

THE OFFICIAL MAGAZINE OF THE SERIES 2 CLUB



BUILT 2 LAST

AUTUMN 2024 ISSUE 151



Sign of the times

Family history remembered in SII makeover

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Special offers for Club members

Once again, many of you will have made your way to the annual Series 2 Club Rally, held this year at Fakenham in Norfolk.

Following a wet start to the summer, the long August weekend provided attendees with blue skies and plenty of sunshine as a backdrop to what was a fantastic weekend. Our roundup starts on p24 and congratulations to all who helped make it another successful date in the Club calendar.

We have several fantastic articles in this issue, starting with Craig Brown and his 88in. You may recall the vehicle from our Winter 2021 issue, but since then Craig has been busy improving the Series II and ensuring that it is fit and healthy for future adventures with the family.

Starting on p30, Robin Caldwell takes us through the process of re-creating a Land Rover that held fond memories for him as a child as well as his father and the result is very impressive indeed.

Andy Phillipou recently took his 1971 Lightweight to Normandy as part of the D-Day 80th commemorations and took some wonderfully evocative photographs on his trip – he shares his thoughts, starting on p18.

And finally, a little self-indulgence as the long-running saga of my engine rebuild finally comes to completion. Although I eventually backed out from doing it myself and chose to give it to someone rather more capable, others may be interested in my experiences – see p38.

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 Winter 2024 issue is 15 November.**

Email material to:
editor@series2club.co.uk
or b2leditor@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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BOOM RACING'S NEW SERIES II MODEL – EXCLUSIVE S2C OFFER!

It's fair to say that Series II owners aren't quite as well catered for in the model vehicle market, but all that is about to change with the introduction of Boom Racing's new offering.

The BRX02 88in is a 1/10-scale, four-wheel-drive radio control kit specifically aimed at those with a passion for the Series II Land Rover and is based on a shortened version of the aluminium chassis used on their existing 109in Series III model.

As a radio control kit, the emphasis is on functionality and Boom Racing lists an impressive set of specifications to make sure the mini rock crawler performs just like the full-size vehicle: heavy-duty steel driveshaft, anti-torque twist aluminium

transfer case, 6mm aluminium frame rails and 80mm scale shock dampers mated to full leaf-sprung suspension.

Although there are a few design variations from a 'real' production Series II – the door hinges being the most obvious – Geoff Holloway has been in discussion with Boom Racing and although the correct style would necessitate a complete redesign so that they are strong enough, it sounds as if they may investigate offering something more accurate in the future and were keen to point out that the wing-mounted air intake seen on the images can simply be omitted from the build.

Each model has its own unique VIN number and is approved by Jaguar Land

Rover, but be warned – having your own mini Series II doesn't come cheap and with a retail price of just over £630 for an unpainted body to which you also need to order components such as the motor, steering servo etc, you've got to be pretty keen to hit the 'buy button'!

However, if you do, then Geoff has negotiated an exclusive deal that includes £70 worth of complimentary items including stainless steel emblem set, front and rear inner fenders, side skid plate and classic rubber mud flaps. Email geoff.holloway@gmail.com for your code to use at the checkout.

Visit boomracing.com or asiatees.com for more information or to order.

THEME ANNOUNCED FOR NEC CLASSIC MOTOR SHOW



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One of the definite highlights in the classic car calendar – the Lancaster Insurance Classic Motor Show – will once again take place at the NEC, Birmingham from 8-10 November, as vehicles of all shapes and sizes roll into the hallowed halls of the NEC, Birmingham.

Each year, club stands are encouraged to centre their displays around a particular theme and a recent announcement confirmed that for 2024, that will be ‘Hall of Fame’ – a subject that links closely with the introduction of plans to

induct a number of individuals into the show’s own Hall of Fame in recognition of their efforts and dedication within the classic car world.

As detailed in the Summer issue of *Built 2 Last*, the Series 2 Club is calling for help with assembling images and footage for the stand and so please help if you have something appropriate. Email Phil Day (lanetrecker@outlook.com) for more information or to submit material and don’t forget to use our exclusive discount code when purchasing tickets – see ad on p6.

ICONIC AVONS HEADING BACK INTO PRODUCTION

After the recent closure of Avon’s Melksham factory, Hampshire-based Vintage Tyres is pleased to announce that production of the iconic Avon Traction Mileage is soon to resume.

With the first samples from a new EU factory now out of the mould, 6.00-16 and 7.00-16 Traction Mileage will undergo thorough evaluation on both test rig and Series Land Rover before advancing to full production.

Given the importance of this testing process, an exact date for availability



is unknown at this stage, but please check vintagetyres.com for updates and we will also make sure to bring you more news as we have it.



Light show

The majority of the UK was treated to a spectacular light show in early May as the aurora borealis – normally reserved for northern territories – paid a visit with some amazing results. Of course, not many of us have our Series II to hand in the middle of the night, but Mark Berry (‘Oddjob’ on the forum) successfully used the lights as a backdrop and snapped this wonderful shot – rightfully picking up the forum’s Picture of the Month award as a result.



Series future for Kingsley

Oxfordshire-based Kingsley Re-Engineered is under the direction of new management. Although perhaps more well-known for their work on classic Range Rovers, future plans include the addition of a product line for Series Land Rovers as well as classic Defenders. Watch for updates at kingsleycars.co.uk.

2025 Rally

STOP PRESS! The 21st Series 2 Club Rally will take place at Cartmel Racecourse, Cumbria from 13-17 August 2025. More info will follow in the Winter issue.

PRIZE WINNERS ANNOUNCED

We are delighted to announce that the winner of our recent competition – the top prize of which was a Paddock Spares voucher worth £500 – is Mark Lowe. Mark (top right) has owned his 1968 109in Series IIA for 12 years and has stripped the vehicle down ready for complete restoration. Although Mark admits that there is no urgency as he'd rather do a good job than a quick one, he's still looking forward to getting it back on the road.

Securing runner-up prizes of a year's Club membership are Anthony Beaumont, Steve Whyman, Ian Murphy, Richard Everett and Peter Day. Steve Whyman (bottom right) has owned his 1965 Series IIA since March 2022 and he describes it as a 'rolling restoration', while Richard Everett owns both a 1975 Series III 88in Station Wagon and a 1967 Series IIA 88in fitted with full tilt.

Congratulations to all our winners!



Art attack

French artist Alan Reullier, recently produced a number of works of art based on some of the original engineering drawings held at British Motor Heritage Limited. Along with artwork featuring Triumphs and Minis from the 1960s and 1970s, Reullier also created one using technical illustrations of a Series Land Rover.

Spares days

6 October Newbury Showground
13 October Ripon Racecourse
27 October Malvern Three Counties Showground (visit eventbrite.co.uk).

8-10 NOVEMBER | NEC, BIRMINGHAM



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Welcome to the Club...

8599	Chris Underwood	Hampshire	8632	Karel Van Damme	Belgium	8665	Kevin Wells	Dorset
8600	Colin Smith	Kent	8633	David Patterson	County Armagh	8666	Roger Colburn	Gloucestershire
8601	Tom Dyke	Hampshire	8634	Bert Attwood	West Sussex	8667	David Pickering	Cheshire
8602	David Bence	Hampshire	8635	Tom Morton	Edinburgh	8668	Gary Crisp	Bristol
8603	Michael Staunton	Berkshire	8636	Michael Hadley	West Midlands	8669	John Wilson	Bedfordshire
8604	Willow Beavan	Herefordshire	8637	Simon Hugh Jackson	Herefordshire	8670	Ben Lanoe	Warwickshire
8605	Greg Foister	Worcestershire	8638	Giles Warham	Devon	8671	Gordon Adam	Isle of Wight
8606	Paul Stubbs	Cheshire	8639	Luke Lucas	Dorset	8672	Stelios Eustathiou	Greece
8607	Owen Mayze	Glamorgan	8640	Alexander Bozdog	Norway	8673	Christoph Simmacher	Switzerland
8608	Cordian R�othlisberger	Switzerland	8641	Todd Oleson	United States	8674	Matthew Hind	Lincolnshire
8609	Tim Armstrong	Perth and Kinross	8642	Graham Jackson	Devon	8675	Sam Walker	Devon
8610	Rod Sugden	Devon	8643	Paul Hunter	Wiltshire	8676	Steven Bridewell	Wiltshire
8611	John Pittam	Devon	8644	Ian Warburton	Cheshire	8677	Ian Frost	South Yorkshire
8612	Charlie Davies	Leicestershire	8645	David Heine	East Sussex	8679	Nick Jackson	West Yorkshire
8613	Paul Livesey	France	8647	Chris Prak	Netherlands	8680	Adrienne Best	Dorset
8614	Adrian Stockall	Berkshire	8648	Gareth Machell	Somerset	8681	Chris Pickett	Kent
8615	Roger Fountain	Lincolnshire	8649	Alix Hitching	East Ayrshire	8682	Daniel Hunt	Dorset
8616	Steve Mccall	Aberdeenshire	8650	Andy Slack	North Yorkshire	8683	Patryk Parszuto	Derbyshire
8617	Peter Brown	North Yorkshire	8651	Paul Ingham	Northamptonshire	8684	Alex Ribeiro	East Sussex
8618	David Hunt	Essex	8652	George Cliffe	Derbyshire	8685	Alan Stephens	Somerset
8619	Alistair Dawes	Bristol	8653	Rachael Simpkins	Oxfordshire	8686	Jolyon Wicks	Powys
8620	Peter Dijksterhuis	France	8654	David Sherriff	Dorset	8687	Nicholas Pilkington	Gloucestershire
8621	Neil Stockdale	Herefordshire	8655	Ken Roberts	Devon	8688	Nathan Castelain	Belgium
8622	Mick James	Leicestershire	8656	Robin Cowley	Wiltshire	8689	Alan Mccarthy	Powys
8623	Andy Daintreee	Somerset	8657	Ron Barker	Worcestershire	8690	River Temlett	West Midlands
8624	Mark Simmonds	West Yorkshire	8658	Alastair Lloyd	Berkshire	8691	Lionel Atherton	Derbyshire
8625	Charlie Finke	Norfolk	8659	Benjamin Hodson	Norfolk	8692	Steven Ballard	Hampshire
8626	James Anderson	Derbyshire	8660	Brian Fisher	Cheshire	8693	Josh Clarkson	Oxfordshire
8627	Stafford Scopes	Buckinghamshire	8661	Anthony Byrne	Dorset	8694	Tom Haines-Henderson	Surrey
8629	Andrew Burge	Australia	8662	Colin Woodward	Norfolk	8695	Chris Jones	Bridgend
8630	Alec Cross	Lancashire	8663	Fred Sweet	United States	8696	Philip Bowden	Devon
8631	David Hunt	West Sussex	8664	Nick Mallitt	Hampshire	8698	Mark Whiteley	Northumberland

