



THE OFFICIAL MAGAZINE OF THE SERIES 2 CLUB

BUILT 2 LAST

SUMMER 2024 ISSUE 150



Garage sale

From recovery wagon to family transport:
a new chapter begins for a unique Series II

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Some of you may notice that this is the 150th issue of *Built 2 Last*. Strictly speaking, that's not true – the early publications certainly didn't bear the now familiar title and were little more than a hand-typed newsletter, but as with the Club itself, thanks to determination, passion and the support of the members, that initial offering has grown into what you now hold in your hands.

In this 'birthday' issue, we have an excellent story from James Colman that sees a hard-working Series II return to the family fold after several decades, whilst 19 year old Alier Collins has written a fantastic account about their dad's restoration project – one that the whole family contributed to in some way or another.

Elsewhere, seasoned classic owner and journalist, Greg MacLeman has taken the leap into Land Rover ownership with the purchase of a rather unique Series II and offers his thoughts from the perspective of a first-time owner, but if you needed an excuse to get into the workshop, we also have a brace of technical guides that take you through rebuilding both a Smiths heater and a Lucas ignition/light switch.

Finally, as announced in the Spring issue, you should find your free 40th anniversary window sticker included with this copy of *Built 2 Last*. With my own Series II almost back up and running following an engine rebuild, I'll be finding an empty corner of the windscreen for mine before hitting the road once again!

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 Autumn 2024 issue is 16 August.**

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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CLASSIC MOTOR SHOW 2024: CAN YOU HELP WITH S2C STAND?

Following on from the success of last year's Lancaster Insurance Classic Motor Show at the NEC, preparations are well underway for the 2024 event and the Series 2 Club needs your help!

Once again, we are looking to display a selection of vehicles that neatly demonstrate the variety of models within the Club, but in the meantime, we have some rather specific requests – the results of which will be invaluable in helping to make the stand a success.

With plans in place to again have a display screen on the stand, we are firstly looking for a number of Land Rover-related images that can be played as part of a show reel over the entire weekend.

These can be from prints, negatives, slides or digital images so please do not think that unless you have them already scanned you cannot submit them – we will be happy to scan them for you and return safe and sound. These should be of any subject matter that you think will

help celebrate 40 years of the Series 2 Club – projects, places, events and, of course, vehicles.

We are also looking to put together a special Remembrance Day show reel that will be played at the appropriate time and whilst the halls fall silent for a moment of contemplation. If you have any images of Land Rovers at a Remembrance Day event, or something similarly suitable, then please get in touch.

If you happen to have any video footage of Series IIs in action, then please let us know. Ideally this would be old footage you have shot or acquired of vehicles carrying out anything from general duties, farming and off-roading, to them being on military duties or even just being worked on or restored. This will help with the show's theme of 'work, rest and play' and we can then play the footage over the course of the weekend and hopefully draw plenty of visitors to the stand.

So that we can emphasise our anniver-

sary year, we would like to talk to members from the first couple of years of the Club in order to create an audio-visual presentation. We would also love to talk to anyone who is no longer a member but who perhaps joined in 1984/85 and would be willing to take part.

Finally, we are arranging a special run of 40th anniversary clothing – details of which will be sent out to members via the email newsletter.

More information will be printed in the Autumn issue, including a list of various talks and presentations that will be taking place on the stand, but if you want to take advantage of the Club's exclusive ticket discount, please visit necclassicmotorshow.com and enter the code CCCNOV265 – see the advert below.

Please email Phil Day (lanetrecker@outlook.com) regarding any images or footage you think may be suitable, and Andrew Turford (twomokes@hotmail.com) regarding early members.

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*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 7 Nov and Show Open Ticket Prices thereafter. Full ticket information: www.necclassicmotorshow.com/tickets. Book by 17 Oct to help your club earn extra benefits.

NEW ITEMS IN THE CLUB SHOP



150th issue

As mentioned in this month's editorial column, this is the 150th issue of the Series 2 Club's official magazine and it's fair to say that it's changed quite a bit from the material sent out to members in the early days! It seems timely to remind readers that almost all of the back issues are available to view on the Club website – simply log in at www.series2club.co.uk, click on the Member Section and scroll down to Benefits where you will find a link to pdfs that can be either viewed online or downloaded.



Savage tales

Recently published by journalist and photographer, Toby Savage, *Larking about in Land Rovers* is an engaging collection of short stories based around his extensive travels in various Land Rovers and the interesting, amusing, and sometimes alarming situations in which he has found himself. It is available on Amazon, or signed copies can be bought direct for £24.99 including UK postage (email toby@tobysavage.co.uk to order). Full review to follow in the Autumn issue.

You can now toast the 40th anniversary of the Land Rover Series 2 Club with this fetching commemorative mug, currently available from the Club shop.

Featuring the anniversary logo on one side and the design drawing for the famous Land Rover badge on the other – including a change that saw the wording altered to read Solihull instead of Birmingham – the mugs will be available to buy from the Club stand at the 2024 Rally in Fakenham

as well as the LRO Show at Belvoir Castle on 7-8 September. If you can't wait until then however, email Andrew Woods at shop@series2club.co.uk and he will take payment and arrange dispatch.

Mugs cost £6 plus P&P and you can also boost your order with the addition of a limited edition A5, spiral-bound, lined notebook. Costing £3.50 plus P&P, the notebooks feature a wading SII on the cover as well as the S2C logo.

MARK WILSON CONFIRMED AS SERIES 2 CLUB CHAIR

Having done an admirable job as Acting Chair for a while now, Mark Wilson has generously agreed to step forward and take on the role of Chair for the foreseeable future.

The move provides further stability for the Series 2 Club and means that we can continue to grow and develop the services and resources available to

members and Club representatives.

Wilson confirmed the appointment on the Series 2 Club Facebook page, thanking others for their kind comments: "Thanks everyone. Happy to take on the role even if we didn't plan things this way! I couldn't do it without [the] phenomenal help and support from the rest of the board and the rest of the Club."





DRIVE YOUR SERIES II UP SHELSLEY WALSH!

Following the success of the inaugural event last year, the Lucas Classic will once again take place at the historic Shelsley Walsh hillclimb in Worcestershire on 22 June 2024.

Sponsored by familiar names such as Britpart and, of course, Lucas, the event is an opportunity to celebrate vehicles from classic British marques, including MG, Aston Martin, Jaguar, Austin and, of course, Land Rover.

In addition to the various displays, shops, live music and family activities, owners are being offered the opportunity to take to the tarmac and drive their own vehicles up the world famous hill, but with limited spaces on offer and this issue of *Built 2 Last* being published close to the event, Series II owners are encouraged to submit their enquiries as soon as possible.

If you do fancy driving your Land Rover up the hillclimb circuit, email marketing@sngbarratt.com, including details of your vehicle. However, if you wish to just attend as a spectator and enjoy the variety of British classics on offer, visit thelucasclassic.com where tickets are available for the bargain price of just £11.55 (plus booking fee) and covers one vehicle plus up to five people.

2024 S2C RALLY UPDATE

Planning for the Series 2 Club 2024 Rally is well underway and with just a couple of months to go, bookings are coming in nicely.

Organisers have also managed to secure sponsorship from a couple of local businesses: Mansfield 4x4 and TJC Landrovers – an independent specialist near Fakenham. Thanks to support from the latter, we are now able to provide welcome tote bags that will be filled with goodies and handed out when attendees sign in at the Rally.

In addition to this, organisers are busy compiling an excellent selection of prizes for the raffle and confirming various greenlaning and fording routes to keep members occupied. There will also be a visit to the North Norfolk Railway and an auto jumble, so please make sure to bring any spare bits and pieces that you'd like to sell or swap.

If you've not already booked, simply fill out the form opposite or head to series2club.co.uk/2024-rally-booking where you can complete and pay for your booking online.



Welcome to the Club...

