Evans	Oxfordshire
6835	Antoine Constant	France	6881	Tom Ding	South Yorkshire
6836	Joanne Burnett	Isle of Lewis	6882	Victor Gerwin	British Columbia
6837	Matt Nale	Cumbria	6883	Alex Maas	Hampshire
6838	Roland D Woodtli	Switzerland	6884	Scott Hughes	England
6839	Russell Green	Canada	6885	Russell Harrison	Kent
6840	Nicholas Allen	Hertfordshire	6886	Richard Wheeler	Surrey
6841	Darren Cummins	North Yorkshire	6887	Scott Rodgers	Ayrshire
6842	Timothy Battley	Peterborough	6888	Geoff Thorpe	Lincolnshire
6843	Andy Sandham	East Yorks	6889	Ken Chan	Hong Kong
6844	Glenn Abela	Malta	6890	Gary McDonald	Cheshire
6845	Charlotte Preece	Wiltshire	6893	Trygve Finley	British Columbia
6846	Paul Willoughby	Essex	6894	Duncan McLagan	Falkirk



Chairman's chat

As many folk remind us, we are in strange times. Our Club demographics indicate that, for the most part, we are at the older and (if the Government is to be believed), more vulnerable end of the age group.

On the plus side, it means that us 'more experienced' members now have plenty of quality garage time, which makes self isolating and reducing physical contact a lot easier. As a result, a lot of Land Rovers will be getting the attention that they deserve – whether to make them more roadworthy or ready for future shows, whenever they may take place.

There is also more time for research and interaction on the Club forum and Facebook, something which poses its own challenges. Unfortunately, the 'keyboard warriors' have had more time to be rude and aggressive – often under the banner of the Series 2 Club, something which doesn't put us in a good light. It's thanks to the moderators that we can, in the main, keep on top of it.

This leads me onto the subject of perception and how we are viewed by others, as a Club. Our Area Representatives are the outward facing officers at shows and meets and do a sterling job (thank you), but how are we thought of outside of these gatherings? Are we a bunch of fuddy duddies? An extremely knowledgeable and upstanding organisation? A group of friends who enjoy Series II Land Rovers and will help anyone? It's a great shame that the knowledge which abounds within the Club is sometimes seen, in a derogative way, as 'rivet counting'. I'm not sure if this can

'Unfortunately, the 'keyboard warriors' have had more time to be rude and aggressive – often under the banner of the Series 2 Club'

ever be overcome, or even if we should be bothered by it? What do you, the members, think?

On a personal note, as my main occupation since retirement has revolved around agriculture, my life hasn't changed that much; animals still have to be tended, feed purchased and fields kept sheep proof. The main difference for us, as a

family is that we definitely see and interact with more sheep than people! I realise that, compared to a lot of others, I am very fortunate in that I am able to use my daughter's 1959 88in most days and as a result, the Dormobile gets much less use!

You will read on page eight of this issue, notice of our AGM, however, please note that should the Government still be advising us to stay at home and venues such as the British Motor Museum remain closed, come the date of the meeting, we will notify members by use of our social media, website, forum, email, area representatives and in *Built 2 Last*, of the rearrangements.

Finally, I sincerely hope that you are all safe and can wait patiently for the lockdown to end.

Take care all.

Alex Bywaters, Chairman



Supplier discounts

Special offers for Club members (updated June 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**

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.thomassmithfasteners.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 S2CL 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**







ANYONE FOR DESERT?

Inspired by those that had gone before him, Gareth Roberts decided that it was time for 'Betsy' to head for Morocco...

WORDS & PICTURES **GARETH ROBERTS**



Inspired by the exploits of some good friends who went to Morocco in 2006, I decided to take my 109in 1966 SIIA 'Betsy', the following year. An opportunity arose to take part in a navigation challenge called Desert Storm, run by Vince and Ed Coble of Protrax. The challenge? To drive from Meknes in the north to Merzouga in the south over five days. The route was varied, taking us from the cedar forests of the north, over the Atlas Mountains via the infamous Piste du Jaffar route, out into the Sahara Desert, and finishing in the dunes of Erg Chebbi.

I acquired 'Betsy' in 1995 from London. It was originally built on 22 August 1966, delivered to Military Central Vehicle Depot on 31 of the same month and was Royal Blue. It was demobbed in 1972 and originally registered LGU 772K but was allocated an age-related number soon after purchase.

After being used as an offroad 'play thing' by myself and my brother for many years until in 2003, I rebuilt it onto a new Marsland chassis, overhauled the bulkhead and reconditioned the entire drivetrain. It has a Salisbury rear axle which is not original, sits on parabolic springs and has

a Mayflower PTO winch, which works well – I think it would snap the car in half given the chance and I converted it to take a plasma rope by attaching an alloy fairlead in place of the standard rollers. The seats are unknown in origin, but are a decent colour match and very comfortable. There is a twin battery setup with the second under the passenger seat and spot lamps were fitted specifically for the trip to Morocco, along with custom made sand ladder mountings on the side.

With Protrax organising the ferry to Bilbao and pre booking a few campsites or stop overs, it was comforting to have the security of an organised trip whilst still having the adventure of having to find our own way across the country.

The format of the 'competition' was to firstly find your own way to the start in Meknes, then with a new road book issued each day, travel via waypoints to each night stop – usually a campsite, but with wild camping on a couple of occasions. The day stages were timed and penalty points awarded for early, or late, arrival. In addition, a digital photograph had to be taken of each waypoint with the vehicle and one of either the driver or co-driver

touching both with a part of their body! Some of these waypoints were seriously off the track, and a challenge to get the vehicle close enough to, but points were either awarded for each one 'bagged', or deducted for each missed and winners would not be announced until the end of the rally.

Initially I was sceptical about our chances of scoring any points, having the oldest vehicle in the rally by 25 years and the slowest by a long way. However, we were to be pleasantly surprised, as the light weight and simplicity of the Series II would come to be an advantage. Our team consisted of two vehicles: my IIA and a Discovery 300tdi. Team members were me (driver) and Nick (navigator), and Rob and Matt in the Discovery.

It is approximately 1,250 road miles to Meknes and we convoyed down with our teammates in the Discovery and a couple of support vehicles – a Defender 130 and a Discovery 3. We all agreed that 'Betsy' would lead and set the pace and we soon discovered that it was happiest at 54mph – noisy of course, but pleasantly comfortable thanks to the aftermarket seats.



'We got a call to say they had found a motel and booked a room for us – most welcome as we were knackered, having covered 480 miles'

The ferry from Portsmouth to Bilbao was a 36-hour overnight crossing, and after a good sleep we were ready for the long slog across Spain. The plan was to get as far as we could, then find a hotel. The first section from Bilbao is an exceptionally long, slow climb but eventually we reached the plains and could get going properly – 54mph for mile after mile, interspersed with the occasional toll booth and fuel stop. Talking of fuel stops, there were many! The 109in only has one tank with a range of about 150 miles, however after that distance, you do really need a break!

The rest of the teams and support vehicles had sped off into the distance as soon as they disembarked from the ferry at Bilbao, leaving us and our three other vehicles to go it alone. After about 10 hours we were somewhere near Jaen and got a call to say that they had found a motel and booked a room for us – most welcome as we were knackered, having covered 480 miles.

The following day we headed to the port of Algeciras where we found a ferry to take us to the Spanish enclave of Ceuta, just across the straits of Gibraltar. We were now in Africa and embarking on a serious road trip – so exciting! We spent a night in a hotel in Ceuta and went out for a few drinks and a meal, safe in the knowledge that it might be the last decent food we had for a long time, and with Morocco being an Islamic country, alcohol may be an issue. With this in mind, we had stocked up on beer whilst in Spain and for food we had lots of army ration packs, Pot Noodles, beans, tuna, nuts and rice. We were certainly not going to starve!

Next morning, we headed to the border. There had been lots of advice on crossing into Morocco and it was known to be a

bit of a 'free for all', with offers of help in return for cash. To fail to engage a 'helper' would almost certainly see you at the back of the queue! We took a 'helper', who really did guide us through the complex process of getting a vehicle into Morocco. There was lots of form filling, stamping of passports and more form filling, before going to another window and proving that you had insurance or needed to buy it there and then. If you can get a green card from your insurer, all well and good, but most UK insurers will not touch Morocco as it's not in Europe, so you must buy local third party cover.

