

THE OFFICIAL MAGAZINE OF THE SERIES 2 CLUB



BUILT 2 LAST

SPRING 2024 ISSUE 149

**WIN £500
SPARES
VOUCHER!**



What Katy did next

How one Series II and a splash of colour is helping to get people talking about a difficult subject...

Plus Toylander build • 1964 Station Wagon • 'Rebel Antiquary': 88in Series II

#149 Contents

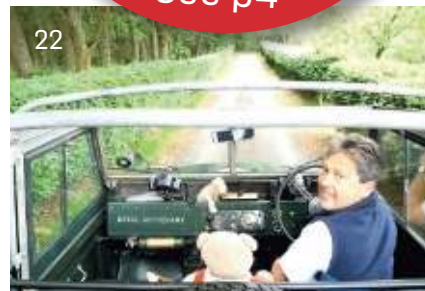


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WIN!
£500
PADDOCK
SPARES
VOUCHER
plus free S2C
subscriptions
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If, like me, you don't tend to mothball classics over the winter months, then the onset of spring might not be too momentous as far as your Land Rover use goes, but it is still undeniably nice to see the first shoots of new growth appearing and longer daylight hours offering a boost to the mood.

Hopefully, this issue – the first in a year that celebrates the 40th anniversary of the Series 2 Club – will also provide a boost for those needing some inspiration and, once again, we have a cracking mix of stories on offer. From a restoration with a difference that's all for a good cause (p12), to a purchase that ended up with a revealing drive down memory lane (p36) – the diversity of our Land Rovering world always makes for a good story and it's a real privilege to share them with the rest of the Club. Please do keep them coming and remember that we welcome any suggestions of content.

Unfortunately, the most recent chapter in my own story hasn't seen much progress and although the Trans-Africa Series II's engine is now stripped down, a lip on the bores means that it'll need to go for machining and over-sized pistons bought. I'll admit to being slightly overwhelmed every time I walk into the garage and see a large pile of parts and am already missing getting behind the wheel, but hopefully I can rectify that by the summer.

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 Summer 2024 issue is 17 May.**

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.

SERIES 2 CLUB LTD Company limited by guarantee

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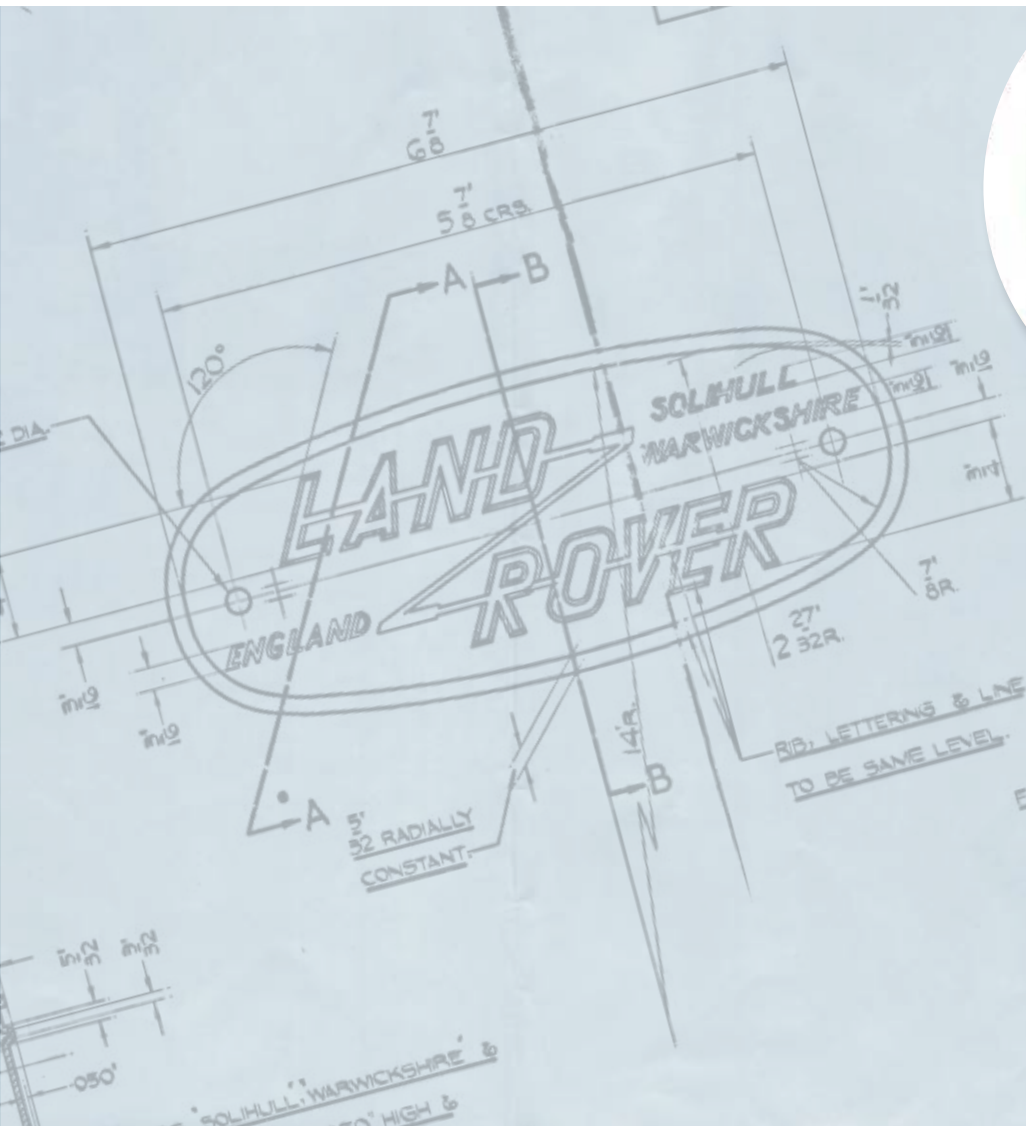
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FREE 40th ANNIVERSARY WINDOW STICKER

In addition to the fantastic prize giveaway below, every member will receive a special window sticker to help celebrate the Club's 40th anniversary. Designed and produced by New Forest & Solent area member, Tim Lacey of Octopress Printers, the sticker is based on an original idea by Simon Shaw and will be included with your Summer issue of *Built 2 Last*, distributed to members in June. Additional stickers will be available from area representatives or from the Club shop later in the year.

S2C BIRTHDAY PRIZE DRAW WORTH £500!



It has been 40 years since a group of friends decided to form a club dedicated to the preservation and enjoyment of Series II Land Rovers and remarkably, 44 of the original 200 are still active members!

It's difficult to put into words just how much we sincerely value and appreciate the loyalty of our members, not to mention the thousands of voluntary hours you spend attending meets, organising events and supporting the Club.

However, to express our heartfelt gratitude and celebrate this important milestone, we would like to include every one of our 2,700-plus members in a special 40th anniversary prize draw. One lucky winner will receive a £500 voucher to spend with one of our long-term spon-

sors, Paddock Spares, while five runners-up will each receive a free one year Club subscription. Your trust and support have been essential in helping the Club thrive and enable us to celebrate the many milestones that lie ahead. Good Luck!

RULES OF ENTRY

1 Entry to the Land Rover Series 2 Club's 40th anniversary prize draw is free to all paid-up members of The Land Rover Series 2 Club Ltd. on the day the draw is held, including lifetime memberships but excluding complimentary memberships.

2 One entry per membership (joint membership counts as one entry). No member may win more than one prize.

3 The winners will be announced on Saturday 10 August, 2024 during the awards evening at the Fakenham rally. The draw will use your S2C membership number as your entry number.

4 The winner will be notified using the contact details held on the club membership system, CrossMember.

5 The winner agrees to publicity in *Built 2 Last*.

6 There is no cash alternative to the Paddocks Spares £500 voucher. Additional postal charges for overseas or remote locations are at the expense of the winner.

7 The one year membership fee prizes will commence when the winner's membership is due for renewal. Should a lifetime member be drawn, a £25 Paddocks voucher will be substituted.

OPTING OUT

To opt out of the Land Rover Series 2 Club free prize draw, you should email notification to secretary@series2club.co.uk by Wednesday 31 July 2024. Alternatively, the final date for opting out by post is 30 June 2024. This should be addressed to: The Land Rover Series 2 Club Ltd., BM7035, London WC1N 3XX. The Members of the Board have chosen to opt-out.



CLUB OFFERS FUNDING BOOST

Peak District area representative and local S2C members recently handed over a cheque to the Derbyshire Air Ambulance Service at their Somercotes headquarters.

