

THE OFFICIAL MAGAZINE OF THE SERIES 2 CLUB



BUILT 2 LAST

SUMMER 2021 ISSUE 138



Barn find 'bride'

Behind the scenes of a
Land Rover love affair

Plus Fishing hack rejuvenation • 88in lockdown purchase • Tech: roofrack build

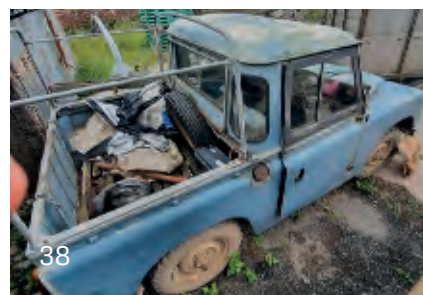
#138 Contents



22



10



38



16

Welcome

4 News & reviews

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

9 From the chairman

An update from Alex Bywaters

10 A Fairey tale ending

Ashley Whiting tells how lockdown convinced him it was time to finally fulfil his Land Rover-based desires

16 Falling for a farm-find

21 years after snapping up a Series II, David Mills is still enjoying his purchase

22 Proven heritage

Ian Highley finally 'scratched an itch' that began with a summer job

30 Memory lane

A memory-jogging photograph in a bid to try and find an ex-MMB 109in

32 The winner takes it all

A chance to look back at some of the previous Rally 'Best in Show' winners

36 Community service

Peter Holden puts his Series II to good use

38 There's life in the old DOG yet

Shiny isn't everything as Mark Allen is keen to demonstrate with a story of rejuvenation

46 VRO update

An update from the Club's Vehicle Registrations Office

48 Series Specialist

A new series showcasing those that help keep our vehicles on the road

50 Tech: roof rack build

Chris Mortimer with a unique storage solution

52 Club information

Club and area representative contact information, plus details of regional meetings (subject to restrictions)

54 Supplier discounts

Special offers for Club members

It is heartwarming to be able to plan an issue and pull some positive stories out of the recent challenges. One such recurring theme has been how lockdown has been a catalyst for many – biting the bullet, scratching an itch, fulfilling a dream and buying the Land Rover they always promised themselves.

Perhaps it's the realisation that life can throw all sorts of curveballs in our direction, but I'm pleased to be able to bring you several such stories in this new issue.

Equally important is that as owners and enthusiasts, we help to look after those specialists and suppliers that keep us in well-made and reliable parts. With several large names having recently announced their retirement from the industry, we kick off a new series (p48) to champion those still putting in the hours and maybe add a new name to your 'go to' list.

Of course, we cannot ignore the fact that the onset of summer has brought about confirmation of several events, including the Series 2 Club Rally at the end of July. If you've booked your place, then here's hoping that it offers a few days respite from the rest of life in the same way that just popping out for a quick drive in an old Land Rover can.

Finally, a thank you to everyone who answered the call and submitted material for inclusion in *Built 2 Last* – it really is appreciated and if your story isn't in this issue then keep an eye out in the autumn.

Martin Port Editor

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), Gene Maxwell (Membership), Andy Parker, Tom Pilling (Treasurer)

Postal address Series 2 Club Ltd., BM 7035, London WC1N 3XX

Club email secretary@series2club.co.uk

Club website www.series2club.co.uk

BUILT 2 LAST

Editor/Designer Martin Port (editor@series2club.co.uk)

Sub Editor John Horne

Advertising Manager Richard Allin (advertising@series2club.co.uk)

Printed by Lavenham Press www.lavenhampress.com

Registered in England and Wales No.2451020.

Registered Office 483 Green Lanes, London N13 4BS.



'Equally important is that as owners and enthusiasts, we help to look after those specialists and suppliers that keep us in well-made and reliable parts.'

DEADLINE FOR BUILT 2 LAST AUTUMN ISSUE SUBMISSIONS 20 AUGUST 2021
Email editor@series2club.co.uk



Blue skies, green hills and open roads beckon Land Rover owners in the UK

Pic: Andy Phillipou



OPEN FOR BUSINESS ONCE MORE

Thanks to a comprehensive and ongoing vaccination programme, the onset of summer brings with it signs that we can all start getting out and about in our Land Rovers once again.

Naturally there remains the need to follow guidance, distance where necessary and maintain the use of masks and sanitiser, but for the first time since the pandemic began, event organisers are tentatively confirming show dates and opening ticket sales.

If everything currently on the calendar goes ahead as planned, then the summer looks to have plenty on offer for Series II owners and Land Rover enthusiasts, kicking off with the Overland Adventure Show

and Land Rover Legends (at Thruxton for the first time) taking place while this issue is being printed.

In July, there will be a brace of spares days as well as the inaugural Classic Land Rover Gathering courtesy of *Classic Land Rover* magazine (23-25), before offering owners a difficult choice at the end of the month with both the Series 2 Club Rally (28-1) and Gaydon Land Rover show (31-1) taking place on the same weekend.

Leafers at t'Pit returns for a one-day event on 28 August, and in September there is not just the LRO Show (11-12), but also the Patina National RTV Trial (24-26) to see out the warmer months.

Following last year's move to an online

event, tickets are now on sale for the Classic Motor Show, to be held at the NEC, Birmingham from 12-14 November and a revamped Goodwood Revival returns in September (17-19) for those who fancy a faster backdrop to some Series Land Rovers.

Of course, just as important as these major events are all of the smaller, local shows – many of which will have struggled over the past 18 months, so please do support them and their causes.

With S2C area meets also getting a jump-start courtesy of the relaxed restrictions, it's definitely worth checking the oil, setting the points gap and hitting the road. Stay safe, follow the rules and hopefully this will be a summer to remember.

MEET THE REP

CHRIS MORTIMER ANGLIA



I'd like to introduce myself as the new Anglia area representative. Working alongside Ben Stock and Alan Jones, we hope to provide support for our rather odd-shaped area – Ben for the north, Alan covering the middle and myself the south.

I've been in the Club for a long while now, since about 1996. I was the sole area rep for Anglia in the early 2000s, when technology and communication was very much old school and letters were sent out to members informing them of local events and gatherings. My biggest achievements were organising the Club show stand at LRO Peterborough in 2002 and 2003 with Ben. It was the largest stand at the show, with about 45 vehicles present, and we managed to organise two rings of vehicles driving around the show ring in opposite directions. It was a great sight, but a nightmare to organise, although we did make it onto the TV, on a programme called *Land Rover Owner Show* on the Men and Motors channel!

As for the contents of my drive, I have a 1962 88in 2286cc hard-top Series II. It belonged to my father and between the two of us, we restored it in 1995/6. I am now lucky enough to be its current custodian and ready to pass it on to my sons when they are old enough. Apart from being used for trips out, shows and camp-

ing, it does have to work for its living, driving wood saws, log splitters, kindling machines and corn crushers.

I managed to purchase a very reasonably priced rear PTO, which I renovated and fitted. The trouble was that normally you drive the rear PTO from another PTO that bolts at the back of the gearbox, where the overdrive fits. I didn't want to lose the overdrive so had to employ a bottom PTO (fortunately I had one from a previous lucky purchase), and with the addition of a custom jointed propshaft, I'm now able to drive the rear PTO and keep the overdrive. The extra weight must slow me down but that just means I've got longer to enjoy the drive!

When 'normal' service resumes, I hope to be able to meet as many of you as I can at events in the area. We're lucky that the Anglia region has a number of people who are great at arranging events that they're interested in – greenlaning, steam shows, pub meets etc – and I hope that between us we'll be able to arrange some gatherings of like-minded members to help brush off the cobwebs we've all had to gather over the past year and a bit. It will be good to get those tyres turning again and start doing what we all like doing – driving these smelly and uncomfortable vehicles around but doing so with very big smiles on our faces!