So, there we were, waved through the gates and into Africa! The road was bumpy, but reasonably normal as we drove along the coast before heading inland and into the Rif mountains. There is much sightseeing to be done here, but we needed to get to Meknes before nightfall in order to meet up with the other teams and the organisers. Apart from getting lost in a small town called Tetouan it was uneventful, although with narrow and bumpy roads, you did have to put two wheels on the loose edge when meeting an oncoming vehicle.



It was just before dusk when we arrived at the campsite within the city walls of the ancient city of Meknes. It was scruffy, but secure, with guards on the gate and basic facilities – a squat toilet, a cold shower and a tap. Tents were pitched, fire lit, and a party of people dispatched into town to buy supplies. They returned with water, and some decent cuts of lamb which my teammate made into a lovely stew for the whole team. The evening was spent drinking a few beers around the campfire, everyone wondering what lay ahead.

The next day, Vince and Ed from Protrax arrived and briefed us for the challenge. It was not going to be easy, but it was well organised with detailed roadbooks to follow. The support vehicles would set off first and either head straight to the next evening's camp or to various checkpoints. The roadbooks were not entirely turn-by-turn-route charts or tulip maps, but instead they were coordinates of waypoints with checkpoints. The waypoints were also not necessarily in the most efficient order, and it was up to each team to navigate their way to each one in the order that made most sense and arrive at the checkpoints as near to

the time required as possible. Sometimes there would be longer road sections which were well guided, but you always had to keep your eye on the map for a waypoint to 'bag' if one were close and we quickly realised that the navigator's first job after the start was to plot all the waypoints onto the map! This event was not about speed, but about navigation skill and efficient plotting.

Day one took us into the cedar forests around the Ifrane national park. There were many trails and not many of them on the map, but we found our first waypoint: a tree with a code number painted on it. The only problem was that it was 50 feet up a steep bank but with our powerful winch, it was not too difficult to attach a tree strop and winch up the bank to get the necessary photo. More of the same followed – the waypoints were trees, boulders or some other object with a code number painted on and we just had to find as many as we could.

The day had started sunny and warm, and driving around the forest had been enjoyable, however after a brew stop, we noted that the clouds were building, the temperature had dropped and we still had

'We helped Rob and Matt retrieve most of their equipment and apart from wet socks and soggy tents, there was no lasting damage'

about 50 miles to go to get to the next overnight camp at Midelt.

There were a couple of waypoints on the way, but it was mainly road driving and soon raining quite heavily. We tried to pick up more points, but the off-road tracks had become treacherous and with it starting to get dark, we decided to head straight to camp. Once there, we had much needed facilities, could hand in our score sheet and eat our ration packs in relative comfort before recounting our stories of the day over a beer.

It was still raining when we got up and breakfast was a quick cup of coffee



brewed on the especially useful Land Rover tailgate. That tailgate would be the general meeting point for many of our team briefings; throw a tarp over the back, and it was even sheltered from the worst of the Moroccan weather. It struck me that, although the pictures show Morocco as a breathtakingly beautiful and sunny desert landscape, when it rains it becomes remarkably like Wales!

Day two of the rally was going to be a very tough day. According to Vince at the morning briefing, we would be leaving the paved road just outside Midelt and heading along one of the most dangerous roads in the world – the Piste du Jaffar. This famous route climbs up over the eastern High Atlas Mountains and follows a route around a natural amphitheatre called Cirque du Jaffar. We were told to expect mud, rocks, rivers, washouts and big drops. The roadbook for the day had plenty of waypoints to collect, and the vast majority was going to be off road.

He was not wrong! This was a tough route made even tougher by the rain. The surface was very slick at times and, with big drops to the side, we had to take care. The waypoints were all scattered

but we managed to find most of them. Apparently, the views are amazing on this route, but the weather hid most of them – not that we had much time to look, as we were against the clock.

The route went past many small villages and usually the same thing happened: we would be met by a crowd of children, all begging for sweets. It is something that characterises Morocco, but it can get tiring at times. It would not be unusual for a herder to use his goats to slow the cars down so the children could swarm around and stop them. In one such village we came up against a crowd, standing by a river which we had to ford. I was in front in 'Betsy', and because of her military appearance, the children would generally think twice about trying to stop it, uncertain about who was inside. Not so for my teammates Rob and Matt in their Discovery however...

Whilst they were scrambling for grip to get out of the river, one of the children unlatched the rear door which swung open, and as the vehicle was nose up, deposited all their camping gear into the river! I was about 250 yards in front and out of sight when this happened, but a frantic shout

came over the CB radio: "The little ****s have opened our door. Come back and help us now!" As soon as the IIA came back into view, the crowd dispersed. We helped Rob and Matt retrieve most of their equipment and apart from wet socks and soggy tents, there was no lasting damage. From then on, the central locking would always be used – the IIA having to rely on its military ruggedness to stave off the marauding crowds!

The route was climbing ever higher and towards the end of the day we eventually peaked at the top of the pass at over 7,000 feet. The IIA is leisurely at the best of times and at this height, lacking in power. We stopped at the top to refuel – with just one 45-litre tank, we had to regularly refuel from the four, 20-litre cans we were carrying. Generally, we would get about 100 to 150 miles from the tank, depending on the driving. The cans would give us around an additional 250 miles, so the maximum mileage in theory would be 400. In practice we always finished each day with a can spare, and fuel is readily available in Morocco.

There was about 40 miles of road at the end to get us to the next camp –



Camp Ourti in Tinerhir. This would have been easy, but for the fact that it had now gone dark. I had equipped the Land Rover with four, 100-watt spot lamps on an adapted Defender roof light bar which gave good penetrating light and more than compensated for the standard IIA lights. There were, however, limitations to their use. They exceeded the output from the alternator and gave us about 15 minutes of light before other components such as wipers started slowing down. I had wired an additional battery in parallel with the main battery which helped, but I should have upgraded the alternator – one of those jobs I never got around to and so use of the spot lamps was saved for the darkest roads.

We eventually rolled into Camp Ourti well after everyone else and incurred a pretty significant time penalty as a result. It had taken us 12 hours to get there so we were only glad to grab a bite to eat and sink a couple of beers before hitting the sack. Sleep was not easy due to the howling of the wild dogs, and as a result of this and the early morning call to prayer, we were suitably bleary eyed for the morning's briefing.

Day three dawned clear and sunny and was pleasantly warm. The view from the tent as I unzipped the door was magnificent – we were now on the edge of the desert and could see the rugged landscape that lay ahead of us. Today we would be heading out of Tinerhir and off the road to a series of waypoints in the rocky terrain. After that, we would head across a vast dried up lake bed (with more waypoints to collect), to the night stop in a place that Vince called 'The Lost City'. To be honest, I think he just made that up to make it sound more spectacular, but we would be wild camping tonight without any facilities.

The first waypoint was identified as being at the top of a rocky hill, about 200ft up. Rob took his Discovery to this one and got the photo and when we plotted the coordinates to the next waypoint, it looked like it was in a small village about 10 miles away. We generally used GPS with a small laptop to plot the direction and distance, but also had a paper map of the area – at the time, mapping in Morocco was nothing like as good as we were used to in the UK. Once in the vicinity of a waypoint, it would





'The evening was spent around the campfire, marvelling at the stars and taking in the unforgettable experience of a night in the desert'

sometimes be obvious what it was – a lone tree in a wilderness, or large rock, but some needed a bit of investigation and this one turned out to be an old well on the edge of the village, confirmed as a detail on the well matched the description in the road book.

As the day wore on, we kept going and encountered one of the less pleasant characteristics of desert driving: corrugations! These are caused by vehicles and are like mile, upon mile, of big rumble strips. Most modern cars ride them smoothly, but a 1966 leaf-sprung soft top 109in was never going to be smooth – it

was terrible! Everything rattled including our fillings, but we eventually found that reducing the tyre pressures to 15psi and driving at about 25-30mph made the smoothest progress, but was still a cacophony within the cab.