Andy Wright had the pleasure of presenting Tracey Jones, Community Fundraising Executive for the Service, with a sizeable donation of £963 – an impressive total collected during the S2C National Rally last year, but local members generously topped up those funds to reach over £1,000 on the day.

The handover was also an opportunity to show off the Club charity bonnet which is currently with the area awaiting decoration and Andy very proudly confirmed that he and other members would continue to collect funds for the Air Ambulance Service at various Club events over the summer.

Well done Andy and the Peak District members and to all those who helped raise money at the Rally or donated to such a worthy cause.

Drive it Day

National Drive it Day will soon once again take place – this year on Sunday 21 April – and is the annual opportunity to raise awareness and support amongst the public for the historic vehicle movement as well as to raise money for the NSPCC's Childline through the purchase of special rally plaques. A record £51,000 was raised in 2023 and if you would like to help try and beat that, please visit www.driveitday.co.uk to purchase your plaque or make a donation.



Ad break

Two new books by Tim Cleave are now available and concentrate on Land Rover advertising from the 1940s through to the 1970s. Split into two volumes, the A5-sized ringbound books feature facsimiles of period print adverts and although diminutive in size, are a handy reference source for marque enthusiasts. Each book is £10.99, but you can save £3 when both volumes are bought together. Visit classic-landrover.com to purchase.

AN INVITATION TO BREAKFAST

Ed Foster has extended an open invitation to all Scottish-based or visiting members to his monthly 'Bacon and Brakes' car meet, held at The Rhynd Café near Leuchars in Fife.

Taking place on the first Sunday of each month until October, Ed suggests that the free-to-attend meet would be perfect for a S2C gathering: "There's a café on site and I can easily organise an area for the Series IIs to park together."

So, let's set a date for the first Series 2 Club 'Bacon and Brakes' meet to be held on Sunday 7 April. It will be a chance to find out who's local to you and to swap stories. Details will be posted on the Series 2 Club events page on Facebook and on the forum and you can also visit baconandbrakes.com. If you're interested in organising similar occasional meets, please email scotland-south@series2club.co.uk or scotland-north@series2club.co.uk.

BACON & BRAKES
BURN RUBBER. NOT BACON





BRISTOL CAMPING WEEKEND

Following the success of the 2022 Club Rally as well as last year's camping weekend, the Bristol region are once again holding a similar event which will take place from 12-15 September 2024.

The location will again be Petruth Pad-docks, Cheddar BS27 3FS and the week-end will include a relaxing itinerary with arrivals welcome from Thursday 12 Sep-tember. Friday and Saturday will include greenlaning options with a possible ap-pearance by the 'reverse steer' Series II, but the weekend will involve plenty of relaxation, enjoyment of the odd beer and undoubtedly a lot of looking under Land Rover bonnets!

Visitors are more than welcome to take themselves off for some gentle, local, scenic driving and if none of the above takes your fancy, then the coast isn't far away.

As previously, the Cheddar Ales brew-

ery is within walking distance and if this all sounds too good to miss, then please book direct with the campsite (rather than through an agent): petruthpad-docks.co.uk. Mention the Series 2 Club when doing so and including this in the group name box means we can hopefully all camp together.

As an indication of price, the fee is cur-rently £16 per night for one person in a tent on grass, but there are also six pitch-es with electric hook-up and a number of shepherd's huts available as well as excel-lent on-site facilities including showers.

Please also let us know by email if you are coming so we have an idea of num-bers: bristol@series2club.co.uk and re-mem-ber that you don't even have to turn up in a Land Rover! OS Explorer 155, 141 and 142 maps are useful to bring along if you have them.

2024 S2C RALLY UPDATE

Excitement is mounting for the 2024 Series 2 Club Rally, to be held in Nor-folk at Fakenham Racecourse from 8-11 August and spaces are filling up fast with a number of early bookings.

Organisers can confirm that a visit to the North Norfolk Railway and a tour of the locomotive shed has been arranged for the Saturday and will in-clude a discount to train travel tickets.

The journey from Fakenham to the start of the train ride at Holt Rail-way station can be either via surfaced roads or a greenlane route and a fish and chip lunch will be available upon arrival at the end of the train ride at Sheringham.

Although still awaiting confirma-tion, it is hoped that Emberton Im-perial will be present at the campsite at some point over the weekend with their pop-up shop. Once we have more information, members should hopefully be able to collect any pre-ordered items purchased from them.

An updated form is opposite, but online booking is now also available at series2club.co.uk/2024-rally-book-ing with online payment also an op-tion. It's shaping up to be a fantastic event and we hope to see you there!

Welcome to the Club...

8465 **Mark Utley** *Humburside*
 8466 **Simon Leah** *Cheshire*
 8467 **Robin Caldwell** *Northamptonshire*
 8468 **Laurence Sawbridge** *Warwickshire*
 8469 **Archie Cursham** *Gloucestershire*
 8470 **Josh Neff** *USA*
 8471 **Andy Dunne** *Kent*
 8472 **Robert Moore** *USA*
 8473 **Ezechiele Busuttill** *Malta*
 8474 **Andrew Hewett** *Surrey*
 8475 **George Robinson** *Hampshire*
 8476 **Adam Dimond** *Derbyshire*
 8477 **David Allen** *Gloucestershire*
 8478 **Travis Taylor** *Essex*
 8479 **Peter Unwin** *Carmarthenshire*
 8480 **Tom Ding** *South Yorkshire*
 8481 **Thomas Beston** *Kent*
 8482 **Felicity MacLeod** *Ross-shire*
 8483 **John Fisher** *Chile*
 8484 **Rory Dunlop** *Highlands*

8485 **Alan Green** *Hampshire*
 8486 **Sally King** *Derbyshire*
 8487 **Steven Borley** *Cardiff*
 8488 **Oliver Burton** *East Sussex*
 8490 **David Parkinson** *Bedfordshire*
 8491 **Ian Littler** *Northamptonshire*
 8492 **Peter Taylor** *Lancashire*
 8493 **Simon Carpenter** *Herefordshire*
 8494 **John Williams** *Essex*
 8495 **Roger Allen** *Gloucestershire*
 8496 **Clive Gluning** *Devon*
 8497 **Philip White** *Gloucestershire*
 8498 **Kenneth Borton** *Wiltshire*
 8499 **Ashley Palmer** *Hampshire*
 8500 **Matthew Lomas** *Cheshire*
 8501 **Ian Macnab** *Somerset*
 8502 **Graham Harvey** *West Midlands*
 8503 **James Gwilliams** *Worcestershire*
 8504 **Gordon Wells** *East Sussex*
 8505 **Jeffrey Tottle** *Somerset*

8506 **Ernest DiLeonardo** *USA*
 8507 **Marcus Frisby** *Kent*
 8508 **Michael Shields** *Westmorland*
 8509 **Iain Gemmell** *Fife*
 8510 **Lodewijk Meter** *Netherlands*
 8511 **John Hipwell** *Canada*
 8512 **Gabriel Falzon** *Malta*
 8514 **Ben Harris** *Bedfordshire*
 8515 **Enrico Agostinelli** *Warwickshire*
 8516 **Andrew Walster** *Warwickshire*
 8517 **Michael Knight** *Canada*
 8518 **Samuel Hodson** *Dumfries and Galloway*
 8519 **Mark Stevens** *Berkshire*
 8520 **Lee Williams** *North Yorkshire*
 8521 **Michael Smith** *London*
 8522 **Eric Klein** *Canada*
 8523 **John Russell** *Dorset*
 8524 **Tony Hunt** *Surrey*
 8526 **Graham Hough** *Wiltshire*
 8527 **John Warden** *Buckinghamshire*

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)
Number of children under 14.....	Year Registration
Number of dogs (2 max)	Vehicle 2: Series 1/2/2A/3/Other (circle as appropriate)
	Year Registration

Which nights will you be staying? Thursday 8th Friday 9th Sat 10th

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 book and pay online <https://series2club.co.uk/2024-rally-booking> or by filling out this form and posting it to **Rally, Series 2 Club Ltd, BM 7035, London WC1N 3XX**. Please see tables below for pricing OR call **Ben Stock** on **01205 839427** if you need a hand working it all out. 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.

ANNUAL GENERAL MEETING MINUTES

Series 2 Club Annual General Meeting, Sunday 26 November 2023

Directors present

Peter Holden, Wendy Lowe, Craig Theobald, Mark Wilson, Andy Phillipou, Richie Jones

1 Apologies Jamie Cossmann, Stephen Wallace, Andy Robinson, Scott Hindmarsh, Andrew Woods

2 To accept the minutes from the 2022 AGM as printed in *Built 2 Last*

Proposed by Derek Spooner and seconded by Edryd Coleman to allow them to be accepted onto record by vote. A show of hands was requested of all members present to approve the minutes of the previous Annual General Meeting, they were unanimously accepted.

