Legend

SERIES ONE CLUB
THE ORIGINAL LAND ROVER

Legend

CLUB MAGAZINE
OF THE YEAR 2010

Official

THE
LAND-
ROVER
SERIES ONE
CLUB

CLASSIC
& SPORTS
CLUB
AWARDS
2010

£5
ISSUE 156

4 NEWS
The NEC Classic Car Show

6 NEWS
Part suppliers and event info

8 LETTERS
LRSOC members have their say

10 2011 EVENTS
Fill up your new diary

11 2011 NATIONAL RALLY
A definite for that new diary

12 FORUM
More on ally bulkheads

14 LIVING THE LEGEND
Members' pictures of their Land Rovers

18 WHAT THE PAPERS SAY
Series Ones in the media

20 AROUND THE SHIRES
More events from 2010 pictured

28 FACTORY PHOTOS
Great archive pictures from Solihull

31 AFRICAN 86IN
A Series One in Kenya

32 NORWAY
Overlanding by Series One

34 BELGIUM
Minervas in action

38 GRX REBUILD
The beat goes on

41 READERS' TECH
Upgrading the heater by Mick Burn

42 READERS’ TECH
Fitting mud flaps by Graeme Aldous

44 READERS’ TECH
Refurbishing the speedo by Mike Flannery

46 CLASSIFIEDS

51 CLUB SHOP

Cover picture Anjo Hoogendoorn

LAND ROVER, the 4x4 that ‘has a soul’

CLASSIC & SPORTS CAR CLUB AWARDS 2010

You are cordially invited to the
Classic & Sports Car Club Awards,
on Saturday 13th November.
Please join us for pre-awards drinks from 7pm
In the Shires Suite, which is next to the car park.
Over the years that I've been involved with bikes and Jeeps and Land Rovers I've won a handful of trials trophies and a couple of others - mainly for showing up - from the ALRC and the LRSOC. However there's three things that I've won that I'm still quietly, really rather proud of: 1. In the late eighties, I won a trophy for being in the winning team of six at the Red Rose LRC, War of the Roses 'winchfest' one year (countered by being in a team that came last once too). 2. In the early nineties, I won a trophy for 'Best Trike' at the National Chopper Club's August Bank Holiday run to Edinburgh. I didn't build the trike - half a Volkswagen - or paint it but I did the miles on it, as part of the team, as we flew the colours for BSH magazine that I worked on at the time, riding it from Manchester to Kent, Shepton Mallet, Edinburgh and beyond. 3. In the late nineties, in the dim and distant heyday of Land Rover World, we won the IPC Editorial Awards for best image (with Wayne Mitchelson's picture) and my team won 'best subbing team' against some big players at IPC magazines.

The point is that they're all 'team' wins but now, I have four things to be proud of. I am very pleased to say that Legend magazine won the Club Magazine of the Year at the Classic and Sports Car magazine Club Awards 2010 at this year's Classic Motor Show at the NEC. This too is a big, team win; the judges wouldn't have been impressed with empty pages in the Legends 150-154 inclusive that I sent in so this award is as much for the members and others who contribute to Legend as it is for Ros Woodham the designer and myself (the judges mentioned the content, the design, the photography and Louise Limb's hand-drawn artwork). Read about what the judges said about Legend on page 4. My thanks to all who contribute to Legend, we can all feel proud of our club magazine and without us all it's nothing. JC

Smallprint
Committee members appreciate it if club members would telephone before 9.30pm. Thank you. Before using green roads always check with the local authority if you have any doubts about current rights of way. Members are reminded that under the rules of the Association of Land Rover Clubs and the Motor Sports Association (MSA) our club is non-competitive and therefore our members cannot enter competitive off-road events under our membership card as either driver or passenger. Please note that if you do not renew your membership when it is due you may not be included in the mailing list for Legend and there is no guarantee of the availability of back issues. To avoid disappointment please renew on time. Data Protection Act: Members' Personal Details. It is club policy not to release members' details and you are asked not to contact the membership secretary for this information. This magazine is copyright of the Land Rover Series One Club Ltd. Apart from free use with acknowledgement by other ALRC clubs, it may not be reproduced in whole or in part without prior permission. We gratefully acknowledge permission from Land Rover Limited to reproduce material for which it holds copyright.

Submissions for Legend
• PLEASE NOTE NEW ADDRESS; Legend, PO Box 187, Huddersfield, HD8 8HP. Please send articles, photos and letters to John Carroll: Legend, PO Box 187, Huddersfield, HD8 8HP.
• Please send adverts to Russell Hearn: adverts@lrsoc.com, 0208 508 267 104 River Way, Loughton, Essex, IG10 3LL

Company name: Land Rover Series One Club Ltd
Company number: 02675892
VAT number: 982 7506 84
Club e-mail address: secretary@lrsoc.com

December 2010 Legend 3
The Classic & Sports Car Club Awards

The Classic & Sports Car Club Awards – in association with Lancaster Insurance – at the NEC Classic Car Show are C&SC magazine’s opportunity to recognise and reward all of the hard work put in by classic car clubs throughout the year, according to the magazine’s David Evans. Seven of the awards cover categories decided ahead of the show – club magazines, websites and events – while another seven are decided at the event, for stand displays or themes and individual vehicles including the Car of the Show.

Club Magazine of the Year; “As always,” explained C&SC’s editor at large Simon Taylor, “the Club Magazine of the Year was the most keenly contested category, but this year we were inundated with a record number of entries. Five former winners were shortlisted, including one of our runners-up – the TVR Car Club’s Sprint, edited by Mandy O’Neal, which is in joint second place with Jaguar Driver, edited by Steve Fermor.

“But the judges – for once unanimous over something – preferred the cleaner layout of our winner. Maybe that look reflects the down-to-earth nature of its featured vehicle. The publication has a proper professional feel to it, with outstanding use of photography – even specially commissioned cover artwork – plus an excellent blend of event reports, technical articles and restoration stories. Wonderful archive material features, too. Club Magazine of the Year goes to the Series One Land-Rover Club’s Legend, edited by John Carroll.”