Ethanol in fuels – an addendum

In the last issue of *Built 2 Last*, we ran Adrian Smulder's excellent piece on the issues surrounding the Ethanol content in modern fuels. Due to some over-zealous editing by yours truly, we omitted mention of another alternative: that of using an Ethanol 'killing' additive. Although on average it works out slightly more expensive to treat standard unleaded than just filling up with 'premium' fuel, the option is still one that some may want to explore.

Rumble through the jumble

For those of you who enjoy nothing more than looking for a few Land Rover-related bargains, the ever-popular 4x4 Spares Day events are back on for 2021 and visitor tickets can now be pre-booked. The Malvern-based days are confirmed for 12 July and 31 October, whilst the Berkshire events at Newbury will take place on 25 July and 3 October. Visit 4x4sparesday.co.uk for more information.

Hop to it

If you can't get enough Land Rover content in your life, then you might want to check out *Peter Rabbit 2*, in cinemas and online now. After the Land Rover seen in the first instalment was snapped up by DJ Chris Evans and gifted to BBC travel reporter Lynn Bowles, the Series IIA from the sequel is (at the time of going to print) up for auction with a starting price of £24,995.



Another one bites the dust

Hot on the heels of the closure of Dunsfold Land Rover (*Built 2 Last* winter 2020), came news that another supplier of NoS and hard-to-find spares, PA Blanchard & Co, will be shutting the doors. After 50 years, Pete, Frances and Nick Blanchard have their eyes on retirement and have decided to slowly wind the business down over the next two years. Although the stock of spares and vehicles will be sold off gradually, Blanchard's refurbishment services have ceased with immediate effect.

THE KIDS ARE ALRIGHT

The future of our hobby and the classic car movement in general is reliant on an influx of young people for, in our case, a continued passion for Series Land Rovers and a willingness to be involved.

With this in mind, the Fédération Internationale des Véhicules Anciens (FIVA) are launching a series of competitions, beginning with International Youth Day on 12 August. In a bid to celebrate the value of 'quality time', FIVA are asking entrants

to share a photograph, sketch, painting, illustration or video that sums up the theme of 'restoring the passion'.

There are three age groups: 5-11 years, 12-17 years, and 18 and above. Entry forms can be downloaded from fiva.org, but if your colouring pencils are poised, you need to hurry as entries must be in by the end of July 2021. Copy us in on any Land Rover-themed entries and we will be pleased to feature them in the autumn issue of *B2L*.



Welcome to the Club...

7280 **Neil Mackay** *Cambridgeshire*
 7281 **John O'Roarke** *Surrey*
 7282 **Tim Foster** *County Down*
 7283 **Mauro Borella** *Italy*
 7284 **GJ Hawes** *Buckinghamshire*
 7285 **Jason Reece** *Wigan*
 7286 **Larry Gainen** *New York, USA*
 7287 **Dave Sutton** *Flintshire*
 7288 **Rob Mills** *South Gloucestershire*
 7289 **Rob Plowright** *Arizona, USA*
 7290 **Chris McIntosh** *Devon*
 7291 **Crispin Ward** *Hampshire*
 7292 **Darren Sheather** *Kent*
 7293 **Tyler Lucks** *Ohio*
 7294 **Timothy Moore** *Norway*
 7295 **Philip Wilson** *Liverpool*
 7296 **Adam George** *Aberdeen*
 7297 **Pete Collins** *Berkshire*
 7298 **Paul Rees** *Swansea*
 7299 **Graham Stirling** *Perthshire*
 7300 **Alexander Lees** *Kent*
 7301 **Ian Shippen** *Leicestershire*
 7302 **Rob Westell** *Somerset*
 7303 **James Coates** *West Sussex*
 7304 **Morven Wood** *Aberdeenshire*
 7305 **Kellen Field** *USA*
 7306 **Nik Booker** *Western Australia*
 7307 **Matthew Sproxton** *Northamptonshire*
 7308 **Richard Brown** *West Yorkshire*
 7309 **Paul Rensel** *Netherlands*
 7310 **Andrew Sinnett** *Hampshire*
 7311 **John Heather** *Wiltshire*
 7312 **Thomas Tweed** *Belfast*
 7313 **Camden Alsop** *Australia*
 7314 **Bill Entwisle** *Lancashire*
 7315 **Norman Parker** *North Somerset*
 7316 **Clive Speaks** *England*
 7317 **Steven Christie** *Ynys Mon*
 7318 **George Povey** *Warwickshire*
 7319 **Stuart Eden** *Devon*
 7320 **John Wellstead** *Somerset*
 7321 **George Smith** *Lincolnshire*
 7322 **Chris Long** *Cheshire*
 7323 **Jim Hodder** *Northamptonshire*
 7324 **Andrew Sharples** *Warwickshire*
 7325 **Lee Wilkes** *Derbyshire*
 7326 **Adrian Norton** *Cumbria*
 7327 **Simon Woddy** *Oxfordshire*
 7328 **Greg Shaw** *Shropshire*
 7329 **John James** *Somerset*
 7330 **Dave Johnstone** *Warwickshire*
 7331 **Charles Sutherland** *Caithness*
 7332 **Gareth Purdy** *Greater Manchester*
 7333 **Marc Pedersen** *West Midlands*

7334 **Connor Baker** *Staffordshire*
 7336 **David Quick** *Wrexham*
 7337 **Louise Floyd** *West Yorkshire*
 7338 **Sean Crean** *Ireland*
 7339 **Will Daugherty** *North Carolina, USA*
 7340 **Neil Richardson** *Hampshire*
 7341 **Allan Phillips** *Anglesey*
 7342 **Guy Brooks** *South Yorkshire*
 7343 **William Hauser** *New Jersey, USA*
 7344 **Jan Palitis** *Leicestershire*
 7345 **Tom Loan** *London*
 7346 **Stephan Murday** *London*
 7347 **Tony Golding** *Essex*
 7348 **Lewis Hanneghan** *Liverpool*
 7349 **Simon Blunt** *Surrey*
 7350 **Rupert Maxwell** *Cheshire*
 7351 **Ian Jeffery** *Derbyshire*
 7352 **Urs Spielhofer** *Switzerland*
 7353 **Michael Haberthur** *Nevada, USA*
 7354 **Chris Millard** *Oxfordshire*
 7355 **Adam Bennett** *North Yorkshire*
 7356 **Christopher Slama** *Oregon, USA*
 7357 **Christopher Kelley** *North Yorkshire*
 7358 **Jon Roberts** *South Lanarkshire*
 7359 **Charles Cruise** *Buckinghamshire*
 7360 **Nicholas Reed** *Essex*
 7361 **James Butters** *Shropshire*
 7362 **James Harris** *Berkshire*
 7363 **Rob Markillie** *New Zealand*
 7364 **Jonathan Rees** *Powys*
 7365 **Roger Madge** *Somerset*
 7366 **David Johnson** *Staffordshire*
 7368 **John Orris** *Gloucestershire*
 7369 **Wendy Pearce** *Norfolk*
 7370 **Anne Bietkowski** *Uttoxeter*
 7371 **Giles Corbett** *Devon*
 7372 **James Mann** *Edinburgh*
 7373 **Carsten Andersen** *Denmark*
 7374 **Ed Moses** *Middlesex*
 7375 **Alex Grainger** *Suffolk*
 7376 **Adrian Barrett** *Berkshire*
 7377 **Jeffrey Gilbert** *Orkney*
 7378 **Andrew Twyford** *Shropshire*
 7379 **Eric Ruiter** *Michigan, USA*
 7380 **Roy Garvida** *South Yorkshire*
 7381 **Richard Donaldson** *Wiltshire*
 7382 **David King** *Buckinghamshire*
 7383 **David Dennis** *Norfolk*
 7384 **Mark Allen** *Worcestershire*
 7385 **Richard Atkinson** *East Yorkshire*
 7386 **Edward Morgans** *Mid Glamorgan*
 7387 **Edward Cook** *Isle of Wight*
 7388 **Patrick Brooks** *Hertfordshire*
 7389 **Nigel Barnes** *Cardiff*