8528	Gavin Howarth	Hertfordshire	8551	Stephan Murday	Kent	8576	Paul Phillips	Dorset
8529	Stewart Macartney	Midlothian	8552	Terry Norton	Powys	8577	Paul Crosbie	Surrey
8530	Anthony Wingfield	Italy	8553	Michael Bessent	Somerset	8578	Simon Moran	Yorkshire
8531	Timothy North	Bedfordshire	8554	Dave Russell	Devon	8579	James Owen	Clwyd
8532	Charles Ward	Devon	8555	Harry Backhouse	Lancashire	8580	Mark Berry	London
8533	Bryan Evans	Montgomeryshire	8556	Jean-baptiste Sandere	France	8581	Josh Hawke	Cornwall
8534	Lorenzo Figna	Switzerland	8557	Ian Davidson	Suffolk	8583	Ged Tyrer	Isle of Anglesey
8535	Davaidh Macleod	Inverness-shire	8558	Elia Aste	Italy	8584	Uwe Herrmann	Germany
8536	Stuart Clews	West Midlands	8559	Ian Corbett	Lancashire	8585	Peter King	Staffordshire
8537	Alan Thomss	Somerset	8560	Harvey Everson	Norfolk	8586	Alisdair McKee	Cumberland
8538	Richard Wagstaff	Australia	8561	Emily Worrall	Kent	8587	Justin Haley	Hampshire
8539	Joaquim De Souza	Yorkshire	8563	Archie Anslow-Wilson	Hampshire	8588	Edward Morskate	Netherlands
8540	Steve Croskrey	USA	8564	Peter Maloney	Berkshire	8589	Ian Emerson	Kent
8541	James Gillham	Nottinghamshire	8565	Christopher Mayer	Austria	8590	Andrew Gillham	Kent
8542	Matthew Thacker	Suffolk	8566	Harry Tully	Devon	8591	Adam Rimmer	Hampshire
8543	David Gunn	Nottinghamshire	8567	David Lewis	Hampshire	8592	Greg MacLeman	Sussex
8544	Harry Woodhouse	Kent	8568	Paul Leather	North Somerset	8593	Neil Maloney	Middlesex
8545	Louay Fendukly	Surrey	8569	John Goddard	Norfolk	8594	David Bushell	Caerphilly
8546	John Bonafoux	Hampshire	8570	Sean Clarey	Staffordshire	8595	Steve Vyse	West Sussex
8547	Simon Mixer	Norfolk	8571	Sebastian Aguilar	Norfolk	8596	Ronnie Brooks	Norfolk
8548	James Smith	Glamorgan	8572	Steve Clarkson	Middlesex	8597	David Blinston	Cheshire
8549	David Waterman	Lancashire	8573	Gary Lewis	Merseyside	8598	Richard Backhouse	Cumbria
8550	Nick Housham	Lincolnshire	8575	Carly Silvers	Buckinghamshire			

BOOKING FORM FAKENHAM

8 - 11th August 2024
20th Club Rally

8 - 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			
No. Adults \ Nights	1 night	2 nights	3 nights
1	£19.50	£39.00	£58.50
2	£28.00	£56.00	£84.00
extra	+£7.00	+£14.00	+£21.00

Caravan/Motorhome			
No. Children \ Nights	1 night	2 nights	3 nights
1	£3.00	£6.00	£9.00
2	£6.00	£12.00	£18.00
extra	+£3.00	+£6.00	+£9.00

Tent			
No. Adults \ Nights	1 night	2 nights	3 nights
1	£8.00	£16.00	£24.00
2	£16.00	£32.00	£48.00
extra	+£8.00	+£16.00	+£24.00

Tent			
No. Children \ Nights	1 night	2 nights	3 nights
1	£4.00	£8.00	£12.00
2	£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.

CLUB PRIZE DRAW REMINDER

Further to our story in the Spring issue of *Built 2 Last*, we'd like to remind members that, in order to celebrate the Club's 40th anniversary, each of our 2,700 members will be automatically included in a rather special prize draw.

One lucky winner will receive a £500 voucher to spend with one of our long-term sponsors, Paddock Spares, while five runner-ups will each receive a free one year Club subscription. Your trust and support have been essential in helping the Club thrive and that is something that we would like to reward.

Should you wish to opt out, then details are below, but for those that wish to stay in the draw, 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.



LEAFERS HEAD TO T'PIT FOR 2024

The popular Leafers At T'Pit event will again take place at the fantastic Apedale Valley Light Railway, Chesterton, Staffordshire.

Held over the bank holiday weekend of 24-25 August, there will be plenty of leaf-sprung Land Rovers on show as well as a timetable of running steam trains on both days.

Camping spaces are now available to book, although with limited numbers available, these will be on a first-come, first-served basis. For more information or if you have any questions, email leafersattpit@gmail.com or visit the event Facebook page: www.facebook.com/groups/LeafersAtTPit/

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FROM THE MAILBAG

'Locky' spotted by previous owner

By some minor miracle, my article in the Autumn issue on our 1961 Series IIA, 'Locky', was seen by Rodger Wightman – the previous owner, who recently rejoined the club. He kindly shared some additional history as well as some pictures of the Land Rover in its previous incarnation. He had purchased XDL 307 in 2003 from Buckley Brothers, Lancashire and, having had to reluctantly sell it in 2017, he'd heard nothing more about the vehicle until he opened up *Built 2 Last*.

I was worried that Rodger would be annoyed with me for converting it to a soft-top, but I needn't have worried – the pictures revealing that it was originally fitted with a truck-cab and tailgate and Rodger himself had previously fitted a second-hand roof and side opening door. In fact, Rodger was very complimentary about the work I'd carried out, and was happy to see the Land Rover being used and loved once again.

Apparently it had been a barn find from the Lake District and

spookily, we've just agreed to purchase a small house and barn in the area and, if all goes to plan, we'll rehouse 'Locky' in the Lakes for some fun on the fells. Will we return him to his original barn? Who knows! *Tom Fussey*



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From the chairman

Welcome to the Summer edition of *Built 2 Last*. There have been a few developments in the Club recently. Least notably probably, is the fact that, after a year of being Acting Chairman, the board decided that the position be formalised, so I've ended up becoming the Club's Chairman. I was assured that the role comes with a chauffeur driven Bentley, but it must be in for repairs and the chauffeur on leave, because I still have to drive my old Range Rover. I fear I've been diddled...

Nevertheless, the show goes on. The big story for this year is our Club's 40th Anniversary. We aim to celebrate this and recognise all those who have worked so hard over the years to make it the great Club that it is.

We also have our annual rally coming up between 8-11 August at Fakenham Racecourse. Even I've got my act together this year and booked well in advance. It will be great to see as many members as possible at the event and thanks must go to the organisers for working so hard to make this happen.

Once again, we are also going to be at the NEC Classic Motor Show in November. I know that the organising committee is working hard to put on a great stand and showcase the Club. Thank you to all the volunteers who have given their time and effort so far to make this happen and thank you in advance to all those who will do so at some point before November. I was heavily involved with the show last year and, although hard work, it was

'I was assured that the role comes with a chauffeur driven Bentley, but it must be in for repairs and the chauffeur on leave...'

great fun and a very rewarding few days. This year will undoubtedly be the same.

On a personal note, I wanted to say that I haven't been present at as many Club events this year as I would have liked. Workload, house hunting and family commitments are loading me up a bit more than I had expected, but as other pressures ease, I should be able to address that. In the meantime, I would like to thank those on the Board and other Club members who have helped take the pressure off during quite a challenging period.

Finally, this Club is only as good as our membership. We still need more people to step up and volunteer. The Board itself needs some fresh blood and we are short of a number of Area Representatives. If you feel you can help or are interested in finding out what is involved, please do get in touch. Nobody will be under any obligation to commit just for asking for more information, but all help is appreciated and very grateful received. Read on and enjoy this great magazine.

Mark Wilson
Chairman





A life well lived

Family friend and fellow Land Rover owner James Colman tells the story of a Station Wagon with a unique past and how it eventually returned to the fold.

WORDS JAMES COLMAN **PICTURES** COURTESY OF SIMONE TYNDALL



This story is about a Land Rover that has survived the test of time due to limited ownership and usage. Its original registration number was simply BJ3 – the B standing for Basutoland, a landlocked country within South Africa that became Lesotho when independence was granted in 1966, and the J referring to Mokhotlong, a small town in the mountainous eastern district. Yet BJ3 began life as the registration of a motorbike and was, as the suffix suggests, probably the third vehicle to be registered in the region – the District Commissioner being allocated a Jeep or Series One bearing the number BJ1 and a second government or police vehicle registered BJ2.