There were a few casualties amongst the other teams that day, and the etiquette is that you help each other out where possible. One of the failures today was the Range Rover whose alternator had succumbed to the sand. We assisted by jump starting them and charging their battery as best we could in order to get them to the camp.

This was reached just before dusk, giving us an opportunity to watch one of the most spectacular sunsets I have ever seen. The evening was spent around the campfire, marvelling at the stars and taking in the unforgettable experience of a night in the desert.

I decided to set an alarm to ensure I got up early the next day to witness the sunrise. As I walked away from the camp, the first thing that hit me was the silence; there was no noise and the air was dead still. I sat on a hump and watched the sun come up over the horizon and it was at

this point I became aware of somebody approaching from behind. I turned and it was a small boy who proceeded to try and sell me some fossils he had found and I eventually bought a small cloth camel from him – perfect for attaching to the Land Rover's light bar as a mascot for the rest for the journey!

Day four and I had been up and about for a while before we got together for the briefing. We were heading to Nomad Palace near Merzouga – the last place we would stay on the rally, and there would be a final competition day in the Erg Chebbi dunes. We were told that today's stage followed the same route used by the Paris Dakar racers when they used to go through Morocco. Tyre pressures should be lowered, and we were instructed to expect lots of soft sand.

After being handed the road book and waved off the start line, the usual process would be for Nick to quickly plot the first few waypoint coordinates as I slowly drove away. This would give us a rough order in which to plot our route and after a mile or so, we came to the first point. It was over the other side of a dune and was clearly a rock at the bottom – we could



see the code number painted on it and decided that 'Betsy' would go up and over the dune to get the photo. That was the easy bit – we then had to get back out. The only way was back up the dune and we soon got bogged down in the sand. but fortunately we had left the Discovery at the top of the dune, anticipating the need for a recovery. Using both PTO and electric winches as well as the sand ladders that we were carrying on the side eventually gave us enough traction and momentum to get out. The big advantage Series Land Rovers have over their more modern brethren is that in comparison they are relatively light. This makes progress in deep sand much easier, and with lowered tyre pressures the IIA gained momentum and drove straight up and over the dune, and back onto the track.

As the day progressed, we travelled further into the desert – the scenery was just breathtaking. At one point we found ourselves driving in a dried up river bed, having driven into it thinking it would take us towards a waypoint that lay a few miles ahead. This is where we came across another phenomenon of desert driving: fesh-fesh. It is the name given to

an incredibly soft and fine sand, almost like talcum powder. You certainly know when you drive into it, because the dust cloud behind will completely obliterate the view. We were driving flat out along the riverbed; yellow knob depressed to give high range four-wheel-drive, just trying to maintain momentum. It's as if someone was in the back, shovelling powder over our shoulders – the many gaps in the tilt and bodywork not being exactly airtight, so the dust engulfed us within. We couldn't stop though, or we would have got stuck and it would not have been an easy recovery, but we eventually got out of the river and back onto the solid surface. We had a chance to stop and clean up but I am still finding evidence of that riverbed in the Land Rover to this day!

We rolled into Nomad Palace near the desert town of Merzouga in the late afternoon. It is a luxurious auberge in a majestic setting at the foot of the huge Erg Chebbi dunes, but unfortunately we weren't staying in the luxury part and were instead camping in the dunes at the back of the hotel. We did, however, get to use all the facilities and the host Ali Mouni, was a very welcoming and friendly chap,

'The olive drab paintwork and canvas tilt just absorbed the heat – I am certain we could have fried an egg on the bonnet!'

who just loves Land Rovers... and a party!

The following day consisted of a simple route around the dunes collecting some final waypoints and experiencing the dunes. We were told not to stray too far to the south east as we were not that far from the Algerian border, and technically Morocco and Algeria were still at war – best not roll up to the border in a military-style Land Rover or you might just get more than you bargained for!

It was extremely hot and driving the IIA was certainly uncomfortable – I reckon it was about 35 degrees in the heat of the day, but despite the hard work and heavy



loads thanks to the soft terrain, the engine never once got too hot. It was, however, ridiculously hot inside though. The passenger floor would get too hot to touch from the heat radiated from the exhaust and the olive drab paintwork and canvas tilt just absorbed the heat – I am certain we could have fried an egg on the bonnet!

We finished the final day reasonably early and the mood in the camp was good – everyone with a feeling of accomplishment, but not everyone made it unscathed. Team Red Dwarf suffered a snapped front drive shaft on the Discovery 3 and the Defender blew its front differential trying to tow it out. The D3 was repaired, in the sand, with a spare CV joint they were carrying, whilst the Defender had its front drive members removed and the holes covered with Pot Noodle cartons held on with zip ties and gaffer tape – that held all the way back to Wales!

The Range Rover Classic had a failed alternator, the 130 had a failed fuel pump but 'Betsy' and the Discovery had a relatively problem-free journey. The clutch master cylinder had failed on the IIA the day before we set off from home which I

had thought to be an awfully bad omen, however the only issue we had on the trip was the pivot bolt dropping out of the high/low range selector on the final day.

That night, Ali Mouni threw a big party. We were fed the most delicious chicken tagine, drank our own beer and were treated to a great show from the local dancing girls! It was a surprise when we were announced as winners of the team award; we had accumulated a decent score and because of our ultimate reliability, had won the prize. It was more about kudos than about the physical trophy however – it looked like something Vince had picked up at the airport, but the three-inch-high plastic trophy remains on my mantlepiece to this day.

All that remained was for us all to get home. Some of the teams headed straight for the next available ferry back to Spain but we and three others decided to take our time and spend a few days sightseeing in Morocco. We drove through the spectacular Todra Gorge and toured the city of Fes before heading back through Spain, but this time we took three days to do it – relaxing in the process.

We got home having covered just short

of 3,000 road miles. The Series IIA had proved itself a very competent expedition vehicle – maybe not as comfortable as some of the more modern Land Rovers, but it gave a pretty 'pure' motorised adventure. Its reliability was excellent – although we took a large quantity of spares, in the end all we used was a set of points and a single nut and bolt. The oil consumption was negligible – the gearbox needing topping up by a pint, but the axles needed nothing. The brakes went the whole trip without any adjustment, and the oil bath air filter remained clean – possibly thanks to my having modified it to breathe via a raised air intake.

Morocco is an amazing place. There is such a variation in terrain, people, weather, and culture. Nowadays, you can drive out of the port and onto a new autoroute all the way to Marrakech, but you can still head off-piste and experience some proper desolation and isolation if that's what you're after – the people are friendly, the food is terrific.

Would I do it again? Yes... and I did, but not in my IIA. I took my Discovery 3 in 2010 and it was comfortable, used less fuel, but was not nearly as much fun! **B2L**



SYV
329F

Sylvia's salvation

Craig Theobald recounts his recently re-kindled love affair with a once down-at-heel 109in station wagon with an interesting past.

WORDS & PICTURES **CRAIG THEOBALD**





Back in 1989 when I was only 12 years old my parents were in the market for a Land Rover. My father was an RAF aircraft engineer and quite used to lightweight Land Rovers, having driven them around on various airbases in the UK and on overseas postings. They ended up buying a Series III 109in station wagon in marine blue but my mother found it too hard and heavy to drive. Having to make a three-point turn just to get around a local roundabout put her off I think! That Land Rover was soon returned to the dealer who 'kindly' swapped it for an 88in hard top diesel. The story of that Land Rover could fill many volumes of encyclopaedia-sized books, but that brief encounter with a 109in station wagon left a lasting impression on me.

Five years later, the aforementioned Series III became my first car and would

transport me to and from Guildford College where I was enrolled on a mechanical engineering course. Naturally, running any series vehicle means many hours of maintenance so I found myself regularly visiting Dunsfold Land Rover for spares, and became friendly with (or possibly annoying to), the staff.

Whilst, in 1994, collecting yet more spares for the Series III, I pulled in to find the normal parking spaces full so drove around the back of their yard, parked the Land Rover and walked back to the shop. Upon leaving with my arms full of genuine parts green boxes, I glanced over at a limestone 109in station wagon and thought to myself, "that's nice". On the next visit a few weeks later, I decided to park around the back again and there it was – still there, just a few inches lower as the tyres were slowly sinking into the



Previously owned by Christina Films and shipped to Malta for the filming of *A Twist of Sand*, SYV 329F returned the UK in October 1967. Below: as found and during initial restoration.



ground. I had a closer look and soon realised how much work it needed: rear chassis and side door frames were rotten, a differential was missing, door tops were held up with string and the engine was caked in oil.