7390 **Richard Kerswell** *Devon*
 7391 **Edward Topp** *Cornwall*
 7392 **Sebastian Richard** *Dorset*
 7393 **Ron Richardson** *Tyne and Wear*
 7394 **Anthony Ward** *Oxfordshire*
 7395 **Justin King** *West Sussex*
 7396 **Nigel Green** *Dorset*
 7397 **Allen Rose-Land** *Norfolk*
 7398 **Jeff Young** *Ireland*
 7399 **Sarah Hopkins** *Leicestershire*
 7400 **Chris Rudge** *Devon*
 7401 **Chris Missin** *East Yorkshire*
 7402 **Michael Akrigg** *Cumbria*
 7403 **Elliott Atkins** *Gloucestershire*
 7404 **Daniel Warden** *Northamptonshire*
 7405 **Geoffrey Hobday** *Kincardineshire*
 7406 **Brian Deacon** *Buckinghamshire*
 7407 **David Little** *York*
 7408 **Graham Smith** *North Yorkshire*
 7409 **Robin Williams** *East Sussex*
 7410 **Marc Tremblay** *Quebec, Canada*
 7411 **William Graeme Heatlie** *Borders*
 7412 **John Ebborn** *Somerset*
 7414 **Kurt Bullington** *Colorado*
 7415 **Stuart Edwards** *Tasmania*
 7416 **Andrew Cox** *Leicestershire*
 7417 **David Jones** *Shropshire*
 7418 **Jon Dakin** *Dorset*
 7419 **Andrew Barton** *West Sussex*
 7420 **Kevin Sharpe** *Lancashire*
 7421 **Simon Morgan** *Cheshire*
 7422 **Steven Leaver** *Berkshire*
 7423 **Henry Gardner** *Hertfordshire*
 7424 **Craig Brown** *Northamptonshire*
 7425 **Giles Wassell** *Devon*
 7426 **Robert Swinney** *Edinburgh*
 7427 **Jason Smith** *Lincolnshire*
 7428 **Philip Rand** *Sir Gaerfyrddin*
 7429 **Graham Davidson** *Perthshire*
 7430 **Paul Campion** *Derbyshire*
 7431 **Daniel O'Brien** *Leicestershire*
 7432 **Richard Snow** *England*
 7433 **Alex Gillan** *Australia*
 7435 **Chris Bradley** *Avon*
 7436 **Stephen Beres** *California, USA*
 7437 **Patrik Granlund** *Sweden*
 7438 **Dave Joyce** *Kenya*
 7440 **Ray van der Meer** *Ontario, Canada*
 7441 **Tolli Myers** *Powys*
 7442 **Peter Williams** *County Durham*
 7443 **Alan Lansdell** *Kent*
 7445 **Andrew Peake** *Staffordshire*

FROM THE FORUM

Series-mounted hoist

One member of the Series 2 Club forum, 'SteveJ', recently posted seeking some advice regarding a rather specific issue: "I'm a beekeeper and my only source of Bee transport is my 1958 SWB with a safari hard top and cat flap. I can get up to 6 hives in the back. Each of which can weigh 50kg".

He went on to explain how he had been moving hives last autumn and tore a tendon in his shoulder when lifting a particularly heavy one and was therefore considering rigging up some kind of frame in the back of the Series II that had an extendable boom arm.

"I don't want the frame to take up floor space in the back as fitting 6 hives in takes every inch of space," he continued. "Could I mount the frame in the internal gutter of the roof? Are the side panels strong enough to take it?"

As is so often the case on the forum, it wasn't long before a suitable reply was posted and in this instance, it came courtesy of Robin Sanderson, member 2811, who kindly shared pictures of a possibly unique modification fitted to one of his Series Land Rovers by the previous owner.

Originally installed to help lift a plasma cutter in and out of the tub, the crossmember-mounted lift and boom arm has the potential to do exactly as 'SteveJ' needed and at *Built 2 Last*, we were so impressed that we thought it should be shared!



CLASSIC CAR INSURANCE

At Peter Best we have been arranging insurance for your classics for over 35 years so we know what is important to you. With access to the UK's leading insurance underwriters, we provide competitive insurance solutions tailored around you and your vehicles.



An Approved
Insurance Provider

Policy benefits may include:

- Free agreed valuations
- Free legal cover
- Roadside assistance and recovery within UK/EU
- Limited mileage options
- Multi-car cover discounts
- Club member discounts

ASK US TODAY ABOUT OUR CLASSIC CAR COVER

CALL NOW FOR AN INSTANT QUOTE

01376 574000

or get a quote online by visiting:

www.peterbestinsurance.co.uk



PBIS

PETER BEST
INSURANCE
SERVICES
EST. 1985

Peter Best Insurance Services Ltd
Authorised and Regulated by the Financial Conduct Authority.
Registration No. 307045 | Registered in England No. 2210270



**Footman
James**
We share your passion

Insurance solutions* for **classics** and **more.**

Did you know with **FJ+** you can tailor your policy from a range of cover options, including; **breakdown**, **agreed value** and **salvage retention**?

Also, if you own more than one vehicle then you can ask about combining them all on one **Multi Vehicle Policy**.

**Call our friendly UK
team for a quote.**

0333 207 6062

footmanjames.co.uk

**Gold
Trusted
Service**
★★★★★
feefo ee





From the chairman

As the Cornish song *Hal an Tow* goes: “The summer is a coming o and winter’s gone away o”. The temperature is a balmy 22 degrees, the Dormobile roof is up and airing nicely, the blackbird chicks in the garage have hatched, progress is being made in the braking department of the 109in (replacement master cylinder), and I have a glass of Leffe next to me. As my sadly recently departed mate Malcolm used to say: “Times were never brighter”!

One could almost forget that we are still in a pandemic and many are still suffering, but, continuing to look on the positive side, common sense and Government guidelines permitting, I shall be ‘Dormobiling’ in Derbyshire in June for some outdoor socially distanced Morris dancing (search for Wrigley Head Morris Men for a flavour). At the end of July and start of August I shall be at the Club Rally and later that month, Gordon and I will be trun-

‘I am really looking forward to seeing and talking to other folk and to having the odd few nights away again.’

dling down to the new Dormobile HQ for a factory tour and photoshoot; I am really looking forward to seeing and talking to other folk and to having the odd few nights away again.

John Carroll devoted a few pages of the wonderful *Classic Land Rover* magazine to the Series 2 Club recently in the form of an interview with yours truly (now scanned and posted on the forum). Hopefully I have managed to do the Club justice and that it manages to emphasise the knowledge and resources we have available. Thank you John.

Thanks to Suzanne Lindsey and John Stokes, we have recently had a series of online meetings, including with regular area representatives where we covered a variety of subjects. Not only have they been exceedingly useful and informative, but they have allowed a far greater attendance than a conventional meeting would and it has been great to see and speak to our representatives from all around the globe whilst bringing our Series 2 Club ‘family’ together.

It’s great to be upbeat for a change and I hope to see many of you at the Club Rally.

Alex Bywaters



Bywaters is looking forward to pressing the Dormobile into action at events over the summer months.





A Faïrey tale ending

After the search for a Series II ended in disappointment, Ashley Whiting let fate find him the perfect alternative...

WORDS & PICTURES ASHLEY WHITING

Fairey tale ending



Spring 2020 brought along lockdown for the UK and I figured it was a good time to turn a childhood dream into a reality.

I've always loved Land Rovers – my dad has a 1950 Series One which I grew up with, learning the ropes and understanding the mechanics behind these brilliant vehicles. Also, working for Jaguar Land Rover Classic has helped nurture my passion and enthusiasm for the brand. Although I mostly work on Series Ones both as a hobby and professionally, I wanted a Series II for a couple of reasons: I can play with my dad's Series One whenever I wish, but I also wanted a vehicle that could cope rather better in modern traffic conditions but still retained the 'old car' feel.