Simon Taylor is master of ceremonies at the C&SC Club Awards. Simon has been a motoring journalist for more than 40 years, and a motor-racing commentator and presenter on television and radio for over 30 years. He devised What Car? in 1973 and went on to be chairman of Haymarket Magazines. Simon is editor at large of Classic & Sports Car, for which he writes the popular Full Throttle column, plus regular running reports on his classics including the HWM-Chevrolet, the Stovebolt Special, and his 1937 Bentley Sedanca, which was displayed on the Rolls-Royce Enthusiasts’ Club stand at the 2010 Classic Motor Show.
BEST CLUB WEBSITE
BMW Car Club of Great Britain
www.bmwcarclubgb.co.uk

MOST IMPROVED CLUB MAG
Morris Monthly, edited by Rob Symonds for the Morris Register

CLUB MAG OF THE YEAR
Legend, the Land-Rover Series
One Club, edited by John Carroll

BEST CLUB RUN/RALLY
Cumbria Old Skool Ford Lakes Tour

BEST CLUB SHOW/EVENT
World Cup Rally 40; Triumph 2000/2500/2.5
Register, Landcrab OC International.
Austin Maxi OC

BEST THEMED CLUB STAND
Capri Club International,
Mansfield & Notts Branch

MOST INTERESTING SELECTION OF CARS
Lancia Motor Club

BEST SMALL CLUB STAND
Vauxhall FD Register

BEST MEDIUM-SIZED CLUB STAND
Veteran Car Club of GB

BEST LARGE CLUB STAND
Maserati Club UK

CLUB OF THE YEAR
TR Register

CLUB PERSONALITY OF THE YEAR
Keith Andrews, Jensen OC

CASC SPECIAL AWARD
Ken Robbins' 1959 Turner 950S

CAR OF THE SHOW
Kees Smit's 1937 Tatra T77A
Kent Event 1
Combined Series One and Minerva TT Clubs event on 13-15 May at Doddington near Faversham in Kent. This is a social weekend with camping and caravaning available. What's more, the price of the ticket will include all food and entry to all venues. For the Saturday there are road runs to Canterbury planned that include a river trip and a visit to the local pub or if you don't fancy the day or come for an evening meal at Leeds Castle. If you can't make the weekender, why not bring your own drink in the evening and your own risk. The place in JOH will go to the winning bidder, with all proceeds going direct to the Charity Fund. Email your Charity bids direct to Peter Wales. For further details, an application and sponsorship forms please contact Peter Wales at peter.wales@excellentdelivery.co.uk or Sean or Hazel Smeeth at hazelsmeeth@aol.com. Don't forget that you can still sponsor this event, even if you are unable to take part.

Kent Event 2
On May 14 in the same part of the world is the 2011 Charity Land Run open to all models of leaf-sprung Land Rovers registered before 1975. It's a day trip starting in Kent with a run to the coast, then travelling by ferry to Calais at 9.50am, followed by a run down the scenic French coast to Wimereux, returning to Dover at approx 8.30pm. Cost of the trip, including ferry (for driver and up to four passengers), T-shirt, and a vehicle rally plaque is just £40, of which £20 is a donation to charity. Due to the historic nature of this event, and in keeping with the wishes of our sponsors, we are limiting this to Leaf-sprung Land Rovers only, pre-1975, no coils or hybrids. Places are also limited to 35 and will be allocated on a first come first served basis. This year there is also a chance to ride as a passenger in JOH, a 1948 Series One Pre-Production (No 11). Note there are no seat belts in JOH so you travel at your own risk. The place in JOH will go to the winning bidder, with all proceeds going direct to the Charity Fund. Email your Charity bids direct to Peter Wales. For further details, an application and sponsorship forms please contact Peter Wales at peter.wales@excellentdelivery.co.uk or Sean or Hazel Smeeth at hazelsmeeth@aol.com. Don't forget that you can still sponsor this event, even if you are unable to take part.

Register of Spare Parts Suppliers - November 2010
Key to parts available
B Bodywork
T Transmission (inc Brakes, steering etc.)
M Mechanical
E Electrical
U Upholstery/Trim
2nd Second Hand parts

GENERAL
John Craddock
70-76 North Street, Bridgetown, Cannock, Staffs. WS11 3AZ
www.johncraddockltd.co.uk
+44(0)1543 577207 Fax 504816
B, T, M, E, U, 2nd

P.A. Blanchard
Clay Lane, Shiptonthorpe, York YO4 3PJ
https://secure.pablanchard.co.uk/
+44(0)1430 872765 Fax 872777
B, T, M, E, U

Landy - the book
Landy is a limited edition, of 450, children's book written and illustrated by Veronica Lamond from Wadebridge in Cornwall. It's a truly lovely tale of a green 86in Series One, UTT 739 and its life in farming. The little 86in worked hard sawing wood and mowing grass but later had to be rescued by a new owner, Jack, with help of a big tractor. The interaction with a Japanese 4x4 pick-up is unfriendly but Landy lives to work another day. It's beautifully produced and printed and both lovingly and accurately illustrated. It's not cheap at £9.99 but as one of only 450, this slim volume is an unmissable collectible for the Series One family with youngsters to entertain. More information at www.landybooks.com or email landybooks.vl@gmail.com

Season's Greetings
Merry Christmas and a Happy New Year to all the readers of Legend. John Carroll and Ros Woodham. Louise Limb supplied this snowy scene.
News

Midlands, WS10 88E
www.jones-springs.co.uk
+44 (0)121 568 7575 Fax: +44 (0)121 568 7692
All springs, leaves, shackles etc. supplied. Resetting service

BRAKES
Past Parts
Unit 4, Chase Road, Northern Way Ind. Est, Bury St. Edmunds, Suffolk, IP32 6NT
www.pastparts.co.uk
+44 (0)1284 750729
Master Cylinder rebuilds

Power Track Ltd
www.powertrackbrakes.co.uk
+44 (0)1753 842680
Lockheed and Girling brake and clutch parts

Neil Furness
+44 (0)1562 883521
Exchange resealed master cylinders

BODY PANELS
Keith Wadsworth
1 Steele Lane, Barksland, Halifax, West Yorks, HX3 9QN
+44(0)1222 863200 (Fax same)
Wings, doors (incl skins), tailgates, ...