I went into the shop however, got what I needed for the Series III and came back out, only to find myself taking a second look around the abandoned station wagon – clearly I had to go and find out what the deal was with it, so went back inside and asked for Phil Bashall. As we were looking around it, he told me it was a 1967 IIA known as ‘Sylvia’ on account of the registration number. It had belonged to a local owner and Dunsfold knew it well, having serviced it for many years. The previous and only owner since new, had recently purchased a Range Rover and reluctantly agreed that the IIA had to

go when it reached the stage of needing extensive chassis work. Phil continued to say it was too original and complete to break for parts but too far gone to make a viable restoration project to sell for any profit, so it was ‘in limbo’ – nowhere to go until someone who wanted to rescue it came along.

Eventually, following a few more chats with Phil over the coming weeks, money changed hands and it was delivered to my parents’ driveway, on the condition from Phil that it was kept together and not sold for parts.

A month later, the IIA was stripped down to a bare rolling chassis and pushed into the garage to start the rebuild – the body panels being placed in various locations around the garden awaiting their turn for attention. Originally, I wanted to get it back together, carpet the interior,



Clockwise from main: a completed 'Sylvia' looking resplendent in the sun; a wet day at Amberley still yielded results; quality of the restoration evident

tint the windows, fit a big stereo (I was 18 at the time), and use it as my everyday car. However, the more I got into the rebuild, the more I realised how original it was and that it was a relatively rare Land Rover in the UK. The chassis number begins with 262, identifying it as a right-hand-drive, 109in station wagon, 2286 petrol, export model... but only fitted with 10 seats. Due to purchase tax in the mid 1960s, the 12-seat version was developed for the UK market leaving the 10 seat versions for export only and eventual cancellation as orders for the lower seat count dried up.

The heritage certificate showed that it was built on the 25 April 1967, sold to a company called Christina films in Malta and exported there in May of the same year, finally being registered again in the UK in the October and I duly found the corner of the build sheet under the

windscreen centre rail with the words "for Malta" visible, which tied everything together very nicely.

Research has shown that Christina Films only made one film: *A Twist Of Sand*, based on the novel by Geoffrey Jenkins, filmed in Malta and released in 1968, having been directed by Don Chaffey and starring Richard Johnson, Jeremy Kemp, Honor Blackman and Peter Vaughan.

What followed was a very long rebuild over the next seven years in my spare time between college work and my apprenticeship as an injection mould tool maker. I was working on a tight budget so the chassis was repaired rather than replaced, body panels straightened out, bulkhead fitted with new door pillars and footwells, original elephant hide trim repaired and everything resprayed using enamel paint outside in the garden!

Fortunately, back in the 1990s, Series II and IIA vehicles weren't seen as collectable in the same way they are now, so finding new and second-hand parts was a very cheap and easy task. I managed to buy the missing differential unit from an autojumble with the loose change in my pocket (£4) as the seller didn't want to carry it home again!

Once it was finished, you'd be forgiven for thinking I drove triumphantly off into the sunset, but in reality I had moved on – work was taking up more and more time, I had sold the Series III, purchased a Range Rover LSE and lived in a small house without a garage. Suddenly the 109in really didn't have a purpose but was kept on the road for a couple of years with the odd trip to Dunsfold, but after that, it was wrapped up, parked in the corner of my parents' barn and left there until 2019.



'After a few more days of tinkering, I took the plunge and drove her the 20 miles back to my house... I even started waving frantically at other owners'

Determined once again to get 'Sylvia' back on the road, I carried out some basic checks of the brakes, oil levels and ignition system. A new battery was fitted and the engine turned over for the first time in many years. Naturally it was reluctant to be woken up however, and a failed ignition coil was diagnosed so the opportunity was taken to fit an electronic ignition conversion with a new Lucas 25D distributor, matching coil and HT leads for increased reliability. After that, it fired right up and settled down to a smooth, almost silent idle. The clutch was stuck

as expected but once up to temperature it released and the first drive in many years was taken down a private road. The experience of driving a Series Land Rover brought back many memories, but I soon got used to the 109in again and after a few more days of tinkering, I took the plunge and drove her the 20 miles back to my house. It positively purred along and I even started waving frantically at other owners, feeling like one of the 'team' again.

Future plans for her include correcting a few things I did during the rebuild that

weren't quite up to the original build specification: changing some pop rivets for solid rivets, fitting a period-correct battery, repairing the leaking Smiths heater matrix and making some rear mud flap brackets to the original 109in specification. One day the engine will be coming out for a clean and repaint as the engine paint I used 20-something years ago has begun peeling away from the block.

At the last event of 2019 I took her along to my local museum at Amberley for their Land Rover day. It was very wet, but there was a good turnout of vehicles and I was delighted when I returned to 'Sylvia' later in the day to find a plaque for "Most sympathetic renovation using original parts" on the windscreen. Seems I'm not the only one who fell for the charm of a 109in station wagon. **B2L**



AMAZING TORTURE TEST STAGE THREE



**SUSPENSION
TORTURE TEST**

This took place at speed over boulders at the Mangaturuturu viaduct. Rocks as big and rugged as they come. But Land-Rover has heavy duty suspension designed to take this severe punishment. Superior suspension wins the day for Land-Rover.

In really rough conditions as shown here, axles can break. But Land-Rover, has fully floating axles all round. This means that the weight is taken on the axle housing and not on the axle shaft. Wheels don't come off! A broken axle can be repaired without taking off the entire wheel assembly. A considerable saving of replacement costs and in down time.

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- Stage 1
Stability & climbing test
- Stage 2
Mud & traction test
- Stage 4
Snow & Ice Test
- Stage 5
Deep water test
- Stage 6
Forest & scrub mobility test

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Watch this publication for Stage four of the Amazing Torture Test

The 4-wheel drive with the highest resale value.

LR 75

BRITISH LEYLAND MOTOR CORPORATION OF NEW ZEALAND LIMITED L.M.V.O.

Promo posters

WORDS **MARTIN PORT** PICTURES **DAVID SHEPHERD**

For David Shepherd, lockdown resulted in a spot of sorting and tidying and in doing so, threw up some gems in the form of some old Land Rover posters.

Growing up in New Zealand, Shepherd obtained this small collection of dealer-supplied promotional material that, until recently, had all but been forgotten about. "Land Rovers were a fact of life out there," he recalled. "I guess this boy was attracted by their tough looks and go anywhere ability."

Although it's been several decades since they last adorned his bedroom wall, they clearly made an impression on David – not only does he own a 1964 Series IIA 88in of his own, but as a professional photographer, he has been one of Jaguar Land Rover's 'go-to' snappers for a very long time and, ironically, will have been behind a lot of the company's modern-day marketing shots! **B2L**



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Stage 1 Stability and climbing test	Stage 2 Mud and traction test	Stage 3 Suspension torture test	Stage 4 Snow and ice test	Stage 5 Deep water test	Stage 6 Forest and scrub mobility test
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Into the land of fire and ice

*In part two of Harry Wolker's adventures, his 109in
camper conversion finally heads to Iceland*

WORDS & PICTURES **HARRY WOLKER**

'Sending the vehicles forward by ship and flying in later proved to be much more time efficient and would mean we could spend the entire three weeks exploring'



With the 109in camper conversion complete, we were ready to begin the planning stage of our impending Icelandic expedition.

As Iceland is an island, our first concern was exactly how to get there from Holland. In 2018 there were three options available to us: by ferry from Northern Denmark to Iceland (Smyrill Line, taking two days), by container from Rotterdam to Reykjavik (bring your vehicle to port one week in advance) or Ro-Ro (roll on, roll off) cargo ship from Rotterdam (again, taking your vehicle to the port one week in advance).