I found a potential vehicle during lockdown: a 1966 Series IIA with a tropical roof. A deal was done over the 'phone and he agreed to hold the car for me until government restrictions allowed me to collect it. I stayed in regular contact and set a date to collect on the August bank holiday. As the date approached I gathered a few spares together for the trip – spark plugs, points etc, but at the last minute he called the deal off as he had been using the Land Rover more and had decided to keep it. Needless to say, I was gutted.

My wife and I were in Cornwall, celebrating our third wedding anniversary when the deal was called off, so at least the disappointment was tempered by the lovely scenery and spending time with the 'other half'. We were going down to the beach for the day and so I had a flick through some classic car ads on the internet and found a lovely 1961 model in Yeovil – a town which we would have to drive through on our way home and so we arranged a viewing.

The pictures didn't really do the Land Rover justice – admittedly, it looked tired and a little worse for wear, but when we saw it in the metal, it may as well have been a different vehicle – it was a little beauty! The running gear was in good condition with matching numbers, the bodywork was fairly straight and hadn't been modified, the bulkhead needed a little work but nothing serious and one major bonus was the presence of a Fairey overdrive.

The weather was horrid and I had never known rain like it, but we road-tested the Series II and were very impressed. I put in a bid and continued the journey home, leaving the then owner to chat to his wife. About an hour later, I had a call – if I wanted it, the Series II was mine. I was delighted! We drove back down the

With ready access to his father's Series One, Whiting decided that a Series II would be a capable addition to the stable.





Bronze Green, full tilt and lights in the grille panel – just the spec that ‘Ursula’s’ new owner was looking for.

following day and my dad and I drove USL 281 the 115 miles home.

When we arrived back in Yeovil, the owner seemed a little bemused at our lack of trailer. When we told him we planned to drive the Land Rover home, he admitted that in five years of his ownership, it had never left the village and the previous owner hadn’t ventured that far either. During the last 15 years, it had barely done more than 10 miles in one hit!

Nevertheless, we checked the levels and with much trepidation, we shook hands and set off. We filled up with fuel twice and as fun as the journey was, it was actually rather uneventful and the Series II didn’t miss a beat all the way back. From the second I found the advertisement and went to see the 88in, it was fate that it would be coming home with me – something just felt right and it was the exact specification that I had been looking for.

So far in my ownership, I’ve rebuilt the rocker shaft and reset the tappets, tidied up the wiring, replaced the door tops, repaired the heater and fitted a thermostat. I try to use it at least once a week; we used it to deliver presents to our family on Christmas Eve and my friends and our families love it.

‘When we told him we planned to drive the Land Rover home, he admitted that in five years of his ownership, it had never left the village...’

The Land Rover also fits in well with my other hobbies – I have a Fordson Major tractor which I rebuilt and I crew traction engines. The USL registration suggests that it was first registered in Edinburgh – interesting as the previous five owners have all been on the south coast and I would love to find out how she came to get from Scotland to the other end of the country! I’ve really enjoyed my few months as a Land Rover owner and I’m really looking forward to attending a few shows and meeting fellow enthusiasts. In case anyone was wondering, I named her Ursula for two reasons: the registration number and also after a character from my wife’s favourite film, *The Little Mermaid!* ■







Falling for a farm-find

There was a spark at first sight, but for David Mills, buying the farmer's Series II definitely saw romance blossom over the next 21 years

WORDS & PICTURES DAVID MILLS

“It’s your friend George”, said She Who Must Be Obeyed (SWMBO), passing me the phone, “He says you can have the Land Rover after all”. The added comment was a teasing, mickey-taking, sardonic remark as she had been to see the vehicle with me and been driven around the farm in it. Unfortunately, she had been mightily unimpressed...

However, that sardonic tease came back to haunt her. “Hello Dave, I don’t know if this is good news or not”, George went on to say, “but you can have the Land Rover if you still want it – the carpenter has changed his mind”.

It was July 2000 and I had spoken to George a couple of weeks earlier about buying the 1959 Marine Blue 88in Series II that was languishing in his barn. I had been a passenger in the back when I was a beater on a shoot he’d organised on his farm several years before. “Ah, you’re too late Dave” he had replied. “I’ve agreed to give it to the carpenter on the farm in exchange for some work he’s done for me”.

I had been looking for a cheap runabout to use as a working vehicle – nothing too onerous, just trips to the garden centre and the local tip. A work colleague had offered me her white, soft-top Suzuki 410 – very ‘Essex’ at the time and although it was okay, it was much too small to be a real working vehicle.

I had offered George £1,500 for the 88in which, in retrospect, had been rather generous, but at the time I had absolutely no idea about Series Land Rovers. George had said that the vehicle was sound, and he was the most decent, honest, kindest soul that I’d ever met and so I knew that I could trust him. I also knew that the Land Rover had belonged to his father before him, and to a local farmer and business man who ran a travel company before that – as a result, the SII

had spent virtually all of its life in, and around, the village.

With the carpenter changing his mind, I had to make a decision, but with my employer offering cheap car loans at the time, it was an easy one to make: yes, I most certainly did want the Series II and in full ignorance, bought my first ever Land Rover. George had taken me for a drive around the farm in it and then suggested I have a short drive myself. I was very apprehensive, as I had never driven off-road at all, and when we got to a particularly rutted and muddy section I asked George to resume driving duties. He nonchalantly waved his hand and uttered the words “Och, just go Dave – it’s a Land Rover, you won’t get stuck”. As I tentatively wrestled the SII through some sticky Essex clay, he added somewhat ominously: “I can always pull you out with the tractor”. He was right; I didn’t get stuck and enjoyed myself much more than I expected I would.

Once in my ownership, it was time for my first experience of driving the Series II on the road. It was August 2000 and is a moment I shall never forget – the same smile it put on my face returning every time I get back behind the wheel; the smell of dust, petrol, canvas and old vinyl going hand-in-hand with the feeling of *really* driving a vehicle as opposed to being just transported in one.

I should add at this point, that SWMBO is still unimpressed. Noisy, smelly, bouncy, harsh, uncomfortable, slow, an eyesore – just a few of the kinder adjectives directed towards my Land Rover which she has christened ‘The Mangle’. Interestingly though, she does insist I fit the various security devices to prevent it going astray, and she will happily use it for trips to the garden centres – even driving it herself (although steadfastly refusing every off-road trip I’ve suggested). It would appear she’s grown to tolerate the Series II, even if she’d never love it!

It turns out that I have been very fortunate in buying my first, and only, Land Rover. It is almost completely original and boasts all the matching numbers for its 1959 build date. Its chassis and bulkhead were indeed sound, just as George had promised, and I’ve only had to weld up an outrigger under the petrol tank in the 21 years I’ve now owned it. It’s also been unfailingly reliable over 70,000 miles, only letting me down once when the carbon bush in the distributor cap

With a combined age of more than 130, David Mills can see absolutely no reason why the pair shouldn’t enjoy many more years together.





**‘Noisy, smelly, bouncy,
harsh, uncomfortable,
slow, an eyesore – just
a few of the kinder
adjectives directed
towards my Land
Rover...’**



AJN
384A

LAND
ROVER

In David's words: "She cleaned up well". For the most part, still the same 88in that he bought 21 years ago, having needed only relatively minor fettling.

failed and I had already used the spare I normally carry.

Although running reasonably well, the SII was not completely without faults. Over two decades of ownership, the original carburettor leaked around the spindle so I had it rebuilt by the Carburettor Exchange. The original Lucas distributor had been changed for a Ducellier (although the original came as a 'spare'), and much later, the head was found to be cracked between cylinders three and four. I took the opportunity at this point to fit a replacement unleaded head from ACR which has been excellent.

I'm not, and never have been, much of a mechanic and so get it looked after by a local Land Rover-trained specialist. A young man, he loves my Series II as it's the only time he gets to be a 'proper mechanic' – 90% of his work is on newer models, and involves him more diagnostics and fitting rather than repairing. And as for fitting or adjusting points...

