

THE OFFICIAL MAGAZINE OF THE SERIES 2 CLUB



BUILT 2 LAST

WINTER 2023 ISSUE 148



Overland memories

Trans-African trip in a converted Series II ambulance

Plus UNAtrek expedition • Classic Motor Show roundup • Tech: Tex Magna-Lite

#148 Contents



20



36



42



30

Welcome

4 News & reviews

All the latest happenings from the Land Rover and Series II community, including a list of all the new members

9 From the acting chairman

An update from Mark Wilson

10 Behind the scenes

A return to the Classic Motor Show for the Series 2 Club and a particularly innovative stand

16 Cutaway resto

Unveiled at the NEC, the Club's cutaway engine is once again in fine fettle

20 Earning your stripes

Overland from Africa to the UK in an ex-Zambian Army Series IIA ambulance

30 In the beginning...

Founding member, Ross Floyd, offers an insight into the early days of the Series 2 Club and the vehicle that started it all

36 Three men in a Land Rover

The second of our overlanding stories in an exclusive extract from a new book – member discount available

42 Fleet update

Paul Bohan with an update on his collection of early Series IIs

46 Tech: Tex Magna-Lite resto

Overhauling a Tex Magna-Lite indicator unit with Ad Smulders

48 Out & About

A roundup of the latest shows, workshop meets and area updates

52 Club information

Club and area representative contact information, plus details of area meets

54 Supplier discounts

Special offers for Club members

Sitting in my office, I have the normally privileged position of being able to see my own Series II on the driveway and yet that is now bitter-sweet.

Don't worry – it's not going anywhere, but that's the problem: recent work to fit a new exhaust revealed weeping core plugs on top of other age-related issues and so the decision has finally been made to remove and rebuild the engine this winter.

Visiting the Classic Motor Show and seeing the fabulous Series 2 Club stand that was a result of the hard work and dedication of many, made me even more determined to get back on the road as quickly as possible, but for those in 'dry dock', we do have some gems in this issue.

We have a brace of overlanding stories, starting with Philip Russell and Perry Duffield who drove an ex-ambulance back from Africa in the early 1970s; Russell recounts their adventures starting on p20. In a similar fashion, three young men took a 109in Series IIA from London, across three continents, 40 countries and racked up 40,000 miles just a few years previously and we are lucky enough to have an exclusive extract from a new book documenting their trip (p36).

For those wanting to know more about the origins of the Club, founding member Ross Floyd spills some of the beans (p30) and if you need a mini rebuild project during the winter months, then Ad Smulders takes us through the rebuild of a Tex Magna-Lite indicator unit on p46. Enjoy.

Martin Port Editor



WE NEED YOUR SUBMISSIONS!

Please keep your articles and photographs coming in. Without them, *Built 2 Last* wouldn't happen. **The deadline for submissions for the Spring 2024 issue is 16 February.**

Email material to:
editor@series2club.co.uk
or b2editor@gmail.com
or use the free service at www.wetransfer.com for large files.

Please note that we reserve the right to edit all submissions and that by sending us your content, you are consenting to this part of the editorial process.

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2024 RALLY BOOKING OPEN!

As revealed in our last issue, the 2024 Series 2 Club Rally will be held in Norfolk at Fakenham Racecourse from 8-11 August. This will be the 20th Club Rally and we are pleased to announce that booking is now open for what will undoubtedly be yet another superb event.

More details of precisely what will be on offer over the four days will follow on the Series 2 Club website and in the Spring issue of *Built 2 Last*, but the usual mix of greenlane outings and visits to local attractions will certainly be included.

As you will read on p6, the revamped Club website will have the facility to take online payments for the Rally, but if you would prefer not to wait until the official site launch on 1 January, then you can still fill out the booking form opposite and send payment by cheque to the address given.

The pricing structure for camping at the racecourse has been set by the hosts, but spaces need to be booked via the Series 2 Club. Although the costs are a little complicated, we hope that the tables on the booking form will help to explain this. See you there!





BOOK NOW!



FAKENHAM

8 - 11th August - 20th Club Rally

Fakenham Racecourse NR21 7NY

rally@series2club.co.uk



- Greenlanes - BBQ - Charity Raffle - Quiz night - NNR Railway tour - Fish 'n' Chip run -

JOIN THE LAND ROVER SERIES 2 CLUB



NEW SERIES 2 CLUB FLYER REVEALED

| | | | |
|--|---|---|---|
| <p>OUR COMMUNITY</p> <p>There are over 2,000 members, mainly in the UK, but also in over 20 other countries. We are always looking for new members. If you have the opportunity to meet like-minded people and share your passion for the Series 2, please contact us. We have the opportunity to meet like-minded people and share your passion for the Series 2, please contact us.</p> | <p>SUPPORT AT EVERY TURN</p> <p>Whether you're thinking about buying your very first Series 2 or you've got 5 in the workshop, we all have questions from time to time. And our community is here for you. With specialist advice, experience, knowledge and support from our members, there is no problem you have not solved. Simply ask our help forum, share your challenges with our Facebook group or speak to someone in person at one of our many Club events.</p> | <p>FULLY LOADED WITH EXTRAS</p> <p>Essential reading</p> <p>Packed with interesting articles and indispensable information on Series 2 Land Rovers, our quarterly Club magazine 'Built 2 Last' is delivered directly to your door - plus all back issues are available online. Members also get online access to all Land Rover Service Newsletters, Owner and Parts Manuals, and a constantly updated Vehicle Database of over 14,000 vehicles.</p> <p>Save!</p> <p>We have negotiated exclusive discounts on parts and insurance for all of our Members.</p> <p>The Future</p> <p>The Club is affiliated to several organisations which promote, lobby and fight hard to secure the rights and freedoms to keep historic vehicles on the road and in the countryside. These include The Federation of British Historic Vehicle Clubs, The Association of Land Rover Clubs and The Green Lane Association.</p> | <p>DVLA</p> <p>Working with the Driver and Vehicle Licensing Agency we can conduct vehicle inspections and guide you through the process of registering a vehicle onto the DVLA database (see application form) and offer an invaluable service for people recovering, supporting or attempting to identify abandoned vehicles or barn finds, including Series 2 models.</p> <p>Merchandise</p> <p>We have an exclusive collection of Land Rover Series 2 Club merchandise and clothing available to buy.</p> <p>Partners</p> <p>We are a DVLA-licensed club and affiliated to The Association of Land Rover Clubs, The Federation of British Historic Vehicle Clubs and The Green Lane Association.</p> |
|--|---|---|---|

JOIN TODAY FOR ONLY £25 PER YEAR

(covering 2 full years membership of same address)

With the Classic Motor Show looming and realising that the existing Series 2 Club promotional flyer was not only 12 years old but also contained out of date information, the decision was made to revamp the material. With the help of a design company, this 'shiny' new fold out leaflet was produced – just in time to hand out at the NEC in November and should be available for future events.

BOOKING FORM

FAKENHAM

8 - 11th August 2024
20th Club Rally8 - 11th August 2024
20th Club Rally

Name Email

Membership Number Contact number(s)

Address

..... Postcode

| | |
|---|---|
| Number of adults in party (including driver) | Vehicle 1: Series 1/2/2A/3/Other (circle as appropriate) Year Registration |
| Number of children under 14..... | Vehicle 2: Series 1/2/2A/3/Other (circle as appropriate) Year Registration |
| Number of dogs (2 max) | |

Camping at Fakenham Racecourse. Fakenham provides two types of camping pitch. One for Caravans/Motorhomes (includes electric hookup), or pitches for tents. Fakenham provides purpose built and serviced toilet and shower facilities within the site. We also have exclusive use of the Prince of Wales suite for the entertainment on Saturday evening. Booking of the campsite is made through the S2C club. You can fill out this form, include a cheque and post them to **Rally, Series 2 Club Ltd, BM 7035, London WC1N 3XX**. Please see tables below for pricing OR if you need a hand working it all out call **Ben Stock** on **01205 311732**. Online booking will be available in the new year when the new club website is launched. The complicated pricing has been set by Fakenham.

| Caravan/Motorhome | | | | Caravan/Motorhome | | | |
|---------------------|---------|----------|----------|-----------------------|---------|----------|----------|
| No. Adults \ Nights | 1 night | 2 nights | 3 nights | No. Children \ Nights | 1 night | 2 nights | 3 nights |
| 1 | £19.50 | £39.00 | £58.50 | 1 | £3.00 | £6.00 | £9.00 |
| 2 | £28.00 | £56.00 | £84.00 | 2 | £6.00 | £12.00 | £18.00 |
| extra | +£7.00 | +£14.00 | +£21.00 | extra | +£3.00 | +£6.00 | +£9.00 |

| Tent | | | | Tent | | | |
|---------------------|---------|----------|----------|-----------------------|---------|----------|----------|
| No. Adults \ Nights | 1 night | 2 nights | 3 nights | No. Children \ Nights | 1 night | 2 nights | 3 nights |
| 1 | £8.00 | £16.00 | £24.00 | 1 | £4.00 | £8.00 | £12.00 |
| 2 | £16.00 | £32.00 | £48.00 | 2 | £8.00 | £16.00 | £24.00 |
| extra | +£8.00 | +£16.00 | +£24.00 | extra | +£4.00 | +£8.00 | +£12.00 |



Rally Pack (includes welcome pack and admin fees) £15.00



I will be camping at the racecourse. I enclose a cheque (including £15 Rally Pack) for £..... made payable to **Series 2 Club Ltd**

We plan to run a number of events over the course of the rally, details of these will follow. On Saturday evening there will be the traditional buffet provided by outside caterers. Payment made on arrival to the rally.

SERIES 2 CLUB GETS NEW WEBSITE



One of the outcomes of the recent Club survey was the desire to see a revamped website. Well, we are proud to announce that as a result, a new Series 2 Club website will be launched on the 1 January 2024.

Over the past few months, the new site has been built using the extensive resource material available on the 'old' website, but packaged in a more contemporary and accessible format that works on both desktop and mobile devices.

The new website is also integrated with CrossMember, the Club membership system. Linking the two means that current members are automatically provided with a login to the Members Only section of the website where they can access exclusive information. This section includes information such as:

- Your current membership details, renewal date and stored contact details
- Club discounts
- Vehicle Registrations Office information

- Workshop manuals and service sheets
- Digital editions of *Built 2 Last*
- Image galleries including Picture of the Month and Members' Motors
- A 'who's who' in the Club

The new website was unveiled at the club AGM at the end of November and over the coming weeks you will receive an email with details on how to set up your website login password. It's worth adding that you need to know your membership number to log in as it forms part of your login username – all of which will begin with 's2c-' followed by five digits that include your membership number with leading zeros. For example, member number 1234's username would be s2c-01234; member 123 would be s2c-00123.

The new homepage will include a feed from our new social media accounts, including our Club Instagram (lrseries2club). It also displays Club news, posts that announce important updates and

also recent forum public posts.

The website will allow members to submit their vehicle details to the Vehicle Database Officer and help expand our already vast database of Series II Land Rovers. In time this will be accessible online.

An online booking form and payment system for the Club Rally will also be integrated and future plans include possible Wiki sites, including one that can be used to document our huge collective knowledge of vehicle history and maintenance.

The new website has been kindly developed by one of the Club members, and they will generously continue to help expand and support the site, although please note that this has been done without payment and fitted in around work and home life so we really are extremely grateful.