TILT/TRIM
Exmoor Trim
Purley Ford, Luxborough, Watchet, Somerset, TA22 8QL
www.exmoortrim.co.uk
+44(0)1665 347710
Fixings, TRIM, and all types of trim.

PERSPEX SIDE WINDOWS
Land Rover Series One Club
Land Rover Series One Club Shop
See Legend
clubshop@lsorc.com
+44 (0)1449 744187 Fax - +44(0)1449 740781
86, 88, 107 and 109in

Mike Rivett
mikerivett@hotmail.com
Early 86in up to '51 (with finger hole)

STEERING WHEEL/HORN PUSH REPAIRS
Wheelwrights LV & C Spares
The Warehouse
Baxtergate, off Lord Street, Morecambe, Lancashire, LA4 5XH
+44(0)1524 423453 Fax
+44(0)1524 831953
Steering wheel and centre horn/Dip Switch repairs

GRILLES (80in full)
Bob Jones
354A Bath Road, Worcester WR5 3EZ
j354a@btinternet.com
+44(0)1905 352163
'Lights behind grille' grilles

TYRES
National Motor Museum, Beaulieu, Hampshire, SO42 7ZN
www.vintagetyres.com
+44 (0)1590 612291
Avon Traction Mileage tyres

NUMBER PLATES
Original Number Plates
Manor Road, Lower Moor, Pershore, Worcestershire, WR10 2NZ
+44(0)1386 860095
Periond Number Plates

Tippers Vintage Plates,
Unit 2, Bucklers Place, Holmbush, St Austell, Cornwall, PL25 3YN
www.tippersvintageplates.co.uk
+44(0)1726 867999 Fax - +44(0)1726 871413
Period Number Plates

Framptons Number Plates,
PO Box 707, Waterlooville, PO7 9AYY
“http://www.pf8s.co.uk”
www.pf8s.co.uk
+44 (0)2392 264755
Period Number Plates

FIXINGS
L R Fasteners
32 Laburnum Park, Bradshaw, Bolton, BL2 3BU
www.landrover-parts.net
+44(0)1204 302589 (Fax 417219)
All nuts, bolts, seals, rivets, brake and steering parts, etc.

Frank Meil
10 Rowan Mount, Wheatley Hills, Doncaster, South Yorks, DN2 5PJ
+44(0)130-2367349
Nuts and Bolts

ENGINE
Cox and Turner Engineering
Hush Farm, Yeovil Road, Tintinhull, Yeovil, Somerset, BA22 6QL:
info@coxandturner.co.uk
+44(0)1935 826616
Engine components and machining

Land Rover Series One Club
Club Shop (see Legend)
clubshop@lsorc.com
+44 (0)1449 744187 Fax - +44(0)1449 740781
Hardened Valves and other engine parts

OVERDRIVE
Rovers Down South (US)
001- 504-248-5301
Fairey overdrive spares and some general spares
Rocky Mountain Spares (UK)
Unit 12a Partnership House,
Withambank Park Ind, Estate,
Londonthorpe Lane, Grantham,
Lincolnshire, NG31 9ST
www.rockymountainspares.co.uk
+44(0)7970 623075
Roverdrive overdrives and some Fairey overdrive spares

STAINLESS EXHAUST
Rimmer Bros Ltd
Sealeford Road, Bracebridge Heath, Lincoln, LN4 2NA:
www.rimmerbrothers.co.uk
+44(0)1522 568000
Stainless steel exhausts

PETROL TANKS
Bob Jones
354A Bath Road, Worcester WR5 3EZ
j354a@btinternet.com
+44(0)1905 352160
80, 86 and 88in made with lead coated steel

FUEL PUMPS
Burden Fuel Systems
Burden Fuel Systems Ltd, Spitfire House,
Castle Road, Salisbury, Wiltshire,
SP1 3SH
www.sucarb.co.uk/
+44(0)1722 412 500
SU pumps and spares

CARBURETTOR
Greenways Engineering
Harvester Yard, Dilchet, Somerset BA1 6QZ
+44(0)1749 860267 Fax - +44(0)1749 860042
Carb reconditioning

Carburetter Exchange
28F High Street, Leighton Buzzard,
Bedfordshire, LU7 7EA
www.carbex.demon.co.uk/
+44(0)1525 371369 Fax - same
Carb reconditioning and spares

DISTRIBUTOR
H&H Ignition Solutions
Unit 4, The Walls, Fens Pool Avenue,
Brierley Hill, West Midlands,
DY5 1QA
www.h-hignitionssolutions.co.uk
+44(0)1384 281500 Fax - same
Rebuild of all Distributors

Distributor Doctor
Martin Jay
1 Bovey Cottages, Waterrow,
Wiveliscombe, TA4 2BA
www.distributordoctor.com: martin@ distributordoctor.com
+44 (0) 1398 361 678
Rebuild of all Distributors

ELECTRICAL
Auto Sparks
80-88 Derby Road, Sandiacre, Nottingam, NG10 5HU
www.autosparks.co.uk/
+44(0)115-949-7211 Fax 1955

All Looms

Vintage Supplies (Paul Beck)
10G, Folgate Road, North Walsham,
Norfolk, NR28 0AJ
www.vintagesuppliesco.uk/
+44 (0)1692 406510
Electrical (inc Lucas) and small parts

Holden Vintage and Classic
Linton trading estate, Bromyard, Herefordshire, HR7 4QT
www.holden.co.uk/
+44 (0)1885 488488
Electrical (inc Lucas) and small parts

Stokenham Spares
www.stokenhamspares.co.uk/
+44 (0)1933 405666
All Lucas electrical parts.