In the 1950s, very few motor vehicles operated in the area because of the rough terrain. Roads were developed from old bridle paths and horses preceded motorbikes which, in turn, preceded four-wheel drive vehicles – the most popular of which was the Land Rover. Although the Willys Jeep pioneered Sani Pass (the main access route to the mountainous east of the country), they were of little practical use thanks to the limited load capacity and, whilst short-wheelbase Land Rovers were little better, they did

have a tailgate and were undoubtedly reliable and dependable.

There were three trading stores in the area: two belonging to Ridgways and one to John White Smith and each had a European manager. Andrew Storm was at the Mokhotlong Ridgways site and Geoff King at their Rafolatsane store, whilst Dick Roussouw managed the competition for White Smith at Molumong – around 12 miles from Mokhotlong.

Despite being competitors, the managers were friendly with each other and shared a love of fishing – a pastime for which the mountain streams were very good. In the 1960s, trout as large as 6lbs were caught in the Sehonghong River, with 4-5lb fish being caught in the Bafali stream.

Nick van Straaten, known by the Basotho as Morena Sethlabocha, had worked at White Smith under Dick Roussouw since 1956, but switched his allegiance to Ridgways on 1 September 1960 having spent a year on his father's farm, replacing Andrew Storm in the process.

As part of the new position, he inherited Storm's house by the Mokhotlong River as well as his two horses, but the track from the house to the store was viciously steep and rough and after a year on horseback, van Straaten graduated to a

motorbike. It may have been third-hand, but the Norton Model 50 – registered BJ3 – reduced the journey to work to a matter of minutes. In the winter, it was usual for van Straaten to make the trip wearing his pyjamas as a base layer, then underwear and a vest and finally his outer clothes, including a great coat, gloves and goggles, topped with a balaclava.

The motorbike's sidevalve engine struggled for power on the steep inclines and at high altitude, so he would dismount and walk alongside – the 'bike on full throttle and in bottom gear, as this was the only way to manage the pass. Inevitably, it would then overheat so van Straaten had to stop and wait for the engine to cool down before proceeding, but he chose his stopping place carefully as some parts of the pass were too steep to start again if stalling occurred.

After a year of motorbike riding, van Straaten graduated to a Land Rover and the 'bike must have been scrap by then as he transferred its BJ3 registration to the Series II Station Wagon.

The 88in was manufactured in the production year 1960-61 which ran from September to the following August. With the chassis number reading 142001307 and the production run for that period



‘The ‘bike must have been scrap by then as he transferred its BJ3 registration to the Series II Station Wagon.’



Previous page: Jenny would become Nick van Straaten's wife and poses here with BJ3 during their 'courting' days. Above left: BJ3 was originally assigned to a Norton Model 50 motorcycle in Basutoland. Above: the Series II at Ridgways' Mokhotlong store. Right: Nick van Straaten fishing in the river that ran below his house.

A life well lived

Clockwise: The Riviera, van Straaten's home by the Mokhotlong river; BJ3 present at a local wedding; the Sani Pass was a dangerous road as this wrecked Series One demonstrates.



going from 142000001 to 02899, it's likely that it came off the Solihull production line in the first half of 1961 and was designated as a petrol-engined, right-hand-drive vehicle bound for export.

It first headed to South Africa and was supplied by the Durban-based dealer, Maxwell Campbell before being 'imported' to Natal and then immediately exported to neighbouring Basutoland, although many years later it would be re-imported to South Africa.

Continuing van Straaten's link with his predecessor, the first owner of the Series II had been Andrew Storm. He owned it for a very short time and sold it, still in virtually new condition, to his compatriot, Geoff King in 1962. King then sold it to Dick Roussouw the following year and so all three European managers owned the vehicle for less than a year. Roussouw claimed that it was the first privately-owned vehicle in the district and both he and King bought 109in replacements – all three Land Rovers being grey in colour.

Nick van Straaten used his Land Rover for everyday life just as we use our cars, but everyday life in Mokhotlong was different and four-wheel drive was essential. There were no roads, only bridle paths and tracks which were used mostly by the Basotho who went everywhere on horseback and would ride far to check prices at other trading stores to be sure of a good deal.

Tracks could be sticky after rain, with slower progress as a result and some, like the one from van Straaten's house to the store were steep. He drove BJ3 to work each day or to Ridgways at Ralofatsane, but sometimes he also had to deliver goods to the mission station at St



Martin's, about thirty miles into Lesotho across the Khubedu River which rose and fell according to rainfall.

When visiting the headquarters in Natal, he drove BJ3 up the Sehonghong valley to Sani Top, then down Sani Pass to Ridgways' site at Umkomazana to attend meetings – 46 miles each way. A disadvantage of short wheelbase vehicles on the rough tracks was that they were less comfortable than the long wheelbase equivalent and bucked and bounced unless a heavy bag of salt or grain was loaded in the back to soften the ride.

On 13 January 1966, BJ3 obtained a Certificate of Registration in Basutoland. This was prior to the country being granted independence in October that year when it officially became Lesotho and three years later, on 23 January 1969, BJ3 was transferred from van Straaten's private ownership to that of the Leso-

tho registered branch of Ridgways called MOKRAFS, (MOKhotlong and RAlolatsaneS). That process saw it become a company vehicle but with van Straaten still the custodian and he was probably paid for the Land Rover at this point.

On 21 January 1970, the Series II was transferred from MOKRAFS, Lesotho ownership to Ridgways in Natal, South Africa and, as it had to be re-registered, it was from this point that it ceased to be known as BJ3. Its new registration mark was now NUD 604 – N for Natal and UD for Underberg District, but van Straaten had owned and used the Land Rover for seven of a his 12 years as a trader and, having met Jenny, life in the mountains was no longer the same.

NUD 604 was sold to Mokhotlong Mountain Transport (MMT) in August 1970. The garage and transport company was just down the road from Ridgways



and the two companies knew each other very well, having enjoyed successful business dealings together over many years. In October, MMT had to declare the Land Rover as being used for business purposes to the Natal Provincial Administration as it was now company owned and the following year it was sold to a customer by the name of Mr LRJ Wasey of Himeville, for a price of R800 (about £400).

After only five months in Mr Wasey's ownership, NUD 604 was sold to a good friend of Nick van Straaten, Michael Clark. Realising that this particular Series II was a low mileage, well cared for example – after all, MMT had probably serviced the vehicle all the years that van Straaten had owned it – Clark convinced Wasey to sell and a certificate of roadworthiness was issued on 7 July. In fact, Clark had worked for MMT since the early days and, shortly after buying NUD 607, took

over the business and became the managing director.

The 88in would now be used as a working vehicle on Sani Pass, would cover more miles and have a harder life than before. It would attend breakdowns on the pass or further on into Lesotho and would tow stranded trucks back from the pass to Giants Cup Motors, the garage aspect of MMT's business. It carried spares, fuel cans, tyres, tools and other loads, but with its new duties also came a new colour scheme: cream over light blue.

Fast forward 20 years and on 10 October 1991, NUD 604 received a replacement engine. We can assume that the original engine lasted 30 years from new, but another engine (number 25316 848K) was purchased from a local man named Barry Woodroffe and it is that unit that is still in the Land Rover today. Two engines in 64 years, and almost certainly the same

‘The 88in would now be used as a working vehicle on Sani Pass, would cover more miles and have a harder life than before.’



Clockwise from above: now registered NUD 604, the Series II leaves the farm of Michael and Rosanne Clark in preparation for its restoration; the finished vehicle now in its third body colour, but fit for the road once more; ID plate still mounted to the bulkhead; supplying dealer of Maxwell Campbell Ltd proudly displayed by the original plate on the rear of the tub.

gearbox – both used mostly in mountain conditions, is commendable indeed.

Times change however. More Basotho opened trading stores and some bought their own vehicles. Land Rovers were replaced by Toyotas, Nissans and Ford F250s which the missions favoured and which had bigger load carrying capacity. As maintenance costs of these vehicles increased, profit margins narrowed and MMT ran fewer vehicles until they eventually ceased trading.