3 Any matters arising from the 2022 minutes Questions – none were asked.

4 Receive the accounts by vote

Treasurer, Tom Pilling had prepared the accounts for submitting to Companies House and he attended the meeting to respond to any questions regarding the accounts as published in *B2L* and on the forum. Printed sets of the accounts were also made available to view at the meeting. Tom was thanked by the board for his actions when dealing with club finances, especially the prompt responses when handling requests for expenses to be reimbursed.

5 Appoint Clements Rabjohn Chartered Accountants & Business Advisors as our accountant and authorise the directors to fix their remuneration (Tom Pilling is recognised by the board as the company representative to negotiate their fee)

Unanimous vote.

6 Chairman's Annual Report, Area reports, Retirements and New Appointments

6.1 Chairman's Annual Report Mark Wilson as Acting Chairman was pleased to report that as a Club we are holding our own and offered his thanks to the core team of officers and area organisers who have helped throughout a turbulent year. He also thanked Rob

Stanyer for taking the lead through that turbulence and James Thomas for his invaluable counsel on legal matters.

Thanks were extended to include all members of the club in a year of uncertainties but which has still provided a successful annual rally in Derbyshire thanks to Philip Hallows and the Peak District team; and also organised a superb Club stand at the NEC Classic Car Show. An impressive total of 90 tickets were bought by members using the exclusive NEC discount code.

To maintain forward momentum there is a need for more volunteers to join the Board of Directors and there are areas that require new Area Organisers or group involvement to reinvigorate Series 2 Club events and regular meets.

6.2 Club Directors' and Officers' Reports have been published on the Series 2 Club forum – no comments or questions were made by attendees.

6.3 Area Representative Retirements , New Appointments and Vacancies (Area Reps are chosen by members in the area)

6.3.1 Retirements

Brian Deacon – Thames Valley, Sarah Headon – South West, Eddie Grinstead – Surrey & Sussex, Larry Simpson – USA, James Williams – New Forest & Solent, Gerald Mackay – Ireland, Dave Dutton, Gene Maxwell – Scotland

6.3.2 New Appointments

Craig Theobald – Surrey & Sussex
Edryd Coleman – West Midlands

6.3.3 Vacancies

USA, Thames Valley, South West, New Forest & Solent, Scotland, Ireland

7 Vote on any resolutions/rule changes

7.1 To officially change the name of the company to Land Rover Series 2 Club

This will better describe the club and match the existing logo designs. This mirrors the style used by LRSOC and will be easily recognised when searching online for the Club.

Clarification was asked for regarding the use of 'Land Rover' by Andy Parker and Mark Wilson replied, confirmed that JLR allows the name to be used as per ALRC rules and regulations – PASSED

7.2 Alan Jones explained how and why adopting the new Article of Association would bring the Club/company into alignment with the 2006 Company Act

This allows the Club to make use of modern electronic communications for official notifications, meetings and voting (ie meeting attendance via zoom and sending notifications by Club-wide emails – not excluding members without an email address). The Club rules will be brought in line with the 2006 act which supersedes the 1985 act that was current when the Club was first formed.

Gary Gosney raised a question about the Club Memorandums. This applies only to the Articles of Association, Club Memorandums remain unchanged – PASSED

8 To accept the Resignations and appoint new Directors and Club Officers

8.1 Director Retirements and resignations:

8.1.1 Alex Bywaters

8.1.2 Ian Garner

8.1.3 Peter Holden

8.1.4 Alan Jones

8.1.5 Gene Maxwell

8.1.7 Larry Simpson

8.1.8 Rob Stanyer

8.1.9 James Thomas

8.2.1 Tom Pilling

8.2 Club Officers' Retirements:

8.2.1 Ian Garner – Shows Officer (post vacant)

8.2.2 Gene Maxwell – Membership Secretary and Postal Secretary

8.2.3 Vicky Turner – Communications Officer (post retired)

8.3 Club Directors seeking election and/or confirmation following co-opting onto the board

Block votes taken from the floor – unanimous

8.3.1 Jamie Cossmann – Director

8.3.2 Peter Holden – VRO

8.3.3 Richard Jones – South Wales Area Representative

8.3.4 Mark Wilson – Acting Chairman

8.4 Officers seeking election or re-election

Block vote from the room – unanimous.

Chris Mortimer – Membership Secretary and Postal Secretary

Tom Wright – Social Media Officer

James Thomas – Vehicle Database Officer.

9 To receive information about the 2024 Annual Club Rally

8-11 August 2024.

Fakenham Racecourse, Norfolk NR21 7NY.

A brief description of the event was

provided by Chris Mortimer with full information to be published in *B2L* and online.

10 To conduct AOB

AOB 1: Website and forum revision

The board recognised and thanked Alan Jones for his extended hours building a new Club forum following the feedback from the survey about the outdated design, style and speed.

Membership Secretary, Chris Mortimer, demonstrated the newly-designed website he has been developing over the summer months. The new website will allow easy, integrated access for members, including automatic registration to the Club forum and the ability for members to quickly update their own CrossMember details and review their membership status.

Chris discussed future plans for Club-wide emailing and choosing the best platform to facilitate this.

James Thomas, Vehicle Database Officer, was asked about future integration of CrossMember personal vehicle details and the vehicle database. This will require more investigation regarding permissions.

AOB 2 : General discussion and comments were invited from the members attending the meeting

Edryd Coleman stores various physical assets held by the club for display purposes and would like to see them more widely available for any areas' Club-based events.

Mark Wilson raised the tried-and-tested idea of a 'Club tool chest' where various tools would be held in a central location and loaned to members.

The Series 2 Club celebrates its 40th year in 2024 and among the ideas for anniversary celebrations, Andy Turford suggested, and volunteered to help with, a 40th birthday party at the NEC Classic Motor Show. The deadline is April 2024 and more volunteers would be needed to see this plan through all necessary stages.

Paul Hurst is keen to have membership input and help to plan a 40th celebration stand for the Land Rover Show at Belvoir Castle, 2024.

Kevin McBride asked about Club liability at locally organised events, regarding accidents, incidents, safeguarding and how to proceed with any problems that may arise. The board assured Kevin that there are procedures, risk assessment advice and insurance policies in place.

Andrew Turford, on behalf of all Club members, offered thanks to the board members and officers for the many hours dedicated this year and for continuing to raise the profile of the Land Rover Series 2 Club.

Spirit of the Club Awards 2023 Chris Mortimer was thanked for his extended hours of volunteer work, not only as Membership and Postal Secretary, but also for designing and developing a new integrated website for Club members.

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From the acting chairman

Another wonderful edition of *Built 2 Last* for us all to savour and a special thanks to all who have worked hard to contribute to and produce this excellent magazine.

As most are probably aware by now, 2024 is the Land Rover Series 2 Club's 40th anniversary and we will be celebrating this throughout the year – particularly at our Annual Rally in Norfolk in the summer. Plans for the Rally are well advanced now and I'm sure it will be a fabulous event so get those bookings in!

I want to make a special mention for our Membership Secretary, Chris Mortimer. Chris is the main driver behind our new website that launched at the start of the year. It is testament to the hard work of Chris and his team that we have seen minimal glitches and a hugely positive response. Thank you Chris – I know we are all really grateful.

We have also started discussing and planning for the NEC Classic Motor Show later this year. We have already had a great response from Club members offering assistance and it is really refreshing to see so much support and interest in this event. Hopefully we can keep things rolling and deliver another fun and interesting display for all, as it really is a window into the Club for those who attend the show. We are still looking for volunteers, so if you have time and can help, please do get in touch.

Over the last few months, we have seen some changes to the list of valued volunteers that work tirelessly as Club area representatives. Some have moved on to pastures new and some have chosen to



Thanks go to all those involved in putting together and launching the new Club website.

step back due to other commitments and while this is entirely normal for a volunteer club, we would like to thank those who have 'done their time' and to all those who have stepped up to take over available vacancies. We still have some gaps and we will try to fill them as soon as possible, but this doesn't mean that events cannot happen in those areas. If somebody wants to organise something, please let us know and we will try to help by whatever means possible. We are here to support you.

Here's to a great 2024 with the Land Rover Series 2 Club and we all look forward to meeting up at the various upcoming events.

Mark Wilson
Acting Chairman

'It is testament to the hard work of Chris and his team that we have seen minimal glitches and a hugely positive response.'