HEATER
Clayton
Fletchworth Gate, Burrsal Road, Coventry, CV5 6SP
www.claytonco.co.uk
+44 (0)24 766 91916
Clayton Heaters and spares. Smitts heater cores.

AEROPARTS WINCH
Bob Jones
354A Bath Road, Worcester WR5 3EZ
j354a@btinternet.com
+44(0)1905 352160
Winch parts

RESTORATION SUNDRIES
Frost
Crawford Street, Rochdale, Lancashire, OL16 5N
www.frost.co.uk/
+44 (0) 1 706 798258
Specialist Paints, Tools etc.

TAPS/DIES
The Tap and Die Company
445, West Green Rd, London, N15 3PL
www.tapdie.com/
+44 (0) 20 88881865
Imperial Taps and Dies

THE SMALLPRINT
Please accept this list for what it is - purely a contact list for potential suppliers of Series One Parts and Services. It is as comprehensive and accurate as we have been able to make it. Inclusion in the list does not specifically imply endorsement by the Club. Any dealings between members and suppliers are on an individual basis between the member and the supplier. If you notice any errors or omissions, please inform the Club Secretary so that the list can be updated.

December 2010 Legend 7
in action. A finger bar mower was mounted on the three point linkage driven by the PTO and the hydraulic lift was actuated by a lever operated hand pump which took about twenty pumps to lift it up. It would be impossible to manage this on every corner and this was probably why it didn't catch on. In the picture of the three point linkage it is possible to see the handle which is used to activate the hydraulic pump and, in view of the location, it would have been necessary for another person to sit in the rear of the vehicle to operate it. This is probably another reason why it didn't catch on. With regard the tractor at the top of the same page; this is a 40 horse power Turner Diesel with an unusual V4 Engine. It was painted green and yellow.

Excellent magazine and really enjoying it. I am taking more pictures which I hope to send to you at a later date for another article.

Kind regards

Lydric Jenkins (5011)
Thank you for your patience and interest. Please accept my apologies for the mistake I made in confusing the two Welsh surnames that begin with J! I am, of course, happy to correct this here in 156 and publish your interesting note about the three-point linkage. I’ll happily use more of your pictures but could do with larger scans of the Land Rover images. They were used small because that’s as big as they’d go. JC

Reported

I have just read my copy of Classic and Sports Car magazine to read that Legend was awarded ‘Club magazine of the year’. Well done to all.

Roger Crathorne

Planned?

I wondered if anyone would be interested in a trip to Classic Le Mans 2012? It’s only run bi-annually, if it provokes enough interest, would it be possible to run it as a club event as it may be possible to negotiate for camping and ferry discounts if enough are interested? Is anyone out there experienced in organising this sort of thing for advice and help, will be needed? Alternatively is anyone already planning to go? Having seen images. They were used small because that’s as big as they’d go. JC

I am member number 5872 and you have not printed details of member numbers 5859 to 5884 inclusive. Keep up the good work!

Kind regards,

Mark Edmunds

I am afraid that I’m not sure what happened to you guys in the list but rest assured that you’re as welcome to the club as everyone named! JC

Registered

I would like to publicly thank our Registrations Officer Mick Burn for his superb, high-speed assistance in recovering the registration number of my newly purchased barn-find 88in. Bought by me only a month ago, OBD had been off the road since 1977 and had fallen off the registration system. What’s more, I didn’t have the old log book or any paperwork at all and had to go down the ‘detective’ route.

Northamptonshire records office saved the day with a copy of their original registration ledger and got it to me within a couple of days for a very small fee. Mick’s service was literally next-day, both with the forms and sending it off once it was approved. I also have to thank the DVLA who seem to have got their act together, and actually telephoned me to confirm the engine size, after which the registration document turned up just two days later. Wow!

The whole re-registration process has taken only three weeks from start to finish and helped keep a very original Land Rover united with its number. Every part on this 1956 88in is correct for the vehicle and everything that can be dated or numbered ties up, making it a real gem. Even the seats are the originals from new. It would have been terrible to have lost the original registration, so once again a huge thank you to Mick and to the DVLA.

Julian Shoolheifer

Missed

Not griping, but typing this with a grin on my face! Just to gently let you know that I am amongst some new LRSOC members who are ‘missing in action’! You have missed us out of the latest excellent edition (October) of Legend.

Please accept my apologies for the mistake I made in confusing the two Welsh surnames that begin with J! I am, of course, happy to correct this here in 156 and publish your interesting note about the three-point linkage. I’ll happily use more of your pictures but could do with larger scans of the Land Rover images. They were used small because that’s as big as they’d go. JC

Chairman’s Chat

As I write this, we have just held the November Committee meeting so I can bring you up to date on matters affecting the Club. In terms of VAT we are continuing discussions with the accountant to limit our liabilities. This has required us to look at how the Club is run and the benefits accruing from membership. This is the reason why some parts that were members only, have now become open to all. Any benefit or discount that is available to members only is deemed to be subject to VAT by the HMRC. Until such time as we have settled the VAT issue we are taking a prudent line in respect of Club expenditure, and maintaining reserves. We need to maintain enough working capital to run the club and the club shop activities including purchasing stock and parts. With this in mind, following a protracted discussion, it was decided that the subscription rates will need to increase from February 2011. The following rates will apply; UK £29, Europe £32.50, Rest of the World £35.00. We appreciate that any increase in these current times is unwelcome. Since the last increase in subscriptions we have added the forum, increased the number of issues of Legend to six per year rather than five, added a number of new items to the shop, had tooling made for parts such as seals and light bases etc.

In terms of the club shop, we have an extensive number of parts listed for sale and these are now listed in numerical order. Some of these are not available from anywhere else, please take time to check the shop listing first before going elsewhere. One hundred of the parts listed had no stock movement in the past year.