Michael Clark had been involved with the company since 1958 but the aging process took over and eventually his mobility was compromised and he was no longer able to board the Land Rover, let alone drive it. His wife, Rosanne, drove it periodically to keep it ticking over but NUD 604 was inevitably used less. The elderly machine now lived at Hill Top, the couple's small farm a couple of miles out of Himeville on the Sani Pass road. It pottered around Himeville and Underberg and by now was in a poor state of repair, but as I write this, Michael is 92 and owned this particular Land Rover for 54 years – more than half his life!

BJ3 never covered a huge mileage but had to cope with the hard mountain conditions of rough and rocky tracks, steep slopes,

river crossings and snowy winters. In more recent years it suffered from inadequate maintenance and lack of use and in 2018, Michael and Rosanne decided to have the Series II renovated with a view to selling it. It would not be a full restoration because the chassis had survived surprisingly well and had never required any repairs, but the job would be sufficient to make the vehicle legally roadworthy once again.

The vehicle was trailered to Harden Auto in New Hanover, Natal where its condition was appraised and an estimate of costs drawn up. Brake shoes, wheel cylinders, shock absorbers, tie rod ends, half shaft, diff and gearbox seals, front and rear spring bushes and many oil seals were all replaced, whilst both prop shafts were reconditioned, as was the engine. A reconditioned carburettor was fitted and filters, plugs, oils and brake fluid were all changed as was the right transfer case mounting, silencer, radiator and starter motor.

New window glass, roof and door rubbers, pedal rubbers, gear lever boots and floor mats were fitted. Seats were recovered and the roof linings were changed and although the vehicle was resprayed, it was to dark green rather than being returned to its original colour. Front and rear light lenses were replaced, new tyres fitted and



BJ3
-WP

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a certificate of roadworthiness was issued and in April 2023, Michael and Rosanne Clark finally advertised the Series II for sale, making enquiries and spreading the word about the impending sale.

Along with her husband Barry, Nick van Straaten's daughter, Simone had, for a long time, expressed an interest in buying the vehicle should it ever come up for sale and I duly passed this information to Michael and Rosanne. However, there was another interested party with a connection to the Land Rover – the grandchildren of Dick Roussouw from whom Nick had bought BJ3 in 1963.

Living in Holland, Simone's potential purchase of the Series II would have to be at 'arm's length', but perhaps poignantly, her mother, Jenny died in Cape Town at the stage at which negotiations were taking place – her father Nick having passed away some years ago. She knew about the possibility of Simone and Barry becoming the new owners of BJ3 and fortuitously, a deal was made – the Land Rover becoming a timely memorial to both of Simone's parents.

The next task was to transfer owner-

ship to Simone, obtain a new certificate of roadworthiness and then re-register NUD 604 in Cape Province, South Africa where the Land Rover would spend its future life. As the vehicle had been with Clark for over 50 years, this was not guaranteed to go smoothly – particularly as he had mislaid the original registration papers from when BJ3 became NUD 604. Although this complicated the transfer of ownership to Simone, the Cape authorities were very helpful and managed to solve the problem, but the process also received a further boost when it came to registering the Land Rover...

As in the UK, in South Africa it is possible to apply for a personalised registration number and, as Barry's initials happened to be BJ, NUD 604 once again became BJ3 – this time with a WP suffix to signify its Western Province locality. Serendipity indeed.

More than six decades have passed since Nick van Straaten owned BJ3 in Mokhotlong and the same Land Rover, registration BJ3 WP is now owned by his daughter. Simone is the tenth owner and is very happy to be so.

Clockwise from opposite: Simone Tyndall is now the proud owner of the Series II once owned by her father, Nick van Straaten; the restored interior once more ready to be enjoyed; husband Barry's initials allowed the vehicle to once again bear the BJ3 moniker; it may no longer be used for arduous mountain trips, but the Land Rover is still in regular use by the family.

'... a deal was made – the Land Rover becoming a timely memorial to both of Simone's parents.'



‘It’s a dishwasher, not a parts washer!’

Pete Collins embarked on a restoration that would see the patina of his latest project preserved and soon the whole family was involved in one way or another! Alier Collins tells all...

WORDS & PICTURES ALIER COLLINS



It's not a parts washer!



Despite inheriting a love of Land Rovers from my dad Pete, I did wonder if perhaps he'd bitten off more than he could chew when he bought this particular Series II 88in in March 2021, but he is not without experience. Previous restoration projects have included my grandmother's 1982 Honda Cub moped, my great-grandfather's Crossley stationary engine and the complete rebuild of a Suzuki GSF600 motorbike a few years ago.

Dad has always owned Land Rovers, including several modern Defenders and an ex-military Series IIA (registration PTT 759M) that served as his first vehicle at just 16 years old, but that IIA had only been a 'repair project' with rusty dumb irons and a leaking head gasket and was nothing like this new undertaking.

He always has a project on the go. His garage is his happy place, and he spends weekends fixing, restoring, cleaning and painting – whatever the latest project needs and so, as the first wave of the Covid-19 pandemic hit and with too much time on his hands, he began the search for his passion project: a Land Rover Series II 88in 'pickup'.

Having bought it unseen due to the pandemic, he chose this particular vehicle because of its well-loved patina and the need for a new chassis. His original plan was to simply disassemble and rebuild on a brand

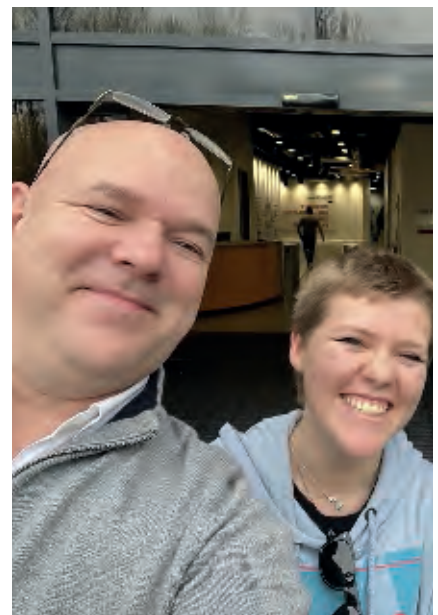


Clockwise from top: the new project, bought unseen, is unloaded; PTT 759M was Pete Collins' first Land Rover; the strip down begins.

new galvanised Richards frame, but when he began properly dismantling the vehicle, it quickly became evident that more work was needed and the original £10,000 budget and one-year project timeline went straight out of the window.

The heritage of any project dad takes on is key and so he did some research. In 1960, the Land Rover was sold and registered in Cambridgeshire. Dad applied to the Cambridgeshire Archives for details of the registration allocations for 1960 and was sent a copy of the entry. It was sold by Bridge Garage in Shepreth to Welch's Transport – a company that is

It's not a parts washer!



still running today. A used vehicle check showed that the Land Rover might have originally been grey and was changed to green in 1979 – the closest match for occasional touch ups being Coniston Green.

Much to my mum's dismay, my dad kept the parts of his patina project all over the house, although the kitchen became completely out of bounds when mum returned early one Sunday to find dad had used the family oven to cure freshly painted engine components! For several months, the front wings and radiator panel were stored in our conservatory before being sent for repair and although

he tried to do what he could himself, he needed some professional assistance when it came to carrying out repairs to the bulkhead, wings, rear tub and footwells. Dad's habit of spreading the components everywhere led mum to tell him off multiple times, saying things such as "It's a dishwasher, not a parts washer!", "Why is it in my living room when you have two garages?" and, "If you want your Sunday roast, get it out of my oven"!

When the new chassis initially arrived, he was able to get going with the rebuild, starting with new springs. Dad refurbished the axles, replaced the swivels

Clockwise from top: son Lewis helps remove the engine; original chassis becomes a garden ornament; Alier with dad Pete, who is clearly happy to have another Land Rover in his life; with the rear tub removed, the chassis could be assessed.

It's not a parts washer!

‘His aim was to get the Series II as close as possible to original specification using only original or old stock parts.’



with New Old Stock ones and mounted the wheels in order that he had a rolling chassis. He couldn't quite bring himself to take the original chassis to the tip and so decided to keep it as a garden ornament.

There were a few things dad wanted to learn during the restoration process, the most satisfying of which was forming and flaring the brake lines due to the attention to detail required. He made them from scratch, which he said took a long time and resulted in many 'practice pieces' as he laid them onto the new chassis.