One of the posts you will see on the website homepage is the announcement of another new service – a Club email newsletter. This will be delivered to your inbox between issues of *Built 2 Last* being delivered through your letterbox. Using a professional suite of tools we plan to use the newsletter to keep members up-to-date with announcements and benefits.

So, keep an eye out for the launch of the new website and we hope you will visit www.series2club.co.uk and make use of the resources available.

Welcome to the Club...

| | | | | | | | | |
|------|---------------------------|------------------------|------|------------------------|-------------------------|------|-------------------------|-------------------------|
| 8394 | John Cameron | <i>Nairnshire</i> | 8417 | David Hunter | <i>North Yorkshire</i> | 8441 | Simon Back | <i>Essex</i> |
| 8395 | Graeme Shimwell | <i>Herefordshire</i> | 8418 | Kate England | <i>Northamptonshire</i> | 8442 | Mike Mafin | <i>Kent</i> |
| 8396 | Adam Hill | <i>Somerset</i> | 8419 | Robert Hedges | <i>Northamptonshire</i> | 8443 | Joe Goodwin | <i>South Yorkshire</i> |
| 8397 | James Hepworth | <i>North Yorkshire</i> | 8420 | Chris Pitt | <i>Sussex</i> | 8444 | Pat Nuttall | <i>Oxfordshire</i> |
| 8398 | John Bennetts | <i>Leicestershire</i> | 8421 | Paul Wylie | <i>Somerset</i> | 8445 | Kevin Usher | <i>Aberdeenshire</i> |
| 8399 | James Raynor | <i>West Yorkshire</i> | 8422 | Andrew Townsend | <i>Angus</i> | 8446 | Gordon Browne | <i>Antrim</i> |
| 8400 | David Clark | <i>Denbighshire</i> | 8423 | James Lynch | <i>Denbighshire</i> | 8447 | Alfie Taylor | <i>Oxfordshire</i> |
| 8401 | Mick Mowchenko | <i>Canada</i> | 8424 | Shaun Edis | <i>Yorkshire</i> | 8448 | Karl Anderson | <i>Middlesex</i> |
| 8402 | Dave Elsby | <i>Cheshire</i> | 8425 | Rodger Wightman | <i>Lancashire</i> | 8449 | Adrian Leck | <i>Devon</i> |
| 8403 | Dave Verrill | <i>Carmarthenshire</i> | 8427 | Mike Tighe | <i>Lancashire</i> | 8450 | James Trembecki | <i>Northamptonshire</i> |
| 8404 | John Orr | <i>Essex</i> | 8428 | Aldo Folli | <i>Cornwall</i> | 8451 | James Bell | <i>Cambridgeshire</i> |
| 8405 | Nathan Fletcher | <i>Cornwall</i> | 8429 | Andrew Snell | <i>Cornwall</i> | 8452 | Jonathan Chinery | <i>Leicestershire</i> |
| 8406 | James Storey | <i>Surrey</i> | 8430 | Martyn Gates | <i>Cumbria</i> | 8453 | Graham Albon | <i>England</i> |
| 8407 | Douglas Mackintosh | <i>Highland</i> | 8431 | Martin Reed | <i>Devon</i> | 8454 | David Paget | <i>Devon</i> |
| 8408 | Chris Maddock | <i>Essex</i> | 8432 | Simon Pugh | <i>West Yorkshire</i> | 8455 | Roddy Michael | <i>Middlesex</i> |
| 8409 | Andrew Jamieson | <i>Norfolk</i> | 8433 | Richard Groves | <i>Fife</i> | 8456 | Paul Gibbs | <i>Surrey</i> |
| 8410 | Grahame Carr | <i>Durham</i> | 8434 | Richard Wotton | <i>Devon</i> | 8457 | Steven Shory | <i>Devon</i> |
| 8411 | Alex Whitehall | <i>Warwickshire</i> | 8435 | Ed London | <i>Norfolk</i> | 8458 | Trevor Bingham | <i>Newry</i> |
| 8412 | Gary Jarrald | <i>Norfolk</i> | 8436 | Mike Ashby | <i>Northamptonshire</i> | 8459 | Paul Chafer | <i>Lincolnshire</i> |
| 8413 | Russell Rutland | <i>Kent</i> | 8437 | Peter Kinnaird | <i>Worcestershire</i> | 8460 | Buffy Brown | <i>Hampshire</i> |
| 8414 | Ben Chapman | <i>England</i> | 8438 | James Leedham | <i>Powys</i> | 8461 | Mike Thomas | <i>Norfolk</i> |
| 8415 | Timothy Warr | <i>Leicestershire</i> | 8439 | David Wastell | <i>Huntingdonshire</i> | 8463 | Alan Woods | <i>Middlesex</i> |
| 8416 | Sam Allcock | <i>Derbyshire</i> | 8440 | John Colgrave | <i>Devon</i> | 8464 | Connor Beardmore | <i>Shropshire</i> |

SORRY SEEMS TO BE THE HARDEST WORD

It didn't go unnoticed that the Autumn issue of *Built 2 Last* contained a rather embarrassing error with the editorial column mistakenly listing the date of the S2C AGM as 2 November. Fortunately, we have it on good authority that the British Motor Museum wasn't flooded with members on the wrong day and that the Annual General Meeting on the correct date of 26 November was well attended. More on the outcome of that next issue...



A DISTRESS CALL OR HONEST MISTAKE?

Tim Whiteley emailed *Built 2 Last* expressing concern that one member of the lineup pictured at the 2023 Thriplow Daffodil Weekend was possibly in dire need of assistance. The eagle-eyed member spotted that in Tom Fussey's article in the Autumn issue, the Union flag was being flown upside down and is: "a universally accepted sign of distress". Although Tim also observed that it looked like they were, in fact, having a lovely time, we would like to remind all flag wavers to make sure their ensigns are displayed with the correct orientation!

GETTING YOUR FACTS RIGHT



If you visited the Classic Motor Show this year, or have been to any sizeable gathering of classics recently, you may well have seen a number of vehicles displaying what, at first glance, appears to be a tax disc but is in fact a Car Facts Disc.

Created by Paul Tombs, the disc can be displayed in your windscreen and includes a unique QR code that allows interested parties to visit an online portal and learn all about your Series II Land Rover or other vehicle.

The process is simple: visit www.factsdisc.com, purchase a pack (ranging from £17-£25) and then once you've created the free account, you can simply upload whatever information you are happy to be seen by other enthusiasts.

That information could include details of the vehicle's history, a timeline of its restoration or work completed, photo galleries of road trips or from shows you've attended. You can also save the unique link on your smartphone so you always have a copy of the vehicle's story with you – perfect for classic-based conversations at those winter pub meets!

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- Limited mileage options
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- Club member discounts

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From the acting chairman

Welcome to another wonderful edition of *Built 2 Last*. What a run we've had over the past few weeks! The highlight has got to be our stand and presence at the Classic Motor Show, held at the NEC in November. It was a testament to the hard work and dedication of many people and shows just what can be achieved with proper planning and execution. Thank you to all who made it a great few days. You know who you are!

When not gossiping about all things Land Rover on our stand, I did take the opportunity to have a potter round the rest of the show. Of course, there is an element of pride in my bias, but I have to say that I believe that had there been a Best in Show club stand award, we would have won it quite conclusively. The team did well and thank you also to all those members who braved horrible weather and high car parking fees to show support.

By the time this goes to print, we will also have completed our Annual General Meeting at the British Motor Museum at Gaydon. Further details and a report will follow in the next edition of the magazine. The AGM is important to us all as it is the membership's window to the Board and the team who work so hard to make the Series 2 Club what it is.

There is no denying that we have been through a tough year and I know that feelings still run raw with some over the issues of 12 months ago. However, we do need to move on and I hope that for most, the feeling is that we have found our new



'It was testament to the hard work and dedication of many people and shows just what can be achieved with proper planning and execution.'

ground and things have now settled back into a more acceptable routine. Now is the time to look to the future and work with members of all clubs to promote and maintain the Land Rovers we enjoy so much. We need help though. We are volunteers and need more people to take on responsibilities at both Board and Club officer level.

In particular, we want to look at how we work with our area representatives to enable people to get the most from our Club at a local level. For some, the current position works well and area representatives are able to organise multiple

events. In other areas, we either have no representatives, or perhaps those in place do not always have the time to plan and organise such things. It is my view, that area representatives are coordinators for local and regional operations, but they are not necessarily responsible for organising *everything* that goes on in that area.

It is, therefore, up to local members to work with their AR – or the central Club and neighbouring area representatives – to help set up pub meets, drives out and other events. Please don't just rely on the AR to do it all for you, but instead, if you have an idea that you would like to take further, please get in touch with your representative and see how – as a team – it can be taken forward with their help.

For 2024, I am looking at the potential for the Club to own a number of 'Special Service Tools' which members could borrow or hire for a nominal fee. This would save individuals having to invest in equipment that might rarely be used, but I'd welcome any suggestions as to what tools members think would be useful. I have a small list so far; ideally, they need to be Land Rover dedicated and safe to use by those with less experience than others – although support and assistance could come from the Club if necessary. Please let me know of any equipment you think would be a valuable resource: vchair@series2club.co.uk.

Wishing all Series 2 Club members and their families a wonderful Christmas and a very Happy New Year for 2024.

Mark Wilson
Acting Chairman



REGENT
PREMIUM

LAND
ROVER
SERVICE

17 16 15 14 13 12 11 10 9 8
GALLONS
3 4 5 6 7

0 10 20 30 40 50 60 70 80 90 100

Behind the scenes

As the sun sets on another Classic Motor Show, thanks are in order for a job well done

WORDS EDRYD COLEMAN

PICTURES LARA PLATMAN/PHOTOFEATURE,
ANDY PARKER, PAUL DAY



Behind the scenes

When the Board ask you to reprise a stand for the Classic Motor Show at the NEC in order to celebrate 65 years of the Series II, it takes some thinking about. As a Club we'd not been there since 2019 when Andy Parker took the lead on a safari-themed stand, but this would be different – mainly thanks to it being arranged by individuals from across the whole Club and therefore accessing different ideas, initiatives and vehicles.

Fairly quickly, the idea of an early 1960s garage took shape, with six related vehicles aged either 55, 60 or 65 to be incorporated, yet there was a slight snag early on when we realised that the stand position on offer included not just a pillar, but concertina doors and catches in the centre.

Occupying some 4.2 square meters, this was an impediment; we could either tolerate that shape, or try to adapt, which is exactly what happened. We thought that the flexibility of an old display system, with material refreshed, might work to create what was, basically a stand in the round. We also decided that the graphics needed to make up our garage scene should look genuine and so we set about taking numerous photographs in order to try and achieve the right effect – shots of walls, doors and tin roofs that would help it all look pretty convincing.

In any report, the event has the main stage and the credits are usually an afterthought, but in this instance it's important that the trend is reversed; without the multiple contributions from, the end result would simply not have been possible, nor as impressive.