However, membership of the Series 2 Club is without doubt the best money I could spend when it comes to my Land Rover. The friendly, no-nonsense advice, access to sources of spares and discounts, the company of understanding like-minded individuals and the entertaining forum which has kept me sane through the recent lockdowns, are all invaluable.

However, as I approach the end of my seventh decade, I find myself wondering how much longer I can continue to drive my 62 year-old vehicle. Why do I still continue? The prosaic reasons first: it's simply not worth getting rid of, it's fun, reliable, there is no road tax, fully comprehensive insurance with breakdown cover is less than £100 per year, servicing and spares costs are minimal and the value appreciates rather than depreciates. Yet the main reason is that I've grown to love it. Once I'd joined the Series 2 Club on 1 March 2001 and discovered the world of Series II Land Rovers, I began to seriously appreciate what I had.

It's like an old-fashioned arranged marriage: I paid the £1,500 dowry and found myself with a decent (if, at first sight, a somewhat unattractive and elderly) 'bride'. Over the years, 'she' has been true and trustworthy; I've learned her faults and virtues, and she knows my weaknesses but rewards my care of her. I started out with an unknown and have learned the values of simplicity, strength, trust, and a different perception of beauty. ■



Proven heritage

It had been a number of different colours over the years, but a bit of research resulted in Ian Highley returning his 88in to mid-grey

WORDS & PICTURES IAN HIGHLEY







My first contact with Land Rovers was back in the 1980s when I had a summer job spraying weeds. The company had a fleet of Series III 109in diesels with a water tank and PTO-driven pump. If you were lucky, you got the one with the boom sprayer on the front – if not, you got the knapsack sprayer.

Most of them dated to the early 1970s and were worked hard through the season and then maintained in the winter. However, one day I was asked to go and collect a Series II from the owner's house. They kept this particular 109in as a 'pet' and it clearly got all of the good bits from the day-to-day fleet – suddenly, I got a glimpse of what a well-sorted Land Rover was like.

Some 30 years later, a house move in 2015 gave us a bit more space and I convinced my wife that a Land Rover would be a useful addition. I would like to say that I spent months looking for the right vehicle, but in reality I bought the first one I found. I knew I wanted an 88in IIA, but was looking for one fitted with a hard top. I also wanted something that I could drive and improve rather than

rebuild, but on the other hand I did not want something that I would end up being afraid to use because it was so good.

Eventually, I became the proud owner of a 1964 88in IIA, fitted with a full tilt, as the dealer convinced me that it would not leak any more than a hard top and is a decision I have not yet regretted. The Land Rover clearly has a mixed history – it has had 15 former owners, the MoT record makes for interesting reading and it has been grey, yellow and green, but the previous owner had clearly put in some effort getting it up together and it drove pretty well.

It had obviously been 'kept going' in the past, having covered an average of 200 miles per annum for the previous 17 years and I therefore had to spend some time fixing things when I started using it on a regular basis. I replaced most of the cooling system (radiator, water pump, heater core and hoses), chased down various water leaks and carried out a full rewire in order to make it reliable. As the wiring was so simple, I just bought the correct colour wire and connectors and spent a weekend, starting at the headlights and working my way back. This approach allowed me to make various modifications

Ian's search for an 88in resulted in him buying the first he found – a running project that he could fettle at his leisure.







AOR
374B

LAND
ROVER

Proven heritage





With the non-original green starting to show its age, Ian opted to return the Series IIA to its original mid-grey.

such as an alternator conversion and add an interior light, USB power socket, hazard lights and a hi-torque starter motor. The latter benefits from a built-in solenoid so I could take the load off the starter button. The result was a reliable vehicle that I could use with confidence.

The paint was never that great and the green was chipping off, revealing the yellow beneath. After a trip to the British Motor Museum at Gaydon and looking at some of the better examples there, I decided it was time for a repaint. The Heritage Certificate confirmed that it had originally been painted in mid-grey, but I still needed to decide if I should go with green or return it to its original colour. The paint was so thick in parts that I decided to strip it back to bare metal and take the body parts to be professionally painted, but during the strip down I found evidence of mid-grey which confirmed the original build details and the final decision was made.

After spending a long time stripping the bonnet with paint stripper, I gave up and had the rest of it soda blasted, transporting the various body parts in the back of a van to the blaster and then painter. Reassembly was then an enjoyable process with nicely painted panels and new hardware.

‘I have continued to improve it with a disc brake conversion from Zeus and the fitting of a Roamerdrive...’

Since it has been back on the road I have continued to improve it with a disc brake conversion from Zeus and the fitting of a Roamerdrive when the already whining overdrive began jumping out of gear. When I discovered that the rear cross-member was on its way out I contemplated a replacement chassis but found the original chassis number on the dumb iron and, as the rest of the chassis looked okay, I ended up just replacing the crossmember.

It's clearly not the most original Series IIA, but it gets used all year round and carries dogs, rubbish to the tip and transports engines, gearboxes and various components for my other classics. I have had many happy hours working on and driving the Land Rover and plan to keep it that way! ■



A blue Land Rover Series IIA is parked on a gravel driveway in front of a two-story brick house with white window frames. The car is the central focus, with its license plate 'JPD 851C' clearly visible. The background shows the brick wall and a window of the house.

Memory lane

Gotta lotta bottle?

John Dentry was looking up some of the old vehicles he used to own or drive and noticed that records indicate that the Series IIA he once used as an employee of the Milk Marketing Board in 1968 still exists. John's Land Rover ownership history extended to a IIA and a 109in SIII of his own, but he's keen to track down JPD 851C so that he can pass on his memories to the current owner. Email editor@series2club.co.uk if you know of its whereabouts and we shall put you in touch.

The winner takes it all

Preparations for the 2021 Series 2 Club Rally threw up an opportunity to take a trip down memory lane and look at some past 'Best in Show' winners

WORDS GORDON LOWE

2019





While preparing for the upcoming Series 2 Club Rally, an email came through from member Brian

Totman asking where to return the 'Best in Show' shield. Brian is the current holder, having been awarded it in Devon in 2019 – the last time that the Rally was run due to the impact of Covid-19 – where his 1963 Liverpool-registered 109in Station Wagon proved worthy of the trophy.

His email then prompted an interesting discussion as Brian pointed out that he had taken up the last remaining space on the shield and with that in mind, the committee decided that he should keep it so that it became part of the vehicle's history.

Rather graciously, he then offered to fund a replacement trophy and consequently, a new chapter will begin of recording the hard work and time spent by Club members on their vehicles. The decision has also been made that there will now be a smaller shield produced each year that can be kept by the owner of each winning vehicle.

However, discussions around the trophy also prompted a look back at some of the previous winners. This began with Paul Lund in 2000 with his Deep Bronze Green 88in and has seen a real variety of standard and 'optionally-equipped' vehicles follow his lead, including a Lomas Ambulance and a brace of fire tenders. ■



'... discussions around the trophy also prompted a look back at some of the previous winners.'

2014



List of previous show winners

- 2000** P Lund BVH 856A
- 2001** M Strangways ASL 908 –
Fire Tender
- 2002** G Bentley PTE 723L
- 2003** C Harris JDT 784D
- 2004** P Lund VTU 104E –
Lomas Ambulance
- 2006** A Metcalfe SMK 908F
- 2007** P Cupit USJ 365 –
Mr Pickles Breakdown
- 2008** T Lucey YRD 536C
- 2009** R Turpin ALN 238B
- 2010** P Karkoszka 994 HRA
- 2011** B Lacey ADM 271A
- 2012** U Eversmeier HF IT 109H –
One Tonne
- 2013** R Campbell CYO 573H
- 2014** J Stokes BFP 786
- 2015** Titch XCY 436J
- 2016** J Cramphorn 73 FL 81 –
Forward Control 101in GS
- 2017** K R Thorpe KWJ 25J –
Out of Africa
- 2018** P.Day KJW 294D – *Fire Tender*
- 2019** B Totman 918 8KF



2018





Community service

Many of us use our Land Rover's off-road capability for fun and enjoyment, but have you ever considered putting it to use in the local community?