His aim was to get the Series II as close as possible to original specification using only original or old stock parts, ordering specialist components as he went. There were new bits arriving every week as he researched and found what he needed and parts came from all over the UK, Europe and as far afield as Israel. Along with the *Series II Parts Catalogue* he bought online,



Clockwise from top: Lewis welded a repair to the front bumper; no shortage of parts to clean; conservatory provided storage space; Pete's carefully made brake lines; rolling again – now on a new chassis; overhauled parts ready for reassembly.



the Series 2 Club website and forum were both invaluable resources, giving him the information, part numbers and diagrams for every replacement part he might need, as well as making the experience and knowledge of others available to him.

One of the more unusual parts included the horn, a low tone 'Clear Hooters' model which was the same as used on the Ford Corsair and eventually sourced from a breakers yard in London. The deep-style radiator was fitted with a new core in order to retain the original look, while finding other parts, including side lights, brake lights and indicators was a perfectionist's nightmare thanks to the different alternatives available. In the end, he chose to go down the Lucas L594 route, but wanted them to be originals from 1960 as newer replicas can be slightly different. It was important to him that they were right, with the correct shade and wording that read 'Lucas L594 Made in England' and he bought over a dozen in order to achieve a correct and matching pair.

The tyres were another important consideration as the Land Rover arrived with a mixture of sizes and patterns. Modern metric sizes were not going to work for him, so he spent some time hunting down

original specification tyres which were age appropriate, eventually settling on a set of 700 x 16 Avon Traction Mileage tyres which were then fitted to the original wheels.

As the original bumper was rusted in several places, dad bought a second-hand one and cut out repair sections that could be welded in place, rather than replace it. He admitted that, given that he'd just fitted a whole new chassis, this seemed a little crazy, but as part of the patina on show, it was important to him that the original was retained. My brother Lewis helped with this as part of his Duke of Edinburgh Award, trying MIG welding for the first time and meaning that the project quickly became a whole family endeavour.

The seats were given a similar treatment, dad opting to not replace them entirely as he wanted to salvage the horsehair and springs where possible. A few donor seats were sourced for replacement springs so the originals could be rebuilt and re upholstered by a local company.

Lewis was again on hand to help remove the engine and gearbox. They restored all the ancillaries in a booth that dad built out of a garden shed in order to sandblast and paint the pieces back to nearly new



Clockwise from top: later Series III engine was fully rebuilt by Pete before being installed back into the new chassis; home oven came in handy to help cure freshly painted components – a decision that wasn't always popular!

It's not a parts washer!



condition. As our Land Rover's engine had been replaced with a Series III unit in the past, he hand-painted it back to the factory-original duck egg blue and re-assembling the engine was a large job that dad carried out himself over the course of a few winter months. The original wiring loom was well past its best and had been modified over the years, so it was replaced with one from a well-known supplier. However, rather than convert to negative earth like most modern vehicles, he decided to favour originality and keep the vehicle as positive earth, which caused a few head scratching moments.

In November 2023, the engine was started for the first time since the restoration began. The look on dad's face as he rushed around to tell us it was running was one of pure joy. The process had taken much longer than he had originally planned, but this was at least reassurance that he could do it!

Having originally sent the bodywork to an aluminium specialist who usually focused on racing cars, they eventually got in touch to tell him that the job was 'out of their league'. Fortunately, he then found Richard from Windsor Classics, a local company that totally understood what a patina project was about. They were able to take the time to give it the care needed, whilst maintaining the well-loved look and with the mechanicals working as they should, dad started to refit the bodywork.

After three years of restoring everything on the underside to as close to 'as new' standard as possible, the bodywork still looked almost the same as the day he bought it back in 2021. His view is that if you want it to look new, you should buy a new one, and I have to say, I agree, but importantly, the final stages of what had seemed like a long project came together over a few weekends and evenings towards the start of 2024.

After some final tinkering, dad could finally drive his Series II. Where did we go? To the supermarket, of course! The one year project had become two, then three years long, before finally embarking on its maiden voyage on Mother's Day 2024 and by this point even mum was so excited that she didn't mind too much!

I was allowed to drive it around an empty car park during the Easter break from university, and I was certainly impressed. These kinds of projects are never completely finished and dad plans to continue tinkering – he says that the bonnet frame is rusted, and although it works, he wants to stop it from deteriorating further, but looking ahead, his next project is going to be very different. A BMW motorbike is the next vehicle to come into the garage... or could it be another Land Rover? Where is PTT 759M – Pete's Tatty Tank, as my mum called it? He's also always wanted a 109in. I think mum might just blow a gasket!



Clockwise from top left: clean and uncluttered interior; original deep radiator was re-cored and fitted to the now tidy engine bay; finished vehicle retains the impressive patina but is structurally, and mechanically, like new; Alier gets behind the wheel of the Series II.





Stars on Broadway

The second breakfast meet at Broadway Tower offered fantastic views and the chance to take a four-wheeled tour of the surrounding grounds.

WORDS LARA PLATMAN **PICTURES** LARA PLATMAN & NIKKI HOLDEN



I am writing this whilst in the bath, but with good reason. Apart from the fact that it's where I always have my best ideas, I was about to sit down and start tapping out this article when I looked in the mirror and discovered that my face was filthy – as dark as my hair in fact.

But why so filthy? Well, I had just jet washed my Series II in a bid to get rid of four-and-a-half field's worth of mud and in the process made both the Land Rover and myself dirtier than when I had started, but it was all worth it after a most enjoyable morning with the Series 2 Club Severn Valley area.

The day started with a second breakfast meeting at the Grade II Listed Broadway Tower – an 18th Century folly near the Gloucestershire village of Broadway –

and I thought I would add in a little run to nearby Dover's Hill as well until our wonderful hosts, Annette and Nigel asked if those attending might like to drive down the escarpment instead. Without drawing breath, I replied "Yespleaseverymuch" (Note to editor: please keep the words all squished together because that is exactly how I said it).

Unfortunately, as the week rolled on we had rain, more rain, a dash of snow and then even more rain, until the water was sitting on top of the grass and I resigned myself to the fact that we would be heading back to the original Dover's Hill plan (which is still gorgeous on any normal day anyway).

Amazingly, the rain stayed away on the day of the meet and everyone enjoyed a wonderful breakfast of 'drippy' egg sand-

Members assemble at the foot of the 18th Century folly and revel in the surprising lack of rain!

Stars on Broadway

Thanks to the generosity of their hosts, those in attendance were able to put their four-wheel drive abilities to good use on the wet fields below the tower.

wiches, brioche bacon baps and lovely coffee – all consumed whilst having a good chat in the sun.

Around 20 of us then drove round to the tower itself for a photograph (I also flagged down a stranger on the street who came and joined us in her Defender!), and I immediately undid all my best laid plans by failing to get up the hill! I calmly reversed, got out, set my hubs to the locked position and thumped down the yellow knob in protest before achieving my aim and waiting for the brigade of Land Rovers to follow suit and ‘muck up’ the grass.

We were allowed onto the top of the tower so that we could take photographs looking down to the Land Rovers, but then Nigel announced that it was time to drive down the farm hills. Only one bailed out when they realised they were without four-wheel drive or a functioning handbrake, but the rest of us headed ‘off piste’. I kept reminding myself that I needed to keep the red knob near my body and ended up in low-range with four-wheel drive selected – second gear

providing a combination of just enough momentum and necessary traction.

Although I had earlier sent out a video via WhatsApp that imparted this information, it appeared that some may not have seen it as they slipped and drifted, although this made for some fantastic commentary by Mark who was the navigator in Jeff’s vehicle. Mark is currently looking for a Series Land Rover of his own, but I for one do hope he continues as Jeff’s passenger because the commentary on their resulting video was hilarious!

As the morning drew to a close, we approached the final gate to the bottom of the hill and although the fields of Broadway Tower had clearly been ploughed by 20-odd Land Rovers, the laughter and smiles would fuel us for weeks.

We’ll be back later in the year and a Land Rover day is also being organised for the weekend of 14 September. We’ll be playing musical barrels and other silly (but important) games so watch this space for more details.