This last transportation option had the lowest fare but the vehicles were required to disembark in a port 60km south of Reykjavik – that meant additional transfer costs to get to this port from Keflavik airport. Both options from Rotterdam required us to fly to Keflavik, but if we booked in advance we could save money – Iceland is an expensive country; travelling there and the cost of living (food, fuel,



etc) is considerably higher than the Netherlands. In 2011 we took the car ferry to Iceland, which took one of our three weeks, resulting in just two on Iceland itself. Sending the vehicles forward by ship and flying in later proved to be much more time efficient and would mean we could spend the entire three weeks exploring.

We made a road book of our route

around the island which included various locations that we wanted to show our fellow Land Rover-owning friends, Jacco and Barbara, as well as new locations that we had not previously seen.

Road number one (the ring road) runs all along the coast of Iceland, but the interior roads, especially those crossing from south to north, are dirt roads without bridges and as a result you need a 4WD vehicle to cross rivers. The number designation of these dirt roads is preceded by the letter 'F' – many F-roads are only open from June to September and are closed for the rest of the year due to snowfall. As we anticipated river crossings we didn't want to tow trailers carrying our camping gear, spare parts and fuel supplies, so each Land Rover consisted

of a crew of two and carried everything inside the vehicle or on a roof rack.

As detailed in the winter 2019 issue, we managed to restore the 1961 109in camper and get it MoT'd in the spring of 2018 so it was ready for the expedition. However, classic Land Rover are old motors and a lot can break in Iceland – sharp rocks can shred tyres, fords can hide obstacles under water and bad roads can literally shake vehicles to bits. During our visit in 2011 we discovered that there is only one Land Rover dealer on the island (Reykjavik) and none of the local village garages stock parts for modern or classic Land Rovers. Strangely enough, there are many more Toyota dealers and garages, leading us to wonder if Land Cruisers break down more often?!

As a result, we decided to take as many Land Rover-specific parts as considered necessary, so that at least the local garage had a decent chance to repair a problem within days instead of having to have a part flown in. By coincidence, all of our three Land Rovers had the same type of engine – the 2286cc petrol engine. That conveniently limited the amount of spare parts we needed to take, so we packed an alternator, fuel pump, head gasket set, water pump, wheel bearings and a spare inner tube for starters.

To avoid further complication, I decided that my 88in Series III should be equipped with the same 7.50x16 wheel and tyre combination as fitted to both 109in vehicles. This standardisation resulted in three vehicles with more or less similar spare wheels within the group. With the help of another friend, we made a drawbar with a 50mm towbar coupling at both ends, so that a broken-down Land Rover could easily be towed – both of my Land Rovers having an additional tow ball on the front bumper.

As we estimated a worst case fuel consumption of 1 litre per 4km (11mpg) when driving on loose surface and through rivers, the group carried extra cans. The Series IIA camper (ex-military) carried 90 litres in two fuel tanks and carried two, 20 litre Jerry cans. The Series III 88in had only one 45 litre petrol tank and carried



two, 20 litre cans with the 109in Series III doing similar.

My 88in Series III was also equipped with a spare roof rack. As the only Land Rover with decent seats in the back, this meant that the vehicle could be used to take an extra crew of two people and their gear if their Land Rover was stranded at a garage for instance.

Our friends made a double bed in the back of their 109in whilst my family planned to sleep in two tents, with the camper as a back-up option – the ‘double bed’ option in the camper was only 110cm wide!

On 2 August we drove to the port of Rotterdam. There was minimal paperwork, – the only real issue being having to explain to the Smyrill Line staff how to operate the immobiliser on my 88in and how to double-clutch on a Series IIA as we weren't allowed to drive the vehicles on board ourselves. On 6 August the ship left Rotterdam, had a two day stopover at the Faroe Islands and arrived at Thorlakshofn

on Friday 10 August.


We had flown to Iceland the previous day, but because of various bureaucratic issues we had to wait until 13 August before we could collect and use our vehicles and so we arranged temporary accommodation and a rental car to keep us going in the meantime.

With all three vehicles eventually released, we finally started our Land Rover engines. For the first week we stayed in the south and immediately fitted wading plugs into the clutch bell-housing and disengaged freewheeling hubs. We visited Jokulsarlon (the iceberg lake) on the southern edge of Iceland's largest ice cap and took several dirt roads (F208 and F225) to arrive at the volcanic area of Landmannalaugar. It was a wonderful drive with a wide variety of views and scenery and we crossed countless rivers and streams. Twice we had to rescue other tourists by pulling their vehicles out of trouble or by providing technical support. In both cases, they gave us beer

as a reward which was much appreciated as alcohol is very expensive in Iceland!

The second week started with a two day crossing of the interior of the island, from south to north on road F26 ‘Sprensisandur’. Imagine that you are driving on the surface of the moon: an endless gravel desert with an occasional river crossing and never ending impressive views with various ice caps all around you. This road is nearly 300km long – all of it unpaved with a ‘washboard’ surface, many potholes and without a single petrol station along the route. It was quite cold as well – the outside temperature did not rise above 10 degrees Celsius.

The second part of the week was spent on the northern coast at the town of Husavik and the area around Lake Myvatn. At the end of this week it became clear that all three vehicles had suffered terribly from the undulating road surface of the past fortnight: various parts had become loose due to vibration (exhaust, body panels of the camper, various



‘It became clear that that all three vehicles had suffered terribly from the undulating road surface of the past fortnight’

nuts, roof rack, steering components, dashboard instruments etc), and required bush mechanics. For technical and meteorological reasons, the expedition plan was adjusted. Instead of taking more F-roads we conducted a 'flanking manoeuvre' of more than 300km along paved road number one (the ring road), in order to get to the western part of Iceland. Our initial plan was to cross the island once more to get to the same location, but we didn't dare to subject our old Land Rovers to a further battering, given their current status and bad weather.

Unfortunately, the 109in Series III of our friends could not tolerate the miserable roads any further and the two families agreed to split up for the last week. Our friends continued sightseeing along the ring road to the south of Iceland and my family went, once again, with our two Land Rovers through the interior of Iceland – first on the dirt road F550 which runs between two ice caps, and then a day later via dirt road 35 to Kerlingarfjoll at the

centre of the island. They were very bad roads but the sights at Kerlingarfjoll made all the bumps and potholes worthwhile and fortunately nothing broke during either trip. On Friday 31 August, all three Land Rovers met up again at the port of Thorlakhshofn, handing the vehicles over to Smyrill Line for shipping back to the Netherlands.

After a shopping spree for souvenirs in Reykjavik, the crews flew back to Europe on 2 September – our Land Rovers arriving back in Rotterdam two days later, this time without any customs issues.

Each Land Rover had driven approximately 2,400km during those three weeks, of which around 800km were on dirt roads. The average fuel consumption over the entire period was 5.7km per litre (Series IIA camper) and 6.8km per litre (88in Series III). On dirt roads the petrol consumption fluctuated between 4km and 5km per litre (11-14 mpg). On those roads our average speed was 25-40kmh.

Technically, the advanced preparation proved to be a big help, thanks to the help of several DLRR club members, and the recent restoration of the Series IIA camper did not cause any problems in Iceland. The mechanical and electrical components worked well and the roof proofed to be waterproof which was a surprise!

The 'bush mechanic' repair of the loose body panel is still holding in 2020 and the extra on-board battery and awning proved to be a welcome addition. The Series III of Jacco and Barbara had a similar awning which proved to have an additional use: by parking both Land Rovers close to each other, both awnings provided a nice patch of dry ground beneath.

During the expedition we didn't have to use the drawbar and spare roof rack on my 88in, but these components remain a backup plan for subsequent expeditions. None of the three Land Rovers came to a halt for longer than a couple of hours; some repairs were necessary (loose exhaust, change of petrol pump, repair of radiator cap etc), and the extra fuel we carried turned out to be sufficient. Although we did not have to test the 'standardisation' of the 7.50x16 wheels, it did provide my Series III with a little extra ground clearance. Arguably, the only issues we had were that we took too many clothes (the weather was not suitable for shorts and t-shirt) and not enough duct tape.

If you want to get a better picture of the magnificent Icelandic landscape and the road conditions you may want to watch my 25 minute video. It can be found on the VIMEO site: <https://vimeo.com/woker/channels>. If you click on 'Land Rover Expeditions', you will see videos of DLRR events, but also of our Iceland trip in 2011 and 2018. **B2L**



Muck, magic & memories

Julian Shoolheifer takes a trip down memory lane and recalls his early days of trialling in a modified Series IIA

WORDS & PICTURES **JULIAN SHOOLHEIFER**

We had old Land Rovers while I was growing up and I was fortunate enough to be able to get an 80in project when I was still at school. You could buy them from as little as £100 with £250-500 getting a later 80 or 86in that wasn't too bad.