WORDS & PICTURES PETER HOLDEN





I have recently joined our local North West 4x4 Response charity which is comprised of a group of volunteers who offer logistical support to the emergency and essential services in poor weather and times of need.

North West 4x4 Response is part of 4x4 Response UK, the national umbrella organisation consisting of 31 regional groups of 4x4 users looking to make a difference.

In addition to the emergency services and their associated bodies, they provide support to charities and other voluntary groups by providing trained personnel, vehicles and equipment in situations necessitating the use of four-wheel-drive vehicles as well as more mundane things like providing car parking personnel and recovery at events such as Carfest.

In February (before I joined), they were involved in the rescue of people in Warrington when the area suffered from major flooding and over the Easter weekend they were part of a support package for the Police, Fire and Ambulance services at the local Lancashire beauty spot of Rivington Pike which gets inundated with visitors.

Some of the duties undertaken included returning lost children to their parents, administering first aid to weary walkers, handing out bottled water to those suffering from unexpected exertions and helping the Fire Service contain a fire, possibly caused by a disposable barbeque. There is also an ongoing deployment in the Manchester area delivering, and collecting, pulse oximeters from the homes of some of those suffering from Covid-19.

When I first joined, I was classed as a probationer and had to complete a basic first aid course and an on- and off-road training course. Since then, I have taken part in the Easter deployment at Rivington and subsequent training has taken place including in recovery techniques and further first aid. I have now become a full responder and can be called out to assist when the need arises.

To maintain credibility with the emergency services, we are expected to have accredited training and to that end I have just completed a Lantra Off Road Vehicle Operating (4x4) course. This was an enjoyable day, but crucially, it was designed to enhance and expand both practical and theoretical skills, including making risk assessments. ■

4x4 Response Find out more

If Peter's report has whetted your appetite and you fancy getting involved and putting your own Series II (or other vehicle) to good use, then more information can be found online at www.4x4response.info.

There is an active forum so that you can find out more before you take the plunge, after which the next step is to see if a local group already exists within your area, or in an adjacent location. If not, then the organisers are keen to point out that more groups are always being set up and, although the amount of work involved is not to be underestimated, there is the possibility of establishing your own within the network.

Key to joining is the fact that you do not need a highly-modified Land Rover to become an active member – vehicles with standard off-road capability and a driver with common sense are more than adequate!





There's life in the old DOG yet

It took a little bit of convincing, but now
an inherited Series IIA has had new life breathed
into its impressively original lungs

WORDS & PICTURES MARK ALLEN



Daunting task or dream find? The 88in had been used as intended and showed little signs of modification.



I must begin by admitting I know very little about Land Rovers but my knowledge is improving and, having recently joined the Series 2 Club, I have been overwhelmed by the support and advice offered by other members.

Why have I joined the Club? Well, I am now the proud owner of a 1965 Series IIA 88in that bears the registration DOG 426C. This particular Land Rover belonged to my father-in-law – it was undoubtedly his pride and joy, but he sadly passed away in July 2020.

He had kept the IIA next to the River Wye and used to ferry his fishing equipment across farms and fields. Although he loved it, to admit that it was in a state of disrepair would be a bit of an understatement and on seeing it for the first time since his

passing, my initial thought was that it was definitely a candidate for the scrapyard!

Fortunately, the farm owner clearly knew its value and could see the potential within and subsequently persuaded me to have it recovered from its resting place and to embark on a renovation project during the ongoing Covid-19 lockdown.

Upon closer inspection, the chassis and bulkhead only required relatively minor welding and as the project progressed, we opted to repair and restore many original parts in order to retain its authenticity.

Now back in use having recently passed an MoT test, the decision to not repaint means that its natural patina is a regular topic of conversation amongst our local community and even when parked next to fully-restored examples, ours seems to draw the most attention! ■





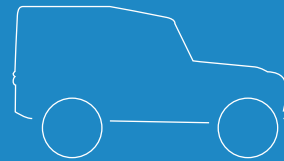
Mark Allen set about overhauling the IIA until he had a Land Rover fit for the road once again.

It might now boast a fresh tilt and numberplates, but DOG's patina is a talking point when out and about.



Insurance tailored around you and your Land Rover

At Adrian Flux we have over 45 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 916 1288** compared to online.



Ask our experienced staff about:

- Laid-up cover
- Club member discounts
- Agreed valuations
- Limited mileage discounts
- Breakdown cover

Car Club Quoteline: 0800 916 1288

Authorised & regulated by the Financial Conduct Authority



Trustpilot rating checked on May 4th 2021

ADRIANFLUX adrianflux.co.uk



Club shop

The Series 2 Club has a wide range of merchandise available. For clothing, visit www.birdsofdereham.com and find us under the 'clubs' heading; for non-clothing items, email shop@series2club.co.uk to check availability or to order



WIPER MOTOR GASKET £3 (pair)



SOFTSHELL JACKET from £30

Includes embroidered crest on chest. Available in navy blue, black or red. Wind and shower resistant.



T-SHIRT from £10

100% cotton. Can be personalised with name or reg for an additional £2.50. Available in red, blue, grey, green and black.



FLEECE JACKET from £20

Embroidered with club crest. Available in green, blue, black and red. Can be personalised for an additional £2.50.

Vehicle Registration Office

Identity investigations

WORDS PETER HOLDEN

In some ways there isn't much to report as there has been little change in our circumstances, although by the time this is in print, we should be catching up on outstanding inspections providing our inspectors feel comfortable that they can work in a Covid-safe environment.

I am getting lots of emails and phone calls from people who have encountered problems with the DVLA – many have no connection with Series II or III models, but the only specific Land Rover-related clubs on the DVLA list are ours and the Series One Club. I am unable to help with many of these requests as we don't have the authority from the DVLA or the expertise in other vehicles.

On a positive note however, we have recently been successful in helping a member change some incorrect details on their V5. In all innocence, they contacted the DVLA to make a couple of simple changes – to add the correct suffix to the recorded chassis number and to change the designation of the vehicle from a 109in to an 88in. This opened a real can of worms with the DVLA asking for proof from Jaguar Land Rover (which would never be forthcoming). With the help of Dave Dutton, our former VRO, we have been able to identify (with evidence), the correct suffix. I was also able to explain to the DVLA how the chassis numbering works, thus proving that the vehicle is indeed an 88in and the owner now has an accurate document for their Land Rover.

Another ongoing case is unfortunately not so simple and we may not be successful in the end. It involves a 1980 Series III with an early VIN instead of a chassis number. The new owner bought it with a valid V5 but requiring a lot of work and in the process the hard top was replaced with a truck cab and the colour changed.



‘In this case the DVLA only needed notifying of the colour change and not the fitting of a truck cab.’

The owner then wrote to the DVLA regarding the change of bodywork and colour, but because the DVLA systems are set up for modern vehicles of a mono-coque structure, this was passed to the section dealing with kit cars and radically altered vehicles as a change in bodywork is classed as a major modification. This then prompted a DVLA inspection and unsurprisingly, the inspector's first port of call was the offside dumb iron, only to

find that there was no stamped identifier.

The inspection process stopped there as in their eyes, the vehicle could not be identified. DVLA have now sent out a new VIN which has to be stamped by, and a form completed by, a VAT-registered garage. The vehicle now has to be registered by one of two routes: either an IVA which will result in assignment of a ‘Q-plate’ (and it is impossible without major modifications for a Series III to pass an IVA), or go down the rebuilt classic route which requires parts from more than one vehicle of a similar age, where the age can be proven and receipts shown. The vehicle is then given the build date of the newest component. The sticking points at the moment are that we cannot date the chassis to a specific year (no number and we are the Series 2 Club and therefore our expertise and records are not based around Series IIIs) and the fact that the engine is a 19J diesel from a Defender.