Brave new world

Despite being a serial classic owner, making the leap into the world of old Land Rovers was definitely a nerve-wracking prospect. Greg MacLeman explains why he's happy that he did...

WORDS & PICTURES GREG MACLEMAN



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Brave new world



A lot of Landy folk seem born to it, no doubt having grown up in the back of their dad's truck or learning to drive off road in the family 'field car' – but I must admit to being something of a late bloomer when it comes to Land Rovers. They were never around when I was younger, and when they did show up on my radar thanks to then-colleague, Martin Port, I'm sure I suffered a degree of second-hand trauma from hearing about his epic hours-long slog to our office down the M3 motorway.

In any case, all my effort and money were being poured into a 1974 Triumph 2500 TC that I'd built to enter the 2000-mile Club Triumph Round Britain Reliability Run – an event it never felt fully reliable enough to take on. Then, just like that, I became a father. Any free time I had suddenly evaporated and the thought of getting away for a week in my Triumph for some far-flung European adventure became a pipe dream. With my daughter now three years old and trips out in the 2500 TC limited to a short trundle through town to Waitrose, thoughts of owning something with a bit more char-

Having been owned by Hemstock-Herbert Motors for four decades, the Series II had been mildly modified for use since being supplied by the local dealer, Sturgess Garage. Somewhat ironically, the journey to its new home was made on the back of a trailer!

acter – something to make real family memories with – started to take over. It all came to a head in March this year when I stumbled across an advert for a 1961 Series II.

The Land Rover dream I'd sold myself (and, more importantly, my wife) was one of Barbour jackets, the Goodwood Revival, and summer trips to the pub – but I've always been a sucker for a car with personality. This one had it in spades, having been painted dishwasher white and served as a recovery truck for a garage in Leicester, complete with

sign-written hard top and flashing orange beacon. It had also been in the garage's care since 1980, and with just two owners prior to that it promised to be very original, if a little tatty. I spent about a week chewing it over before roping in Martin for a trip up to Leicester.

I've owned quite a few classics in my time and most of them have been rotten, so I had a vague idea what to look for, but I still felt a little out of my depth. There's something about the Land Rover that I found a bit intimidating, so it was great to have a second set of eyes and someone who knows these cars inside out. Every part of the engine and running gear was caked in thick oil, the chassis was showing some surface rust, and there was some corrosion on the bulkhead and seat box – things that would usually make me run a mile – but Martin seemed surprised that it was as tidy as it seemed. I also had to remind myself that this is half the appeal – not losing sleep over every tiny bubble in paintwork or parking ding picked up at the supermarket.

Incredibly, despite having been in Series Land Rovers several times, I'd never actually driven one, so my quick trip



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Greg MacLeman at the wheel of his latest classic purchase – one that can also be enjoyed by wife Laura and daughter Sadie.

‘The view over the bonnet gave me that same childish feeling of excitement you get when renting a Transit van to move house.’

around a Leicestershire car park in the rain was a totally new experience. Aside from a very abrupt clutch, it was surprisingly easy to drive. The view over the bonnet gave me that same childish feeling of excitement you get when renting a Transit van to move house, and even though I'd only driven it a total of 200 yards, I knew I could live with it. Making the decision, however, was a different matter, and after mithering about it for an hour parked up in a random housing estate I decided to go home and think it over. I spent the entire drive back feeling that I'd bottled it and wasted Martin's time.

Part of my hesitation was the additional cost of hood sticks, a canvas tilt, tailgate, and all the other bits and pieces needed to get the car up to scratch and truly usable for the summer. And that's without even thinking about the various issues that inevitably come with a vehicle that hasn't been in regular use. Eventually I realised that it would be better to just buy it, start driving it, and see how the two of us get on before thinking about shelling out for stuff I don't need. A deal was done over the phone and within the week it had been dropped off in East Grinstead.

Since then, I've used the Series II every chance I get for trips to the shops and runs to the tip. The clutch is on the very limit so will need to be addressed at some point, and the transmission brake is sticking slightly too, along with the rears judging by the warmth from the back wheels. Each drive was also accompanied by an unholy screech as if I'd accidentally driven over Ireland's Eurovision entry, but which Martin assures me is the spigot bearing. I still haven't managed to change down from third to second smoothly – which I'm hoping is at least partly down to the clutch and not a total lack of skill – but apart from the speedometer needle falling off in a fit of frenzy as I hit 35 mph (it felt like 60), nothing has gone wrong or caused me any trouble. In fact, it's safe to say that it's started to get under my skin: what other car would cause a normal man to leap out of a bed at 6am, having spotted on a local Facebook group that a water main had burst and covered the road in two feet of water?

Of course, while nothing serious has gone wrong, there's a scary to-do list that only seems to be getting longer. New tyres are an urgent priority, the cost of





Although there are vague plans to fit a full tilt, the beautifully patinated signwritten hardtop will remain with the vehicle and be refitted when needed.

which is probably the only downside of Land Rover ownership so far. Having got Home Office approval to actually buy the vehicle, £1,000 on a new set of decent boots – though safety critical – may be a hard sell. I was also convinced that a spider was crawling up my right leg until I realised it was, in fact, just a shower of rust dropping from the rotten door tops each time I hit a bump. They've both been patched with ally, and the driver's side is so far gone that it's leaning away from the rest of the body, forcing me to hold it nervously whenever I go over a sleeping

policeman – though in contrast to the extortionate price of tyres, I was pleased to see that a pair of brand-new, fully glazed units will only set me back a couple of hundred quid. And then there's the radiator, which has been badly soldered at least three times, and still leaks.

When I was inspecting the radiator, I noticed a tag with the date '1M 61', which I assume means that it is from January 1961. That tallies nicely with the March 1961 build date, which got me wondering how original the rest of the car was. The Club's James Thomas was good enough to check the records, and after 20 minutes with a can of Jizer and a flat-head screwdriver we realised that, in all probability, both the 151-code 2286cc engine and gearbox were original units. It doesn't matter, of course, but I love the thought that it has remained largely intact, unmodified, and as it left the Solihull factory for more than 60 years.

The more time I spend with the Land Rover, the less inclined I am to change it. And it isn't just the expense that's putting me off. There's something about the originality and sense of history that I'm finding it difficult to think about changing. I can't

help thinking that it would be a shame to consign the roof and its lovely sign writing to the garage, even if just for the summer. Everything is reversible, of course, but the more journeys I take and the more times I glance back at it in the supermarket car park, the harder it is to imagine it looking any different. I've decided that if I do press ahead and fit a tilt – likely a job for next summer – I'll have to have the new tailgate painted orange and sign written in the same style as the sides.

So far, I've loved every minute of owning the Land Rover. I've gradually become used to everything from the jumpy clutch to the lack of visibility, and I find myself dreaming up any excuse to take it for a run. Now, I need to think about travelling further afield to see how the radiator – and anything else that may break – copes with longer journeys and higher temperatures. I've set my sights on the Land Rover Day at Horsted Keynes station on Sunday 23 June, which will be the first time I've shown the car off anywhere other than the local Esso garage or recycling centre. Do say hello if you see the car – especially if you've got a line on a good used tailgate or cat flap!

Richardschassis

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TECHNICAL

Smiths heater rebuild

WORDS & PICTURES DAVID JARVIS



Although it showed the ravages of time, the Smiths heater was far from beyond saving.

In the spring of 2022, I purchased a ‘basket case’ 1968 Series IIA 88in, fitted with a truck cab. Although I have restored vehicles to show quality standards before, this time I wanted to create a solid, reliable Land Rover that I could take down green lanes or go to work without worrying if it picked up the odd scratch and so deliberately bought something that wasn’t completely original.

Due to other commitments, it sat for six months before I could begin work on it, but my eagerness to start the restoration didn’t subside and I decided to document the whole restoration with photographs

and text – partially to aid the rebuild, but also for my own enjoyment and perhaps, one day, for the benefit of the eventual next owner.

One of the many jobs was to restore the round Smiths heater and although the fan motor worked intermittently if the wires were wiggled, the integrity of the core was unknown due to so much water being present in the cab thanks to the rust holes in the bulkhead.