New deluxe seats were stripped and retrimmed in bright pink – a definite conversation starter!

Pretty **in** pink

The recent overhaul of an 88in Series IIA not only provided its restorer with a much needed distraction at a challenging time, but also presented an opportunity to help get people talking about an often difficult subject.

WORDS & PICTURES BUFFY BROWN

Pretty in pink



The Series IIA was definitely showing its age when it was first rolled into the workshop, but of chief concern was the chassis which needed a half replacement to the rear.





My name is Buffy and I love cars. My other half, Adrian, has the same problem but on a larger scale and it is through our joint passion for classic vehicles that our Series IIA adventure began.

I grew up around the motor trade as my father owned a garage and I spent hours with him, looking and listening for faults on cars that came in for servicing or MoT tests – unusual for a girl in the 1970s and I couldn't have been further from the world of Barbie dolls and pretty dresses if I had tried! With Adrian's father having always had a strong interest in classics, it was inevitable that he would follow in those footsteps and end up owning and restoring a number of examples, but it wasn't until 10 years ago that our Land Rover love affair started.

In a bid to try and help him 'slow down', Adrian bought a Discovery 2 and, after much titivation, he built an amazing off-road vehicle that we often use to ex-

plore the greenlanes: 'Dizzy the Disco'!

This wasn't my first experience with Land Rovers though. When I was young, I was lucky enough to have horses (cars and horses went well together), and with dad having his garage, it made sense for us to have a Land Rover. It was never going to be a 'brand spanker', so he bought a 1967 Series IIA that was duly named 'Jessabelle'. I started driving it around the fields before I had a licence and, once I had passed my test, was more than happy on the roads, carrying hay and feed backwards and forwards. I was sad when it was sold but was lucky enough to own a number of lovely Volkswagen GTIs right from the beginning of my time at the wheel and they became my 'go to' cars – perfect, seeing as dad taught me to drive like a rally driver!

Fast forward to 2022 and we added a V8 Discovery 1 to our collection. Having been diagnosed with stage 1 bowel cancer in the June of that year, Adrian and his cancer care nurse had been talking about

cars during a stay in hospital and the Discovery was mentioned. The nurse had used it as a 'tractor' for his horses and so was not really roadworthy any longer, but Adrian saw it as something to concentrate on after the treatment and set about restoring it. Once again, he built an absolute monster – the V8 being such a treat, but by goodness it's got a thirst!

With our other projects snoozing, I felt ready to get myself a second toy. I wouldn't have blamed Adrian, my family, and those friends who know me well if they'd bet on me buying a MK1 Golf GTI, but I had secretly decided on a Series IIA Land Rover – a midlife crisis in reverse gear perhaps? With 'Jessabelle', 'Dizzy' and 'Little Mo' (the V8) in my head like an illness, I secretly searched and eventually found 'Katy' not far away from us.

Adrian had started a new business venture – a classic car restoration garage – at the start of the pandemic and so I thought that if I could find one that needed a bit of fettling, we would be away, but we all

Pretty in pink



know that just isn't possible but, coupled with the fact that he's a perfectionist, I knew we would be well looked after.

We had been attending off road days with Surrey 4x4 Tours, driving the byways in our Discoverys and, along with the restoration projects, it really helped with Adrian's rehabilitation, reintroducing some level of normality.

Unfortunately, at the same time that Adrian was in hospital, my mother was also taken in with complications following years of cancer treatment. My Dad had previously suffered with prostate cancer and Adrian's family had also been hit hard, he unfortunately losing his dear mother at a young age. I knew from our days spent with men in Land Rovers that it could be a challenge to talk about these things, let alone deal with the practicalities and repercussions of surgery and so I thought that perhaps there was a way that 'Katy' the Series II could help start the conversation? I had plans!

The 88in arrived home on the back of a

recovery truck one stormy Saturday night and we popped it straight in the garage. By Monday it was completely stripped down to the chassis, revealing the true extent of what was needed. I screamed in horror and Adrian almost had to get my dad to help calm me down, but step-by-step, 'doctor' Adrian started surgery on poor old 'Katy'.

The engine and gearbox were removed and we decided that, although our paint booth was teasing us with a fresh coat of Marine Blue, the body and bulkhead would survive another day and decided to concentrate on getting the mechanical components up to standard instead.

The engine was fully serviced and painted back to its original duck egg blue and work started on repairing the chassis. We ordered a part-chassis to replace the rear and repaired a couple of areas on the front, including the dumb irons, but eventually bits started to slowly go back on, the engine and gearbox put safely back in position and the tub refitted.

Then began the massive task of rewiring the Land Rover. Adrian had previously been an electrician and so he took the lead here, making a new bespoke wiring loom. This had additions for security and also modifications that would make removing the tub very easy when we did eventually get around to that Marine Blue paint job: just unplug a few connections and the whole thing comes off – genius!

Brakes and other mechanical parts were restored where possible and replaced when necessary. I sent the wheels off to be refurbished, but unfortunately they were past saving and so I purchased five new wheels and, as they too were almost new, had the existing tyres fitted to them – no waste there!

Early on in the project, I decided that 'Katy' had a job to do. I told Adrian and a few close friends that I wanted the Land Rover to have pink seats. Yes, you read that correctly – PINK seats! My first experience with cancer was at four years old when my mum was diagnosed with her



With repairs carried out to the front of the chassis and a new tub floor and supports fitted, Adrian could begin making a new wiring loom which included 'quick release' connections to allow for easy tub removal.



Pretty in pink



The engine was repainted back to its original factory colour, whilst the seats and floor covering took on a slightly less traditional hue. The pink was Buffy's idea, but Adrian (opposite) decided to partially rub back and lacquer the bonnet and vent flaps.





first breast cancer. She went on to have two more cancers and thankfully is still here to tell the tale, but even back in the 1980s, pink was the colour chosen to help raise awareness of this horrible disease. I love pink, but also thought that fitting seats of the same colour would at least help start a conversation.

Those that came with ‘Katy’ were past it, so I spoke to our upholster, James, who agreed to do it, but suggested that it would be more cost effective to buy new seats and recover them. He stripped the black vinyl off and set about finding the perfect colour to replace it with. He made a beautiful job of it and they look amazing.

Another sentimental addition was to install a horseshoe from my last horse on the grille. His name was Grayswood Orion (aka Koochie), a white Connemara large pony with whom I enjoyed a very successful show jumping career. He touched a lot of people’s lives – mostly mine – so it felt right that his horseshoe should take pride of place, guiding ‘Katy’

‘Even back in the 1980s, pink was the colour chosen to help raise awareness of this horrible disease.’

on her future adventures and hopefully bringing us a bit of luck along the way. Adrian also found me an old Rover Viking for the grille. My dad is half-Danish, so that makes me part-Viking. I love ‘Vern’ the Viking and when I was growing up, dad had a few Rovers and loved them. It was very thoughtful of Adrian to find this for ‘Katy’ and it means a lot to me.

As we approached the finish line, Adrian had a great idea and decided to rub back the bonnet and bulkhead vents to introduce a bit of faux patina and as the weather got warmer, we were finally ready to start driving.

One August evening, I decided we should go for a little test drive. We are lucky enough to live five minutes away from the Devil’s Punch Bowl near Hindhead, where there is a fantastic byway. It’s a tarmac lane with a slightly rough bit back on to the old road, where you can either go down to the bottom of the Bowl or over the top to the next village. I decided to drive along the first part and then come back, and Adrian asked if he should follow in ‘Dizzy’, just in case – a suggestion I refused, telling him to have some faith!

So, off we trundled up to Hindhead and into the National Trust car park. We slow-

Pretty in pink



ly made our way over the top, stopping at the ‘sailors stone’ (a headstone marking the murder of a sailor in the 18th century) to look at the view and the sunset, then continued down the hill to the bumpy bit, where ‘Katy’ decided to ‘fail to proceed’! I coasted to a halt in the middle of the old London Road (now a track in the woods), and Adrian got out and disappeared under the bonnet. He asked me to spin the engine over and then he was off down the track, saying he’d be back soon!

It was getting dark by this point and although years of being in the middle of nowhere with horses had prepared me for this moment, several people stopped to check that I was okay. One guy on a trials bike was kind enough to stop and see if there was anything I needed, hanging around for a bit before going off for a ride and returning to check on me again. It restored my faith in humanity, but an hour after Adrian had left, I suddenly saw it... main beams on and roof bar shining so brightly that it could probably be seen

from space: ‘Dizzy’ to the rescue!