NOTICE OF ANNUAL GENERAL MEETING 2024

Series 2 Club Ltd.

Registered Number 2451020

The Companies Act 2013.

By order of the Board of Directors.

Notice is hereby given that the Annual General Meeting of the Company will be held on **Sunday, 3 November, commencing 11am** (GMT) at the British Motor Museum, Gaydon CV35 OBJ. For the purposes of considering, and, if thought fit, passing ordinary resolutions as to the Directors of the Company and as to its ordinary business, its accountants and accounts. Agenda and draft minutes will be posted on the website with links on our social media and forum.

Notes

- Any member of the company is entitled to attend and vote at the above mentioned meeting. A proxy form will be available and should be completed appropriately to reflect the member's wishes.
- The full accounts and every document required by law to be annexed to it will be laid before the above mentioned meeting.

2024 AGM AGENDA

Sunday 3 November, 11am at the British Motor Museum, Gaydon CV35 OBJ

Welcome and Introduction

- To Receive apologies for absence
- To approve the Minutes of the 2023 Annual General Meeting of the Company
- To deal with matters arising from those minutes
- To receive the accounts
- To appoint Clement Rabjohns Chartered Accountants & Business Advisors, as accountants of the Company and to authorise the Directors to fix their remuneration
- To receive the document dealing with the Club's Officer Reports for the past year
 - Chairman's Annual Report
 - Club Directors' and Officers' Reports
 - Area Representatives' Retirements, New Appointments and Vacancies

(Area Reps are chosen by the members in the area.)

- 6.3.1 Retirements
- 6.3.2 New Appointments
- 6.3.3 Vacancies
- 6.4 Area Representatives' Reports

Any questions or comments on the reports as posted online to the reps
- 7 Vote on any resolution/rule changes:-
- 8 To accept resignations and to appoint Directors and Club Officers
 - 8.1 Club Chairman and Directors' Retirements by rotation every three years
 - 8.2 Club Directors appointments
 - 8.3 Club Officers' Retirements
 - 8.4 Club Officers seeking election or re-election. None at time of publication
- 9 To receive information about the next Annual Club Rally: 2025 Lake District, Cartmel
- 10 To conduct A.O.B

(refreshments will be provided)

Book review

LARKING ABOUT IN LAND ROVERS

Seasoned photographer and writer, Toby Savage, will be a familiar name to many within the world of old Land Rovers, and if that is the case, you will also know that he is as well known for an unquenchable thirst for travel as he is his ability to take a cracking good picture!

It is a combination of all those talents which provides the basis for this 136-page, self-published hardback and, although Savage himself goes to great lengths to pitch the book as 'not about Land Rovers per se', the marque is most definitely at the heart of the adventures documented within.

In reality, the book is a collection of relatively brief anecdotes collected over the last four decades or so; from Saharan adventures in his Carawagon, to towing an XK120 project behind an 80in – Land Rovers are a constant throughout, but it is the unexpected that makes you pay attention as carefully chosen quotes pull you in: "I weighed up the situation. He thought I was a spy, as did his mates in the truck behind" is guaranteed to make you flick back and read that particular chapter with intrigue!

Above everything else, Savage's tales of derring do are punctuated by some lovely, evocative images and with a portion of the proceeds going to Hope Against Cancer, it's definitely worth adding to the bookshelf. **MP**

Toby Savage, £24.99, email toby@tobysavage.co.uk



LARKING ABOUT IN LAND ROVERS

A selection of short stories from five decades of landrovering



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From the chairman

Welcome to another edition of *Built 2 Last*. As ever, it wouldn't be the magazine that it is without the editor working his magic and we, as Club members, continuing to feed him with suitable material. He can only do this if he has contributions, so please keep the material flowing. Not everything can be published, but if you have a story to tell and ideally have supporting images, there may well be a place for your article in the magazine.

We have just completed another Club Rally and I'm pleased to report that our organisers, as well as those at Fakenham Racecourse, once again did us proud. It was another well-attended event and a thoroughly good time was had by all. Although I was only there for the Saturday night, everyone that I spoke to highlighted just how friendly and welcoming the whole event was. There was also something quite surreal about camping right by the race track and waking up at 5am to a beautiful dawn and a thick mist over the whole site. It was absolutely stunning, but I'm afraid that I was too dozy to attempt to take a photo! Thank you to the organisers for their hard work – it definitely paid off.

The 2025 Rally will be at Cartmel Racecourse in Cumbria from 13-17 August and I see people are already booking accommodation and planning carefully. All the details will be released in the Winter issue of *Built 2 Last*, but we are also looking to bring the Rally south for 2026.

Forty years is a long time in a Club's

life. Throughout that period, we have endured multiple trials and tribulations as is the same for any volunteer-run club. Importantly, we have come through those and if the Rally was anything to go by, we are still a friendly, welcoming and inclusive Club. However, we do still need to look to the future.

Unfortunately, we have an ageing demographic and, with the younger generation potentially being the caretakers of our vehicles in the future, we need to try and encourage those in 'less-advanced' years to become active members and enthusiasts. If you have any ideas or thoughts as to how the Series 2 Club can address this ever-looming issue, please let us know – in confidence if you wish.

We also need more people to step up and volunteer to help with the running of this Club. There are board-level roles, area representative roles and a number of other functions that all need to be filled, so please do ask if you want to know more. Enquiring will not force you to take on a role – everything is voluntary, but this Club cannot function without volunteers. I should know – I volunteered to help the board 18 months ago and ended up as Chairman! It doesn't matter who you are, or where in the world you are – if you can help, it really would be appreciated.

Finally, we have another stand at the NEC Classic Motor Show this November. After last year, I didn't think it was possible, but I gather that we have an even bigger stand planned! The concept looks fantastic and again, all credit to those that are beavering away behind the scenes to make this happen. It is our

'Unfortunately, we have an ageing demographic and, with the younger generation potentially being the caretakers of our vehicles in the future, we need to try and encourage those in 'less-advanced' years...'

flagship event in terms of Club exposure and the bar is set high again this year. I hope to see as many members as possible visiting us again in November and please remember to use the exclusive discount code when booking your tickets – see the news story on p5 or the advertisement on p6 for more information.

Enjoy the magazine and on behalf of our wonderful Club, thank you all for your continued support.

Mark Wilson
Chairman

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Setbacks and comebacks

Back in 2021, we introduced 'FETSOD' – a 1966 Series IIA with an interesting past. Three years later and owner, Craig Brown, brings the story right up-to-date...

WORDS & PICTURES CRAIG BROWN





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The Series II hard top now bears the name of Craig's grandfather's company. A new chassis and engine and gearbox rebuild later, and the Land Rover is being enjoyed by the whole family.



Avid readers may recall the 'Lads and Dad' article that we included in the Winter 2021 issue of *Built 2 Last*. Craig Brown told how he had bought a project Series IIA and had been lucky enough to track down the previous owner, Adrienne King, who revealed that 'FETSOD' had previously been on a journey to Greece and back!