Starting with those on the stand, previous respect has been achieved by members engaging with the public, rather than standing around chatting to their mates! Over three days the Club was excellently represented by Paul Bohan, Andy Turford, Wendy and Gordon Lowe, Alex Whitehall, Carol and Jonty Pierce, Claire Barron and Alec Gee, Martin Cockitt, Phil Day, Dan and Arthur Husband, Dave Puzey, Andy Robinson, Mark Wilson, Phil Hallows, Nigel Bishop, Tom Wright, Peter Holden, Ed Griffin, Tom Pilling, Lara Platman, Adrian Clarke, Iain Wells and Scott Hindmarsh. If evidence is required, check who was hoarse after the show! They all provided a fantastic range of knowledge and skills from which to draw and were all brilliant representa-

tives of the Club. In years gone by, the quality of the stand staff has been commended, and this bunch excelled!

We also had a record number of you – the Series 2 Club members – buying tickets through the discount code system, which meant that not only was it fantastic to meet fellow enthusiasts, but by doing so, we were allowed to have more staff on the stand. So, to you all, thank you.

Next to be thanked are those who entrusted us with their vehicles for four days. Jonty and Carol loaned 'Perry the Tipper', Dave and Tom Wright provided 'Sam the Station Wagon', Ed Griffin brought his farming 88in, Alex with 'Ray the Breakdown', Phil Day with his 88in truck cab and Peter Holden loaned his venerable 'YOD'. As stated, our hope was to represent vehicles celebrating 55, 60 and 65 years of age, and they did the job, with visitors enthusing over them all. But wait! I do a disservice to Arthur, who, after protracted negotiation with Dan as intermediary, allowed us to show his version of a Toylander – and when the younger crowd were on the stand, naturally that's what they made a beeline for.

And then there are the folks in the background that contributed massively. Wendy Lowe organised artwork and a print run for new Club flyers, as well as organising commemorative badges and stickers in conjunction with Craig Theobald. Required advertising for the show was facilitated by Alan Jones, Ritchie Jones and Martin Port, ensuring we had coverage on the forum, across social media and within *Built 2 Last*.

Utilising visual material from Lara Platman and Mark Wilson, Paul Dyus at Artisan Graphics translated our ideas and helped to design the physical aspects of the stand – resolving any issues that came up and producing the display material desired. I must also mention Alison Judge from Clarion – the Club liaison agent for the show – who, as ever, supported the process.

Then there are the unsung heroes of building the stand: Andy Parker with his experience, was industrious as ever and Adam Slade and Adrian Clarke spent most of the Wednesday on their knees, transforming stock carpet into a symmetrical pattern – not only pleasing on the eye, but also making it safe for those entering the stand. Meanwhile, Phil Day quietly, yet effectively, produced garage lighting and not one, but two, visual dis-





‘Based on a real garage, some licence had been taken of course, but when we were visited by the owner, he was delighted.’

plays (all in addition to his other role as a calming influence!). Carol and Jonty having turned up with Perry, just piled in and took on a variety of really boring but necessary menial tasks, without a murmur.

So then to the organising group: Lara Platman, Mark Wilson, Phil Day, Andy Parker, Peter Holden and myself. Zoom was our friend as a number of meetings to plot what we wanted to do and how to do it needed to be held. Background work by all contributed to achieving so much: visual programmes, images we wished to project, vehicles we wanted, the engine rebuild (see overleaf for more on that), administration and applications, risk assessments, site plans... an endless list it seemed, but we got there.

I also think there is special mention for our significant others: those who have tolerated show-related ‘stuff’ for the last nine months – I know I’m certainly grateful to Mrs C for receiving packages, taking calls, and being a good host. And so to the highlights...

The show started on 10 November – the first act being the unveiling of the refurbished cutaway engine and now dedicated as a memorial piece to Chris Gregson, VRO and a solid supporter of shows such as this. Chris left us during the pandemic and, unable to say our goodbyes at the time, the unveiling was a moving experience. Hopefully, if you remember Chris, you may think it a fitting tribute.

Normally a day that tails off, Friday was extremely busy, with a great number of visitors it appeared, from Northern Ireland and the Republic of Ireland clearly making a weekend of it. Consequently, they had plenty of time to talk and much

conversation was had.

Expecting a busy day on Saturday, we were not disappointed and with over 400 car clubs/marques present, there was a constant loud buzz. At 10:45, Phil changed the visual display to a moving and thought provoking Remembrance sequence. When 11th hour came, both screens were surrounded by folk preparing for respectful observance and, as anyone who has experienced it before will know, the volume of all those filling the halls was suddenly turned down, creating a very special atmosphere.

The day became busier and busier, with stand members sharing and hearing stories of previous ownership. I was talking to one owner and her partner, about her Land Rover that had vivid pink seats. Hearing the story behind it prompted us to ask her to join the Club and hopefully you will read all about it in a future issue of *Built 2 Last*.

As mentioned before, our aim for the stand was to recreate a country garage – one that is a bit tired and in poor repair. Based on a real garage, some licence had been taken of course, but when we were visited by the owner, he was delighted with the rendition. Hugely satisfying was when we witnessed visitors lift their eyes to the roof and double take to see a cat fast asleep!

Sunday was a hard day and busy from the off with lots of families attending, and although some exhibitors were starting to sag, everyone was determined to enjoy the day and meet people including yet more Irish folk, including a chap from Longford where my mother in law used to be. She had passed away in 2022 and so I allowed myself a long chat with him.

Again, as the day before, a mystical silence fell across the hall as the formal Remembrance began – the quiet was truly impressive. We had scheduled another presentation in the afternoon, this time to Wendy Lowe, in acknowledgement for her calm and solid role within the Club throughout the last year. Despite not feeling well, she had stayed to support us – a mark of the individual – and the presentation was richly deserved.

And so, after the traditional honking of horns at the close of the show, the circus gradually packed up and went home. Another Classic Motor Show had been completed – some say well – but this leaves a challenge: the Series 2 Club will be 40 years old in 2024. Who’s doing it next year?!







Cutaway resto

The NEC also saw the unveiling of a restored piece of Series 2 Club history

WORDS EDRYD COLEMAN & MARK WILSON **PICTURES** LARA PLATMAN/PHOTOFEATURE, MARK WILSON

Did you know the Club had a cutaway engine? We've had it a while and it has its own story to tell, but why would anyone cut an engine?

The clue lies in a little plate attached to the block, which describes the engine as having been prepared as a demonstration piece by apprentices at Land Rover. In its day it was an excellent piece, but as time went on – perhaps judged to be taking up too much room – they sought to move it on, which is when Frank Myatt, a founding member of the Club, acquired it.

A busy life then began with the engine being taken around the various shows and I first became aware of it at the Warwick Rally in 2014. At that point it was dusty, the paint was faded and it was laying on a broken pallet in the marquee.

Later that year, Andy Parker included me in the planning for the next show at the NEC. Having met Chris Gregson a few months before, I invited him to be on the stand – something that turned out to be a smart move as he brought with him a great deal of knowledge that helped our visitors understand our marque. He would often educate me in the ways of car clubs and from that point on, he became a regular – enhancing the Club's awareness of the NEC shows and encouraging us to think bigger each time.

In one of those conversations, I'd commented about the Land Rover Series One Club having a cutaway vehicle, at which point he indicated that we had similar stuff. A few weeks later, Andy called to say that Chris had dropped off a cutaway engine and it transpired that it had been

scooped up by Chris for safekeeping.

After a bit of tidying, the engine went to the NEC for a number of Classic Motor Shows, including 2018 when it was coupled with a cutaway gearbox and flanked by vehicles Number 1 and Number 2. The Club was awarded 'Best Stand' as a result.

However, it was clear that it needed a proper going over, and in a three-way discussion with Chris and Russ Nurse, it was suggested that a local college might be interested. Coventry College was contacted and an enthusiastic lecturer leapt at the idea of us being able to showcase the restoration by students at shows such as the NEC and Land Rover Legends. Moreover, Kieron Byrne of fabrication company, SCL, agreed to construct and gift an engine stand so that it could be properly displayed. Everything was going

great and Chris was nodding sagely.

However, clouds suddenly appeared on the horizon with the awareness that Chris was terminally ill. Despite that, he still completed inspections and training with Peter Holden. I last saw him in March 2020, just before the world stopped. Sadly, shortly afterwards, so did Chris. Covid prevented so many of us attending funerals and it troubled me that a life well lived was not able to be celebrated.

Covid also briefly closed the college during which time the student and his lecturer moved on. It seemed that nobody knew anything about the engine, but fortunately, after many attempts, I got through to a technician who reassured me that it was still there. It had been cleaned and some of the painting had been started, but with no prospect of a new student taking up the task, I went to collect it.

Enter Mark Wilson who, having agreed to be part of the NEC planning group, was involved in a discussion about what to put on show. Reference to the engine was made and he foolishly expressed an interest in finishing the rebuild. Frankly he didn't have much chance to change his mind before oily boxes were on their way!

Mark picks up the story...

One Saturday morning, a van drew up outside, out jumped Edryd and we set about offloading what was, at that point, just boxes of bits. Pretty much all the engine was there, but time had not been kind to it, and it was in a very sorry state.

The first exercise was to establish what was missing or incorrect. It turned out to be a factory exchange engine dated around 1960 and is to the early 2.25-litre petrol (151) specification. It therefore has the deeper thermostat housing and a number of other distinguishing features. The dented carburettor was covered in peeling silver paint, while the distributor had been attacked with a wire wheel and so although shiny, looked awful. The head had been badly painted in a later colour and it had the wrong thermostat housing and front cover fitted.

I set about cleaning everything up, while my son Freddie started painting the block, head and various other components. He then did the red detailing to outline the cutaway sections. At that point, a call went out on the forum asking for help with a number of missing parts and with vapour blasting and some powder coating. The response was really good and lots of people gave time and parts to bring it all together.



Although in a sorry state when retrieved from the college, Mark Wilson – along with son Freddie and plenty of volunteers – soon had the engine back in fine fettle and ready for unveiling at the 2023 Classic Motor Show.



In particular, I do want to thank Club member Jon Beal. Jon took all the parts that could be vapour cleaned and powder coated to a friend of his at Reality Motorworks in Bristol. They returned some beautifully cleaned and coated parts and Jon also donated a great deal of his own spares such as the early correct cast front cover, the right thermostat housing, a swan neck manifold (which we have not yet used), a sump and an Otter switch. Jon then rebuilt the carburettor from what we had as well as some parts that he and I had acquired.

I also want to thank Martin Jay (The Distributor Doctor). I asked him if he had a distributor I could have as a donation, but in fact he completely rebuilt our original DM2 unit – looking amazing and without charge which was very much appreciated and way beyond the call of duty!

Freddie and I then set about rebuilding the engine as best we could, but did it in a way that it can easily be taken apart again for demo purposes and training. Once completed and installed in the frame from SCL, Edryd collected the engine and took it back up to the West Midlands, ready

for its post-refurbishment debut on our stand at the Classic Motor Show.

In due course I plan to do another cutaway gearbox to go with the engine, but I'm very proud of what was achieved. I must emphasise that it was a Club-wide effort and thanks go to all who contributed (apologies if I have missed anyone).

Back to Edryd...

Collecting the engine, I was absolutely delighted with the work completed and gobsmacked as to how good it looked. As we stood there admiring it, we realised how many times it had been close to being lost forever. On the drive back, I couldn't help but think about Chris and his involvement with it, as well as the NEC shows, and so I spoke with Mark and asked whether he would agree to the engine being dedicated to Chris. Of course, he agreed.

With covert arrangements being made, Peter Holden – good friends with Chris and so often VRO partners – was asked to unveil it along with Mark. Peter wasn't asked to speak (I was aware how close he was to Chris and knew he would be choked) but once out for all to see,

it looked fantastic and throughout the weekend visitors hovered around it, asking questions and appreciating the technology and presentation.