I had rebuilt my 1950 80in by the time I was 16, but although I was extremely lucky to be able to use it around the private farm tracks where we lived, I wanted to do more 'off-road' stuff. Essex Land Rover Club was a great place to start trialling and I went with my dad to watch a couple of trials.

As soon as I was 17 and passed my test, I took part in some Road Taxed Vehicle (RTV) events which were designed to be less damaging than cross country vehicle (CCV) outings, but of course 'more is better' and the tougher CCV trials seemed like a good idea.

With 80in values creeping up (a good one was probably £1500-2500 by then),

and with fewer around to strip out, Land Rover legend, Staff Dovey came to the rescue with a sound, but already gutted Series II. It had an old-school roll bar, a motorcycle fuel tank strapped in the back, leather seats from a Rover P6, extended handbrake lever, towing points and a rope-wrapped steering wheel for grip. The tyres were bald as the previous owner had kept the good ones and the 2286cc petrol engine was wheezy, but didn't smoke and started every time. In fact this tired engine

'With 80in values creeping up, Land Rover legend, Staff Dovey come to the rescue with a sound, but already gutted Series II'

made it rather useful as there was less chance of spinning the wheels!

With tyres being expensive, I would jack up my 80in, remove the decent 6.50 Firestone SATS on the nicely-painted Series One rims, put them on the 88in so I had grippy tyres and dad would trailer it to the trials behind his Series III. Once, while at a petrol station with the blue Series II behind my dad's marine blue SIII, someone remarked: "I knew they were unreliable, but do you really have to carry a spare?"

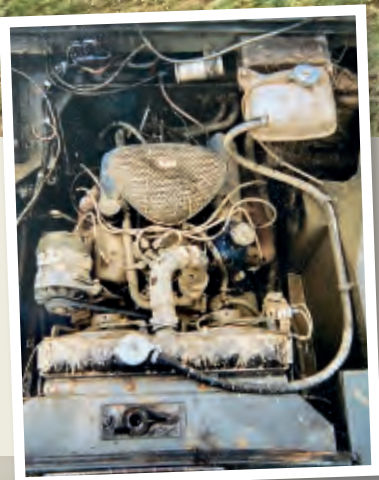
As time moved on I didn't want to rely on being towed, so I bought another IIA with a tired engine. I brush-painted it NATO green, added a tubular 'bull bar' and made a proper comp-spec roll cage for it. I was a fan of Essex V6 engines in Land Rovers and so decided to build this one up as an RTV motor with a 3.0 V6. A Steve Parker adaptor plate was too expensive at the time but I was offered an Ashcroft converted Ford C3/Series II automatic gearbox, making it auto and 4WD.

Interestingly, you didn't need a clutch to engage low box or high range 4WD!

With this combination, the IIA was an incredible machine: fast on the road and exceptional off it. The biggest problem was that the Essex Club wouldn't accept it with its non-Rover engine, but fortunately the newly-formed Lea Valley LRC would and so I joined and trialled with them several times.

It was so good on trials that a couple of times I forgot to put it in low range, but the torque converter would just soak it up. One ill-conceived idea was using an after-market air cleaner which would clog up with mud, especially on wet sections; while everyone else carried on competing I was pulling muck out of the carburettor! It was one thing driving to events, but it was always on my mind that I would also have to get home! **B2L**





Shoolheifer enjoyed many trials outings in his Series IIs. Left: the offending air filter and below, cleaning out the carburettor so that he could get home!





'It transpired that 'Plant Pot' had once belonged to the Queen's cousin, HRH Prince Edward'

Bitten by the Land Rover bug as a boy, it took several examples before Adam Burbank settled on a late IIA... one with an interesting past!

WORDS & PICTURES **ADAM BURBANK**

My love of Land Rovers began in the early 1980s. My dad was working as a mechanic at SHB Hire in Measham – I would have been around 10 years old at the time and he would take me to work on the odd Saturday, or occasionally throughout the school holidays. Armed with a Land Rover, trailer and a box of spanners we would recover or repair other Land Rovers at open casts and remote locations.

Turning 14, I got myself a Saturday job at a local car dealer and my boss gave me my first Land Rover – a lightweight with a coachbuilt body made from one inch diameter steel tubing and clad in aluminium sheet. I believe it was previously a workhorse at Bardon quarry and came fitted with a crane and a snow plough which I removed.

It had been parked up in a field with no reverse gear, but my dad and I soon replaced the broken part and I was then able to drive it around fields and woodland belonging to my boss – great fun! At 15 years old, I was offered £200 for it – a sum of money which, back in 1989 felt like a lot and so obviously I sold it. At the time I felt like a millionaire!



During my early 20s my dad purchased a 1965 109in IIA which we then rebuilt together. Having removed the body, we repaired the chassis and bulkhead before giving it all a coat of paint with a brush: done! Yet a couple of years later, I yearned for my own Series Land Rover again and so purchased a 1970 88in

IIA which I called 'Tubsy'. It came with a hardtop which I soon changed for a full tilt and, rather liking the look of the military bumperettes, I made my own with a second hand bumper and 50mm x 50mm box section. This is a look that I've carried over to my current Land Rover, 'Plant Pot'. I loved 'Tubsy' and used it



exactly as a Land Rover was intended: a daily driver, a workhorse and a plaything. It was very much abused and after a week of ownership, I lay it on the driver's side whilst greenlaning with friends. During my time with 'Tubsy', I had blown the bottom end of the engine, snapped a couple of half shafts and broke a differential; an unpleasant divorce forced the sale and ended our journey together.

A few years later, I wanted another Land Rover. It had to be a Series II or IIA with the headlights in the front panel and deep sills, so I bought a 1967 88in IIA. The chassis was solid but had been bodged so it didn't sit level and as a result, I ended up fitting a new Marslands replacement. This was in the mid 'noughties' when a new chassis was £600, but lack of use and pound signs in my eyes saw the end of this short relationship.

With the bug of owning an uncomfortable Land Rover, with its 'entertaining' driving experience still running through my veins, plus still wanting a quick and easy project so that I had something to use for fishing and to take the dogs out in, had me searching for another example and in February 2012, I bought my latest.

This one was purchased through Ebay for £709 and a two and a half year long rebuild saw the rebirth of 'Plant Pot' – a name given to her by work colleagues taking the mickey: "What have you bought that piece of s**t for?" and "How's the old plant pot coming along?" The name stuck.

Originally I had wanted an earlier IIA with headlights in the front panel, but this wasn't the case as 'Plant Pot' is a late IIA with headlights in the wings, but during, and after her resurrection, I fell deeper in love with her and her headlight arrangement. I now chuckle to myself when people say "Nice Series III mate," to which I reply: "It's not a Series III, it's a late IIA. For the last couple of years of production of the IIA, build regulations changed and the headlights were fitted into the wings." Some people argue back, but again I correct them by pointing out the bulkhead, doors and hinges, lack of syncromesh on first and second gears, rear lights... As all of us Land Rover owners know, the people we bump into know everything about them or have a better one at home in their garage!

My intentions were to make 'Plant Pot' useable and roadworthy, however, by repairing or replacing the worn out parts







'I was unaware that this was a judged event and so it was a lovely surprise to receive a trophy for second place'



(most of the vehicle!) it slowly became the vehicle you see today.

My parents attend various steam rallies throughout the summer and suggested I should show 'Plant Pot'. Attending our first show in 2016 – a local county show, I was overwhelmed with the interest and compliments I received on my rebuild. Feeling very proud, we then attended several local events throughout the year.

My 'better half', Maria became interested and traced its history, going through old logbooks and contacting the DVLA. It transpired that 'Plant Pot' had once belonged to the Queen's cousin, HRH Prince Edward (the Duke of Kent). Maria spoke to his assistant, who in turn spoke to the man himself, confirming that he once owned the 88in – writing to us and congratulating me on the rebuild.