Craig and his family managed to get the 1966 Land Rover back on the road and into use, but there were plenty of jobs still to do and, of course, there were some inevitable setbacks along the way.

"The Series II offers so much to us as a family," explains Craig. "It's certainly not a regular daily driver, but it provides us with opportunities to go on adventures. Over the last four years we've sat on the roof and watched the Red Arrows fly over at the British Grand Prix at Silverstone, shown the Land Rover at Coventry Motofest, Silverstone Classic and the Central Shires Summer BBQ, but more importantly 'FETSOD' has secured its place in a historical legacy and become a talking point in the process."

That legacy began in February 1885 when Belford Whinstone Quarries were opened by Messrs McLaren and Thompson – two young, energetic, and thoroughly practical gentlemen under whose supervision the business rapidly extended and in 1886,



their quarry stone was acknowledged to be the best found in Northumberland.

The company evolved into McLaren & Co of Belford and in late 2021, Craig decided to swap out the windowed sides of the Series II's hard top and fit solid replacements suitable for displaying an exact reproduction of the company logo that featured on their trucks in 1967.

"It's an important legacy for the Brown family," explains Craig. "Until it was sold in 1986, it was my grandfather's civil engineering company and now the Land Rover displays the family name of my grandmother, Jean McLaren. It certainly attracts a lot of interest... mainly due to it being a Northumberland company operating in the Midlands!"

So to the setbacks: "I have a Mechanical Engineering Degree and over the last 20 years have been part of the delivery of current Jaguar Land Rover vehicles, involved in military programmes and in Formula One with Mercedes and so I like to think I can turn my hand to most things, but in late 2021, my son and I (well, mainly me seeing as he was only five years old at the time!), decided that we'd see how fast the Series II could go.

"We chose the straightest Roman road in Northamptonshire – the A5 – and the good news was that we got the answer: 63mph. The bad news was that we blew the big ends in the process!"

That was far from ideal, but over several weeks and with the support of friends,

the engine was stripped and, fortunately, the diagnosis was far from terminal.

"I then reached out to a very experienced engine builder who has built race engines for Michael Schumacher and Lewis Hamilton and, after we completed it, gleefully announced that this was definitely the slowest one he had ever built!"

Whilst the engine was out, Craig used the opportunity to assess the gearbox: "I used perhaps one of the most skillful engineers I've met – an ex Solihull gearbox specialist who, despite his astounding knowledge, still ended up scratching his head at what he saw..."

"During the stripdown, he suddenly asked me if the car had sat in water. Not only had he spotted rust on the gears,

Setbacks and comebacks



Although 'FETSOD' is a far cry from when it was first bought, Craig sees the Series II as an important learning tool for his sons – both of whom have already had their turn at the wheel!



but also tide marks where there had once been an obvious water line. From the history I'd uncovered, the Series II had sat for many years in a garden in Harrogate and used as a log store, and so it seemed that the story was all now making sense!"

With both engine and gearbox refurbished, the 88in started to come back together and with the addition of a new wiring loom, 'FETSOD' was eventually seeing plenty of use in the summer of 2022 with Craig and his family enjoying some relatively stress-free outings.

However, in late 2023, an eagle-eyed neighbour spotted that the body of the Land Rover appeared to be leaning excessively...

"Removing the tub revealed that there was a significant crack in the chassis," recalls Craig. "That introduces the question, do you repair or replace? I bit the bullet, contacted Richards Chassis and ended up fitting a galvanised chassis."

He didn't hang about though, and from the turn of the first 'lefty-loosey' to the last 'righty-tighty' was 56 days – all working from a new-build house garage and with a full-time job and family to also factor into the equation.

"Much of the body parts actually lived in the garden over Christmas," explains Craig' "and after refurbing the tub and the seat box, everything slotted back into place, although I genuinely forgot how much I hate riveting! The next difficult

decision was whether to retain the patina or to paint again, and with absolutely no regrets, I opted for the latter, using Paintman Paints Marine Blue, but keeping all the lumps and bumps as they were part of the vehicle's legacy."

So with the Series II finally back on the road once again, how does Craig evaluate the project?

"Stepping back now, there is still lots to do, but what this Land Rover gives us is amazing. My children can sit in the front, their mummy in the back, and now into four years of ownership, we have had some great adventures. As a mental health escape, it's fantastic and allows you to openly think of solutions. As a vehicle, you can see above the hedgerows, you'll always get a wave from fellow Land Rover owners and you can easily fit stuff destined for the tip in the rear, but more importantly, it is a great learning vessel for helping the kids to understand the basics of combustion, how brakes and steering work and they have both been able to drive it on a friend's farm. It keeps providing us all with some amazing life experiences.

"If you see us at an event, please pop over and say hello. Don't count the rivets or question the welding, but smile that we've saved it from being a log store, underwater, and brought it back to being a member of a family – one that will be treasured for decades to come."

‘... we’ve saved it from being a log store, underwater, and brought it back to being a member of a family – one that will be treasured for decades to come.’



Honouring the fallen

Back in June, Andy Phillipou climbed aboard his Series IIA Lightweight and headed to France for the D-Day 80 commemorations and to pay his respects to those lost on the Normandy beaches.

WORDS & PICTURES ANDY PHILLIPOU





UK



GBM 663Y

Honouring the fallen



It was around Christmas 2023 that Neil Thomas and I were talking about random Land Rover-related topics and I happened to mention that the 80th D-Day commemorations would take place in 2024 and that it would be great if we could go on a road trip to Normandy. Over the following months, we discussed it several times until Neil – a former Troop Commander with the 3rd Royal Tank Regiment – called to confirm that he was going to take his ex-Porton Down Military Police Defender and asked if I wanted to go as well.

I'm not a camping type – much preferring a hotel or a boutique inn for the night – but I had to bite the bullet! There were also some European pre-requisites to purchase: two breathalyser kits, two high-vis vests (for driver and passenger), a UK badge, first-aid kit, warning triangle and headlight beam deflectors.

My transport for what I hoped would be a fault-free trip to Normandy and back would be my 1972 FFR Land Rover Series IIA Lightweight Airportable, registration 61 FK 05. The Lightweight was part of the last contracted batch of Series IIAs before the Series III and was stationed in Ashchurch, near Tewksbury in Gloucestershire,

assigned to the 9th Independent Parachute Squadron Royal Engineers and demobbed on 5 June 1980.

Jumping forward to 23 May 2024, I left home in Portishead at 2.30am, thinking that my early departure would mean a clear run to Portsmouth. Unfortunately, I didn't factor in that motorways are often closed for 'out of hours' repair work and only five minutes from home, I discovered that the northbound M5 was closed. Tacking across Bristol to the M32, I then joined the M4 to Newbury before picking up the A34 towards Southampton... except I only got as far as the junction with the A303 before the A34 was closed! A diversion on country lanes via Winchester had me on the M27 and at 6.30am I finally arrived at the Brittany Ferries terminal in Portsmouth with yet another closure and diversion under my belt and one of my 20-litre Jerry cans already empty!

With a successful crossing behind us, we arrived in Ouistreham and drove the 800m to the Riva Bella campsite at the end of the port road. The adjacent D514 led straight to our first D-Day experience: *Le Grand Bunker* – a very large concrete German lookout and battery de-

fence. What you learn very quickly while driving the D-Day route is that every cemetery, museum or monument has a large range of military field pieces, tanks and armoured vehicles. What also struck us both was the accurate shelling that the Allies submitted on German defences – evidenced by the fist-sized holes punched out of the concrete structures.

Continuing down the D514, our second trip was to *Musée No4 Commando*. Primarily a French unit, the British contingent were pinned on the beach for two days under fire from SS units. After heavy losses, the Allies surrendered but most prisoners – apart from those who managed to escape – were killed and although small, the museum had displays made up of various weapons, uniforms and lots of secret contraptions (think Heath Robinson) used by the Commandos.

We spent the rest of day one on Sword beach before continuing along the D514 into Luc-sur-Mer and then Langrune-sur-Mer, where there were more monuments erected to the fallen, but after a night's sleep, we began day two by heading towards Pegasus Bridge and the Pegasus Memorial Museum.

Although the new Pegasus Bridge is



‘There are 9,387 headstones and 1,557 tablets recognising the missing who had to cross 200 yards of open ground...’

rather plain, we stopped to take some photographs and once in the museum, we found both a replica bridge as well as the original, along with gliders and battlefield diorama scenes.

Once again, we followed the D514 – this time to the Overlord Museum. Close to where the D-Day American landings took place at Omaha Beach and right in front of the main roundabout leading to the American Cemetery of Colleville-sur-Mer, the whole area being well thought out and landscaped by the American Battle Monuments Commission.