And so, the engine has re-emerged from the mists of time and is a memorial to Chris and all that he did for the Club. It needs to be seen and with the new stand, wheels and a cover is an excellent Club resource that is ready to be accessed and shown locally.

THANKS TO

Edryd Coleman

Freddie Wilson

Jon Beal

Reality Motorworks

Derek Spooner (Lodge Spark Plugs)

Martin Jay, Distributor Doctor

Nathanglasgow (forum member – acorn distributor cap)

SCL Fabrications

LRSOC (engine paint)

Margnor (Fasteners) Ltd (multiple and various UNF Fixings)

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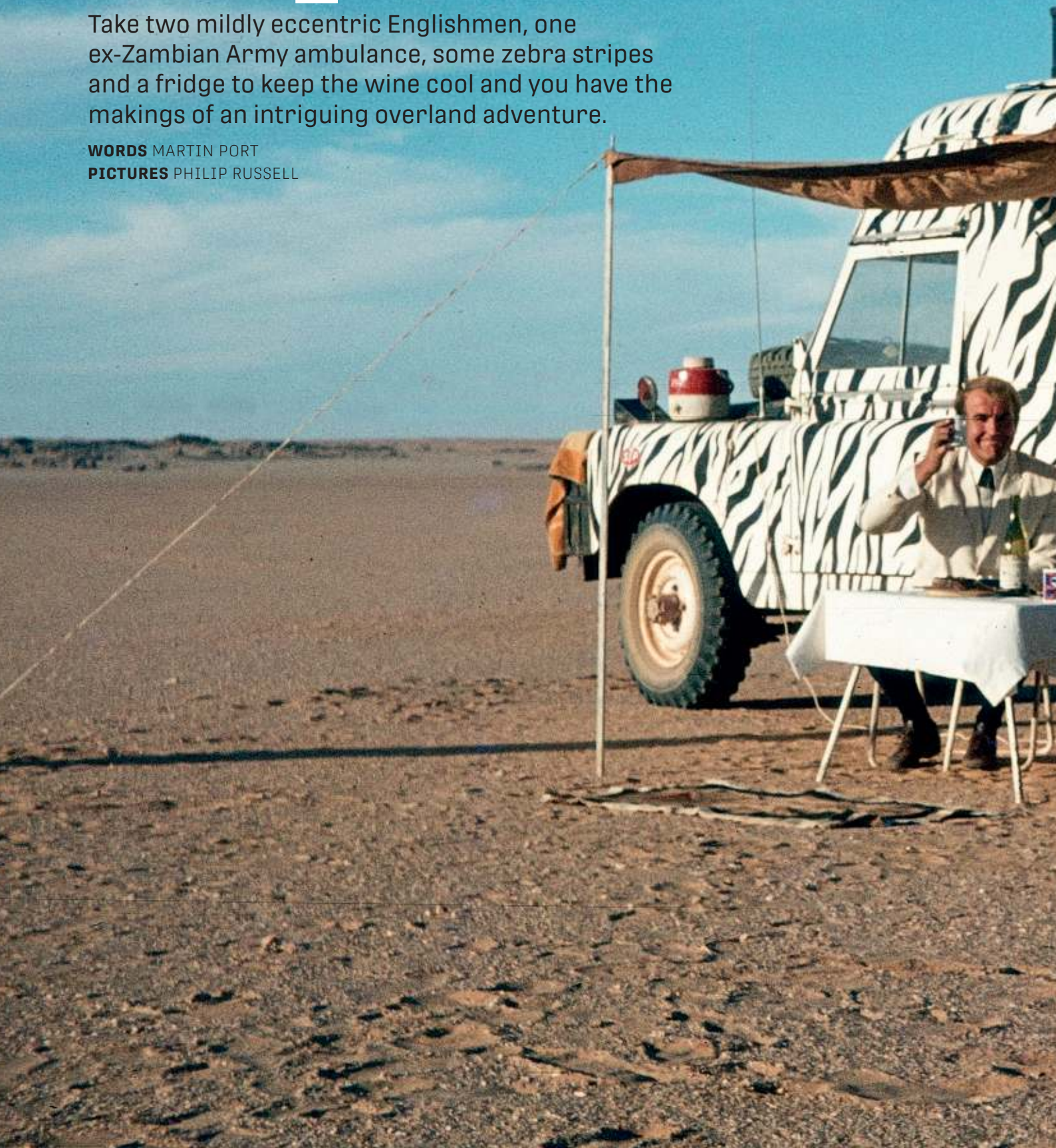
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Earning your stripes

Take two mildly eccentric Englishmen, one ex-Zambian Army ambulance, some zebra stripes and a fridge to keep the wine cool and you have the makings of an intriguing overland adventure.

WORDS MARTIN PORT

PICTURES PHILIP RUSSELL



It's 4pm and everything stops for tea: Philip Russell and Perry Dutfield don their glad rags in the middle of the Sahara desert.





It's perhaps inevitable that when your age no longer appears as an option on a Series II speedometer, you begin to cast your mind back and review some of the adventures you have had. For Philip James Russell, 80 used to be a 'downhill and with a wind behind you' point that was still a long way off, but as his milestone birthday approached he suddenly found himself genuinely pondering not just the past, but also the future: was now the right time to start planning an overlanding rematch – some 50 years after he last arrived back in the UK?

Born in September 1943, Philip Russell had an unusual ambition as a child – no dreams of becoming a firefighter, astronaut or stunt man here: from the age of 11 he was dead set on being a maths teacher and duly ended up at university in Liverpool, studying for a degree in mathematics and physics. It was there that Philip was introduced to Land Rover ownership with the keys to an 88in Series II fitted with a hard top which, for reasons he could never fathom, proved to be stuck firmly in place, scuppering thoughts of open top motoring for this particular

student. Yet for a 21 year-old, this didn't cull the enjoyment and he recalls just how much he enjoyed owning the Land Rover, even taking it for a spin along the water's edge at Bracklesham Bay in West Sussex before eventually selling it on a year later.

With intentions of joining the Royal Navy as a helicopter pilot put to one side when he suddenly found himself a family man, Philip began to look at other ways he could put his qualifications to good use and spotted an advertisement in the *Times Educational Supplement* that promised a new adventure: "They were looking for people to undertake a teacher training course in Zambia before then being given a full-time post in the area. I signed straight up!"

By this time, Philip and his wife had two children and in February 1969, the four of them boarded the *RMS Pendennis Castle* in Southampton with Cape Town as their next destination, followed by a drive from the tip of South Africa through Rhodesia. The next couple of years proved to be pretty busy with the completion of a PGCE at the University of Zambia, followed by a teaching contract at the Munalu School in Lusaka and a stint working

‘He found himself at an auction of ex-Zambian Army vehicles and ready to bid on Lot 13.’

with the Zambian Army cadet force for which he was given a commission in the service. However, it was getting to know Perry Dutfield at the Lusaka Theatre Club that would come to shape the next chapter of his life.

"Perry was nine years older than me" recalled Philip. "He had previously driven back to the UK in an old Land Rover via Ethiopia, Sudan and Egypt and I remarked that I rather fancied doing something similar."



Clockwise from main: the ex-Zambian Army SIIA bought at auction; original interior with two stretcher rails removed; storage trunks fitted to sides; Russell in uniform; somewhere near Angola – windscreens removed!

Perry's response was simple: political changes since he'd completed the journey meant that the same route was no longer possible, but that certainly didn't mean another overland adventure wasn't – just that they'd have to find a different way 'home'.

It was now 1972 and Philip had been in Lusaka for over three years. Unfortunately, he and his wife had separated, but plans for his trip back to the UK rapidly took shape and with Perry egging him on, he found himself at an auction of ex-Zambian Army vehicles and ready to bid on Lot 13 – a recently retired Series IIA ambulance, complete with four stretcher beds in the back.

"It was perfect for our trip," Philip recalls. "But I was concerned that I would quickly be outbid and mentioned this to one of the Officers involved in handling the auction. He assured me that there wouldn't be any other bids thanks to my own Officer status – apparently that meant I would go unchallenged and Lot 13 was soon mine!"

With the ex-ambulance in their ownership, the pair set about preparing it for their journey. Two of the four stretcher rails were removed and storage trunks

bolted to the side in their place. Philip and Perry then bought another 109in Land Rover that had suffered a rod through the block and was for sale as little more than scrap. They removed the fuel tank and fitted it to their IIA to increase the range and then stripped the rest for spares – adding half shafts, a dynamo and lots of other parts to their inventory in the process before selling it for more than they had originally bought it for.

Of course, no respectable overlander at the time would leave their steed looking as they bought it and so they decided that zebra 'stripes' were in order.

"A chap by the name of Ian on my PGCE course was an artist," Philip explains. "He had us paint it white and said he would pencil in the correct zebra markings that we could use as a guide. In fact, he ended up returning and painting it for us – complete with *Playboy* bunny on the front!"

With the aesthetics sorted, they continued with their preparations but eventually decided that they had procrastinated enough and on 7 September 1972, Philip Russell and Perry Dutfield pointed their ex-ambulance in the direction of Salis-

bury in Rhodesia and left Lusaka. Once there, their main task was to stock up on spares – as one of the main towns in the region, dealers and garages holding Land Rover parts were relatively abundant and so it made sense to do so while they could.

Already the Series II had gained a nickname: 'IWE'. Not only was this a phonetic reference to the first two digits of the registration, EY, but also coincided with a rough translation in the local dialect to 'hey you'. The pair spent another couple of days in Salisbury reading 'IWE' before heading south west to Bulawayo and then Francistown in Botswana.

By this point, Philip had started to write in his 1972 Zambian desk diary and simple entries punctuated the first 10 days of travel: 'raining and cloudy', 'fought off dog', 'game skin factory' and 'good dirt' all serve to paint a sometimes humorous picture of the journey so far. Monday 18 September was clearly noteworthy: '1½lb fillet steak, 50c' – an entry that Philip recalls with delight: "We had travelled from Francistown to Maun on the edge of the Kalahari Desert and stopped for food at a local butcher stall. That fillet steak was absolutely stunning and with a glass of red

Earning your stripes



wine in hand and the sun setting in front of us, it has stuck in my mind ever since!”

In contrast, the goat they bought a couple of days later near Sehithwa provided a very different taste experience, but the route was also providing its own challenges. “Every 5km or so, there was a stick with a red tip to show you the way. Having a compass was useless because of the abundance of iron-ore in the area and the sand made for tough going in places.”

The diary entry reads ‘Fair > Bad > Terrible’ and then lists having to use four-wheel drive and low ratio before becoming momentarily stuck en route to Ghanzi. The conditions also played havoc with their packing and Philip recorded that their food cupboard was ‘a mess’ and that they lost oil, a funnel and a rubber mat! With rocks thrown into the mix, this would be the start of their tyre issues, but the pair had thoughtfully brought four or five spares with them – not just tyres though, but complete wheels in order to ease the change in event of a puncture.

A leaking radiator and wheel hub added to the list of relatively minor woes and the campsite showers that awaited the travellers in Windhoek, the capital of Namibia,

were most welcome. The duo spent a few days over Philip’s birthday in the area, shopping for spares, doing their laundry and getting haircuts as well as fulfilling more crucial tasks such as applying for their Angolan visas and getting the various documents in order for the next leg of the trip.