Maria also got in touch with *Land Rover Owner International* magazine and in the summer of 2017 I spent the day with Mark Saville and a photographer. Mark is the owner of 'Plimsoll', the famous Series One that has recently been converted to run on rails. Mark put together an article and 'Plant Pot' duly featured in the November 2017 issue of *LRO*.

In May 2018, it was on show at Swadlincote Festival of Transport – one of around 600 vehicles in attendance. I was unaware that this was a judged event and so it was a lovely surprise to receive a trophy for second place – first went to a lovely Fiat 500. In August 2018 I attended Leafers at t'Pit – a gathering of real Land Rover folk, and I was over the moon to pick up the trophy for Best Series II. Although being far from perfect, its story

and journey to where it is today was a contributing factor to the win.

Besides attending a few shows, 'Plant Pot' is out most weekends, escorting myself and Maria to local country pubs where she grabs plenty of attention – the Land Rover that is!

During my eight year relationship with it, the whole family has grown to love the Land Rover – all four children: Craig, Daniel, Harry and Amy enjoy attending shows and all help to give her a quick polish in preparation. Maria gets stuck in by booking us into various events and 'Plant Pot' earns its keep by towing the caravan to longer events

Like all Land Rovers, it's not quite finished, but eventually and when funds allow, the engine will be fully rebuilt and wheels refurbished. **B2L**

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Vehicle Database Update

THE IMPORTANCE OF A CHASSIS STAMPING

WORDS **PETER HOLDEN**

I start this time by expressing my condolences to Chris Gregson's family. Although we all knew it would happen, his death came very suddenly – he has been a very good friend and support in my role as VRO and his passing has left a big void; I miss him.

We are in strange times. Many have time on their hands and are looking for things to do and Land Rovers that were bought as projects many years ago but not started, have suddenly seen the light of day. As a result, I am getting lots of enquiries and requests for advice from Club members and non-members who have found my details on the DVLA website. Often people just want to find out the history of their vehicle – something which I am not able to provide, but Land Rovers are now being imported into the UK from all over the world.

If you decide to import a vehicle into the UK, you will need to register with HMRC's Notification of Vehicle Arrivals (NOVA) service and pay any VAT and import duty that is due. You must register within 14 days of the import date and once you have made the NOVA declaration, you will need to insure and MoT (if applicable) the vehicle. It is easier to use the chassis number rather than the foreign registration mark and you must then make a V55/5 application for first registration and tax of a used vehicle.

The DVLA will then require you to provide documentary evidence of the build date or registration date in the country that the vehicle has been exported from. Build dates of vehicles exported from the UK as complete vehicles is relatively straightforward, but proving the build date of a CKD vehicle can be problematic as the build date is the date when assembled, rather than the date that the CKD kit was put together in the UK. There are a number of reasons for this but I will not go into that now.

The DVLA will also require an inspection



One example of an original chassis that had been galvanised – with some careful work, the stamping was finally revealed.

to be made. You can either just let the DVLA send their inspector (they use a company called SGS), or you can pay the Club to inspect it and submit a dating letter along with your application. In either case, it is important that the chassis number is visible on the chassis as the bulkhead plate is not enough.

Getting the registration documents from the country of origin with your vehicle makes life much simpler, but there are countries such as Kenya who confiscate registration documents when a vehicle is exported.

If you are successful in the registration process, the DVLA will provide a letter that enables you to get a set of number plates made. Don't forget to contact your insurer to change from the chassis number to the registration mark before doing the same with the MoT. All the above is academic of course – at the time of writing, the DVLA are only dealing with urgent cases involving essential workers and HGV drivers due to the COVID-19 pandemic. As I approach my 70th birthday, my driving licence renewal is buried

somewhere in their unopened post...

We have a number of inspections waiting to be carried out as soon as 'normal' service resumes and the results of some of them could prove to be interesting. I previously mentioned the importance of the chassis number being visible on the chassis. The DVLA use the stamped number as the way of dating a vehicle, I have to comment on it in dating letters and SGS (the DVLA's inspectors) will start by looking for it. This could be a problem for those vehicles that have had a dumb iron replaced or a complete replacement chassis. If you have a Richards chassis and live within travelling distance then you can take your vehicle to them with a V5 in your name and they will stamp your chassis but will only do so once it is in a built up vehicle as stamping a bare chassis could be open to abuse.

Besides helping solve registration problems for UK vehicles, I have recently helped get a couple of Land Rovers registered – one in the Netherlands and another an ex Hong Kong Police lightweight. **B2L**

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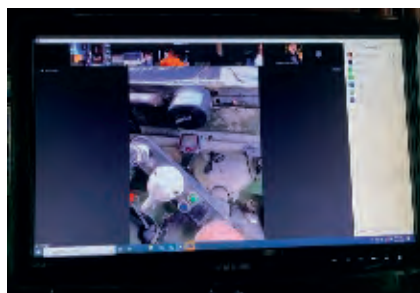
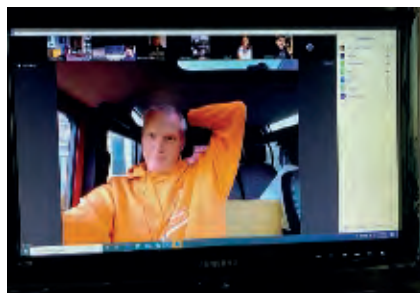
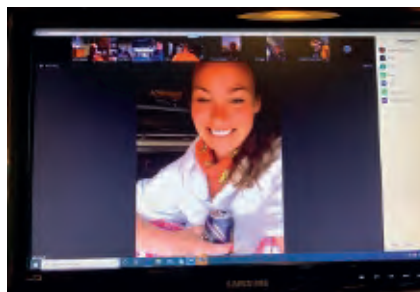
John Stokes

Following the theft of my IIA I stood down as S2C Chair, Director and East Midlands Area Rep, but pub meets and greenlaning runs continued in the East Midlands area to some extent over the winter, albeit with me behind the wheel of my Series One.

With the lockdown now in full force, the East Midlands virtual meet took place on 16 April, using the popular Zoom app.

There was a great turnout and despite a few technical challenges (which could not be solved with a hammer), the 'meet' saw 12 of us join in from our own homes with some sitting in their Land Rovers on the driveway. Land Rover face masks, hats, t-shirts, fleeces and badges were in force, and for an hour or so, we caught up with some long-overdue Land Rover chat, with a virtual tour of Loz's Military 109in IIA garage rebuild, Vicky Turner's Searle Camper, FenTiger's spider-infested Stage 1, Neil Watterson's IIA and Gordon and Wendy's new self-built summer house.

Planning for the next virtual meet is ongoing – please look for details on the forum if you wish to join in.



NETHERLANDS

Adrian Smulders

One day, a number of Land Rover owners sat together, discussing the high ferry costs between the Netherlands and the United Kingdom. We concluded that a self-made bridge would be very convenient. A location was found, plans were made, materials arranged and we built a small-scale test version! What's more, we used our Land Rovers – the capstan winches, proving to be indispensable tools. If we can encourage UK members to also get some building practice in, then that would be very useful – if we start building on both sides then the job will be completed much quicker!

Of course, there is a true story behind our bridge building. One of our Dutch Land Rover enthusiasts (another Adrian), has a link with the organisation of an eventing (horses) event here. For a number of years the Dutch Land Rover Register members have supported this event by offering visitors an off-road experience. In return we are allowed to use a nearby sand-pit to do some off-roading the following day.



To have better access to the off-road track, a wide ditch had to be bridged and a winter weekend was planned. First, some big trees had to be cleared from a forest – these would provide the basic materials for our bridge. A mobile saw was used to cut the timber to the required size and shape and it wasn't long before many of us realised the weight and unwieldiness of such large pieces.

The following day was set aside for the actual construction. Preparation of the ground on each side was going to be key and so we first had to make sure that the surfaces were level. The wooden landing beams were then put in place, using our winches to haul them into position. To cross the ditch, logs of approximately eight to nine metres had to be used. In order to move these four 'girders' across the ditch, two winches attached to two Series II Land Rovers were used. The slow but steady movement proved to be of paramount importance, as was the ability to vary the pull-speed.