On day three, we revisited Colleville-sur-Mer and spent a very emotive late morning and afternoon walking the Normandy American Cemetery. There aren't enough pages available here to convey the scale of the monuments' buildings and battlefield diorama displays, but the symmetry of the graves, meticulously laid out perfectly aligned was very clinical. From here you could walk along to the edge of the cemetery and look down to the beach head below, realising just how little progress these men made. There are 9,387 headstones and 1,557 tablets recognising the missing who had to cross 200 yards of open ground and tackle the steep bluff

before reaching the area of the cemetery. There are 45 sets of brothers buried there.

Heading down the D514 and then D517, we arrived at Omaha beach. Noticeable on all the beaches, were the concrete platforms and surrounding bunkers that are still present with what look like dunes or slopes between them, but are, in fact, huge bomb craters.

We began day four by taking the scenic route along the coast to Ver-sur-Mer and the British Memorial at Arromanches to see the 1,475 silhouettes 'Standing with Giants'. Representing the number of fatalities under British command on 6 June 1944, this was really a spectacle and, given the fact that it is a temporary display, a once-in-a-lifetime opportunity. Walking amongst the silhouettes was very poignant, but on a lighter note, we realised that during our entire trip – visiting memorials and museums of all nations – we only twice had to pay for parking: once at Sainte-Mère-Église, because it was the town centre car park and then at the British memorial. We can't even get away with free parking in Normandy!

Arromanches is a pretty port town with lots of expensive cafés and ice cream parlours, but well worth a visit as you



can get close to view the remnants of the Mulberry Harbour.

Day five of our trip first consisted of breaking camp before moving to our second site: Flowers Camp at Vierville-sur-Mer, Omaha beach. Interestingly, we discovered that the campsite was on top of one of the main coastal bunkers which was built into the cliffs. Again, the terrain was hilly but this was as a result of direct hits to the bunker complex. It was also poignant that the location of the ruins was where the majority of the German camper van and motorhome tourists had set up; we had to walk that line to get to the bunkers, known as Widerstandsnest 73 with the beachhead referred to as sector Dog White. I can thoroughly recommend Flowers Camp. It offered great views across the sea and had a most welcoming and fantastic French restaurant and well-stocked shop

We then visited the Marcouf 44 gun battery in Saint-Marcouf, which once housed over 400 men. Driving along the D421 coast road, we stopped at several monuments to those who took the beaches, before picking up the D69 which took us straight to the bunkers. This was a pretty well-preserved network

of bunkers that were well back from the cliff and which overlooked the Utah beachhead. The surroundings were flat and very open, meaning advancing allied troops could easily be spotted.

Heading along the D14, the D913, N13 motorway and D113, we eventually took the D194 to the infamous strategic point of the German defences on the Normandy coast – Pointe-du-Hoc, made famous on the big screen by both *D-Day at Pointe-du-Hoc* and *The Longest Day*.

Key on the agenda for day six were visits to Sainte-Mère-Église and the Maisy Battery at Grandcamp-Maisy. We arrived at Sainte-Mère-Église via the N13 and drove through small, picturesque hamlets and villages, stopping a couple of times to take pictures of tanks (mostly Sherman) and other axis vehicles that were all very well preserved and cared for.

The first thing that was noticeable was the Airborne Museum as there were five buildings and a large number of military vehicles and field pieces around the area. We paid the entrance price and although the average fee throughout the trip was €7, this was by far the best visitor experience. There were large scale set pieces arranged over two floors, several cinema

‘Whilst walking amongst the graves, I was struck by the number of different regiments represented.’



areas and a very pre-landing briefing hut where a very realistic holographic Rangers officer walked around briefing us on what to expect when landing, giving us our objectives and, for those who would live through the day, offer valuable guidance on how to treat the locals.

There was a fully immersive mock-up of a Dakota with paratroopers ready to jump and a raised glass area from which you could look down onto the town – complete with other aircraft and parachutists below. All the while, sound effects and movements added to the atmosphere and we easily spent three hours there. We also took a walk around the town and photographed the monument to Private John Marvin Steele – an American paratrooper who landed on the pinnacle of the church tower in Sainte-Mère-Église, the first village to be liberated by the United States Army on 6 June 1944.

After another lunch formed of a large baguette, French cheese and beer, we continued to Maisy Battery. The area has 2km of German trenches to explore, along with the bunkers and various artillery pieces. The battery covered both Omaha and Utah beaches and was only captured on 9 June by the 2nd and 5th

American Rangers in a battle which took place over five hours.

With the end of our trip looming, we started day seven by breaking camp and planning a scenic drive back to the Riva Bella campsite at Ouistreham. As we had to be up at 6am the following day, ready for a 7am queue for the return ferry, we didn't fancy leaving anything to chance in case of last minute breakdowns and so gave ourselves plenty of time.

We took the D516, D87 and D12, but it was whilst on the D87 passed the town of Ryes that we pulled over at Ryes Commonwealth War Cemetery at Bazenville. It was so still, peaceful and immaculate, with two Commonwealth War Graves groundskeepers tending to the site in preparation for the 80th anniversary ceremonies, but, whilst walking amongst the graves, I was struck by the number of different regiments represented. All the services were present, Army, Navy and Air Force, but all the ranks too, with more officers present than I initially thought.

Perhaps the one stark piece of reality was that of the German graves. Most did not have the name, rank, regiment or birth and death dates included and I think it was as much as a conquered peo-

ple could bring themselves to do at that time. The cemetery contained 653 Commonwealth War Graves, one Polish, and 335 German War Graves – the majority of which were from just two days of fighting around the village after 6 June.

Eventually we arrived back at Riva Bella and decided not to set up camp but instead to sleep in our vehicles for the night to help with a quick getaway in the morning. Luckily for me, I am short and sleeping across the three front seats was easier and more comfortable than I expected – being able to also stretch my legs into the driver's side footwell – and after a tot of whiskey or two, I hunkered down for the night.

Having covered near 1,000 miles in eight days, the Lightweight proved to be the most suitable military vehicle for such a poignant trip. The only hiccup was when one of the new rear leaf springs – fitted four weeks before the trip – decided to 'go horizontal'! At the campsite that night, we jacked the IIA up in the hope that it would settle back to its original shape, but it was eventually replaced under warranty and didn't spoil the trip... even if there were some uncomfortable moments as a result!





A recipe for success

The Series 2 Club-Rally took place this year in Norfolk and once again delivered the perfect mix of entertainment, green lanes and friendship. Chris Mortimer tastes the result and gives us his verdict.

WORDS & PICTURES CHRIS MORTIMER, MARK WILSON, LARA PLATMAN, PHILIP VASEY, IAN MCLEOD, JOSHUA BROWN

A recipe for success

The recipe for a successful Club Rally is relatively straightforward. You need a dash of good weather, a generous helping of good clean facilities, a splattering of green lanes, a few fords to traverse, some relaxing evening entertainment and a BIG helping of friendly Club members. Stir together over the course of a few days and bingo, you end up with the Club's 20th Rally, held at Fakenham in sunny Norfolk from the 8-11 August.

It's fair to say that the Rally was nothing short of a resounding success, proving once again that a well-planned event can create lasting memories and bring together old and new friends alike. With around 70 bookings, including some day visitors, the event drew a fantastic crowd who were eager to explore the Norfolk countryside, indulge in local treats, and participate in a variety of activities.

From the start, it was clear that Fakenham wouldn't disappoint. Every morning, the Rally office buzzed with energy as participants gathered to review local maps meticulously prepared by Alan Jones. With routes through green lanes waiting to be explored, groups set off each day to discover the beauty of Norfolk's 'wilds', including a stop at Bircham Windmill, where a delicious selection of cakes awaited hungry adventurers. The Windmill quickly became a popular destination, with half the Rally arriving for a spontaneous toilet break and snack stop!

Saturday was a highlight for many attendees thanks to a visit to the North Norfolk Railway. Members enjoyed a scenic train ride, a guided tour of the workshops and a fish and chip lunch – all under the expert guidance of Andrew Munden, the Series One Club area representative for East Anglia and former manager of the NNR. Andrew's tour provided some fascinating insights into the workshop's role in maintaining not only their own locomotives and rolling stock, but also those of preserved railways across the UK and Europe. The NNR was generous enough to offer exclusive use of their spare field at Holt for parking, which resulted in a striking display of Land Rovers that caught the attention of locals. A quick lunch at Sheringham station, where the tantalising smell of vinegar filled the air, was followed by a leisurely afternoon before returning to Holt to collect vehicles and head back to camp for the evening.



‘The Rally was nothing short of a resounding success, proving once again that a well-planned event can create lasting memories.’