Once the heater was removed, I brushed away the accumulated layer of dirt and cobwebs. Removing the three spring clips from the outside was safely done from the back of the heater, negat-

ing the risk of damaging the aluminium casting at the front which then came away easily and was put to one side whilst I removed the three fasteners retaining the motor.

With the three main components separated, the core was placed in the sun for a while to dry off any water on the outside and then placed on an old baking tray lined with a piece of kitchen paper. Lengths of hose with funnels on the ends were attached to both inlet and outlet pipes and secured to a work bench and I then slowly poured water into one end until it could be seen in the funnel of the other hose – proving that the core was full of water. Letting it then sit for a few hours meant I could watch for any leaks – the kitchen paper making it easy to spot any escaping water.

The motor needed to be rewired and this was also an opportunity to look at the motor brushes. As some ‘genius’ had made both wires the same colour, I marked the positive with tape and then cut the ring terminal off the ground wire so that it could pass through the grommet in the casing. Removal of the grub screw made it possible to release the fan blade, but with the two motor bolts being fitted with springs, I had to take care not to inadvertently fire parts across the garage as well as to note the order of all the motor components as it came apart.

Apart from a general accumulation of dust from the brushes (which still had only worn down by a third) and brittle insulation on the wires, it all looked okay. The bronze bushes had virtually no play, springs and shims were still good and although the commutator showed slight wear, there was nothing of major concern. I used a multimeter to check for any leaking to earth on the motor windings and confirmed that these were in good condition. The connecting wires were then re-



Dismantling the heater into its component parts enabled each to be tested, refurbished and the casing repainted before being put back together.

placed with the aid of a soldering iron.

After cleaning all the components, I reassembled the motor with the aid of an assistant – it can get a bit fiddly trying to keep the commutator positioned in the windings whilst getting it all back in the housing with all spacers, shims, and springs in the correct position as well as then easing the new wires through the housing! The motor was then connected to the battery for a function test – not what I would call high performance, but it did spin at a reasonable rate and the fan blades were then refitted after cleaning.

Fortunately, there was no evidence of leakage from the heater core and after

emptying, it was gently washed, brushed clean and left to dry in the sun. The back plate and other accessible areas were then degreased and a thin layer of etch primer applied before a satin black top coat finished things off nicely.

I then drilled out the remaining copper rivet (the other had sheared off), allowing the vent doors to be removed from the aluminium casting and both this and the doors were wire brushed and lightly sanded before being repainted.

Replacement handles had been purchased in advance, along with the little spring clips to help keep the vents closed and although the handles needed some

minor adjustment to make them fit properly, this was nothing more than I expected from a moulded aftermarket item. I still had some soft copper rivets left over from a previous job, and although hand riveting the vent cover back onto the casting was not as easy as I initially thought, two successful attempts out of four isn't too bad I suppose! With the motor refitted to the core, the casting was put in place and the spring clips fitted. After a bit of paint, a splash of effort and £8 for new handles, I was pleased with the end result although I admit that I will at some point also be fitting heated windscreens for those damp winter mornings.

TECHNICAL

Ignition switch overhaul

WORDS & PICTURES ENRICO, RESTOTIME.CO.UK

This Lucas PRS3 ignition switch from a Series II was grinding while being turned and the headlight contact wasn't always stable and so it clearly needed overhauling.

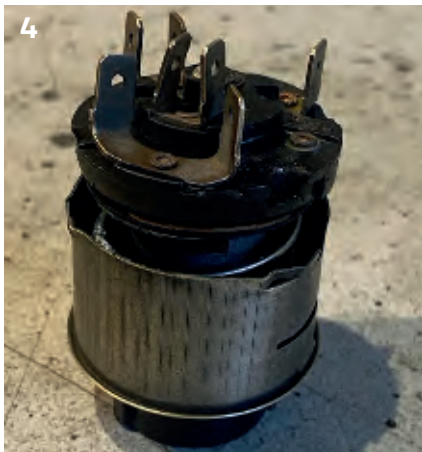
The following instructions will apply to both Lucas 31270 switch (combined ignition, headlight and sidelight switch) and Lucas 35878 (headlight and sidelight switch only, with no key for the ignition).

You will need the following equipment: a small, flat-bladed screwdriver, a 2mm diameter bar or screwdriver and grease.

Assuming you have already removed it from the dash, let's dismantle the switch, starting from the front. To remove the key barrel, put the key in place and, insert the 2mm bar in the hole close to the contact plate (see green arrow on image 1) and press. This will release the locking pin in the key barrel, at which point you can slide it out. You can still do the same if you have lost the key, but you will also have to depress each little tab as marked here by a red arrow (2).

Graunching or inoperative ignition/light switches can certainly be problematic, but a simple clean and checking of contacts can give them a new lease of life.





To remove the main knob, insert the 2mm bar in the hole on the plastic case (image 1, yellow arrow); you can then slide the knob out. If you don't feel the spring moving, use some WD40 and let it work its magic for few minutes. It's probably around 60 years old, so be gentle! For clarity, multiple knobs were fitted on the same PRS3 body. Land Rover used three different types from Series One to IIA, but all have the same release mechanism.

Now we turn to the back, where the contacts are. Firstly, open the three tabs at the back of the case (3). The housing is compressed by a large spring, so be careful when you open it, but you should then be able to slide out the plastic/Bakelite contact plate (4).

When you remove the plastic case, the centre metal tube will also come out (5 & 6), but be careful not to lose the little ball that is inside (7) as it's pressed in place by a little spring.

Now it's time to open everything up and clean the component parts before reassembling (8). Slide out the inner plastic sleeve (the one that contains the little ball) and you'll see there is a screw on a side. This is used to insert the ball and spring during the reassembly and I strongly recommend using grease to hold this in place when you get to the point of trying to put it back together (9).

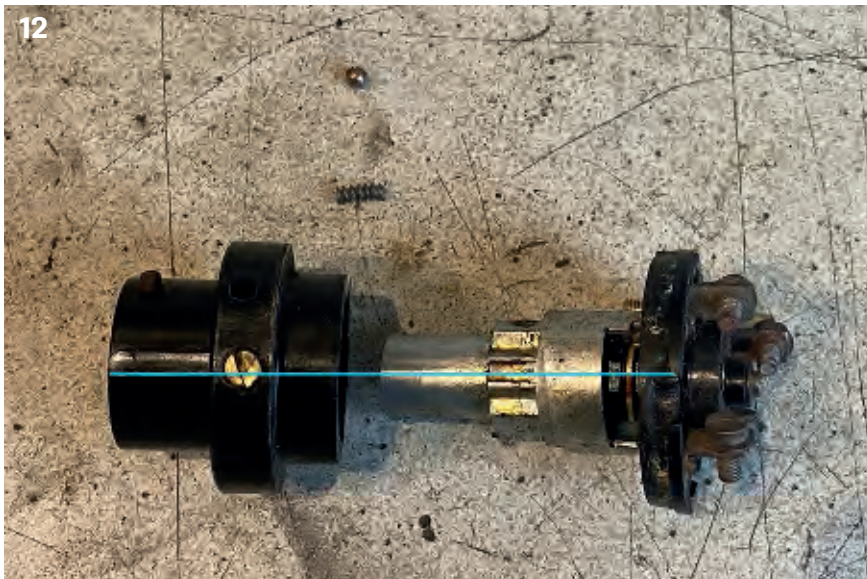
You should now have the switch fully disassembled. If you have contact problems, check the continuity of every con-

nection from the pin to the final tab. Sometimes the problems reside in the 'pressed' contacts that connect the tabs to the inner contact points. An intermittent contact can be generated by oxidation, but I wouldn't recommend disassembling those since parts are not available. Instead, you can use a little Dremel brass brush to clean the contacts and then solder the plates together. In this way you guarantee the contact between the two surfaces (11).

To close it, reverse the procedure! That is what I initially wrote, but I was reminded that the closing procedure can be more complicated than it seems.