The diagnosis was simple: the alternator had decided it no longer wanted to work – funnily enough, this was one part we thought we could re-use, rather than replace and the same applied to the starter motor as well. Adrian proudly put his orange flashing light on the Discovery’s roof (becoming a cross between recovery driver and Starsky and Hutch – I half expected him to roll over the bonnet!), then hitched ‘Katy’ up via a tow rope and we returned to the safety of the garage. Our first outing may have not been a great success, but on the positive side we had just done our first off-road recovery.

After a few ‘growing pains’, the Series IIA is now roadworthy and has a fresh MoT pass. My dad is a retired MoT tester and actually passed his inspector’s test before the MoT test was required! We have had a conversation many times about the fact that classics don’t legally have to be tested and always come to the same conclusion: that it is just a sensible

thing to do. Even if they sit for long periods, things still wear and disintegrate and it’s safer for both us and other road users to be in or around a car that’s checked properly once a year.

I have since taken ‘Katy’ to a couple of shows and also visited a local care home – an experience that, for some of the residents, helped to evoke some lovely memories. I have now started Facebook and Instagram pages for the IIA and it is followed by all sorts of people from all over the world – some interested in the Land Rover and others who are on their own cancer-related journeys. Hopefully, we are sending out a message of care and love, and encourage everyone to keep talking, check yourselves out and look after both yourself and those around you. With plans in place for 2024, let’s see where it takes us and see if we can encourage positivity and support one another.

Search for ‘Katy against Cancer’ on Facebook and Instagram to find out more.



Although the IIA's first outing ended in recovery, 'Katy' has now managed to put some miles under its wheels – including a visit to a local care home. The Rover Viking mascot and horseshoe on the grille both have emotional meaning for Buffy.



NO PARKING
THRUMS PATRONS ONLY

Rebel with a cause

Following in his grandfather's footsteps, Peter Scott-Gordon has picked up the mantle of Land Rover ownership and is using it as inspiration for life and art. Meet the 'Rebel Antiquary'...

WORDS & PICTURES PETER SCOTT-GORDON





I worked as an NHS doctor for over 25 years, but it wasn't until in my retirement that I finally owned a Land Rover. I had little-to-no mechanical knowledge and you might have thought that my wife Sian, a General Practitioner, would have been surprised at my wish to purchase such a vehicle. Fortunately, she was used to my madcap ideas!

And so it was, that on my retirement, I purchased a 1959 88in Series II. It has been one of the best purchases of my life and, along with 'Big Ted' the teddy bear, has been a solid and comforting companion on some wonderful adventures.

I bought my Series II online – a bit of a gamble given my lack of mechanical knowledge and experience – and it was delivered to Scotland from the south of England. On my first drive, I worried that my investment had been misjudged: the engine seemed to struggle and the chassis 'repairs' looked like several generations

of home-made botches. Fortunately, I had a local Land Rover garage close-by. Brian, the head mechanic at Strathearn Engineering was able to carefully examine my Series II and hand over a four-page, hand-written report of what work was required. Six months later, my Land Rover was ready to drive. I should say that I had taken the decision not to restore it to 'as new' condition, as I wanted to keep its lived-in charm and for it to show, like its latest owner, the everyday realities of living and ageing.

I have always had a habit of naming things. I am not sure why I do this, but it did not take me long to decide that I was going to call my Series II the 'Rebel Antiquary'. This choice of name will need explaining and I shall try to do so as briefly as I can. The 'Antiquary' comes from the fact that I love exploring the past: like the antiquary in Walter Scott's novel of the same name, I am 'preoccupied on every level by the relation between past and present'.

Above: Scott-Gordon's grandfather started a long-running ownership of Land Rovers with a new Series One. Right: the Series II 'Rebel Antiquary' out and about in the Scottish countryside.







Above: Scott-Gordon at the wheel of the II during one of his many short films made with the Land Rover (see holeousia.com). The vehicle spent its working life in service with the RAF and was originally an FFR (Fitted For Radio)

My grandfather, Rab Scott, an orchard grower, always drove a Land Rover. His ownership began with a brand-new Series One and he travelled across Scotland in it. He was one of the first to experience the charm of such a vehicle – that something special in the vision and design that Series II Land Rovers continued to symbolise.

I was very close to my grandfather. He was like a father to me and I was devastated when he died when I was just 12 years old. In honour and fond remembrance of my maternal grandfather I have added Scott to my name.

You may ask where the ‘Rebel’ comes from? This is a little harder to explain, but I hope that you may recognise what I am trying to indicate about my Series II. As a doctor, my primary training was in the sciences. I was fortunate to have also studied Landscape Architecture and was taught to challenge boundaries and to go beyond usual academic terrains.

I have found a new community among Series II owners who have been friendly and helpful, and I am grateful for all of the support I have been given.

It is unusual in our current times, when short-term needs often seem to out-weigh longer-term considerations, to have the opportunity to experience the world from the past. In my training as a doctor I was taught of the importance for children to have ‘transitional objects’, such as teddy bears. These objects allow the inanimate to appear real and help to gradually introduce us to the realities of life. Perhaps this is why I always travel in my Land Rover with ‘Big Ted’, a teddy bear stitched and sewn by a close friend who died some years ago.

The pictures shared here have been taken on my everyday madcap adventures with my Series II and I hope that they convey the fun that my old Land Rover has brought to an ageing, and now ‘retired’, doctor!



Scott-Gordon with constant travelling companion, 'Big Ted'.



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Toy story

Keen to share his Land Rover passion, one owner embarked on a mission to build a scaled down replica for his daughter. Three years later and she was behind the wheel of her very own Series II.

WORDS & PICTURES ANDREW RICHMAN

Toy story



I had owned my 1965 Series IIA, nicknamed 'Laurence', for around six years by the time my daughter was born in 2018. By that point I had completed a nut-and-bolt restoration and was well invested in Land Rover ownership – to the extent that I was keen for my daughter to also enjoy it.

Deciding that I wasn't going to make her wait until she was 17 before she could get behind the wheel, I bought some plans from Toylander, who can provide everything from the basic instructions, through to all of the ready-cut materials or a complete, ready-to-drive vehicle. As well as restoring the IIA, I had completed several 'not-awful' woodworking projects in my time and so was pretty confident that I'd get by... perhaps with a little help from my carpenter father-in-law if needed.

I made a start the day after my daughter was born (no time like the present!) and drove the IIA to the local builders' merchants, loading up with sheets of moisture-resistant MDF, 20mm softwood spars, screws and glue.

The first job was to mark out and cut all of the major pieces: base, sides, bulkhead, wings, back and tailgate. This took a fair bit of time in order to make sure I was ef-

ficient with use of the materials. Unlike a real Land Rover, the Toylander is not based on a chassis but on a flat wooden base and the sections are screwed and glued together with the 20mm spars.

First to go on was the bulkhead, followed by the inner wings. Each outer side is one complete length and once the back and wing tops and fronts were fitted, it quickly began to look Land Rover-shaped.

I did buy some other pieces from Toylander: the curved aluminium for the wings and bonnet, a kit for the windscreen and pieces for around the top of the tub. Small details such as hinges, fasteners and chains for the tailgate, mounts for the windscreen and catches to hold the screen up were also sourced.

Several days were spent with body filler and a sander sorting all the screw holes and getting the wing curves correct. I also learned how to use a router and managed to get the slight curve on the top edge of the sides looking perfect as well as giving the appearance of air vents in the bulkhead by routing out two outlines.

The plans also included details of the metalwork required: axles, steering, front bumper and brake mechanism. Although I'm okay with wood, metalwork isn't my

speciality but luckily my daughter's godfather is a decent welder and fabricator and we spent a day in his workshop making the necessary parts.

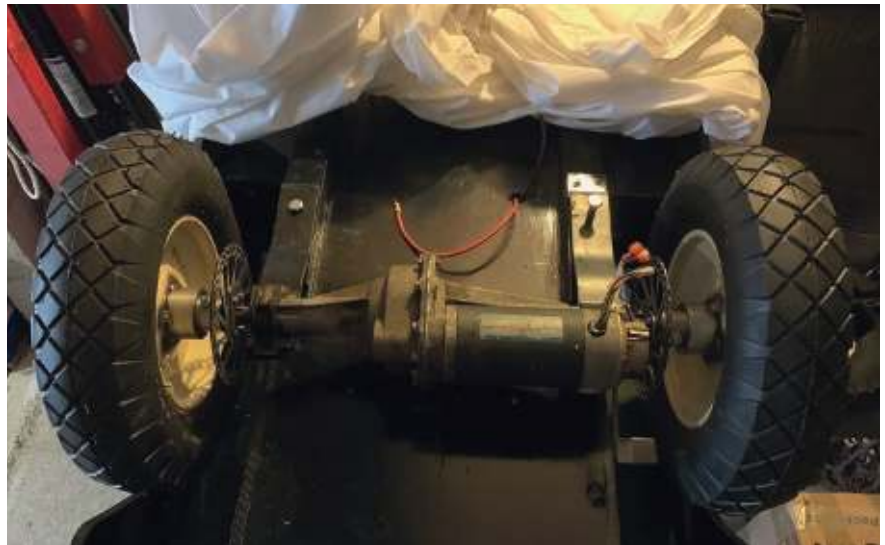
It was then that I began to deviate from the plans; I didn't want to splash out for the twin motors that would drive the rear wheels by chain as per the plans (as well as taking up space in the tub), but I was given a motor from an old mobility scooter which would be perfect to mount underneath as the rear axle. A bit more fabrication on a lathe by another friend enabled a pair of steel wheels from a wheelbarrow and brake discs from a push bike to be fitted and I could then turn my attention to the steering.