Full list of winners

- Best in show** Chris Mackay's Dormobile
- Piston Broke** Paul Seely (went home with the AA man)
- Best Concours** Shaun Baker's immaculate Series One
- Earliest Chassis** Kevin McBride
- Best Patina** Tom Jobling
- Spirit of the Club** Nick Merry and sister Becky who raised £91 for Macmillan Cancer Support by selling Land Rover-themed cupcakes at the Rally
- King Dick** John Cramphorn
- Best Cake** Nick Merry and sister Becky



The traditional Saturday evening entertainment, held in the Prince of Wales Suite, lived up to expectations, with Alan's 1958-themed quiz providing a fun challenge. Trophies, sponsored by Mansfield 4x4 Bury St Edmunds, were handed out, and the eagerly awaited raffle took place, raising an impressive £622 for Macmillan Cancer Support. The Rally's support for this important charity was greatly appreciated, and we thank everyone for their generosity.

Sunday morning brought with it a chilly start, but the warmth of the day soon emerged, making it perfect for browsing the autojumble stalls. Charles from Emberton Imperial also visited, offering a 10% discount on his smaller items and our own Club shop was open, giving attendees the opportunity to purchase items in person.

One of the most poignant moments came with the traditional group photo, captured this year by Will Mortimer and his drone. The image showcased not only the array of Series IIs present, but also other vehicles that joined the Rally and encapsulated the camaraderie that had developed over the weekend. As the sun shone down on smiling faces, it was a time to reflect on the success of an event

that had been months in the making. Any concerns of 'will it work?' and 'is it going to be enough?' were finally put to rest as people departed, having had a fantastic long weekend filled with friendship, fun, and new experiences.

For organisers Ben, Alan, and myself, it was time to close the recipe book on another successful Rally, confident in the knowledge that the hard work had paid off. We are already looking forward to the next – this time to be held at Cartmel Racecourse in Cumbria from 13-17 August – but until then, we can be content with the knowledge that Fakenham once again didn't fail to deliver.

We would like to extend our heartfelt thanks to the following companies who generously provided items for the raffle, welcome bags, and in-person visits. Their support was instrumental in making the Rally a resounding success. We couldn't have done it without them: Adrian Flux Insurance, Britpart, *Classic Land Rover*, Emberton Imperial, Exmoor Trim, Footman James Insurance, John Craddock, Lanoguard, Mansfield 4x4 Bury St Edmunds, Paddocks, Peter Best Insurance, Rimmer Bros, *The Landy*, TJC Land Rovers, Undercover Covers and Vintage Tyres.





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The road to recovery

A chance discovery of some old family photographs gave rise to a new restoration project for Robin Caldwell and his dad...

WORDS & PICTURES ROBIN CALDWELL





Although the Land Rover was only in the background of this photograph, it was enough – along with the memories of both Robin and his dad – to provide inspiration for their next project. The Morris Half-ton pickup in the foreground would provide information for the sign-writing.

Land Rovers have been present in my life for numerous years. There was an 88in Series One 4x2 into which we fitted a 2286cc petrol engine, a lovely 300TDi-powered 90 County Station Wagon that was extremely impressive when the ‘beast from the east’ came to visit and that should never have been sold, and then there was a Discovery 2 which wasn’t quite so capable in the snow.

However, the very first Land Rover I remember was a Series IIA breakdown truck that my father had built for the garage at which he was an apprentice and one of my

first memories was a trip to Banbury in it to pick up a car. I was about two years old at the time and my dad instructed me to make sure it didn’t fall off the back!

We have since restored many cars and bikes together and it was whilst looking through some family photographs that we found a number of slides taken of the garage my dad used to work at, two of which included the recovery Land Rover. At the time, I was wondering what type of project we should tackle next and those photographs gave me an excellent idea: to build a replica of the one dad had built 60 years ago!



‘... we found a number of slides taken of the garage my dad used to work at, two of which included the recovery Land Rover.’

The 109in fitted with a truck cab was eventually found late in 2023 and proved to be a good basis for the recovery truck re-creation.

We began by sourcing a complete LWB Harvey Frost recovery crane close to home. This was stripped down and the frame sent for shot blasting and painting. The Harvey Frost winch was also stripped, greased and reassembled, with new mounting studs needing to be manufactured as the old ones were quite corroded.

From the pictures we had, the winch on the front could be identified as a Turner unit and a quick look on Ebay found one that, although didn't look in great condition, was duly purchased and turned out to be surprisingly good. Although only needing cleaning, painting and new bear-

ings, it is, however, missing the driveshaft and engine crankshaft mounting plate, so if anyone has one, please let me know.

Spotlights and a roof beacon were also sourced from Ebay, but all we then needed was a Land Rover upon which we could bolt everything! I found a few that needed a new chassis or bulkhead, but didn't really appeal and so I joined the Series 2 Club, posted an advert on the forum to say that I was looking for a 109in fitted with a truck cab and in November 2023, one member got in touch saying that they had such a vehicle available.

It sounded like it would be ideal and

when I eventually went to view in March of this year, the vehicle turned out to be in very good condition with both chassis and bulkhead looking good, and the engine sounded in reasonable condition. As it had been standing for a few years, the brakes didn't work, the clutch was stuck on and it had a few battle scars and dents that would need sorting, but it was a very good basis for our project. A deal was struck and the Land Rover was delivered in April.

My dad came over the very same day, drove it into my garage and gave it his approval – although 80, he still works four

The road to recovery



The 109in bodywork was completely stripped back to bare metal, but Robin also uncovered evidence of its military past – later confirmed with the acquisition of the vehicle's 'B-card'.

days a week, fixing and repairing historic recovery and army vehicles... including Land Rovers.

The first job was to get the brakes working again, so everything apart from the pipes were replaced. It quickly became evident that the previous owner had looked after this vehicle and it was a real credit to him. Surprisingly, everything came apart very easily and luckily, the clutch had been freed off prior to delivery with the slave cylinder needing to be replaced when it stuck on due to corrosion.

With the brakes bled and working once again, the cab was removed, galvanised parts were sent for blasting and re-galvanising and I started to strip the old paint off the vehicle using paint stripper, eventually getting it down to bare aluminium.

A Heritage Certificate was ordered from the British Motor Museum which revealed that the vehicle had initially been shipped to the Central Army Vehicle Depot in Ashchurch, Gloucestershire. Stripping back the paint revealed army green and black colours and the passen-

ger door still bore the remains of an army unit crest. I was eventually lucky enough to get the 'B-card' military record which detailed the history of this particular Series IIA and it transpired that the Land Rover had entered service in April 1962 and served with the Paras, the REME and the School of Artillery before being disposed of in December 1974.

The bodywork had been drilled and modified to take various military connectors and bits of equipment and I ended up using a combination of methods to address those – welding, riveting or bonding plates in place during the process of restoring the panels.

My dad helped out with this process and straightened a lot of the bodywork, but we decided to get someone we knew to paint the vehicle and finish the rest off. This was someone my dad had known since he came to carry out work experience with him and has subsequently painted a couple of my previous projects with very good results. He came and looked at the Land Rover, we settled on a

The road to recovery



Both Turner winch and Harvey Frost crane were found on Ebay and completely overhauled. Once the Series II's bodywork had been repaired and prepared, a coat of Blaze Orange and black was professionally applied by another family friend.



The road to recovery



With freshly galvanised trim and overhauled parts refitted, the signwriting was carried out and the vehicle ready for its first public showing.

price to paint it and agreed that we would do some of the preparatory work.

Typically, the weather suddenly turned as I was transporting the prepped Series IIA to the bodyshop and, with no roof fitted, I got absolutely soaked! As the garage where dad had worked was a Morris/Land Rover dealership – which later became British Leyland – we took a bit of a guess at the colours and decided that Blaze Orange was the closest match to the orange in the photographs; I left the Land Rover with the painter and went on holiday for a week.

Upon my return, the vehicle had been painted and now just required putting back together. Conveniently, I was allowed some space in the bodyshop and so started the rebuild there. The first job was to rivet the newly galvanised parts back on. I had imported a pneumatic rivet gun from the USA and after a few tests, it turned out to be a surprisingly easy task to complete.

The cab was then refitted, along with the bonnet and lights and then I was ready to bring the vehicle home in order to finish the remainder of the rebuild starting with fitting the freshly rebuilt winch, Harvey Frost crane and then spotlights, work lights and recovery beacon.

The signwriting was completed by Graham Booth who my Dad knew through his work. We had to take a bit of a guess at what should be on the vehicle and although based on the pictures we had, we ended up using some artistic license, with Graham making a fantastic job of it.

Unfortunately, we ran out of petrol when taking the vehicle home and this meant that the pump sucked up a load of debris from the tank. What should have been a 30-minute journey turned into three hours as we ended up having to pump the fuel by hand until the float bowl was full, then drive 100 yards until it ran out and continue to repeat the process until we made it back!