The Land Rover didn’t go unattended to either; brakes were adjusted, a new fan belt was fitted and curtains were installed in order to provide a little more privacy for overnight stays, but soon the IIA was heading north once more and in the direction of the Etosha Game Park.

Philip’s diary entry for Wednesday 27 September records seeing 16 lions, but with door tops removed due to the heat, it was decided not to get too close! An elephant and ‘the usual’ zebras were also spotted and the pair witnessed a hyena attack on a young oryx – clearly something so distressing that they had to relax around the pool for the rest of the afternoon before continuing on their way the following morning!

The Land Rover was still performing excellently; Perry’s previous overlanding trip had been carried out at the wheel of

another Solihull model and as far as he was concerned, there was absolutely no question what they should be driving.

“Perry knew that if our choice of vehicle left us stranded, we could well be in serious trouble,” recalls Philip. “I don’t think he used the word ‘trouble’ though, but it’s why we opted for a Land Rover in the first place. They were easy to work on and spares were readily available and although Perry owned a Peugeot when I met him, there was only ever one vehicle for the journey.”

As October rolled around, the duo were making good progress and were now in Benguela on the Angolan coast. Continuing north through Lobito and into the capital of Luanda, Philip and Perry hit upon their first real problem.

“We had to jump through hoops in order to get our papers so that we could continue into the Congo,” explains Philip. “There was a war zone ahead and we were sent to the High Commission, then the Army, then the Police before returning back to where we started – each refusing to give permission for us to continue until one of the others did.”

The pair were eventually allowed to go

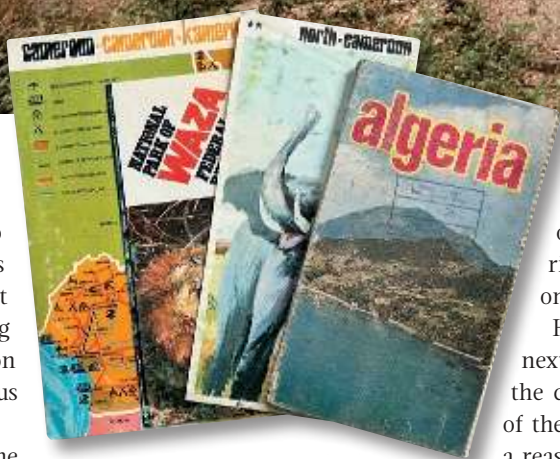


Clockwise from bottom left: using binoculars to pinpoint the next desert marker; pausing in the shade of a tree; Philip Russell has fond memories of the trip; his first taste of overlanding offered some memorable drives in stunning scenery.

on their way, but with a crucial caveat: “The British Embassy let us know in no uncertain terms that they had told us not to enter the area and that if we got into trouble, they were to have nothing to do with us... obviously we carried on regardless, but the whole affair had set us back by a good five days.”

Heading inland, the Series II crossed the border north of Negage without issue – although south of the Zaire border, the pair suddenly found themselves being waved down by a man brandishing a Kalashnikov rifle, as Philip recalls: “Although we were a little concerned at first, the chap instructed us to take a badly wounded man to the nearest hospital, run by nuns. He was bleeding heavily and so we put him in the back and knew that we needed to get him there as quickly as possible. I was by far the quicker driver and so jumped behind the wheel and pressed on.”

When they arrived at the hospital, the Sister was straight on the case and took the man into her care, but when she saw the state of the inside of the Land Rover – now covered in blood – she immediately barked at three locals to give it a thorough clean as a reward for Philip and Perry’s



good deed. When the pair asked about the man’s chances, her response was simple: “It’s a head wound. He’ll survive.”

Crossing into Zaire, the border guard fell off his chair when he spotted the Land Rover. “I’ve been here five years and I’ve never seen anyone!” he announced. “You can’t come through though – you haven’t got any visas.” Fortunately, Perry and Philip immediately proved him wrong, but he then insisted on searching the Series II. When his Sergeant came out, Philip offered him a beer and began to chat whilst the guard prepared to dissect the contents of the Land Rover. “If I give you another beer, we don’t have to search it, do we?” asked Philip hopefully. They had nothing to hide, but it was a delay they really could do without; with the free beer having done the trick, the an-

swer was no and the pair were sent on their way to enjoy a road so terrible that it was only ever used when one guard replaced another!

Having crossed the border, their next destination would be Kinshasa – the capital of the Democratic Republic of the Congo. With little petrol left and a reasonable distance still to travel, they paused at Thysville hoping to replenish their stocks, but with an absence of a bank, they eventually managed to change £5 into local currency at a hotel and get enough fuel to take them the rest of the way, but then began several days of frustrating bureaucracy. The banks in Kinshasa were shut when they arrived and with no camp site on offer, the pair managed to get agreement for them to stay in the car park of the Intercontinental Hotel – making use of their toilets and shower facilities whilst there. However they were told that a second night was firmly out of the question and it was suggested that perhaps they could try the local Police (*Brigade Mobile*) instead.

A night in the safety of their compound was followed by a ferry ride to Congo Brazzaville on the other side of the river.



On arrival, they were told in no uncertain terms that there had been a coup, and all visas issued by the previous regime were null and void. Without the necessary permission, Russell and Perry were sent back across the river – a sympathetic border guard failing to stamp their passports when they re-entered Zaire, effectively being made stateless.

“We needed to get the right paperwork,” explains Philip. “So we went to the British Embassy who then sent us to the German Embassy. They then sent us to the French Embassy who directed us to the Portuguese Embassy – all without any luck.”

After two ‘rounds’ of following Embassy advice, the British Consul, Andrew Kettles, took pity on the pair – largely because their attitude was pretty relaxed and, unlike others that had been in similar situations, clearly were not jumping up and down with expectations of help. “I’ll give you dinner if you service my car”, offered Kettles. “When the local garage does it, it usually comes back with older parts on than when it went in!”. Philip and Perry immediately agreed. When the Consul found out that they had stayed at the *Brigade Mobile*, he was somewhat hor-

rified, asking whether they still had their possessions and were invited to make the most of the British Embassy Club instead – complete with swimming pool, tennis courts and, of course, toilets and showers.

A party at one of the diplomatic residences followed that evening and along with a very tempting offer by the American military to ‘pop’ the Series II into the back of one of their large cargo planes and fly them over Congo Brazzaville to Bangui. For Philip, it would also provide an introduction to his future second wife, Janice – the secretary to the Ambassador!

Another option was available to the travellers: putting the Land Rover onto a ferry ‘train’ where a series of linked barges would transport various vehicles up river for four days – drivers and passengers living in their steeds for that time, but Philip and Perry opted to continue their plans to travel by road and track.

“When Monday came around, we returned once again to the German Embassy – a letter from Andrew Kettles in hand,” recalls Philip. “They mentioned that the new regime across the river were setting up an Embassy in Kinshasa and so we hot-footed it to the address and just

happened to find the new Ambassador inspecting the premises. He told us that they would give us the visas we needed, providing we could produce tickets for the ferry to Brazzaville. We bought those and were then told that it would take between eight and 14 days for the paperwork to be sorted; it felt never-ending, but when we finally got the visas, they were numbered 001 and 002 – the first to be issued!”

Having arrived in Kinshasa on the 12th, the pair eventually made their way to the ferry on 27 October, ready for the 10am crossing. “The official didn’t believe that we had visas this time,” laughs Philip. “When we produced them, they told us that they would arrest us if we were still there that afternoon. Why? Because they could! Naturally, we visited a bank to pick up some local currency, bought fuel and quickly left town!”

Their next destination was Gabon, and to their pleasure, they crossed the border without any apparent problems. “Twenty minutes later and we suddenly became aware of blue lights and a siren behind us. Pulling over, the officer explained that as we had entered French territory, we were meant to go through immigration, cus-



Clockwise from main: Series IIA rests on open door; a significant moment means posing for the camera; afternoon tea served in the Sahara; snake bite kit still ready to use if needed; roads churned by logging industry proved challenging.

‘Even when we thought we were stuck, the Land Rover pulled us straight out.’

toms AND the Police controls. We had skipped the last, but what annoyed him most was that it had taken him 15 minutes to catch up with us thanks to our eagerness to ‘press on!’

As October gave way to November, the Series II made progress – with the help of several pontoon ferry trips in Cameroon. These ferries were commonplace and usually fitted with a diesel motor, but never with a battery with which to start it. The *modus operandi* was to simply re-

move the battery from your own vehicle, use it to fire up the engine, then put it back where it came from whilst making your way across the water!

This would be the least of their worries however; for the following days, Philip’s diary includes simple, damning statements such as: “Bloody awful roads... rain, rain, rain... roads awful... STILL raining.” To make matters worse, there was a major logging industry in the region and the huge trucks that literally dragged the felled trees from their once homes did an excellent job of turning a passable track into a chewed up quagmire that would challenge our overlanders.

“We were very proud of never needing to be rescued however,” recalls Philip. “The conditions on that section in particular meant that we had to make full use of four-wheel-drive and low-range, but even when we thought we were stuck, the Land Rover pulled us straight out.”

Although the Series II was proving to be a worthy companion, Philip and Perry were becoming slightly concerned with what was happening up front. “We didn’t know why at that point, but as we were driving along, shards of glass were break-

ing off from the windscreens – clearly the frame was flexing and despite our efforts to tie it in position using the roof rack, it eventually got so bad that we just removed the screens altogether and put up with the rain.”

Perry happened to have a friend in Kaduna, Nigeria who was the manager of the local Land Rover dealer. It was thought that with the Sahara not far ahead, the 160-mile diversion was well worthwhile and offered the perfect opportunity to put ‘IWE’ over an inspection pit and stock up on some spares in anticipation. A loose propshaft was sorted, a broken bonnet catch welded, new radiator fitted and a replacement windscreen procured and fitted, although this would again be a short-lived fix.

“Neither of us realised that the reason for the ‘collapsing’ windscreen frame and the glass ‘showers’ was that the chassis of the Series II itself was cracked,” smiles Philip. “We did have it welded up at one point, but it didn’t last and I’m convinced that it actually cracked fairly early on in the journey, thanks to the speeds necessary in order to make the best of the rough roads!”



The fitting of a new axle casing, re-wiring the interior electrics, realigning and fixing doors, an oil change and the purchase of some new tyres are all documented in Philip's diary and despite the pair enjoying the facilities and home comforts on offer, they finally decided to make a move on 21 November – a slight false start when the dynamo then seized due to the wrong size of fanbelt being fitted, and they had to limp back to Zinder where repairs could be facilitated!

With the Sahara on the horizon, a stop in Agadez gave them the chance to hook up with another Land Rover – this time inhabited by some Germans also heading north. With safety in mind, it was decided that they would cross the sand together, as Philip explains: "There is a hard crust on the sand, but if you fail to make good enough progress, there's a good chance that you start to sink in. If it rains, then you're stuck until it dries up and that can take some time."

Thankfully, there were no such issues for Philip and Perry however and at one point, much to the bemusement of the Germans, the pair brought the Land Rover to a halt at 4pm sharp.

‘Perry and Philip donned their dinner jackets, erected the awning, set up a table and chairs and laid out a rug.’

"What are you doing?" one of them enquired? "It's 4pm!" exclaimed Philip. "We are English and it's time for tea!"