For this, I opted to use threaded bar and 'eye' ends, while my father-in-law custom-made a steering wheel, and then the whole construction could be painted. After several coats of MDF primer, the bodywork was finished in Bronze Green paint left over from my restoration of the Series IIA. Likewise, the wheels were painted in left over Limestone while the other metalwork was finished in black.

I'm not bad with electrics so made a custom loom for the headlights (Land Rover NAS reversing lights), side, tail, and indi-



Toy story



caters. I bought a motor speed controller from eBay and installed a potentiometer mounted under the accelerator pedal. An indicator stalk fitted with an old gear lever knob was used as the forward/reverse switch and another good friend painted the dashboard. He is an amazing artist (check him out on instagram: @graphitegrease) and we fitted a real voltmeter as one of the gauges. Sorting the final details – 3D-printed number plate and a Land Rover badge – finished the Toylander off in time for my daughter's third birthday and it is by far one of the best things I have ever built.

Most importantly, my daughter loves it. She is now nearly six years old and has completely got the hang of driving it. We've taken it to some Land Rover shows where she always gets a great response – particularly from other children who are clearly envious!

The performance too is really impressive. I can limit the speed with an adjustable bolt under the accelerator pedal; it's a steady walking pace at about 75%, but at 100% you're going for a jog to keep up! It'll last about an hour before needing a recharge and has had a little 'off road' action and gone through a few shallow puddles without any problems.

I have been asked if I'd make another, and the answer is probably not. I had a bit of luck with sourcing some of the parts which brought the cost down and, in my opinion, made the design better, but it took quite a bit of time – maybe I'll do another when I have more of that on my hands, but for now, I'll let my daughter enjoy this one and who knows, maybe it'll be passed onto her children when I hand her the keys to my full-scale IIA!





A link to the past

For Richard Hughes, the leap from Series One to IIA ownership was made even more interesting with the purchase of a vehicle with a particularly intriguing history.

WORDS & PICTURES RICHARD HUGHES





A link to the past

Having enjoyed reading about fellow club members lovely vehicles, and their associated stories, here in *Built 2 Last*, I thought I would write a few words and share a few photos of a vehicle of which I am very fond: my Series IIA Station Wagon, built in June 1964.

Having had an interest in Series One Land Rovers for many years and owning a couple of examples, it was with mixed emotions in 2015 that I viewed DPB 377B on eBay. The Station Wagon is a favourite of mine and this was a lovely looking vehicle with impressive originality – even the trim was in very good condition.

However, I was 'into' Series Ones; I should concentrate on those and not deviate. After all, it could be a slippery slope! My extremely patient wife was becoming worried as she kept finding me looking at the auction and seeking the advice of friends as the deadline approached and as I let my heart rule my head, bids were made and I became the new owner.

Although I must confess that the immediate feeling was one of fear and trepidation rather than joy, the first challenge was that of transportation and actually collecting DPB. The Series IIA was in Glasgow and I was near Oxford – almost 400 miles away – and although work commitments meant outsourcing the job, a transport company was found and the Station Wagon arrived safely the following week.

I was very pleased with how different – and modern – it was to a Series One. With comfortable seats and a powerful engine, it was remarkable how a 1964 (and indeed any Series II) varied from the 1957 88in Series One I owned. Looking over the car, I was very happy (and relieved) to find that the chassis and bulkhead were good and the interior trim lovely. All seemed fine and a service and check over with a local garage confirmed that everything was in order and I could start to enjoy my new acquisition and learn about its life so far – particularly as some of the original paperwork and correspondence were intriguing.

The history of cars is both very interesting and important to me. This was in the pre-data protection days, when the DVLA offered the excellent Vehicle Record service. A V888 form was completed, cheque written for £5 and a couple of weeks later, details of the previous owners received from Swansea.



070

070
A 1964 Land Rover Short Wheelbase Station Wagon
Reg. No. DPB 377B
Chassis No. ZH115336-B
Having been used only for sporting activities since new, this vehicle is in remarkably good condition and has travelled just 73,000 miles. The grey bodyshell is very smart apart from a very small dent on the seaward front wing and the interior is in excellent order apart from slight wear to the driver's seat. Attention will be needed to the front floor area and the rear valance where rust is in evidence. However, the vehicle has a current M.O.T. certificate and a D.N.I.C. V2 exemption document. Sold together with a custom made trailer with a wheelbase of 90 inches and load floor of 72 x 88 inches.

£1,000 2,000

The first owner of DPB 377B was Beatrice Morton (bottom right), but when she passed away in 1988, the Series IIA appeared as one of the available lots in the auction of her estate.

It transpired that I was the fourth owner, the first being a Beatrice Morton of The Abbey, Aston Abbots, Aylesbury. She owned the vehicle from June 1964 until November 1989 before it then changed hands, remaining with the next owner until March 2010 (still in Aston Abbots), after which it made the long journey north to Scotland.

I was pleasantly surprised to see Aston Abbots listed, as it is a small village approximately 15 miles from my house – DPB had returned home! Some online research quickly established that The Abbey, home of Beatrice Morton and her husband, Major Morton, was a substantial property. During the Second World War, the Mortons moved into the chauffeur's cottage whilst Edvard Beneš, the exiled president of Czechoslovakia stayed at The Abbey and although I drove to the nearby village and found the addresses of both former keepers in the area, I didn't learn anything more about the Series IIA until the 2018 Land Rover Legends show, held at Bicester Heritage.

I was fortunate enough to have DPB selected by the organisers as a contender for the Most Original Vehicle class and whilst the Station Wagon did not ultimately win, it was still a fabulous day, particularly as a visitor to the show recognised the Land Rover and was quite emotional at seeing it

again after some 30 years.

That visitor was a gentleman called Peter Knight. It transpired that for many years he had been the estate manager for Major and Mrs Morton and he kindly invited me to his home in order that he could tell me all about the Station Wagon. A date was set and I eagerly drove DPB back to Aston Abbots a few weeks later so that Peter could once again have a drive and I could learn more about the first owner of my Land Rover.

Peter told me that the Mortons were a wealthy couple who not only owned The Abbey estate near Aylesbury (which they had purchased in 1924), but also an estate in Norfolk and one in Scotland – now the Glenfiddich estate. Major Morton had served with the East Riding Yeomanry during the First World War, was appointed High Sheriff of Buckinghamshire in 1943 and was a member of the London Stock Exchange and director of several companies.

Peter informed me that the Land Rover had been kept in a heated garage and that Mrs Morton was the main driver (Major Morton passed away in 1972), although it was also used by their chauffeur, and, on special occasions, Peter.

A great deal of their time was dedicated to country pursuits and DPB often accompanied them, including on trips to



‘I was pleasantly surprised to see Aston Abbotts listed, as it is a small village approximately 15 miles from my house – DPB had returned home!’







Scotland where staff would sit in the Land Rover with luggage following behind in a matching trailer. In subsequent years, the Land Rover travelled by train (Peter taking her to the local train station) to both Scotland – in May for the fishing and August to October for the grouse season – and Norfolk.

Whilst in Scotland, the Land Rover, driven by the chauffeur, would be used to bring afternoon tea to the shooting party and his use of the vehicle went some way to explaining why I had found the remains of an envelope inside, addressed to someone with the same name!

Peter didn't drive the Land Rover great distances, but a trip he does remember clearly was taking it to the nearby Wormsley estate when it came up for sale in 1985. Mrs Morton did not purchase the estate, instead it was purchased by Sir Paul Getty and remains in the Getty family today.