Fortunately, once the carb, fuel filters and fuel lines had been cleaned out, it started straight away, but it also became



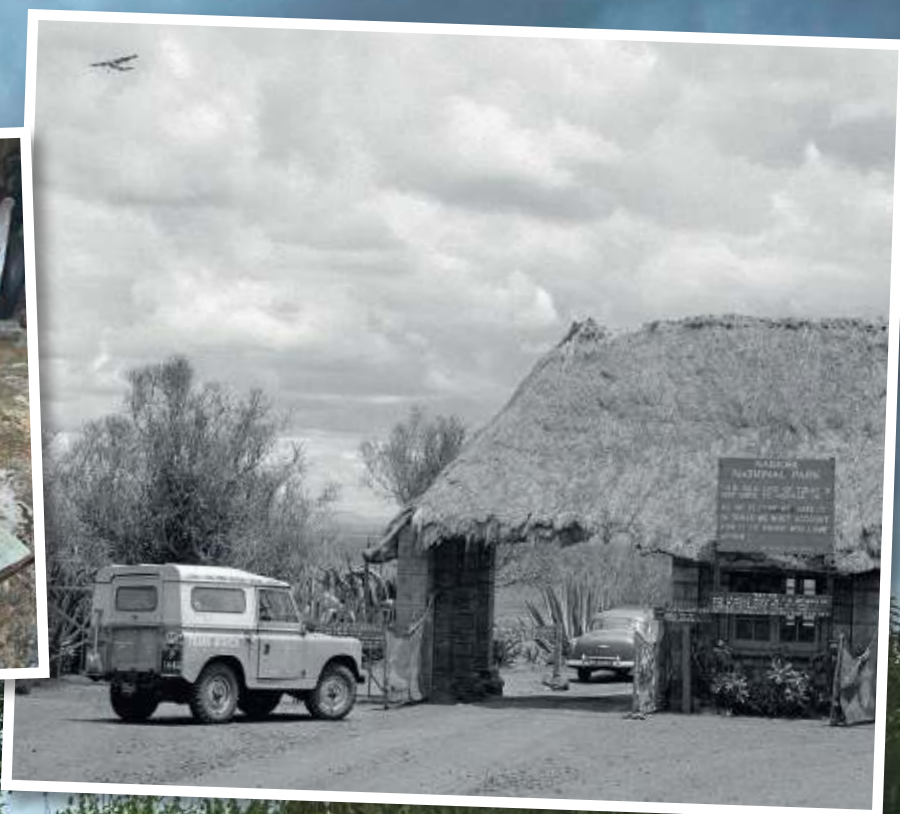
‘We took a bit of a guess at the colours and decided that Blaze Orange was the closest match to the orange in the photographs.’



evident that the tyres were badly in need of being replaced as the steering started to shake violently if you went above 30 mph. New tyres sorted this though and at the end of June this year, we attended our first show – where the Land Rover found itself on the receiving end of some very nice comments. We followed that up by visiting the Harborough Classic Car Show where many previous employees of St Marys Motor Co. recognised the vehicle – or at least our replica of it!

There are still a few little jobs to do before it's completely finished and the Series IIA will be out at a few more shows this year, but thanks must go to all the help offered by Club members and for answering so many of my questions along the way!





The editor's Series II has a rich history, but at 65 years old, the original 151 engine was well overdue some major mechanical attention.



Take the power back



Last documented engine work was in Nairobi in 1961; son Dylan and brother-in-law Pat help with removal; honing only made the lip in the bores even more obvious!



For those who don't already know, my own Series II is a 1959 88in that, over the course of almost three years, slowly made its way from Cape Town to London. This journey was carried out in the hands of its first owner, Philip Kohler, and although he continued to use the vehicle after he arrived back in the UK in early 1962, it was eventually sidelined until in 2016 his family agreed to let me take it on and return it to regular use.

The Land Rover was still remarkably original, but with the added bonus that both the original chassis and bulkhead had been galvanised in the late 1990s when a family member briefly put it back on the road. Doing so had secured its structural future, and although the Series II was still fitted with all of its original major mechanical parts – engine, gearbox, axles, transfer box, etc – it was inevitable that a time would come when those too would need work, particularly after decades spent mostly sat inactive outside

of the Kohler home in Shepherds Bush.

I enjoyed a number of years where the Series II took me wherever I needed to go: commuting to London, trips around the UK or into Europe, but I was also becoming crucially aware that the engine was, by this point, getting rather tired. Compression tests repeatedly produced readings that were barely into the green and although it could still be 'wound up' on the flat, hills of any noticeable incline inevitably involved a sedate crawl that started to get rather painful.

More noticeable perhaps, was that, although always a 'heavy breather' in my ownership, the 2286cc petrol engine was doing a rather fine job of redecorating the engine bay from not just the breathers, but also thanks to every single joint or gasket no longer doing what they should.

I had discussed the possibility of rebuilding the engine for several years, but it took a meeting with our esteemed chairman to finally force my hand. That's slightly unfair of course. After I bid him goodbye

following a coffee and a chat and went to drive away, the rusted exhaust back box fell off. That prompted me to remove the entire exhaust system... at which point I noticed the leaking core plugs.

Those alone don't necessitate a full rebuild of course, but combined with the low compression readings and the fact that I had been unsuccessful in diagnosing a worrying rattle coming from the bellhousing, I quickly did the grown up thing and removed the engine.

Once out, the full horror was revealed – its oily mess gave the Exxon Valdez disaster a run for its money and, to my embarrassment, I had to scrape off the accumulated gunk to even see the 151 engine number stamping. Although my efforts with a pressure washer and a tub of engine cleaner made things slightly more palatable, stripping the ancillaries off was still a grubby affair, but soon I had the bare bones in front of me and, pleasingly, I noticed that small patches of the original engine paint were still visible... just about.



Barring major uncoverings, my plan was simple: clean everything up, hone the bores, fit new piston rings, bearings and timing chain and then pop it back in. It was Christmas after all and, even if I took my time, the Series II should be back on the road by February. Then I removed the cylinder head...

It was still far from disastrous, but as I peered into the bores, I realised that I was now into a full strip down: whilst 95% of the bore depth looked great, the lip at the remaining uppermost 5% of each could not be ignored and, although I later attempted to run a three-legged honer up and down each, I knew that my efforts would be futile and a rebore was the only sensible way forward.

That also meant more money of course: money for the machining, for larger pistons and whatever else would inevitably crop up, but thankfully it wasn't all bad news, as removal of the camshaft and crankshaft revealed both to be in truly remarkable condition. Clearly my plan to

do a 'quick' refresh was now out of the question – as was my timescale!

That wouldn't be a problem though; we'd bought a £500 Renault Clio to use as spare transport earlier in the year and it proved to be invaluable with the Series II in dry dock, except our year of bargain motoring was almost up – something that the MoT test confirmed and suddenly I was left at the mercy of Mrs P giving up the family modern when needed, or having to use my 1934 Austin Seven Special. That may sound to some like a privileged position to be in, but with no roof, barely any bodywork and only two seats, it was hardly a practical solution for repeated school runs and work trips in the winter!

Hopefully I've now built up enough of a picture to defend my next action, for I then abandoned ideas of rebuilding the engine myself and decided that, in order to get the Land Rover back on the road in a reasonable timeframe, someone who knew what they were doing would need to be at the helm. Cue Alan Butlin...

Camshaft and crankshaft were in excellent condition; lettering and patches of original eggshell paint still visible on block; either the broken spigot bearing or broken springs on the clutch plate could have been to blame for the bellhousing rattle; James Goldstraw honing the bores after machining to +30 thou.

‘Clearly my plan to do a “quick” refresh was now out of the question – as was my timescale!’

Take the power back



Alan Butlin's experience and expertise meant that before long the engine was assembled and turned over to check oil pressure; delivered by 110 and dropped back in place with Alan's kind help; original 1959 Solex had been rebuilt; first test-drive was a huge success.

'I found myself accelerating UP hills with a smile on my face instead of struggling, wearing a grimace.'

I first met Alan when I had the privilege of documenting the restoration of Land Rover chassis 860001 (JUE 477) at the hands of Julian Shoolheifer and his team. Whilst photographing the process and writing the accompanying book on that, the first production Land Rover, I had witnessed Alan breathe new life into the Series One's engine when others might have condemned it and so was overjoyed when, although retired, he agreed to rebuild mine in his spare time.

First though, I had to get the block machined and parts ordered. Although we might just have got away with going up by 20 thou on the bores, the decision was made to 'be safe' at 30 thou and so good friend and local engine specialist James Goldstraw did what was needed, hot washed the block and handed it back.

I went through the list of what new parts would be needed with Alan and Julian and also took their advice on which suppliers would be best and soon I had a car full of bits ready to deliver, includ-

ing the cylinder head that James had also worked his magic on – cutting new valve seats and checking that the original valve guides were still within tolerance.

Although I'm sure some reading this may cringe, I took the decision to not paint the engine, but instead leave what paint and original markings were still visible. I worked some oil into the outside to offer protection, but for me, this seemed to be the right decision given the originality and appearance of the rest of the vehicle.