In order to minimise steering 'grab' when crossing, we put a surface made up of smaller logs on top of the main cross rails and then all that was left was to test

our newly-built structure! The first vehicle to cross was a 101 Forward Control which made the pass without issue.

A few weekends later, the Eventing took place and we used the bridge for the entire day without any problems.

Our conclusion after this exercise, was that we all now believed that constructing a bridge to the UK would, of course, take a bit more wood, but would be a very feasible project for another weekend.

There is of course another alternative: if we park all our Land Rovers up on both sides of the water, connect ropes between the two gatherings and, with the help of our winches, pull the UK a lot closer to the continent, we would have a kind of 'Panama canal'. The UK remains an island, shipping can continue between and the resulting bridge construction would be a lot shorter.

'Access' fees collected from the shipping (in return for the hard labour put into building the bridge) will go on much needed Land Rover maintenance and to fund meeting Land Rover friends from all over Europe... and more bridges!

A movie of this project can be found at https://youtu.be/ol_f8rp8cZl.



NORTH WEST
Dave Marrin

Time for another area report, but what to report on when there have been no meets, shows or trips out? Instead, I thought I would ask our members what they have been up to recently.

Gareth Roberts has been mostly carrying on with the rebuild of 'Bob', his 1968 88in. A new Richards chassis and a Robert Owen bulkhead, along with a fully reconditioned engine will hopefully ensure an excellent end result.

Karin Snape's 88in is at Leaf Sprung Landys for a rebuild and Pip and Tony Wood of The Welding Wood have been working on the chassis of Pip's 88in. New rear springs have been ordered and paint applied. By now, front differential, springs and axles should have been reassembled.

Greg Sugden was looking forward to celebrating a 15 month-long build milestone at Easter after a final bit of tweaking at the LSL workshops. However, like the rest of the UK, his family were at home and obeying lockdown. Undeterred, Greg filled the fuel tank with around 30-litres of petrol and, over the course of two days, soon realised that he had a substantial leak. A fuel tank repair kit from Frost, appears to have solved the problem.

Replenishing all the oils, resealing the roof gutter, sorting a leaking clutch hose and refurbishing the slave cylinder were among the inevitable post rebuild issues, but there is still more to do. Greg has made a nice set of door cards though, so having done all that, how do you celebrate such a milestone? By camping on the drive in a roof top tent of course!

Others among us have just been trying to use our vehicles. Chris Snape decided to use his for a quick shopping trip, but somehow managed to snap a rear half shaft. It's now on his drive with its bum in the air awaiting a new one.

Andy Bickerstaffe is one of the unsung essential workers and has been using his Land Rover (as he always does), for the commute to one of the major supermarkets. However, he's still had time for tinkering: new tow bar and electrics, new window channel, bumper bolts and a stainless steel exhaust. Andy has also been practising 'care in the community', with regular deliveries of flour and yeast to our very own VRO, Peter Holden.

Rachel Fielding's full time job is as a live-in virger at Blackburn Cathedral and she was furloughed at the beginning of April. Rachel is a regular volunteer for the hospital chaplaincy team at Blackburn so has spent her spare time supporting them. There are a number of older congregants who live alone and are unable to shop, so Rachel has been shopping and delivering twice-weekly in one of her Land Rovers. 'Little Red' is a 1984 90 and 'Little Green' a 1971 IIA. Rachel has been carrying out basic maintenance and has just fitted a new alternator and is now rubbing down

replacement doors for 'Little Red'.

With the glorious weather, Rachel decided that 'Little Green' should go topless, so she has been delivering with the wind in her hair and, by her own admission, a smile on her face.

Just as lockdown kicked in, North West area stalwarts Roy and Lesley Monk completed their house move and are now installed in their new abode close to one our regular haunts, the Black Bull at Langho. Roy has not neglected his beloved 'Peggy' however, making a new rear door/window that had suffered severe damage prior to the restrictions.

And finally, Miles Rucklidge has been doing the same as he's been doing for the past three and a half years: continuing to work on the complete rebuild of his 88in. He has just finished replacing corroded fuel lines – a complicated job as there are two fuel tanks and a non-standard arrangement of an SU pump and filter bowl fitted in-line with the mechanical pump. After fixing a few leaks, the engine started and Miles has been able to drive it out of the barn, where it had been languishing for the last 30 years.

The next task is to fix the tub and following some advice from Emrys Kirkby, this will involve applying force in various directions to get the dimensions right, including the use of tension straps to pull the tub into shape. There is a massive incentive to get this completed and to be on the road by 27 July, as that will be its 60th birthday – the day in 1960 that Miles drove out of the garage in Hobart, little knowing the adventures he was going to have. This has got to be the ultimate one owner vehicle.



PEAK DISTRICT

Philip Hallows

With Lockdown in full force, the Peak District group has been at a complete standstill with all pub meets etc cancelled; I suggest that you keep your eye on the Peak District Facebook page for notification of things starting up again and if you are unsure about anything then please contact us for clarification.

We decided that this month we would feature one of the members' Land Rovers. Pete Allard, bought his 1962 88in in 2011 from John Brown Land Rovers. He ran it, as he bought it, for a few years with a Ford V6 engine in it but he found it was very unreliable – okay on the road, but when greenlaning, it would become 'lumpy'. After numerous attempts to solve the issue, he bought a Discovery 300 TDI with a view to swapping the engine and gearbox to make it more reliable and keep up with modern day traffic.

When he stripped the IIA, he found a relatively new galvanised chassis, so a lot of work had already been done. With help from friends, he removed the bodywork, engine and gearbox mounts and lowered the Discovery running gear into place. A new wiring loom was made to suit the new engine and he upgraded the side and indicator lights to LED.

Pete sprayed all of the body panels himself, including the Union Jack on the bonnet which was done by prepping and priming the surface, spraying a base coat of white followed by the red stripes and then blue to finish it off.

The roof and back was made using original hood sticks and a modified 'floating' hoop design which gives approximately six inches more room in the cab. He then got Undercover Covers to make the custom canvas roof. Pete prefers this set-up to a full tilt because the cab gets much warmer on cold days – thanks to the Clayton circular heater.

Plans to fit a P38 steering box are on hold due to the current pandemic.



CYMRU (South Wales)

Richie Jones

One of our fantastic area members has recently come out of retirement and returned to work in the NHS, but for those not working in an essential capacity it has been a good time for some spanner work.

Ed Lannen has rebuilt his V8's overdrive and resolved some starting issues which turned out to be a bad crimped connection. Chris Harper has given his Land Rover a new coat of paint, removed some chequer plate and been hard at work building a double car port from a timber building kit!

Chris' experience with the paint roller made me consider my own vehicle as the paint job I did to get it on the road was now looking jaded. The foam roller method surprised me – one coat and it's very shiny but with a bit of 'orange peel'. My intention is to give it a few more coats and then flatten back with fine paper and cutting compound. 'Scrappy' has also been of great use, having hired a cherry picker trailer to help with painting the house. That turned some heads!

Emyr Chilcott is moving along nicely with a Forward Control restoration and Paul Burch is in the final stages of his 88in project – the standard of his work

is first class. David Nelson has probably done a lot more 'spannering' than many this year thanks to an unfortunate series of events. His original three main bearing diesel engine was eventually deemed non salvageable, but he had a lucky swap: an outrigger for a five main bearing replacement.

This unknown engine drank water and produced lots of white smoke; he changed the head gasket but suspected a cracked block. His third engine was allegedly a 'runner'. On its second trip it ran sweetly at low speed but at 50mph the revs started to rise amidst clouds of smoke. Despite overhauling the cylinder head, the same problem persisted and advice suggested that it was either running on its own oil or fuelling was incorrect. Dave fitted his previous fuel injection pump and the engine behaved for a short trip before the problem returned once again.

With investigations ongoing, Dave has emailed the technical officer. Perhaps the oil control rings are no good, he has good compression readings but is the oil getting past into the bores in a quantity that assists combustion.

If anyone has experienced this please advise via Cymru@series2club.co.uk and I will pass thoughts on to Dave.



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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

Following the recent UK-wide lockdown, all Club meets were temporarily suspended. Please adhere to current Government guidelines before travelling or meeting with others.

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

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East Midlands

Vacant (applicants welcome)

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essex@series2club.co.uk

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