Mrs Morton passed away in 1988 at the age of 95, although she continued to enjoy country pursuits until her latter years – apparently the last time she shot a stag in Scotland was in 1978, aged 84! Following her passing, auctioneers were employed and a large sale with over 1,300 lots took place over three days in November the following year. A huge variety of items were sold, including carpets, works of art and clocks, and a catalogue of 270 pages being produced to illustrate many of those.

The last item within the 'Garden Statuary and Outside Effects' section, was lot number 870: 'A 1964 Land Rover Short Wheelbase Station Wagon, registration number DPB 377B'. The description went on: 'having only been used for sporting activities since new and has travelled just 73,000 miles'.

Interestingly, the auction description stated that it was to be 'Sold together with a custom made trailer with a wheelbase of 90" and a load floor of 72" x 38"' – clearly the trailer that Peter had told me was used to transport the luggage to Scotland!

The Land Rover was bought by another lady resident in the village and so only moved a couple of miles down the road, but during our meeting, Peter kindly invited me to bring DPB to the forthcoming annual village fête where, as he had predicted, many people recognised Mrs Morton's old Land Rover!

Among the people that Peter introduced me to that day was the son of the second owner – the lady that had bought



A chance meeting at the 2018 Land Rover Legends show reunited former estate manager to the Mortons, Peter Knight (above) with the IIA and he was able to provide now owner Hughes with some history of the vehicle and its past life.

A link to the past

the Station Wagon from the estate sale. He was pleased to see DPB again and I enjoyed listening to tales of him driving her around the fields and explaining how a couple of the 'battle wounds' had been picked up!

He told me that DPB had continued to lead a pampered life and had shared a heated garage with the family Rolls-Royce, however my ears perked up when he announced: "Mum's still got the old trailer in the garage." A further visit was agreed and, with great curiosity, I took DPB to see its old trailer, wondering what the apparently custom-built unit might look like. Upon arrival, I immediately recognised the trailer. It turned out to be a Brockhouse – not custom built as described in the auction catalogue, but an official Land Rover accessory that had clearly had an easy life, retaining the protective link mat, three-pin electrics and original Dunlop Trakgrip 6.00x16 tyres.

Interestingly, the trailer was grey and matched the Land Rover. Prior to this I had only seen green Brockhouse trailers, however, the February 1964 Land Rover price list of Vehicles And Optional Equipment, includes Brockhouse trailers in bronze green finish at £136 and 5 shillings, with other standard colours available for an additional £1 and 10 shillings.

It was great to see the trailer and offer up the spare number plate that had come with DPB and which, of course, aligned perfectly with the holes drilled into the back of the trailer. Interestingly, it had been modified during its life with the addition of a spare wheel carrier to the front – a logical modification as the spare wheel would have to be removed from the rear door to allow a trailer to be hitched!

Chatting about both Land Rover and trailer, it transpired that the family were looking to tidy the garage and were minded to sell the Brockhouse. Naturally, there was no option for me but to reunite it with its original tow vehicle!

Although the mileage has not substantially increased (now almost 80,000 miles – 7,000 covered since being sold in 1988 and approximately 5,000 since I purchased the vehicle in 2015), I enjoy driving it regularly – whether on local journeys or attending Series 2 Club events both here in the UK as well as a couple of trips abroad to Belgium. Above all, I consider myself very fortunate to be the current custodian of this lovely little Land Rover with an interesting history.



An introduction to another local former owner provided the opportunity to purchase the IIA's original Brockhouse trailer – as used on the Morton's Scottish estate. Hughes still puts DPB to regular use, including trips out with the Club.



‘My ears perked up when he announced: “Mum’s still got the old trailer in the garage.”’

Vehicle Registration Office

Enquiries on the up; engine getting closer

WORDS PETER HOLDEN

I haven't written anything for a couple of issues, but there has been no shortage of enquiries – in fact, the number has noticeably increased since Christmas.

I was fortunate enough to be involved with the Club stand at the NEC Classic Motor Show last November and my 1958 88in was included on the stand. I must commend all those involved for the efforts they put in to make the event a success as far as the Series 2 Club was concerned. One of the reasons that I wanted to be there was that there are always a lot of registration enquiries from visitors – both Club members and non-members, but it also gave me the opportunity to have a face-to-face conversation with Mick Burn, my opposite number in the Series One Club and also to air some of my concerns with Ian Edmundson, the FBHVC liaison officer with the DVLA.

Quite often, issues with registrations lead to folk joining the Club. An inspection and dating letter for a member is £50 and £100 for a non-member. With a year's membership being just £25, it's a bit of a 'no-brainer' really!

There are three areas of the DVLA that we need to be aware of, starting with first registration and tax of a used vehicle (including any vehicle that was previously registered, but that has 'fallen off' the DVLA database) using the V55/5 scheme. It is fairly straightforward but requires an inspection – either by one of our officers or a DVLA general inspector. Either way, the presence of the chassis number on the dumb iron is vital.

Secondly, there is the recovery of an original registration number using the V765 scheme. This is specifically used to recover a number that has been lost, but evidence linking a vehicle's chassis

The Classic Motor Show in November always generates plenty of registration enquiries for the VRO. YOD 652 also had a spot on the stand and progress is being made on plans to fit a 1958 spreadbore engine.



number to the registration mark has to be provided. Evidence accepted by the DVLA is limited to an old style RF60 card logbook (original rather than copy), pre-1983 documentation proving the link, or archive records that perform the same function. The latter is usually taken from local authority registration books and has to be authenticated by the archivist. Additionally, I have to endorse the relevant form and in order to do that, an inspection report will need to be produced.

Finally, there is the issue of radically altered vehicles. As far as I am concerned, this is a can of worms and interested parties would be best reading the information on the DVLA website: www.gov.uk/vehicle-registration/radically-altered-vehicles.

On a personal note, YOD is getting nearer to being fitted with a 1958 spreadbore engine, although the engine itself is still a pile of parts with the block sat in a wheelbarrow in the garage. I now have almost everything that I need, but the distributor needs to go off to be fettled. I should be able to start assembly

in the next couple of months, although the gearbox has generated a bit of head scratching. I was originally going to use a Series One 'box, but I would like to keep the Series III all-synchromesh unit that is fitted. I was going to fit a Series III, six-cylinder bellhousing as it bolts up to a spreadbore flywheel, but the clutch would be wrong and so after much debate and advice, I have decided to fit a six-cylinder bellhousing from a Series IIA and go back to a Series II clutch.

I have had lots of help. My nephew had the cracked block repaired and organised all the machining. Club member, John Robinson, who provided the 'short' engine and numerous other parts has also been extremely helpful and our acting chairman, Mark Wilson, has guided me through the gearbox maze and provided some components. I will hopefully provide updates as the build progresses. Although it has actually taken three years to collect the various parts, I hope that the build is much quicker as I would like to be fitting the engine in the summer.

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Out & about

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BRISTOL

Our Christmas lunch was a great success with a good turnout – the Boar’s Head at Aust looking after us well as they always do, but during ‘twixtmas’, we took to the tracks and held a greenlane run in the North East Somerset area. With 10 vehicles in attendance, we split up into three groups and tackled a route comprised of quiet tarmac roads and greenlanes that had been previously checked out by our retired ‘midweek meanderers’.

Those of you who visited our area for the 2022 Club Rally will not be surprised to hear that vegetation along the lanes provided some ‘Somerset polish’ to paintwork and it was good to see a few members whose vehicles are undergoing maintenance or rebuild, riding shotgun. Some of our members have also been out with the local section of the Green Lane Association on clearing days, opening up the most overgrown lanes.

Paul Roberts





SEVERN VALLEY

Our pub meets have been going well over the last few months even though we have changed our venue twice and are now meeting at The Swan Inn at Coomb Hill on the A38 between Gloucester and Tewksbury (see p53). In October, we visited the Malvern 4x4 spares day and had a small selection of spares for sale on behalf of Gary, a member who wanted to have a clear out. We put on a good display and repeated the exercise in February – this time with a large trailer full of spares for sale. Gary asked that all proceeds be donated to the Air Ambulance and we have raised £680 so far. There's talk of a greenlaning trip soon and we hope to have a Club stand at the two-day Malvern Land Rover show in May.

Andy Robinson





WEST MIDLANDS

After the hiatus of the NEC Classic Motor Show, the winter months have provided an opportunity to take stock and look forward to 2024, but not before a pleasant Christmas meal – organised by Dave Puzey – was enjoyed at the usual Coventry haunt of the Phantom Coach.

The next event in West Midlands area calendar was the inaugural ‘Indigestion Run’ – an idea blatantly stolen from the Yorkshire area’s ‘Pudding Run’. Providing an opportunity to step away from the groaning tables of the previous week, a fantastic day was organised by Claire Barron and Alec Gee.