I have to congratulate John for Legend winning the Best Magazine Award given by Classic and Sports Car magazine at the Footman James Classic Car Show. This reinforces previous positive comments on the quality of Legend. Having picked up a couple of other club magazines recently you become aware of how professional Legend is.

As you will see we have found a location for the National Rally for 2011; Wimborne in Dorset. Space is limited so please book early if you are camping. We are attempting to move the location around the country annually, no one location will ever suit every member, and we will be holding the AGM there as well.

With the last show of the year completed, it is going to be a quiet time until the spring; why not take advantage of the time available to look through the archive sections of the forum? You can easily spend hours engrossed, looking at back numbers of Legend, technical articles etc., all from the warmth of your armchair.

Peter Hughes
Diary

Events + Meets

**Dates 2011**

**3 April**

*4x4 and Vintage Sort Out*
Newbury Showground, Newbury, Berkshire

**16-17 April**

*Bristol Classic Car Show*
To display your vehicle contact Andrew Cross (details on committee page).
Visitor tickets www.bccsl.co.uk, follow links.

**25 April (Easter Monday)**

*Coleford Carnival of Transport, Forest of Dean, Gloucestershire*
www.colefordcarnivaloftransport.org/
Contact Chris Wilderspin (see committee page)
(club stand)

**16 April-1 May**

*All Terrain Easter*
Heritage Motor Centre, Goydon, Warwickshire
www.heritage-motor-centre.co.uk

**17 April**

*FBHVC Drive It Day*
Get your old and classic vehicles out for a drive.

**17 April**

*Drive it Day - West Country Gathering*
Maunsell Lock Canal Centre around Midday. All Series Ones welcome, food and drink available, drives around local area

**18-19 June**

*Dunsfold DLR Collection Open Weekend*
Dunsfold, Surrey
Camping available. More details from 01483 200567
www.dunsfold.com

**19-20 June**

*LRSOC National Rally*
South West area
Full details in this issue (Club Event)

**3 July**

*Series en Helvetie - Swiss Series Meeting*
Rally open to Series I, II and IIIs Event as Legend 151 and the organisers will welcome Series Ones from England and elsewhere. Contact Yves de Mevel, email, info@domainemaisonblanche.ch

**15-17 July**

*LRO Billing, Northants*
www.lroshow.com

**13-14 August**

*LR Max Show, Stoneleigh, Warwick*

**14 May**

*2011 Charity Land Run* open to all leaf-sprung Land Rovers registered before 1975. A day trip starting in Kent, ferry to Calais, a run down the French coast to Wimereux, returning to Dover at approx 8.30pm. Cost of the trip, including Ferry (driver and up to four passengers), T-shirt, and a vehicle rally plaque £40 (of which £20 is a donation to the charity). Contact peter.wales@xcellendeleivery.co.uk before Jan 14

**14-15 May**

*Beaulieu MotorMart Autojumble and Sodbury Sortout*
1000 stands of motoring parts, automobilia, literature and accessories, plus 150 cars for sale. Sunday only; Sodbury Sortout. www.beaulieumotormart.co.uk
For tickets tel 01590 612888

**26-31 May**

*ALRC National Rally*
The 2011 Association of Land Rover Clubs’ National Rally is being hosted by Breckland Land Rover Club at the National Construction College, Birkham Newton, Norfolk, PE31 6RH.
Full details and booking form can be found at www.alrc.co.uk/NationalRallies/2011/index.htm
(club stand)

**9-11 September**

*Waterloo Rally. Following its well-received Battlefields 2010 weekend in Leper in September, the Minerva TT Register will hold its 2011 event, the Green Belt Rally, close to Waterloo and its battlefield, just south of Brussels. Rally HQ and accommodation will be at the Hanenbos Training Centre, Huizingen. Single, double and quad rooms will be available. If this is not to anyone’s taste it may be possible to arrange hotel accommodation nearby. For more details please contact Mike Hardiman on 0117 9690552 or email on minerva.mike@gmail.com*

**10-11 September**

*LRSOC National Rally, Peterborough*
www.lroshow.com

**10-11 September**

*Beaulieu International Autojumble*
The biggest Autojumble in Europe with over 2000 stands, plus Bonhams Auction.
www.internationalautojumble.co.uk
For tickets tel 01590 612888

**Local Meets**

**Cornwall (Far West)**

*Nic Jones*
01736 810417
Pub meet on the first Thursday of every month at the Fox & Hounds at Comford near Lanner on the Redruth to Falmouth Road. Meet open to LRSOC and Cornwall and Devon LRC members

**Lancashire**

*Jon Dobson*
07793 420587/01704 894654
Regular pub meet on 3rd Monday of every month at Ring O’Bells near Ormskirk from 8.30 pm.

**Surrey**

*Michael Trower*
01483 283326
surreyandsussex@series2club.co.uk
Series Two Club Pub meet on the 3rd Wednesday monthly at The Barley Mow PH, The Street, West Horsley, Surrey, KT24 6HR. All LRSOC Members welcome.

**Belgium**

*Fernand Van de Plas Area rep Belgium*
Bi-monthly pub meetings at the ‘Parochiehuis’, Clemenceaustraat 111, 2860 Sint Katelijne-Waver. From 7.30pm onwards; Dates: Wednesdays 5/01, 2/03, 4/05, 6/07, 7/09, 2/11.

Please send updates for the local meets to John Carroll: legend@lrsoc.com
Following the wonderful feedback from last year’s LRSOC National Rally, for 2011 we move South hoping to match the standards set at the Garden Racecourse, Ripon.

Our aim is for the rally to maintain its broad appeal, with something for everyone and particularly those with partners and children. Our chosen site for 2011 is Wimborne Minster, situated between the rivers Stour and Allen in the beautiful county of Dorset. The town has an ancient history - Roman Soldiers settled here in the first century and there have been inhabitants since prehistoric times. Those of you who love history will be enchanted by the buildings, The Priest House Museum, The National Trust managed Kingston Lacy House and of course The Minster itself. Wimborne has a wide variety of shopping too and is home to both stores and independent businesses. There are plenty of restaurants, pubs and tea rooms to choose from and those interested in the arts will enjoy the galleries, Walford Mill Craft Centre and the 1930’s Tivoli Theatre. Wimborne is also a great place for children to enjoy including the Model Town and Gardens, a 1/10th scale version of Wimborne in the era of the Series one, the 1950s.