To start, identify on the metal piece the recess where the little ball will sit. During the reassembly it's easier if you keep the

Ignition switch overhaul

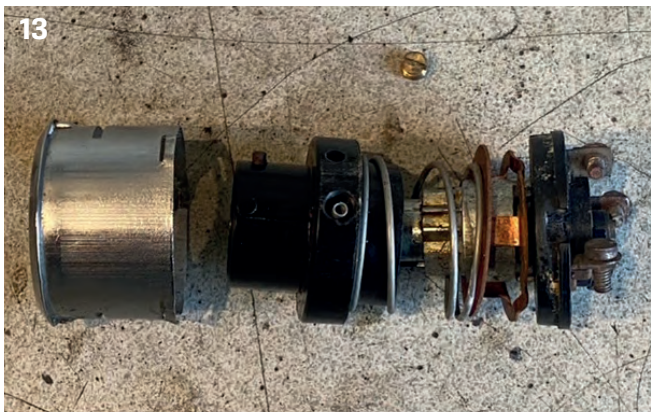


recess aligned to the screw hole where we will insert the metal ball. Familiarise yourself with the sliding of these two parts (12).

Now it's time to reassemble. Position all parts in line (13), and start to compress the unit. The copper ring has three tabs that need to be aligned to the plastic sleeve – take your time to align it without forcing as the spring doesn't require too much pressure to be compressed.

The back plate will only go on in one position, so check that the plastic tab aligns to the recess in the metal case. To secure everything, you can now depress the three small strips on the metal case in order to lock it in position.

Now you should be able to operate your switch correctly for another 60 years!



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Out & about

All the news and events from your area



An impressive group, captured at one of two events attended last year by Dutch members.

NETHERLANDS

The Dutch Land Rover Register (DLRR) is a small club in comparison to the Series 2 Club, with members owning old or out of production vehicles and equipment. Within this club, there are a lot of Series Land Rovers – sometimes in very original condition, whilst others feature all kinds of modifications and conversions.

During the DLRR's spring camping event, held last June at Bant, Nordoostpolder, some 70 parties attended. It was a beautiful location near a large lake and which included an off-road track, visible on the photograph here. Having made an announcement requesting owners and vehicles to come forward, we managed to take a shot of the Series IIs present – 12 in total and none exactly the same. Importantly, 10 DLRR members are now also members of the Series 2 Club – a number that we hope to increase in the future!

Early last autumn, the Dutch Land Rover Sortout (DLRS) took place – a once a year occasion that, as the name suggests, sees a lot of used Land Rover bits available for purchase, as well as new parts and clothing for sale from a number of companies.

Having first carried out a poll, Dutch Series 2 Club members opted to hold a gathering at this event. One of the key fac-

tors was the location, as it was held more or less in the center of our country at Zeevolde – a few kilometers north of Amersfoort and 2.5 meters below sea level.

In total, eight members visited during the day, but the event was very well attended from the wider ownership and so parking for many visitors was next to the entrance. With many of the Series 2 owners visiting at different times of the day, there was no real opportunity to take a large group photograph, but we did manage to take two pictures showing six members in total (below)!

We had a great chat, the weather was perfect and the sortout had a good offering of Series and Defender parts. Hopefully we can get a group photograph later this year at the 2024 event.

Ad Smulders



GARDEN OF ENGLAND

Apart from our regular pub meets, our area has been relatively quiet recently, however a number of us did take part in national Drive it Day on 21 April.

If you're not already familiar with it, Drive it Day is an opportunity to celebrate all classic cars, and owners are encouraged to bring them out of winter hibernation (if it applies!) and enjoyed. This year's event was held on an unusually cold day for late April, however the rain held off, which makes a pleasant change.

The morning's antics involved a classic car meet at Headcorn Aerodrome, which turned out to be a great venue and one to definitely go back to when the sun decides it wants to make an appearance! To top it off, it's still an active airfield and we were all treated to the sight and sound of the resident Spitfire repeatedly taking off and landing. No matter how many times you've seen or heard one, there's something truly special about the glorious Merlin engine!

With questionable weather looming and the ambient temperature low, we de-



ecided to retreat to a nearby local pub in Pluckley, which turned out to be a bit of a gem. The nice, quaint pub had lots of history and a great atmosphere and, being heavily biased towards vintage motorsport, they also regularly hold classic car meets – I for one would be keen to go back. Again thanks to everyone who braved the cold, and hopefully many more meets like this will happen throughout the year.

Joshua Brown



YORKSHIRE

An invitation was extended by Club member and Master Weaver, William Gaunt (pictured opposite) to join him for a Saturday morning meet and behind the scenes tour of Sunny Bank Mills in Farsley, Leeds.

The huge site had been saved from potential demolition when a retired employee overheard the actors she was ferrying to locations complaining about the constant set rebuilds in their Yorkshire Television

studio space and so between 1988 and 1999 the mill became home to Emmerdale – member Mark Boldry surprisingly recounting his memories of providing the interior set for Scripps Garage when Heartbeat then took over the studio space.

The turnout showed how interested members were – not just in appreciating Leeds' cloth manufacturing heritage, but also in enjoying lunch in the bakery and browsing businesses like the Scrap Shop



that focuses on reusing manufacturing waste rather than sending it to landfill.

Organisers of York Land Rover Show (Sunday 18 August) have invited the Club to have a stand and we hope to use the mock-up garage from the NEC. Overnight camping is available and a small entry fee will be charged to add to the overall charity donation. If you would like to join the display, email yorkshire@series2club.co.uk

The Club has also been allocated a large plot for a S2C 40th anniversary stand at The LRO Show at Belvoir Castle on 7-8 September. Some interesting vehicles are already committed and it would be fantastic to have a wide range of vehicles present. If you'd like to join the display, register for a space by contacting either Paul Hurst (eastmidlands@series2club.co.uk) or myself (secretary@series2club.co.uk).

Wendy Lowe

Out & about

PEAK DISTRICT

On 17 March, the Peak District area members had the pleasure of attending the grand opening ceremony of Great Northern Classics, a brand new motor heritage centre in Derby.

It was a hotly contested event, but we managed to secure a limited number of tickets so that we could display our vehicles, and myself and a small number of local members arrived for the afternoon event in unseasonably dry weather.

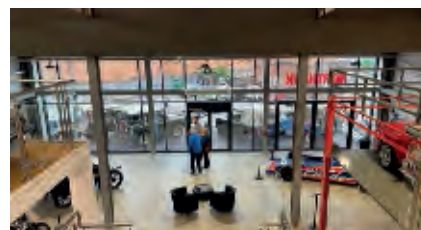
Overall, there was a great turnout and a wide variety of cars were on display in the car park, but with the organisers being suitably impressed, they invited us to park our Land Rovers on the new ramp that lead up to the front door!

Inside, the venue is a combination of motor museum (with many different vehicles over which to drool), storage facilities and live workshops out of which a number of local motoring-related businesses operate. We all spent a very enjoyable few hours wandering around the



newly refurbished facility and then enjoying tea and cake in the café afterwards. I highly recommend a visit if you happen to be in the Derby area and thanks to all who attended. See www.greatnorthern-classics.co.uk for more information.

Andy Wright



BRISTOL

We've been busy again here in Bristol. We now have a new WhatsApp group called 'Midweek Meanderers' and those members that no longer have to work for a living seem to have all the fun planning a variety of trips out.

Some of our members are involved in clearing lanes for the Green Lane Association which helps in knowing what's open or not, but our regular monthly meeting has also been taken up helping with the restoration of a member's Air-

portable – fortunately, this won't require a full nut-and-bolt rebuild as most of the vehicle is in good condition.

We've also been busy planning our annual summer camp which takes place from 12-15 September. We're hoping to get a few more people to join us this year at Petruth Paddocks in Cheddar and bookings are already looking good with plenty of greenlane driving and road trips on offer, as well as the 'Reverse Steer' challenge which is always great fun!

Andy Phillipou



SOUTH WEST

The Board of the Series 2 Club are currently trying to find a sensible way to fill the area representative gap currently evident in the South West area in a way that will help make life easier for any prospective new officers. One idea could be to split the South West region into three more manageable areas by separating Devon, Cornwall and Dorset and although no decision has yet been taken, we would welcome your thoughts as to how best we can approach this challenge.

In the meantime, a big thank you to John Taylor who organised a pub meet at the Rock Inn, Yelverton with 17 people turning up and plenty of Series IIs (including his own) on show. Well done John. If anyone else wants to arrange a meet, please do let me know and I'll do my best to help.

Andy Phillipou



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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)

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

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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