With the astonished onlookers, Perry and Philip donned their dinner jackets, erected the awning, set up a table and chairs and laid out a rug. They then proceeded to crack open a bottle of fizzy wine from the fridge (eventually served by one of the Germans!) and a tinned cake. "They thought we were absolutely mad," laughs Philip. "But they got the humour

and playfully joined in!"

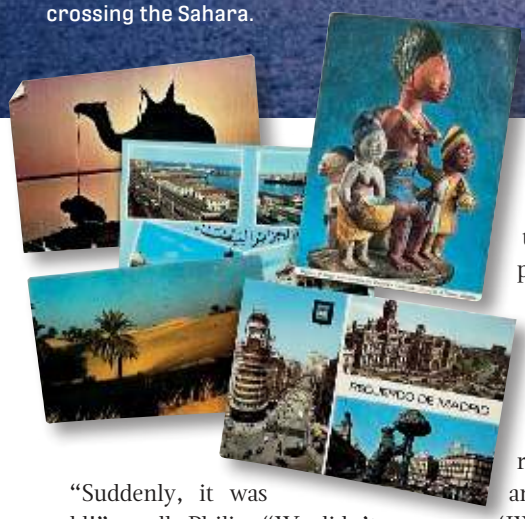
By the time the convoy approached Tamanrasset, the serious job of navigation had taken over: "This was 'proper' Sahara," explains Philip. "Your only real way of finding your way through was to keep a lookout for the occasional posts with a white top. You'd reach one, then stop, get out your binoculars and see if you could spot the next one before driving towards it. If you failed to see one for a while, you were very much lost." Nowadays of course it is tarmac all the way but no such luxury then.

For the Germans, Tamanrasset would be a 'no go' area as they were refused entry and had to return to Niamey, but Philip and Perry had their own issues as, despite their considerable petrol provisions, the fuel had all but gone and they were void of any coupons with which to buy some more. Eventually, a spot of bartering temporarily resolved the situation and an opportunity to fill up properly would be taken advantage of in In Salah.

Their crossing was all too quickly coming to an end, but the challenges remained as the Series II was piloted up and over the Atlas Mountains.



Clockwise from top left: Dutfield posing with a desert marker; German travellers convoyed until Tamanrasset; pausing to get their bearings; postcards sent home; back in Blighty; happy to reach terra firma after crossing the Sahara.



“Suddenly, it was cold!” recalls Philip. “We didn’t have a heater – we didn’t need one when we set out – but now we were waking up to frost on the ground and water that took a good half an hour to boil before we could think of having a cup of tea.”

They may have been closer to home than ever by this point, but complacency would not be allowed to take over and the pair fitted new plugs, points, replaced the air and fuel filters, adjusted the valve clearances, mended the air horns... and fitted a heater!

With the Mediterranean in sight as they approached Algiers, the Land Rover was pointed west along the coast line and towards Morocco – their shortwave radio picking up the BBC World Service for the first time on their trip. Having crossed

into Morocco, they then entered Ceuta, a Spanish enclave and booked their passage on the ferry that would transport them to the mainland before heading into town.

“When we eventually wandered back to the port, there was some consternation,” laughs Philip. “We hadn’t realised that Ceuta uses Spanish time and so was one hour ahead of Morocco – ‘TWE’ nearly left on the ferry without us!”

Somewhat ironically, given that the pair were now about to embark on the ‘home straight’, Perry went shopping for a new pair of binoculars and Philip bought a new camera, but after crossing over into Spain, the next major purchase would be tickets for the Bilbao to Southampton ferry.

On 13 December, the Series II was driven onto the 6.30pm ferry in preparation for the two-day trip back to the UK and, following a rough passage across the Bay of Biscay, the rest was a relatively smooth sailing and the overlanders docked in Southampton at 8am on 15 December.

UK Customs didn’t even bat an eyelid at the ‘motorised zebra’ coming into the

country and after a brief stop near Southampton, Philip dropped Perry in Blandford Forum, Dorset and was home at his parents’ house by 1.15pm. Opposite a full page picture of a real zebra, his last diary entry simply reads: “Message ends.”

Two or three weeks later, the Land Rover – complete with its cracked chassis – was taken to a local scrapyards near Poole and consigned to an unknown fate. It had been bought cheaply and served its purpose admirably, but Philip often wonders exactly what happened to it. Does anyone else remember it? Did parts of it end up on someone else’s Series II? Maybe we will never know, but please do get in touch if you know otherwise...

Crucially, the excitement and adventure of their experience still lives strongly in Philip’s memory and although Perry sadly passed away in 2013, thoughts of undertaking a return journey back to Zambia are ever-present. So, would he do it again? “Never say never!”

A version of this article first appeared in Land Rover Monthly and is reproduced with kind permission. – see www.landrovermonthly.co.uk for back issues.



In the beginning...♦♦♦

Ever wondered about the origins of the Series 2 Club? Well we speak to one person who was there at the beginning and find out more about the vehicle that helped start the whole thing.

WORDS MARTIN PORT & ROSS FLOYD

PICTURES ROSS FLOYD

Top: collecting a newly purchased XHR in July 1979.
Bottom: a first experience of deep water driving in Wiltshire in 1980.

You may well have seen the recent inclusion in *Built 2 Last* about Andy Phillipou and the Bristol area members presenting Ross Floyd – the founding member of the Series 2 Club – with the first of the 65th anniversary flags, but it struck us that there are probably many current members that know very little about the origins of the very Club they are part of.

Fortunately for us, the recipient of that flag got in touch to show his appreciation, but also offered a fantastic insight into the early days of the S2C – including about the very vehicle that kicked the whole thing off: XHR 370.

“I have to admit, I was at a loss to understand why we were required to attend a meeting in the woods for no obvious reason,” laughs Floyd. “There was so much evasive small talk about the reason for being there, but then the flag bearer turned up and it all became clear!”

As Ross points out, as a collector of Land Rover memorabilia, it was much appreciated and joins the large quantity of original material from the first days of the club still in his possession, but just how much have things changed since he bought XHR 370 in 1979 and decided – just a few years later – to form a club?

“It’s wonderful to see how the Series 2 Club has developed,” Floyd reflects. “When we started the Club, the Series II was not considered a classic – production having ended just 13 years earlier – and so many vehicles were still in regular use. They were common and completely disregarded as historic vehicles and most were in the final stages of their working life – battered, rusty and unloved.

“The Club was basically a handful of enthusiasts driving much loved, but unremarkable examples and the small membership list was kept on a ZX Spectrum and later an Amstrad 1512!

“It’s wonderful to see how it is now a thriving and greatly respected international Club, although it would have been impossible to forecast that such a superb body would have grown from the small group of enthusiasts and the Club’s origins in a windowless ‘office’ in the loft of an old farm cottage!”

Although there is no denying the pivotal role that Ross played in starting the Series 2 Club, he is keen to not be put on some kind of pedestal: “I started the Club and ran it in a rather autocratic way for the first 10 years or so,” he explains, “but a lot of people have done huge amounts since then. Once I’d written the first few letters, sorted out a membership system



Clockwise from top: the winter of 1985 – the Series 2 Club had been going only a matter of months at this point; a Christmas visit to the seaside with friends, 1979; stuck in tractor ruts on the Ridgeway; damage to offside wing picked up by previous owner's son in the snow.





– Dbase 4 was a steep learning curve – and got us into the ARC (Association of Rover Clubs), we had a number of very talented and wise people who joined and put their all into making the Club a success. I tended to be the front man but had huge backroom support.”

Fortunately, Ross’ memory is still on point and he can reel off a number of names – all of whom require special mention.

“Dave Rhead was one of the first members, Ann Khors edited the newsletter and Jerry Bright was my right hand man and treasurer for many years. Frank Myatt was our membership secretary and general ‘get on and do it’ man, but he was also an absolute gentleman and a great friend – XHR’s distributor hasn’t been touched since he rebuilt it on the roadside some 30 years ago!

“Dave and Jackie Dutton ran the Club shop, Pete and Rose Lamb took over the editor’s job and gave huge practical and moral support and then there was Paul Thompson who used to drive from Manchester to Chelvey Wood near Bristol to support the off-road sessions... in a diesel-engined 109in!

“There are also the Hanbury and Horne families – the list is endless, but of course I have to mention my wife Gill who did huge amounts behind the scenes.

She would cook monster fry-ups with a baby under one arm, all while the house was more like a Land Rover B&B. She would collate the newsletters, put them in plastic mailers and then stuff every post-box in the area until they were overflowing – doing it at night so we wouldn’t be spotted! She never got a mention, but put up with the Club, a family and running a business with remarkable good humour and patience!”

Although Ross stepped back from the committee a number of years ago, both him and his wife still take a keen interest in what happens: “Despite the occasional ripple, the Club still presents as a very professional and well run organisation that cares for its members. It’s good to see how it has fostered interest in increasingly rare and fascinating vehicles and created a thriving community of social, technical and historic excellence.”

But what of the Land Rover that started it all? “Despite having hacked our way through a large number of Land Rover products over many years, I am pleased to say that the original founder 88in remains in our ownership, together with ‘Goliath’, its 109in Forward Control stable mate.

“That founding vehicle – XHR 370 – is a 1960 Series II that was originally fitted

‘I am pleased to say that the original founder 88in remains in our ownership.’

Above: a partial rebuild in the late 1980s – the red Smoothrite paint applied to the chassis just before Ross’ wedding to Gill clearly visible.



Clockwise from main: slightly tatty and fitted with a hardtop in the 1990s; transport for Ross and Gill's big day; 'Goliath' and Gill collecting wood in the woods; Gill and Ross in 1981 with XHR behind.





with a truck cab, but converted to a full tilt when I bought it in 1979. It has had three owners from new – first a farmer who sold it after sixth months, then another farmer who traded it in for a Series III in 1979.

“I was a student when I bought it from a small-time dealer and XHR was only one step away from being scrap with an MoT that was something of an afterthought, although we only discovered that after parting with our cash! It was the cheapest vehicle in the sales compound and was heading for the spares pile before we saved it; it even sparked a police response in 1978 when the previous owner’s son slid in the snow and collided with Lloyds Bank in Shepton Mallet – the force thought it was the start of an armed robbery!”

“In my first year of ownership, I drove it to Wiltshire with the University Motor Club that I started, but I had absolutely no idea how to drive off road and even less about driving in deep water. When we went through a ford, the water came up to the bottom of the heater and although we got through without missing a beat, the first stop at a junction afterwards was a bit of an eye-opener!

Ross’ 88in had a complete engine overhaul in 1982 and, until a full strip down

in 1987, the chassis and bodywork were a ‘rolling rebuild’, yet it still retains all the original main assemblies with right serial numbers and even the correctly dated radiator. Although it has been fitted with some sympathetic modifications, period accessories and an LPG conversion, Ross acknowledges that XHR was, in many ways, a life changing purchase.

“Prior to our wedding, I decided that it needed a spruce up and so painted the chassis with red Smoothrite paint. Unfortunately, I’m not a very accurate painter and I ended up plastered in the stuff. Gill went absolutely mental as there was one week until our big day and I looked like a vampire had been feeding off me! Nothing got rid of the paint – no matter how hard she scrubbed – and so she resorted to cutting chunks out of my hair. I was married with a slightly unusual haircut and a very sore head!