Further afield, Dorset is famous for the Jurassic Coast World Heritage Site, which features landforms such as Lulworth Cove, the Isle of Portland, Chesi Beach and Durdle Door, as well as the holiday resorts of Bournemouth, Poole, Weymouth, Swanage, and Lyme Regis. With the New Forest on our doorstep and surrounded by countryside and coast we are sure that the LRSOC National Rally 2011 will be the event not to miss.

Our campsite is just on the outskirts of the town at the home of local Division One South West league football team, Wimborne Town FC, known locally as the ‘Magpies’. The site is used by many other events and as a Camping & Caravan Club site at other times and includes water, waste points and toilets/showers, cleaned regularly over the weekend – but note, as last year there are no electric hook-ups. We have facilities to hold an outside bar and barbecue on Saturday or Sunday afternoon and have booked a private function room in the club bar throughout the weekend and Saturday’s evening meal and entertainment. If you decide to stay on for the Sunday evening, we will be holding a ‘skittles’ competition in the Club’s own skittle alley with food available for those not wishing to cook.

The Friday night road run will be a trip to the seaside (we had to really). Other local road runs and green lanes are also planned, along with the obligatory vehicle line-up and photo opportunity and autojumble all on Saturday. The LRSOC AGM and the return of the popular LRSOC Gymkhana Autotest will round off the Sunday morning so that those travelling can get back for work on Monday if they really have to. As our planning takes shape we will keep you updated through these pages and of course at www.lrsoc.com

The camping charge this year is £40 per unit for the Friday and Saturday nights reduced to £30 for single campers, with the Sunday night also available for those deciding to stay over (no need to book). The evening entertainment and choice of hot evening meal on Saturday is extra and needs to be booked on the entry form, prices much the same as last year at £10 per adult or £7 per child under twelve. Day visitors living or staying locally are also very welcome to pop by on Friday and Saturday at the weekend entry charge of £10 per vehicle and are more than welcome to stay for the evening meal on Saturday but must book in advance. Sunday, as it includes the AGM, is free of charge to LRSOC members.

With six months to go we are still working hard on things like trade stands and other attractions and activities and would welcome any ideas or suggestions. We have some ideas for the children too which we hope to announce next time around.

There are limited camping pitches and meals available based upon last years numbers so book early to avoid disappointment via the entry form enclosed or online at www.lrsoc.com using a credit/debit card or Paypal. If you have any questions, feel free to contact the organising team: Chris Wilderspin, Andrew Cross or Peter Jolly (details on the committee pages). We all look forward to seeing you there.
Way back in Legend 149 I summarised a favourite topic on the forum — Aluminium Bulkheads. To avoid you looking it up, many members recalled seeing past articles in Legend or in the Land Rover Register’s early newsletters suggesting that the steel press occasionally broke and hand-made aluminium bulkheads were used as stop gap measures to keep the production lines running. Even James Taylor had commented to this effect. If this was the case, our logical forum members reasoned, surely there would be patterns or runs of chassis numbers with these bulkheads. So they started to report the numbers of vehicles where it looked as though the factory had fitted an aluminium bulkhead. Initially this didn’t look promising at all — the variations in build dates of the vehicles suggested that if the press had broken, it was either over a long period (of three months or more) or was extremely intermittent.

At that time we had recorded ten aluminium bulkhead vehicles between chassis numbers 26101791 and 26105544 and four more from 36101568 to 36101937. These chassis numbers ranged from the periods November 1951 to March 1952 and October/November 1953 and with the exception of one 1949 vehicle, R8666560, that was it. All right hand drive, all UK models.

It certainly appeared at that time as though the bulkhead press-tool breakage story had some legs. But there was still a long way to go. Since that issue, Neil Taylor — see elsewhere in this and other issues for his superb ally bulkhead restoration project — has religiously recorded every mention of an aluminium bulkhead. He is still taking medication for this affliction.

From his list you will see that far from patterns emerging, all we can really say is that these things seem to appear with greatest frequency on UK vehicles during the winters on 1951/52 and 52/53, shown in blue, perhaps adding some weight to the previous theory that the presses were more likely to break when multiple sheets of thinner steel were fed into them during cold periods. Latest random opinions on the forum? Maybe the ally bulkhead was an experiment in 1952/3 that has found its way onto many other vehicles...

Regrettably, my small brain can’t make much more from the list... but perhaps someone out there knows otherwise?

Picking up the thread of my previous article, why not add your own of speculation, opinion, myth, dodgy memory, off-topic comment, unrelated question or even occasional fact to the discussion at HYPERLINK "http://www.lrsoc.com" www.lrsoc.com — search for ‘Aluminium Bulkhead’ and add to the topic headed ‘1950 factory shutdown’. Or drop JC, Neil Taylor or myself an email or a letter.

I’m going to keep the forum page short this month as JC tells me our ‘award winning’ magazine is bursting at the seams for 156 writes Peter Jolly.

**PART II**

CROSSHEAD FOR THIS SECTION??

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<thead>
<tr>
<th>Chassis No.</th>
<th>Build Date</th>
<th>Details</th>
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<tr>
<td>R861400</td>
<td>Dec 48</td>
<td>in Zimbabwe</td>
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<tr>
<td>R8666560</td>
<td>Jun 49</td>
<td>James Taylor referred to as original</td>
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<tr>
<td>06103406</td>
<td>Nov 49</td>
<td></td>
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<tr>
<td>06104763</td>
<td>Nov 49</td>
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<tr>
<td>06107530</td>
<td>Feb 50</td>
<td>(to be confirmed?)</td>
</tr>
<tr>
<td>06108874</td>
<td>Mar 50</td>
<td>(probably not original)</td>
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<tr>
<td>06109157</td>
<td>Mar 50</td>
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<td>Oct 52</td>
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<td>May 53</td>
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A number of NOS/spare bulkheads have also been reported by diligent members.