With everything in his workshop, Alan then set to work, but for a moment, my fears that he would call to inform me that the 'remarkably good' crank and camshafts were in fact scrap started to materialise when on his behalf, Julian called me to announce that "We have a problem".

Fortunately, it wasn't all bad news. In fact, he enthused about how astonishingly good some of the parts were – commensurate with a vehicle that, although it had driven across Africa, had been looked after while on the road and not worked into



the ground like many others at the time. However, some of the new parts supplied – in particular the big ends – were just not good enough or correct for the engine and would need to be returned. Amazingly though, he and Alan had closely examined the original components that were due to be replaced and decided that they were so good and within tolerance that they could be re-used: “We think it’s better to use good quality original parts, than slightly inferior reproduction bits – they’ll certainly see you out!”.

At this point, I was thankful to have given the engine to someone who knew exactly what they were doing and had the experience and knowledge to make such judgements and while I set about degreasing the engine bay, Alan cracked on – his wife Jenny sending over the odd photographic update which culminated after just a few days with a video of the 2286cc unit being spun over with an oil pressure gauge attached!

Although I had reassembled the cyl-

inder head before giving it to Alan, he’d disassembled, fettled and reassembled it again, just to make sure that he was totally satisfied and, although he was only supposed to be providing me with a ‘short’ engine in order to keep costs down, he had basically put everything back on it apart from the dynamo and carburettor. As a result, when he arrived at my place in his old 110 Defender, the engine that we swung out of the back was pretty much ready to drop straight in – something that he insisted on helping me do before setting off back home!

After a few hours’ work, I was ready to (theoretically) start the engine up. I had planned to drain the fuel tank and fit the rebuilt Solex that was original to the vehicle before that point, but impatience got the better of me and with the Weber 341CH still fitted and six-month-old petrol in the system, I primed the carb and then turned the key...

To hear it fire up immediately (and I mean *immediately*), was immensely pleas-

ing, but clearly the Weber – already in need of an overhaul – was not happy and the spitting and popping inspired me to fit the rebuilt Solex before even attempting a first drive.

When that moment did come – following having to revert the throttle linkage back to standard as well as refit the original solid cable choke mechanism (sat in the garage waiting for such an occasion) – I realised *just* how tired the engine had been. Suddenly, I was reminded how a fresh 2286cc petrol power plant should be and I found myself accelerating UP hills with a smile on my face instead of struggling, wearing a grimace.

It’s a shame that the joy didn’t include the satisfaction of having built it myself – I’ve only ever built one engine and that was for a Porsche 912 under the guidance of an expert – but thanks to Alan, the Trans-Africa Series II has been back in use for the summer where otherwise I suspect it would still be sat, engineless, on the driveway.

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



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

Discount not available on non-Series II chassis

Vehicle Registration Office

The best advice? Buy one on the system!

WORDS PETER HOLDEN

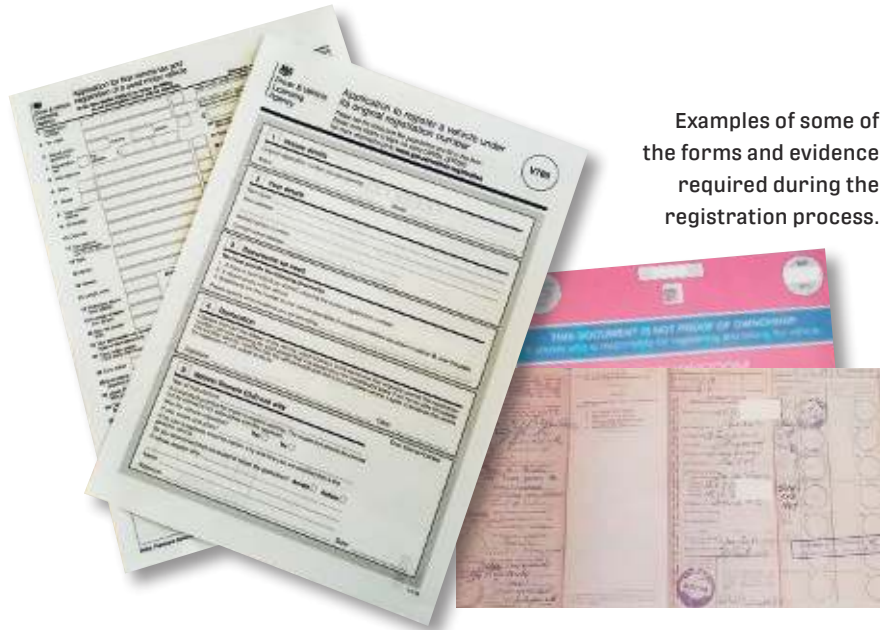
Whilst we wait for the outcome of the recent DVLA consultation, it is worth reminding everyone of the current situation regarding registering a vehicle that is no longer, or has never been on, the DVLA's records.

Vehicles that have never been on their records include imported cars and those that have never been registered – perhaps because they have worked on large estates or in quarries for example. Those that are no longer on the database are usually because their registration has lapsed.

Registering a vehicle imported from another country is straightforward providing it was registered for the road in that country and you have documentation that proves the build or assembly date. One example would be if you brought a Land Rover Santana into this country from Spain and it had a current registration there. You simply make the NOVA declaration with the HMRC within 14 days of the vehicle's arrival and then complete a V55/5 form with the DVLA using the original Spanish registration document as proof of the build/first registration date.

The difficulties begin when the country the vehicle is being exported from, confiscates the original registration document on export. The DVLA will only accept originals of these documents and not photocopies.

If the Land Rover was exported from the UK as a complete vehicle then it is possible to prove the build date from the Land Rover records held at Gaydon, providing the record can be tied to the vehicle. This is usually done by checking the chassis number on the right-hand dumb iron, but if the number isn't visible, then there are serious problems.



Examples of some of the forms and evidence required during the registration process.

Locally-built vehicles from CKD kits are a problem as the DVLA require proof of the assembly date of the kit, not the date that the kit was put together in the UK. Some assembly records do exist in places like Australia and sometimes Jaguar Land Rover can be helpful.

Registering a UK vehicle that is not on the DVLA's system will fall into two categories. The first will be a straightforward registration with an age-related mark using the V55/5. This will require an inspection either by a DVLA representative or one of our Club inspectors. The alternative is to recover the original registration using the V765 scheme, but this requires documentary evidence from before 1983 that links the registration mark with the chassis number. This evidence usually takes the form of an original RF60 card logbook, but it is also acceptable to use a notarised copy of the RF60 or a notarised copy of the relevant page from the registration records of the registering authority (caveat, it must include the reg mark and the chassis number). The process in this case is to complete both a V765

form and a V55/5 form. This will require a Club inspection as the VRO has to endorse the V765.

As a Club we are authorised to deal with both Series II and Series III Land Rovers, however I often field questions about Range Rovers, Discoveries and later models because there aren't any authorised clubs for these.

For anything to do with the DVLA please contact me before you contact them as you will probably save us both a great deal of hassle. My contact details are on p52.

Perhaps the best advice is to save yourself the hassle and buy a vehicle already on the DVLA system, making sure you get the registration document with it. When going to look at a Land Rover, it's also worth taking someone with you so that they can look at it with their head whilst you will look at it with your heart!

If anyone would like to talk about registration matters, I will be on the S2C stand at the NEC Classic Motor Show on both the Friday and Saturday. Please come and say hello.

Out & about

All the news and events from your area



NORTH EAST & BORDERS

The A1 Steam Locomotive Trust was formed in 1990 to recreate an A1 Pacific locomotive after all 49 original locomotives were scrapped. Eighteen years later, the project to build Tornado was successfully completed and attention turned to another lost class of locomotive, the P2 – Britain's most powerful passenger steam locomotive. Work is well underway at the trust's brand new workshop on Bonomi Way, Darlington.

On 2 March, members from the North East & Borders areas of the Series 2 Club met in Darlington to visit the works. We were greeted by the trust chairman, Steve Davies, who first of all gave us an introduction to the extensive work going on in the area to celebrate the 200th an-

niversary of the Stockton and Darlington railway in 2025. We then moved inside to be greeted by the impressive sight of the P2 locomotive under construction. After a very interesting and informative guided tour of the workshop and the locomotive, there was a chance to ask any questions and to have a look around ourselves. No meet up would be complete without the inevitable chat about Land Rovers over a cup of tea or coffee and it was great to meet some new members, put some names to faces and catch up with some regular Club members. I would like to thank the A1 Steam Locomotive Trust for their warm welcome and hospitality – we will definitely have another meet there to see the progress being made.

Phil Vasey





BRISTOL

As we move through the third quarter and a warmer phase in the year, the 2024 Bristol Area Summer Camp is upon us. Petruth Paddocks is once again the venue and that means a visit to Cheddar Ales and their stone ground pizza oven!