In this case the DVLA only needed notifying of the colour change and not the fitting of a truck cab. They made a mistake in requiring the inspection, but once they had discovered the lack of a stamped VIN there was no going back – in their eyes the vehicle has no identity.

In both of the above cases, life would have been much simpler if I had been contacted before the DVLA but neither of these owners would have known that as they weren't Club members until they encountered problems.

As an aside, I have recently been contacted by someone thinking of importing a Forward Control IIB from South Africa. It is cheap, even with the costs of importing into the UK, but there is no documentation with the vehicle. An email discussion has made the prospective buyer change his mind.

Est. UK 1950
Bearmach
 PARTS FROM OVER 200 BRANDS SINCE 1958
OE BRANDED / GENUINE / BEARMACH



NEXT DAY
 UK Next Day Delivery

3
 3 Year Warranty on Bearmach branded products

Technical Support
 Ask us for help with parts ID

SERIES 2 CLUB DISCOUNT: 10% OFF
 Use code **TLRS2C10**
 T&Cs: Valid on bearmach.com
 Excludes shipping, taxes, sale, clearance items & some product ranges.

BUY ONLINE | FIND A DISTRIBUTOR | OPEN A TRADE ACCOUNT



HNJ
 Engineering Ltd



NEW!
 Land Rover Series 2.25 Petrol
 SU Carburettor Adaptor Kit.
 Retain your factory fitted manifolds.

*High quality engineered items
 designed & manufactured
 in the United Kingdom*






t: +44 (0)7989 101458
w: www.hnjengineering.co.uk

RIMMER BROS EST 1982
 A BRITISH COMPANY SUPPORTING BRITISH CARS

LAND ROVER
 ORIGINAL, OEM & AFTERMARKET
 PARTS & ACCESSORIES
 1948 TO PRESENT DAY

ALL THE PARTS YOU NEED

Trust us to deliver...**Worldwide.** Millions of parts in stock.

Parts service also available for Triumph, MG, Rover, Mini & Jaguar '96 on.








ASK FOR A FREE CATALOGUE

Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA. England
 Telephone: 01522 568000 | Fax: 01522 567600 | E-mail: sales@rimmerbros.com
www.rimmerbros.com



Series specialists

Breaking the mould

In the first of a new series, we look at some of the specialists that are on hand to help keep your Land Rovers on the road, starting with Charlesworth & Sons Ltd.

WORDS MARTIN PORT & SUE CUMMINGS



A couple of Land Rovers from the fleet outside the Charlesworth factory.
Right: Willie J Charlesworth started his engineering works in 1897.

To those in the know, the Charlesworth name is now synonymous with the production of Land Rover parts, but there is a long-established history behind the company now run by Sue Cummings and her brother.

It was Sue's great great grandfather, Willie J Charlesworth who began an engineering business in 1897 and by 1924 was trading as the now familiar Charlesworth

Mouldings. Cummings worked with his three sons to develop the very first plastic moulding processes and was considered to be cutting edge at the time, using state-of-the-art materials.

In 1941, Sue's great grandfather Percy, and grandfather Cyril, formed Charlesworth & Sons Ltd and set about producing Bakelite parts to aid the UK war effort. As part of this, they designed and built their own moulding machines – some of which are still used on a daily basis in the



Charlesworth factory today. Indeed, the current site is the same one that the family designed and built in the early 1950s and further adds historical weight to the Charlesworth story.

But how did the Land Rover link come about? “My mother had been tinkering with vehicles all of her life,” explains Sue. “She was building and competing in her own cars as soon as she could drive and became the first female to enrol at the local engineering college – the same establishment that I later went to.”

In 1965, Sue’s father joined the business, her parents married in 1974 and their first Land Rover arrived a year later. “Dad had wanted a Land Rover since he used to drive a Series II on the farm as a child,” recalls Sue. “Subsequently, my first journey in one was coming home

‘My first Land Rover rally was at Eastnor Deer Park – I was three weeks old!’

from the maternity unit and my first Land Rover rally was at Eastnor Deer Park – I was three weeks old!”

The company cornered the market producing parts that other manufacturers wouldn’t consider – low volume, obscure and technically challenging components,

and it was this ethos that led to them making Land Rover parts – initially for their own projects where replacements were either unavailable or of questionable quality. The family fleet now ranges from a 1951 Series One 80in to a Pinzgauer, but most Club members will be familiar with Sue’s Series II ‘Pink Panther’ that is a regular at shows and events.

These days, the company embraces the latest technology alongside original tooling to produce a multitude of parts for the Land Rover and classic car market – from steering wheel renovation to grommets and gearknobs. As Sue admits, as one mould tool is made, another is in the pipeline, with the range constantly expanding, but they still go by their grandfather’s favourite phrase: “Difficult is normal; the impossible takes a little longer.” ■



Sue Cummings’ grandfather Cyril (top left) and great grandfather Percy (bottom left) formed Charlesworth & Sons Ltd in the early 1940s.

Original tooling, designed and built in the 1940s is still in use alongside modern 3D printing and manufacturing techniques.



Information

Charlesworth & Son Ltd
 Wishaw Lane, Curdworth,
 Sutton Coldfield,
 West Midlands B76 9EL
 United Kingdom
www.charlesworthmouldings.co.uk
 Telephone 01675 470382

In the workshop

Roof rack construction

WORDS CHRIS MORTIMER

I don't know about you, but I find that there's never enough storage space in the back of an 88in Land Rover. I've got boxes of spares, lubricants and tools, all taking up space that I could use for other things such as blankets or food and drink on a trip out. What I needed was a roof rack – easy enough to buy, but from what I could see they would raise the height of the vehicle too much as it only just fits under the garage door frame. To solve this, I decided to build a rack that would be no higher than the roof, project over the windscreen a little, not impede the opening of the bonnet nor obscure my view. I also didn't want it to be too heavy and the resulting design wasn't too dissimilar to that used on Carawagons.

Construction was from tubular steel and flat bar. The front of the rack would have rounded 'barrel' sides to mimic the design of the front wings and a Land Rover badge was laser cut and welded into the front. Supporting arms bolt to the windscreen pivot bolts and as the rack wasn't as wide as the roof guttering, the arms were bent in at the top and then welded to the rack, meaning that your view is not impeded by two steel tubes.

The back of the rack is bolted to the ribs in the roof with rubber strip sandwiched between in order to keep the water out. At the front of the rack I've bolted on an ex-army box in which parts can be stored. Chairs can be strapped down along the length leaving the rest free for tents, tables etc – everything that used to be stored inside. Finally, the complete rack was hot-dipped galvanised, in keeping with the rest of the vehicle cappings, bumper and windscreen. Did it work? Yes, just as long as you remember to check the height of whatever you load onto it before you drive in or out of the garage!