From all at lrsoc.com, Merry Christmas

Peter Jolly
peterjolly@lrsoc.com
Birthday

57 today... Tried to find some snow but didn't do so well! Richard Maughan (109)

Towing

Tim Knight writes, 'Tim Bee asked me to email some photos of his TDI-engined 107/109 hybrid as he hasn't embraced the computer age yet. The pictures show the Series One just having returned from one of its many recent trips to Pinewood Studios towing one of his vehicles used in the making of a major film. The van in question is an Austin 101 (more often seen in the Morris 'J' guise). The round trip of 280 miles is completed in the same day and it is a testament to the Land Rover that, though well into its 50s, it still works hard for its living. Thanks for a great magazine.' Tim Knight (another Lincs LRSOC member called Tim).

Horton in Ribblesdale

Illustration by Louise Limb
Andrew Jones from Bomere Heath in Shropshire writes, 'I enclose pics I have just taken of an 80in which belongs to the landlord of our local. He is not a LRSOC member but he drives it all the time as shown; no doors or top, even in winter. It is regularly seen parked as shown. I think he is the only person to drive au naturel in all weathers... Mad or what?' Thanks Andrew. A friend of mine, Toby Savage, owner of 1948 Land Rover R861117 for the last 37 years also is a bit reluctant to put his roof on! JC
Cover Picture
This issue's cover shows the vehicles of Houben family (107in SW and 2x86in SW), Richard Hughes (107in SW), Phil Bashall (107in PU) and Anjo and Anita's (107in SW). All were grey. 'Nice isn't it?' asks Anjo Hoogendoorn who took the photograph.

Ploughing
Neill Biggin (1512) writes, 'Spotted this at the National Ploughing Championships at Lincoln. The owner said 'he had got bored of trialling so thought he would try something different.'
Nigel Mottershead writes, ‘Hope you are doing OK and thanks for the latest legend which arrived yesterday – first class and thanks for all the work that you put in to it. I have attached a couple of photos of my 80in, WYJ 911, which we used at our wedding in Audlem in Cheshire in August; maybe you can include them in Legend at some point following on from the current wedding photos that you have included. The bride, Sally, arrived in the 80in driven by her brother and she left in the 80in after being wed, driven by me. The bridesmaids travelled in a Lightweight belonging to Sally’s son Charles and climbed in and out using a set of stepladders nicked from Sally’s Mum’s kitchen! Thanks again, Nigel (KAC 87 on the Forum).’
The clipping from Solihull News entitled 'Land Rover Legacy' has a picture of Ken Campbell at Solihull with the 80in in which he'd driven 11,700 miles from Ndola in Northern Rhodesia to get there in 1960/61.

Apologies to whoever sent the clipping in - it's become separated from your name.

Help keep the Land Rover legacy alive

THE British Motor Industry Heritage Trust is inviting members of the Solihull community to help with their Land Rover Legacy Project.

During an open day which was held at Solihull Central Library on Tuesday July 13, visitors learned about the Land Rover Legacy Project.

The British Motor Industry Heritage Trust is particularly keen to hear from Lode Lane employees, past or present, and their families.

Visitors were asked to bring along their own photographs as well as helping to identify some of the Trust's photographs.

Rejuvenated

BY JOHN JONES

The engine was a testament to the legendary sturdiness of the Land Rover. By the time it went in for a rebuild the rings were completely shot and Dylan wondered how it ever got compression, said Mr Clark.

As well as the engine rebuild, new shocks and springs have been fitted and the chassis has been sandblasted and sealed. All the other bits and pieces have been replaced with original parts — the last to arrive being a new speedometer cable. He is also waiting for a new set of tyres.

Nobody knows for sure how many miles Smokey has covered in its life as a fencer's truck and doing general farm work, but it is certainly in the hundreds of thousands. It would be one of the first Land Rovers brought to New Zealand as the vehicle was only launched in 1948, and is almost certainly the only one to survive as a one-owner vehicle.

A car enthusiast with a number of other classic vehicles, David Clark takes the old Landrover out occasionally to check the maize paddocks. And the rugged Smokey looks good for another 60 years.
Philip Curtin
American slave trade historian whose analysis helped establish the vast number of people shipped from Africa.

Phillip Curtis's obituary, with the interesting picture of Station Wagon, YUE 936, came from The Daily Telegraph of 16.07.09 and was sent in by Brian Beesley (1050) of Glossop in Derbyshire.

What a line-up to celebrate sale of 1,000th Land Rover

Report by

Toby Neal

posternously by a photograph taken outside, which has been loaned to us by Shrews bury transport historian Roy Phillips, himself a Greenhous employee.

"The Land Rover on the left is the first Land Rover Greenhous ever sold, in 1948," said Roy.

The buyer was Captain Mark Mainwaring, of Oteley, near Shrewsbury.

Curtin's more rigorous and scholarly methods of studying the slave trade led to changes in the way the subject is taught in schools.

Nev was also his work limited to African studies. Curtin wrote about the influence of disease on European colonisation, imperialism in India and the ecological history of the Chesapeake Bay. He also wrote a memoir, Of the Frogs of History (2000).

Philip DeArmond Curtin was born in Philadelphia on May 22, 1922, and grew up in West Virginia, where his family owned a coal and timber business. Having served in the merchant marine as a radio operator during the Second World War, he graduated from Swarthmore College, Philadelphia. He entered academia, working towards a master's degree in History in 1949 at Harvard University. He was awarded a doctorate in 1953, again at Harvard. After teaching at Swarthmore, he joined the Union Wisconsin, where fellow historians...
This weekend has now become a regular fixture on the series one calendar of events, ranking alongside other greats such as Tywyn and Astle Park. Derek's formula of a drive around the Suffolk countryside with a pub lunch pitstop and Wendy and her team of assistant caterers producing excellent food back at the campsite, ensuring people were fed at every opportunity, always proves to be a big hit with members. This year was no exception and despite the mixed bag of weather, with promises of worse to come, 52 vehicles took part in the weekend, with some, such as Tom Pickford and Pollyanna from Buckinghamshire travelling a fair distance to be there.