If you'd like to join us, then this will take place from 12-15 September. There will be plenty of green lane and road runs, plus good camping and fireside chats in the evening. Cheddar is a great tourist location with plenty to see and do and with some great hiking on offer. Book at petruthpaddocks.co.uk, or call +44 (0) 1934 257055. Don't forget to mention the Series 2 Club so you are allocated to the correct camping area.

The 'mid-week meanderers' are still busy planning their 'retiree' trips, with the latest resulting in a gear box breakdown (below). Their most recent chatter was on which dash cam to buy, with the Nextbase 322gw from Halfords (£119) being their chosen model. They like watching their meandering videos!

We have also been in contact with the Lovett Foundation – Dick Lovett's motoring group charitable organisation which has a 4x4 green laning group that is partnered with the Green Lane Association. They visited Strata Florida Lane and Elan Valley area at the start of August and we look forward to welcoming a couple of them to our Summer Camp in September.

Andy Phillipou



Out & about



YORKSHIRE

Yorkshire members were invited to stay on the camping field at Jervaulx Abbey in May and to drive some of the routes in the Yorkshire Dales. We started at the lead mines at Redmire and drove over the high moorland, along Swaledale before reaching the highest pub in England at Tan Hill.

We followed a well-trodden path before groups then dropped over to Wensleydale via the Buttertubs Pass – named after the deep limestone potholes once used by farmers to cool butter, before walking down the pass to market day in Hawes.

A second route used Castle Bolton as a stopping-off point before driving the green lane called Morpeth Gate. Running between West Burton and West Witton, this lane begins as a scramble up a narrow stone track that then opens up into a wide grass lane that offers superb views of the stone wall enclosed fields in Bishopdale.

Many thanks to group leaders John Cramphorn and Gordon Furness, as well as everyone who joined us for a bit of a wet bank holiday weekend.

It was great to see Yorkshire well-represented at the Club Rally in Fakenham, and with a few canny raffle tickets purchased, it was nice to see a few prizes heading back home to Yorkshire too!

The next Club gathering will be at the LRO Show at Belvoir Castle, with the next planned Yorkshire area event being the annual Yorkshire Christmas Pudding Run on Sunday 29 December.

Gordon Lowe



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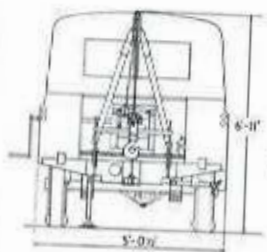


MANN EGERTON & CO. LTD., CROMER ROAD WORKS, NORWICH
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SPECIFICATION AND DETAILS

CRANE

This is of 2-tons capacity with tubular compression members and cable ties; it is dismantled in four parts for stowing.



SUPPORT BRACKETS

The crane support brackets are welded to the chassis and the tubes are connected by pins, thus facilitating assembly and dismantling.

WINCH

Constructed as a separate unit mounted on a frame welded between the chassis members and situated immediately behind the seat bulkhead, it comprises a worm-driven winding drum with a gear ratio of 40 : 1, the worm-mounting is hinged to allow dis-engagement of the worm, thereby allowing the cable to be run out freely when assembling the crane. It is operated from outside the vehicle and the handle is stowed inside the body. When the handle is inserted in the winding position a switch automatically isolates the ignition and lights a warning lamp on the dashboard, thereby ensuring that the vehicle cannot be driven with the winding handle projecting. Guards are fitted round the gearing.

CHASSIS SUPPORTS

These are provided for use when the crane is working to full capacity to relieve the springs and chassis of the high loading. They are arranged for limited adjustment for uneven ground conditions and swing outwards and upwards where they are secured when not in use.

TOWING BRACKET

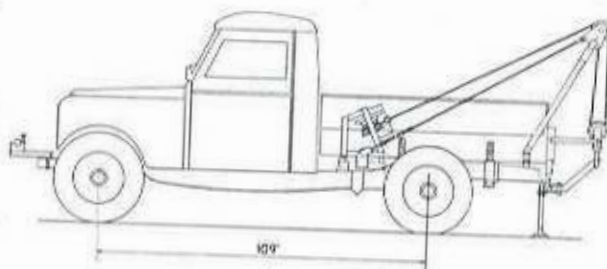
This is the M.E. standard Type "A" Towing Bracket bolted to rear chassis member.

DISTANCE BAR

The distance bar is secured to the hook box by means of a pin and safety hook.

AMBULANCE FRAME

A frame is bolted between the front chassis members for the Ambulance, which is lifted into its mounting and clamped securely. (Note:—The housing of the ambulance assists in giving steering stability when the crane is loaded in the



travelling position. The drawbar is disconnected from the ambulance and stowed in the vehicle or in the power take-off tunnel, where it is secured at the rear).

The equipment is painted Mann Egerton standard mid-green. Other colours subject to special quotation.

LOAD CARRYING

The suspended loads recommended by the Rover Motor Co. Ltd., using standard springs are as follows:—

80 ins. W.B.	...	...	820 lb.
86 ins. W.B.	...	...	1000 lb.
107 ins. W.B.	...	...	1300 lb.
Series I 88 ins. W.B.	...	...	1000 lb.
Series I 109 ins. W.B.	...	...	1300 lb.
Series II 88 ins. W.B.	...	...	1000 lb.
Series II 109 ins. W.B.	...	...	1500 lb.

If it is desired to handle a heavier load than that stipulated it will be necessary for the springs to be reinforced.

EXPORT PACK

Set of Recovery Equipment parts in waterproof lined case:—
Dimensions: 5' 3" x 3' 3" x 1' 9".
Gross weight 5 cwt. 3 qrs.

If supplied a breakdown ambulance can be packed in the same case.

Gross weight, with ambulance, 7 cwt. 2 qrs.

SUITABLE AMBULANCES (Extra)

Type H fitted with two 16 x 4 heavy duty pneumatic tyres (for 1 ton dead weight).

Type J fitted with two 16 x 3 solid tyres (for 24 cwt. dead weight).

LAND ROVER EXTRAS REQUIRED

Bonnet spare wheel mounting E1057—88" Wheelbase Series II

Bonnet spare wheel mounting E1059—109" Wheelbase Series II

Club contacts

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

OFFICERS

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chairman@series2club.co.uk

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surreyandsussex@series2club.co.uk

Facebook: Surrey and Sussex area of the Series 2 Club

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Facebook: Land Rover Series 2 Club – Thames Valley

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New Zealand

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secretary@series2club.co.uk

Northern Ireland & RoI

Vacant (applications to secretary)

ireland@series2club.co.uk

Area meets

Please email updates to editor@series2club.co.uk

Anglia

When? First Tuesday, 7.30pm

Where? The Village Inn,
Little Melton NR9 3AD

Contact Alan Jones: 07523 871699;
alan@wittsend.co.uk

Borders

When? First Wednesday, 6.30pm

Where? The Metal Bridge
Inn, Carlisle CA6 4HD

Contact Phil Vasey;
borders@series2club.co.uk. Let Phil
know if you would like to eat and he will
pre-book a table in the Club's name.

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

Locations rotate, but meetings always
take place during the first week of
the month. Details will be emailed and
posted on regional Facebook page.

Contact centralshires@series2club.co.uk

East Midlands (all areas)

No meets currently held.

Contact eastmidlands@series2club.co.uk

Essex

No meets currently held.

Contact essex@series2club.co.uk

Garden of England monthly meet

When? Third Monday, 7.30pm – please
note, May and September meetings
are replaced with the quarterly meet
as detailed in the next column.

Where? The Bull Inn, Linton, Maidstone,
Kent ME17 4AW

Contact kent@series2club.co.uk

GoE quarterly meet

When? 16 September 2024, 7.30pm

Where? The Gunpowder Mill, London
Road, Faversham, Kent ME13 8XE

Contact kent@series2club.co.uk

New Forest & Solent

No meets currently held.

Volunteers welcome.

Contact nfandsolent@series2club.co.uk

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 2 Club,
Peaks and Potteries on Facebook

Scotland (North)

No regular meets currently
held. Volunteers welcome.

Contact scotland-north@series2club.co.uk

Scotland (South)

No regular meets currently
held. Volunteers welcome.

Contact scotland-south@series2club.co.uk

Severn Valley

When? First Tuesday, 7pm

Where? Swan Inn, Coombe Hill GL19 4BA

Contact severnvalley@series2club.co.uk

South West

No meets currently held.

Volunteers welcome.

Contact southwest@series2club.co.uk

Thames Valley

No meets currently held.

Volunteers welcome.

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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on vehicle tracking systems

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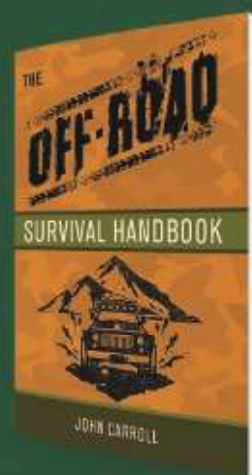


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