Richardschassis

88in Series II/IIA - suffix A-C Replica	£1,800+VAT
88in Series II/IIA - suffix A-C/D-H	£1,650+VAT
88in Series IIA - suffix A-C Military	£1,775+VAT
88in Series IIA - suffix D-H Air Portable	£1,775+VAT
109in Series II/IIA 4-cylinder truck/SW - suffix A-C/D-H	£2,180+VAT
109in Series II/IIA 6-cylinder truck/SW - suffix D-H	£2,360+VAT
109in Series II/IIA 1-Ton 4-cylinder truck/SW - suffix D-H	£2,470+VAT
109in Series II/IIA 1-Ton 6-cylinder truck/SW - suffix D-H	£2,470+VAT

A discount of 5% is applied to the above for Series 2 Club members



01709 577477

www.richardschassis.co.uk

info@richardschassis.co.uk

**Unit F2, Swinton Bridge Industrial Estate,
Whitelee Road, Swinton S64 8BH**

Discount not available on non-Series II chassis

Club contacts

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

OFFICERS

Chairman

Alex Bywaters

chairman@series2club.co.uk

Vice Chair

Peter Holden

vchair@series2club.co.uk

Secretary

Suzanne Lindsey

secretary@series2club.co.uk

Treasurer

Tom Pilling

treasurer@series2club.co.uk

Membership Secretary

Gene Maxwell

membership@series2club.co.uk

07926 789028

Built 2 Last Editor

Martin Port

editor@series2club.co.uk

Advertising Manager

Richard Allin

advertising@series2club.co.uk

Postal Secretary

Gene Maxwell

post@series2club.co.uk

Vehicle Registrations Officer

Peter Holden

vro@series2club.co.uk

Shows Officer

Frank Dunhill

shows@series2club.co.uk

Webmaster

Alan Jones 07523 871699

alan@wittsend.co.uk

Shop Manager

Andrew Woods

shop@series2club.co.uk

MoT Exemption Advisor

Alex Bywaters

motexemption@series2club.co.uk

GENERAL ENQUIRIES

Gene Maxwell 07926 789028 or

Webmaster alan@wittsend.co.uk

Club Correspondence

Series 2 Club Ltd.,

BM 7035, London WC1N 3XX

AREA REPS (UK)

Anglia

Chris Mortimer

anglia@series2club.co.uk

Bristol

Andy Phillipou

bristol@series2club.co.uk

Central Shires

James Pearce

centralspires@series2club.co.uk

East Midlands

John Stokes

eastmidlands@series2club.co.uk

Essex

Gary Gosney

essex@series2club.co.uk

Garden of England

Vacant (applicants welcome)

kent@series2club.co.uk

New Forest & Solent

James Williams 07989 101458

newforest@series2club.co.uk

North East & Borders

Phil Vasey

borders@series2club.co.uk

North Wales & Shropshire

Vacant (applicants welcome)

secretary@series2club.co.uk

North West

Dave Marrin 07526 583401

northwest@series2club.co.uk

Peak District

Philip Hallows

peakdistrict@series2club.co.uk

Scotland North

Vacant (applicants welcome)

scotland-north@series2club.co.uk

Scotland South

Gene Maxwell

scotland-south@series2club.co.uk

07926 789028

Severn Valley

Andy Robinson

severnvalley@series2club.co.uk

South West

Clive Withey 07711 121399

southwest@series2club.co.uk

Surrey & Sussex

Eddie Grinstead

surreyandsussex@series2club.co.uk

Thames Valley

Johnny Wells

thamesvalley@series2club.co.uk

Wales South

Richard Jones

cymru@series2club.co.uk

West Midlands

Edryd Coleman

westmidlands@series2club.co.uk

Yorkshire

Gordon Lowe 01469 560166

yorkshire@series2club.co.uk

AREA REPS (ROW)

Africa

Alex Pettefer

africa@series2club.co.uk

Australia & New Zealand

Peter Mercer

australia-nz@series2club.co.uk

Canada

Dixon Kenner

canada@series2club.co.uk

DACH (Germany, Austria & Switzerland)

Mike Brailey

dach@series2club.co.uk

Italy

Paolo Turinetti

italy@series2club.co.uk

Netherlands

Adrian Smulders

netherlands@series2club.co.uk

North America

Vacant (applicants welcome)

secretary@series2club.co.uk

Rest of World

Peter Mercer

australia-nz@series2club.co.uk

Northern Ireland & RoI

Andrew Carlisle 07808 183535

ireland@series2club.co.uk

Area meets

Please email updates to editor@series2club.co.uk

COVID-19

Please note that Covid-19 puts a number of restrictions on organising club events at the moment. Club policy requires all Club events to adhere strictly to the guidance and that safety and wellbeing of members is the absolute top priority. Before attending any event please check your local guidance to ensure you are compliant, and consider your personal situation and safety before venturing out.

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

Details of upcoming meetings will be emailed and posted on regional Facebook page.

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

Garden of England

When? Second Thursday

(not Aug), 7.15pm

Where? The Chequers, Heaverham, Kent TN15 6NP

Contact 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: 07545 092062; 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? First Saturday, 5pm

(from 3 July 2021)

Where? The Lion, Wendlebury OX25 2PW

When? Second Saturday, 5pm

(from 10 July 2021)

Where? The Ship Inn, Thatcham RG19 8BD

When? Third Saturday, 5pm

(from 17 July 2021)

Where? The Black Horse Inn, Chesham HP5 3NS

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

Supplier discounts

Supplier discounts

Special offers for Club members

PARTS

Bearmach

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

Britcar

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

Classic Car Geek

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

Dingocroft

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

Disklok

10% discount using the code social10 at **www.disklokuk.co.uk**

Les Cromie

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

Madeley Brass Castings

Series 2 Club 35th anniversary grille badge. £6 including postage. PayPal to **helenshenton78@yahoo.com** (include your name and address) or contact for bank transfer details: **01952 583004** or visit **www.madeleybrasscastings.co.uk**



Richards Chassis

www.richardschassis.co.uk
5% discount to club members on their chassis – mention the club when ordering.

Thomas Smith Fasteners

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

TurbineJon

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

Undercover Covers

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

CONSUMABLES

Opie Oils

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

Smith and Allan

www.smithandallan.com oils and grease, offer a 10% discount to club members, enter code 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
Specialist club rates are available from Footman James. Please remember to provide your membership details during the call.

Heritage Insurance

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



UNDERCOVER COVERS

Top-quality soft-tops and more for classic Land Rovers



MANUFACTURERS OF TRADITIONAL
BRITISH CANVAS PRODUCTS

Undercover Covers has a long-standing reputation as a manufacturer of the highest quality canvas products – with more than 40 years' experience of civilian and military vehicles of all ages.

Our design team can create tailor-made covers to original and customer specifications as required. We can advise you on the best solution to suit your Land Rover.

We have many satisfied customers and have received endorsements from clubs and individuals alike. Suppliers of soft-tops and seating to vehicle restorers including Dunsfold DLR, Mr Ken Wheelwright, Mr Tom Pickford, Mr John Taylor, Mr Andy Bullas and The Houben Family.

Please contact us with any specific requirements, or if you would like to examine examples of our work.



And we make more than just soft tops, too!

Seats • Tool rolls • Rad muffs • Series I grab rail bags • Door top bags • Saddle bags

All manufactured to the very highest standard in the heart of the West Midlands



Contact Steve on 0121 622 5562 • www.undercovercovers.co.uk
steve@comptons2000.co.uk • enquiries@comptons2000.co.uk

CLASSIC LAND ROVER Gathering

24-25 July 2021

Sponsored by



LOWER FARM, SKILLINGTON, NG33 5HF



FEATURES INCLUDE:

- Talk by Col John Blashford-Snell CBE, leader of the Darien Gap Expedition in 1971/72



TICKET PRICES:

ADVANCE*

- SATURDAY - Adult £12.00
- SUNDAY - Adult £12.00
- WEEKEND camping & show admission** £30.00

*Advance ticket deadline 16 July, 2021

**On-site camping is available on Fri 23rd & Sat 24th

- Dynamic display of Land Rover Special Projects from the 1960s
- On-site camping facilities
- Relevant club stands
- Trade and food stands
- Gentle off-road course
- Trophies aplenty
- Dog show

OFF-ROAD COURSE*

£10.00**



**Subscribers to Classic Land Rover or Classic Military Vehicle magazines purchasing any ticket will receive a FREE off-road course ticket.

*Off-road course is on-site and will be in your own vehicle and will be escorted. All drivers and passengers must wear a fitted seatbelt and follow all instructions given by marshals.

...and more!

SIVE - EXCLUSIVE - EXCLU EVENT MERCHANDISE



T-SHIRTS
£19.99

HOODIES
£29.99

PLUS!
UK PREMIER screening of the Australian film production -
'SERIOUSLY SERIES - ROAD TO RUIN'



TO PURCHASE ADVANCE TICKETS CALL: **01780 480404**
www.classiclandrovergathering.com

For all enquiries please contact clrgathering@keypublishing.com