Meeting at the Flag and Whistle Café at the Warwickshire and Gloucestershire Railway, moderate breakfasts were consumed before visitors enjoyed a walk around the engine sheds. It is incredible how, from the humble pub-based discussions that first took place in the 1960s, a dedicated group of enthusi-

asts have saved so many locomotives and lengths of track from Beaching’s axe. Still run by volunteers, this line passes through beautiful countryside and is well worth a visit. In shed were Class 47, 37 and 26 diesels – the latter two having completed duties for SNCF. In traffic were a Swindon Hall, and LMS Black 5, whilst also in shed a Manor Class Loco was dwarfed by a Merchant Navy Class from Southern Railways built, and rebuilt, at Eastleigh.

After a snack of specially crafted Land Rover-shaped biscuits, our hosts summoned the 16 vehicles and began a trail through the countryside on a magical mystery tour. It was wet at times, but truly glorious to get out and about – getting waves from most onlookers but the inevitable frowns from a few. Moderation was exercised, restricting ourselves to one ford of the three available, and we were well behaved when driving through, despite the temptation posed in the form of pedestrians on the elevated walkway!

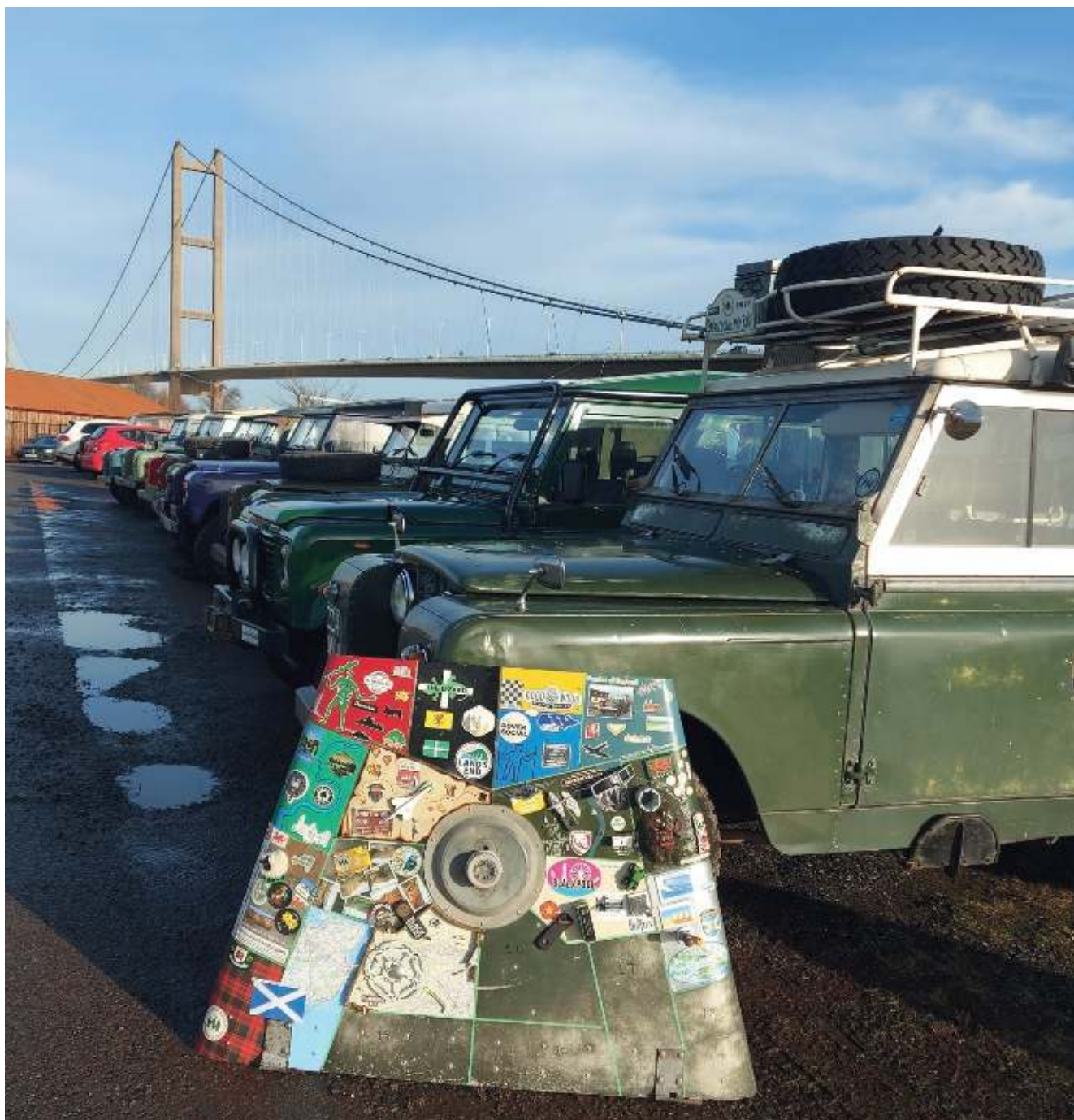
An inspired stopping point had been arranged at Bourton-on-the-Water (home of Hawkstone Brewery), before a gentle meander back to Toddington. A great day, well executed by the planners.

Evesham meets have not got going as yet, but are likely to start in March or April. The Coventry group have met and it appears that most survived Christmas, whilst two workshop days have also taken place – the first to remove a V8 and gearbox (done in about two hours with the garage doors open), with galvanised sections also being fixed to Dave Puzey’s restoration... riveting!

By the time you read this, a second Broadway Tower Meet will have taken place on 3 March and organised by the irrepressible Lara Platman, but the season just gets busier from now on! Being able to now email all area members means that whenever something is happening, we can let you know – and I will!

Edryd Coleman





YORKSHIRE

The Annual Yorkshire Christmas Pudding Run at the end of 2023 had a fantastic turnout considering the abysmal weather forecast and, with rivers in spate and reports of a huge boulder blocking the route over Middlesmoor, we decided to set a shorter route than usual for the day. Luckily, the weather in Masham held long enough for everyone to generously enter the raffle and pop their initials on the bespoke Yorkshire Rose made by Club member, Keri-Leigh Poxon to embellish our section of the Land Rover charity bonnet. Thanks to all those who contributed, we

raised an impressive £137.50 to add to the total – all in aid of Children In Need.

The bonnet had travelled down from Scotland with Borders area representative, Phil Vasey and we ferried it down through Yorkshire during January. Once our portion had been fitted with the Yorkshire Rose and surrounded by stone walls it went to the Humber Bridge for a breakfast meet and then to the Lincolnshire Aviation Heritage Centre at East Kirkby – home of Lancaster Bomber ‘Just Jane’.

Local members were invited to participate in a group visit that had been jointly arranged with Paul Hurst (East Midlands)

and Andy Wright (Peak District) who successfully conveyed over from Derbyshire with members in six Land Rovers.

Charles Emberton of Emberton Imperial, is based close to East Kirkby and extended an invitation to visit his business, with a generous 10% discount on offer on the day for members. Most people arrived with a shopping list and left with purchases in a bag or a box, but Yorkshire-based Chris Kelly and Bethany Guest left with the spontaneous purchase of a new floor for their red 109in! Plans will be made to visit again during the summer when ‘Just Jane’ is performing taxi runs and Charles is hoping to repeat his open



day so he can push back the barn doors and display more stock.

Apologies that we are not able to arrange a Northern Gathering for June this year, but the only available date clashes with a family wedding. We have instead booked the private, walled garden at Jervaulx Abbey for the bank holiday weekend (Friday 24 to Monday 27 May). The aim is to have a relaxing weekend with the option to drive some greenlanes and enjoy the locally produced cheeses in Hawes, beers in Masham or Brymor award-winning ice creams at the farm next door. There are also scenic routes to drive or walk in the Dales or simply take a leisurely stroll along the River Ure and have lunch at The Cover Bridge Inn.

Pitches cost £12 per night and electric hook-ups are available on a few pitches – you can purchase a pre-payment card when paying for your pitch and any unused balance will be refunded. There is a unisex toilet block, water taps and chemical waste disposal, but there are no showers. Two shepherds' huts are also available to rent through their website.

Please email yorkshire@series2club.co.uk to register and reserve space for yourself and your caravan, tent or camper.

Gordon Lowe



Club contacts

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

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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 below.

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

Contact kent@series2club.co.uk

GoE quarterly meet

When? 20 May and 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)

See p5 for details of 'Bacon and
Brakes' meet on 7 April.

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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www.adrianflux.co.uk

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