“Both of the Land Rovers are still fully operational,” he explains. “The 88in was resprayed a few years ago by MJ Fewes Ltd, our local Land Rover main dealer, and although the Forward Control is somewhat mollycoddled, it is still used in the very woods where the Series 2 Club first met and is put to good use bringing home the firewood as is has done for over 30 years.”



Top: XHR looking in fine fettle in Chelvey Wood. Middle: daughter Katie used it as wedding transport... as did daughter Jennie (bottom).





S2C EXCLUSIVE!



Three Men in a Land Rover

In an exclusive extract from a brand new book, we find three young adventurers ready to set off for an overland journey that would have them visit 40 countries, cover 40,000 miles and see them accused of espionage and murder! We pick up the story as our travellers are preparing to leave London and head for Europe in their trusty Series IIA Land Rover, nicknamed 'TEN'...

WORDS & PICTURES CHRIS WALL,
WAXY WAINWRIGHT & MIKE PALMER

Three Men in a Land Rover

The date and time were set. September was always the favoured month because it would avoid the worst of Asia's summer heat and winter was still some way off. In theory, that was to take care of the first part of the journey through Europe and across Asia to India. As for Africa, it was doubtful if we had bothered to take that into account because it was truly a long, long way off. Chris's ex-work colleague, Bob Worley of the UNA, organised the press, and there was also a good turnout of friends and family to see us off. After a year's planning, it was difficult to believe it was really happening. Were we excited? Of course, but at the same time we probably didn't appreciate exactly what we were taking on. Somebody in India described us as 'callow youths' (he was probably right at that point). Anyway, D-Day had arrived.

Chris started off for Charing Cross in the fully loaded and carefully packed Land Rover from his home in Sussex at 10:00am, and he collected Mike on the way. The cowcatcher on the front of the Land Rover meant that London traffic, even buses and taxis, gave us an enjoyably wide berth. Meanwhile, Waxy was having a frantic morning getting ready to depart, making last-minute calls to UNICEF and other supporters.

When we all arrived at Charing Cross, Sue Norford, our UNA PR representative, was there, recording the whole scene and interviewing us all for the UNA's own PR purposes. She had been marvellous during the later planning and helped organise the build-up. We shared a quick drink with our helpers at the nearby Sherlock Holmes pub (back when people used to drink and drive) and then all assembled for the required photos that made the front-page story in the next day's Guardian. It was all a bit awkward repeating our goodbyes for the photos, and it was something of a relief to pull away in the Land Rover at 2:00pm on the dot, with the cheers fading away as we scythed through the traffic around Trafalgar Square and down along Whitehall. Recorded mileage on our second-hand Land Rover was 51,998 – but it was to read much, much more in nine months' time.

The drive to Dover was uneventful, and mechanic Norman Peacock, who'd done all the work on TEN, was waiting on the quayside to wave us aboard the 6:00pm sailing of Free Enterprise III. We man-





aged to buy a few last-minute necessities, such as a razor for Waxy, and once on board, we predictably headed for the bar. There we met the remarkable Mr Butchers, who'd clocked us on the car deck and insisted on buying us drinks. He was the first of many memorable people we met. In his case, he had done absolutely everything and been everywhere we might be going, including, we suspected, swimming up the Amazon with a piano on his back! We listened politely to his tales of derring-do – after all, the drinks were on him.

Our first overnight stop was with two friends of Waxy's who shared a flat in Brussels. They were another example of the kindness shown to us by so many people on our journey. They both worked in the embassy in Brussels and later on in the journey were able to give us assistance with another official in the British

Embassy in Delhi to help with entering India at Hussainiwala. We arrived at their flat late on a dark and rainy night and swapped news. After a few drinks, we eventually got to sleep on the floor at 3:00am. At least it was probably good to get into the practice of not sleeping in a bed from the very beginning – there weren't going to be many beds in the coming months.

It was a late start the following morning (we didn't wake up until 9:15am), delayed further by the infuriating need to unpack and repack the Land Rover and to decide on our detailed route. That may sound absurd, but we hadn't really planned how we would cross Europe because we spent most of our efforts on places further away. We headed for Aachen and then across the border into Germany with remarkably little interest from customs,

although we feared that the huge Bedford fuel tank slung behind the seats was sure to draw more attention in due course. We travelled smoothly along, praising Norman for the great job he had done.

Typically, for the first night of camping it was wet, so we made an early stop and pitched the tent alongside the road to Cologne. The farmer whose field it was no doubt thought we were mad, but that didn't stop him indicating some money would be gratefully received for permission to camp. Even at this early stage we were wise to this, and our reply ran along the lines of, 'In your dreams, mate!' Spaghetti and mash were the haute cuisine for the evening, cooked up on the remarkable stove Waxy had sourced that actually ran on petrol. Sounds dangerous – and proved so on several occasions when it was the genuine excuse that your dinner was burnt.

Three Men in a Land Rover



In a way, it was quite daunting now that the initial excitement of leaving Charing Cross had faded. The tent was to be our home for the foreseeable future, and occasional flashes of ‘what have we let ourselves in for?’ were understandable. After all, we had not settled into any routine yet. It was a curious mix because the adventure had only just begun but there were so many unknowns: how long would it last? Would we run out of money? Would we fall out? Above all, would we succeed? Probably what didn’t enter our heads was that we might die in the attempt. Or that we could be seriously ill, even after reading all those illnesses ‘signifying death’ in the tropical health book! Even still at our age, when you’re essentially immortal.

In the early days it took us ages to get started: at least two hours to get up, have breakfast and repack the tent and other

kit. We knew that we had to improve. After all, there would be very few occasions when we would be camping in the same place for more than one night. We agreed that this European part of the journey was just going to be a bit of a drag. We yearned to be a bit more intrepid and to be off the tarmac, but little did we know how we were going to ultimately pray for quiet, smooth tarmac roads after completing much of our journey on dirt – and often no roads at all.

Being in a city also posed its own problems. TEN was hardly the most manoeuvrable of vehicles. It was fine for most of the journey, when it was the only vehicle for miles around, but in a major city such as Cologne or Brussels – let alone the teeming cities of India – it required real concentration. At times, we each manipulated our two-hour shift so that we man-

aged to avoid driving our stints in cities!

Anyway, we saw the cathedral in Cologne and collected our first 10-litre can of Castrol oil. This was to be a regular routine. Armed with our letter of introduction from Castrol’s head office, we would descend on some poor, unsuspecting garage that was foolishly displaying the Castrol sign and ask for oil, with the bill to be sent (presumably) to Castrol in London. We never did find out if head office was ever billed, but it seemed to work a number of times. Besides, our oil consumption was not going to make much of a dent in Castrol’s profits.

By day two, we were 450 miles into our adventure. We camped that night in a dense forest just beyond Frankfurt and were already recognising a routine of snacking during the day and having a bigger evening meal. We were dead tired



HAVE YOU SEEN 'TEN'?

Although we know that the 109in Series IIA was sold upon their return to the UK in 1970, Chris, Mike and Waxy are wondering if it still exists? The suspicion is that it was taken abroad, but if you know the whereabouts of 'TEN' – originally green and with deluxe trim – please let us know: email editor@series2club.co.uk.



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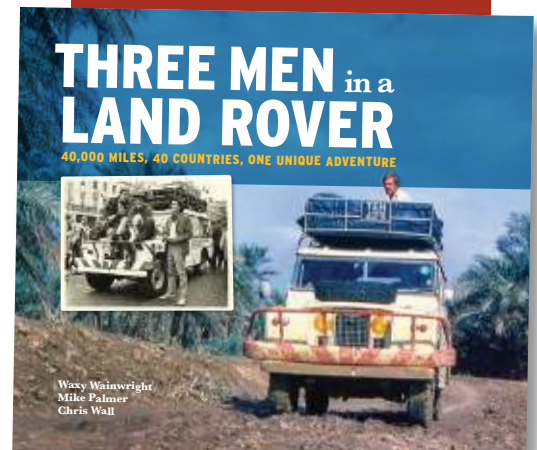
If this extract has whetted your appetite, then the full story can be read in *Three Men in a Land Rover – 40,000 miles, 40 countries, one unique adventure*, recently published by Porter Press. Priced at £35, the 208-page book includes more than 250 never seen before images from the trip and Series 2 Club members can take advantage of an exclusive discount. Visit www.porterpress.co.uk and enter the code **LRS2CLUB10** to save 10% off the cover price.

after the longest day's drive to date – top speed was probably 40mph and we needed to make good progress whilst we could. The following day, we were planning on reaching the Iron Curtain, which separated us from Czechoslovakia (now the Czech Republic and Slovakia).

The next day was Mike's birthday, but we just had time for a hasty celebratory breakfast. Our prediction of reaching the Iron Curtain proved to be the first of many to go wrong. The dynamo started to play up, meaning that when driving into the night we were plunged into sudden darkness every time the electrics cut out. Being so close to the border meant some hair-raising moments. Where was Norman? To make matters a little more uncomfortable, there were heavy troop movements around the sensitive border crossing, including many tanks. It was a miserable,

cold night, so we made early camp and resolved to fix things in the morning light. This was probably our first realisation that we were truly on our own and needed to be totally self-sufficient in every respect, including being car mechanics. To add to our woes, the Tilley lamp wouldn't work, and the stove ran out of petrol. So, it was spuds, cabbage and coffee for supper – eventually. This was probably a birthday to forget!

The next day was Friday the 12th, but it should have read as our Friday the 13th! We made just 37 miles in a whole day. The Czech border was like something out of a film set: a narrow road winding through dark pine forests to a checkpoint with red and white poles closing the road. It was very quiet, but guns were in evidence everywhere...





YAC
379

1289
WD

Fleet update

Paul Bohan offers an update on his brace of early Series IIs, plus his 1961 Station Wagon.

WORDS & PICTURES PAUL BOHAN





Facebook threw up an interesting find in the form of this photograph – posted by the son of a one-time Rover Company employee.

It has been a long time since I have done an update and although progress has been slower than I would like, we are getting there. With the exception of a final coat of paint on some panels and a little bit of detailing, YAC 378 – the early factory/Rover sales department 109in – is almost now ready for the road.

Earlier in the year, I was lucky enough to find a little more history when somebody posted a picture of themselves on a Land Rover Facebook page. In the photograph of him as a child, he was sitting on the front of a 109in that his dad had borrowed from work in 1959. It transpired that his father worked in the service department at Solihull and, first spotting the YAC, then the 378, I realised that it was my own Land Rover!

Although my registration appears in quiet a few brochures on another vehicle – an 88in diesel, painted green – I had never seen a picture of it on my Land Rover back in the day – the earliest image I had was from the early 1980s – so this was great to see.

It also helped to confirm that the speci-

fication to which I am rebuilding is correct: fitted with indicators and with only one wiper – a semi-basic spec – but also told me it was only in the sales department for a year or so, as it was in the service school fleet by 1959 and was later sold on by the Rover Company in 1961 (through the Key-stone Garage in Bournemouth).

I have always suspected that YAC 378 was probably a sales stand car that wouldn't have had a numberplate on it, and indeed at the factory Series II launch event in April 1958 there is a picture of a 109in matching its specification inside the display hall. Of course, we shall never know if it is actually the same car, but there weren't many 109in models around at that point.

Next to report on is 'diesel Number 4'. I haven't managed to do anything with it this year, but this has allowed me time to have a new reproduction bulkhead built for it. Although the original is probably salvageable, it needs a fair bit of work and after waiting for a good length of time for someone to rebuild it, I was eventually let down. As a result, 'Number 4' will use a new reproduction bulkhead – for now

at least. The task of making such an item went to Rob Owen Engineering in Doncaster, but the original bulkhead is almost a pre-production spec (it is the first home market car by date – 30 March 1958) and has fewer holes on it than any other of the other 1958 bulkheads I have. It's almost as if it was built without any holes and was then only drilled for its specification.

Production very quickly went to a universal spec that had all the holes drilled for all variants, and then they simply blanked off the holes they didn't need to use. It is very much a case of rivet counting, but I like to keep these odd details going on such vehicles as they could easily be lost.

Rob Owen Engineering did a fantastic job and I requested the bulkhead to be supplied in bare metal so that I could have it e-coated – my preferred finish for bulkheads. In the meantime, I have been getting various bulkhead parts restored and ready to be refitted once it has been sprayed in bronze green.

My main issue with this particular vehicle however, is the engine. The old non-original 2-litre diesel unit had a cracked



Top: the restoration of YAC 378 is moving into the final stages. Inset: a new bulkhead for diesel Number 4. Bottom: Bohan's 1961 Station Wagon is still in regular use and is seen here with friends in Wales.

cylinder head and was already stripped down, so I decided to buy an allegedly okay and running early 2.25-litre diesel. Unfortunately, we haven't been able to get it to run so far and so we will need to strip and rebuild it – something I hadn't planned on doing, but is now another job on the list for 2024.

Next up is 1958 Series II, chassis Number 1, registration YAC 379. I was offered a very early 1418 2-litre engine in exchange for the non-original Rover P4 2-litre unit that was already fitted. Although I have Number 1's original engine, it is currently seized but I am hoping to rebuild it. We have started the strip it down and can confirm that three out of the four cylinders are stuck. The spare early engine is only three numbers away from this original unit and so will make a very nice spare.

Last but not least, 4289 WD – my trusty old 1961 88in Station Wagon – is still on the road and has completed its usual trips to Wales as well as to a few local shows. Hopefully a 1958 vehicle will finally join it on the road next year. Watch this space...



Tex Magna-Lite

WORDS & PICTURES AD SMULDERS



S ometime ago a club member called to say that one of his arms wasn't long enough, but rather than panic, it turned out that his indicator switch had failed and hand signals through the passenger side were proving to be a little tricky! His Series II had a Tex Magna self-cancelling switch fitted, but if you're lucky, these can be fixed should they stop working.

Although the condition of the rubber wheel can affect the self cancelling motion, these can be replaced, or the pressure adjusted thanks to the slotted holes in the column bracket. To fit new rubber (available for around £15), drill out the four rivets, place the new rubber between the plates and rivet together again, but to diagnose a failed switch, you need to delve deeper.

Firstly, disassemble the housing by removing three screws: two long, thin ones and one thicker screw, around which the lever turns. The real problem sits in the actual switch box where the lever slides the switch from left to right through the flat aluminium plate. On older types, the plate is attached with countersunk screws but was later changed to four cast pins –

we will presume you have the latter.

Beforehand disassembly, measure the resistance of the switch when in left or right position. A failing switch gives a reading that is too high – from a few Ohm upwards. Unsolder the wires (noting what goes where), then very carefully drill out the riveted cast pins. You can now remove the cover plate while still holding the slider in place. Then carefully remove the slider and, while holding one side, remove one of the sliding contacts – these are little plastic blocks with a short spring underneath and a copper-coloured triangle on top as well as a long spring between the two. Make sure you know which triangle was on what side by either marking or looking to see which contact 'bumps' are used.

You can now see the three copper coloured contacts in the bottom of the box. Clean and polish the whole thing with very fine sandpaper or Scotchbrite folded around a suitable small wooden block. The two triangles usually make contact between two of the copper coloured circles, so also clean the contact 'bumps' on the triangles using a copper brush (do not sand).

You can now reassemble the unit –

drilling for and installing four 2.5/3mm diameter countersunk screws and bolts to replace the cast pins which were previously drilled out and ground flat. You may have to grind back one corner of the nuts so that they can pass the housing and make sure that the screw heads are flush as the lever needs to pass over them.

Put the former right triangle on the left side in the switch box – small spring and sliding block follow. Then insert the former left triangle, plus little spring, on the right hand side. Put the long spring between both blocks and while holding the left block, press it together and also try to get the right block into the box with the lips of the triangle in the right place. Usually this will go wrong a few times and you may need an extra finger, but it can be done. Always keep the slide bracket nearby so you can put it on when both blocks are back in the housing. A lick of grease goes on the top, then replace the lid and insert the four screws. Put the nuts on and then it is ready for use again. If you check the resistance again, a good contact should result in a reading of less than 10 Ohm and the switch now is fit for service again!

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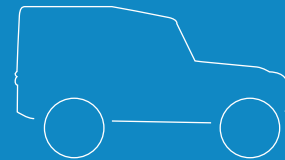
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Without you, *Built 2 Last* wouldn't happen and so please keep your articles and photographs coming in. If you think you have a story that might be of interest, then please email editor@series2club.co.uk.

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Out & about

All the news and events from your area



WEST MIDLANDS

At 1pm on Monday 2 October, a convoy of Series II Land Rovers descended on Warwick Racecourse and assembled in front of the main Grandstand – an unusual gathering, at an unusual time, and an unusual place.

Warwick Words History Festival has been hosting annual events in Warwick since 2002. These are wide-ranging with a list of guest speakers that include novelists, poets, playwrights and historians – each presenting lectures relating to their specialism and focussing on aspects of interest in and around the Warwick area and in 2022 Warwick Words produced a homage to the Mini, presented by staff from the British Motor Museum.

It seemed entirely fitting therefore,



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Tracy Borman, James Holland,
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Nicola Tallis, Dermot Turing,
Alison Weir and many more ...

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that the concept be reprised in 2023 to celebrate the 75th anniversary of the birth of Land Rover and the 65th Anniversary of our beloved Series II.

As a local resident, Andrew Parker – himself significantly involved with Warwick Words – presented the idea of supporting the event to the Series 2 Club. Warwick Words is a non-profit organisation hugely supported by volunteers. It was agreed that given the significance of the anniversary, the Club would sponsor the event and as a result, became a silver partner of the festival.

Ten members from the large West Midlands catchment area provided a stunning collection of vehicles – from emergency appliances to military and commercial, along with 88in and 109in models. In a nod to the development of the brand, a Defender sneaked in and the display was augmented when Emma Rawlinson and Amy Forster Smith brought along HUE 166 – the first pre-production Land Rover – from the British Motor Museum to take centre stage. Attendees spent a good deal of time looking around and talking to the owners of all the vehicles.

The lecture took place in the 1707 Restaurant at the racecourse, and with over 100 present, Andrew Parker introduced speakers Robert Venn and Ian English – volunteers from the British Motor Mu-



seum who then began their 'Farmyard to Frontline' talk. It was a comprehensive guide to the history of Rover, including the origins of the company, locations at different stages and, of course, a stage-by-stage understanding of the concept and development of the Land Rover. This included the diverse experimental variants generated for special application as well as reference to the partner companies such as Marshall, etc.

Over an hour, well managed visuals eased us through the extensive history bringing awareness up to modern times. Whilst most vehicle owners had a good

handle on this, everyday is a school day, and most learnt something new. Expecting that the event would complete after the talk, visitors returned outside and all owners found that they were further engaged in conversation long afterwards.

Compliments have been received from Warwick Words History Festival thanks to the success of the talk and display and events such as this present a different way in which the Series 2 Club can engage with the public. The Club will now remain partners with the Festival and potential exists for further such collaborations.

Andy Parker



Out & about



WEST MIDLANDS (cont)

I don't know how many times we have been to Moreton-in-Marsh Show, but it's one that we all seem to look forward to, rounding off the summer's diary of events. As the largest one-day independent country show, there is lots to see and do.

As far as S2C members are concerned it is an extremely friendly show. Blessed by fortuitous positioning at the main entrance, we get double the smiles and nods as people enter and leave the event. Our presence has grown over the years, to the extent that we not only displayed 20 vehicles, but were this year invited to enter the 'grand ring' – a privilege only previously accorded to tractors and herded geese. We like Moreton and they seem to like us, so we'll be there again in 2024.

Edryd Coleman



BRISTOL

We have had another strong year of activity in the Bristol area and now have 51 members who are incredibly enthusiastic and are throwing themselves into activities with a passion.

Remarkably, the Bristol area's second Summer Camp was better attended than the first. Held once again at Petruth Paddocks camp site (which will be our regular venue), we had members from Sussex, Wales and South West areas attend. There were plenty of green lanes and fords driven, with only one casualty.

We also have a core group of 'retirees' who have spare time outside of the weekends and so have been arranging mid-week greenlane meanders, which is great. Our regular meetings still prove popular, particularly so where we help members with maintenance tasks, but we also held another successful meeting at Sytner Jaguar Land Rover, where we were lucky to access the 2023 Rugby World Cup trophy as well as drive a variety of Land Rovers over the Land Rover Experience 'roller coaster' rig.

Finally, our Christmas lunch at the Boars Head in Aust is looking to be as popular as ever and we already have 29 members from several areas booked in. See you there!

Andy Phillipou





Club contacts

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

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ireland@series2club.co.uk

Area meets

Please email updates to editor@series2club.co.uk

Anglia

When? First Tuesday
Where? The Red Lion CB6 3LD
Contact Paul Cupit:
bonzo.bobbin@outlook.com

When? First Tuesday, 7.30pm
Where? The Village Inn,
Little Melton NR9 3AD
Contact Alan Jones: 07523 871699;
alan@wittsend.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: 07411 054266;
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

Garden of England

When? Third Monday
Where? The Bull Inn, Linton, Maidstone,
Kent ME17 4AW
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
or search for Land Rover Series
Group – Peak District on Facebook

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 Farmers Arms, Lower
Apperley, Gloucester GL19 4DR
Contact severnvalley@series2club.co.uk

South West (Somerset borders)

When? Second Wednesday
Where? The Bell Inn, 3 Main
Street, Ash, Martock RA12 6NS
Contact southwest@series2club.co.uk

South West (Cornwall)

When? Second Monday
Where? Victoria Inn, Victoria Rd,
Roche, Saint Austell PL26 8LQ
Contact southwest@series2club.co.uk

South West (Devon)

When? Last Wednesday, 7pm
Where? The Blue Ball,
Sandygate, Exeter EX2 7JL
Contact southwest@series2club.co.uk

Thames Valley

When? First Thursday, 7pm
Where? The Hart and Magpies, Magpie
Lane, Amersham HP7 0LU
When? Third Thursday, 7pm
Where? The Victoria Arms, Mill
Lane, Old Marston OX3 0QA
Contact thamesvalley@series2club.co.uk

Wales (South)

Contact cymru@series2club.co.uk
for forthcoming events

West Midlands

When? Second Tuesday, 7.30pm
Where? The Phantom Coach,
Coventry CV4 7BA
Contact westmidlands@series2club.co.uk

Yorkshire

When? Third Sunday, 12-5pm
Where? The Kings Arms,
Heath, Wakefield WF1 5SL
Contact Robin Sanderson: 07932 631001

Supplier discounts

More information available in the members-only section of the Series 2 Club website: www.series2club.co.uk. Discount codes in italics where relevant

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