The gathering had a good selection of vehicles from across the Series One spectrum, with as much diversity under the bonnet; standard 1.6 and two-litre petrol of course, and two, two-litre diesels, Prima diesels, a Rover 60 engine, Rover six-cylinder and V8 conversions; if any proof was needed for the adaptability of our vehicles or the ingenuity of owners, it was here.

I had two favourite vehicles from the weekend. The first had to be Derek's own barnfind 80in, now at last, with mot and tax. When Derek first found it, it has some serious creases to all four corners – Casper Killick has now expertly removed these, without even damaging the original paint (See cover of Legend 120). You would never know that the damage had been present. My second was Staff Dovey's old 80in winch recovery/trials vehicle, (seen in Legend 153 with plough) with its massive Hesford pto-driven winch and various, 1970s-period modifications, now in the hands of Julian Shoolheiuer. It looks just as I remember it when I first met Staff 20 years ago.

Once again thanks to Derek and Wendy for an excellent event. Next year's Drive It Day clashes with the Easter Holidays so the Suffolk Saunter will be put back until after the first May Bank holiday. The evenings will be lighter, the weather better(?), so why not Saunter down to Suffolk and see what you're missing?
Maidstone to Le Touquet

KENT

Words and Pictures Les Lawrence

Members may remember that in the Christmas edition of Legend, there was an invite from the Series 2 Club to join them on a drive to Le Touquet. The price was a very reasonable £35 of which £10 went straight to the Multiple Sclerosis Society, the charity the run was supporting. The run started from the Kent Life Centre in Maidstone but, living on the South Coast, we elected to join at Dover where we joined another 34 series Land Rovers, including another seven Series Ones; three of which were the pre-production vehicles 3, 11 and 14.

John Smith in R11, only just got to the ferry in time, having been delayed at the start with coil failure – it had only been in the vehicle for 63 years! Fortunately for John a local Series 2 member dashed home to obtain a replacement. After a liberal oiling of the boat decks, the vehicles set off into the French countryside, taking the coastal road from Calais down to Boulogne, which is a great scenic drive and recommended, irrespective of what vehicle you are driving. The vehicles were well received with French day trippers and hikers waving to us as we passed through villages, not to mention the French Citroën Traction-Avant club members who were having a drive in the opposite direction. It was then onwards into the centre of Le Touquet, parking right next to the beach. Time for a BBQ, a bit of shopping and a paddle and then the auction.

Numerous goodies from kind sponsors such as Dunsfold, Landie Andy, Bearmach, Severn Valley Leafers and others were up for grabs, the proceeds topping up the MS funds. It was very soon time to turn around and head for home. A long, but enjoyable day.

A special mention must go to Series One club members Nick and Pam Gaunt who drove down from North Yorkshire in their 80in to take part and a big thank you to Peter Wales, Shaun and Hazel Smeeth for organising and inviting our club along and P&O Ferries for the special rates. Sponsorship, entry fees and the auction raised just under £5,000 for the Multiple Sclerosis Society.

December 2010 Legend 21
Andrew Jones (4963) writes, "I enclose some pictures of the Shropshire Sundorne Rally 2010 and also some of my display at the Shropshire steam rally at Onslow Park in Shrewsbury 2010. There were four members displaying at the steam rally but I didn’t get any photos of them."
Words Carl Radford Pictures Carl Radford and Andy (VRO). Here are a few words about our annual meet at Glamis Castle this year; we were a bit unlucky this year that after a long dry period the weather decided to break on the Friday and Saturday and attendance was way down for those days. Sunday, which is the main day for the public was dry and sunny and brought out record numbers of Series Ones. We also got permission for a line up up on Lord Strathmore’s lawn - hpe we didn’t leave any oil stains! See you next year.
It's safe to say the weather and terrain were kind to us that morning as we made our way along a large section of the Limestone way to the lunch stop at a nice pub down by the river in Millers Dale. Then the day took an unusual turn, as four Series Ones pulled up in the car park; we were approached by a gentleman with a plea for transport assistance. That morning a party of friends and family, along with babies in (non-off-roading) buggies, had made their way to the pub and experienced difficult and muddy terrain. Unnerved by their experiences the request was could they hitch a lift back to the local holiday cottage if it wasn't too far out of our way. Well of course the answer was yes and coincidentally almost a direct route to their door was via another green lane! With some money thrust into our hands for refreshments we paused for a bite and sup before loading up the vehicles to take them home. Not expecting a un-metalled route back, nevertheless we had smiles all round from the grateful 'fares' and I think some future green oval lovers!
The day culminated in the best lane of the day climbing up a scrabbly, rocky track up from Monsal Dale. At the end of this final long lane we bid farewell to Gertie and Milly72 and Rocky and I head off north to Edale, our overnight stop. On a previous venture I had visited a challenging lane known as Chapel Gate – not for the faint hearted. As it was en-route to Edale I took Rocky to the South entrance, the end I hadn’t visited before to show him the severity of the north end, this meant having a play on the steps leading up to the big drop.

JC found us in the very hospitable Old Nags Head later that evening after a fabulous meal and several good ales followed suit.

The next day began on Chinley Steps/Roych Clough one that I descended last time but fancied attacking it from a different angle. As the name gives it away, there are some rocky steps to surmount at the southern end. With the ground being dry and the rocks being sandstone, I pointed DoDO at the steps gave a dab of throttle and up we went with no dramas whatsoever. I was very impressed with DoDO and tyres over this section, especially as a tag-along S2/90 hybrid that found us had a small amount of difficulty! Onwards to Bamford Clough. A favourite climb among hill climb triallers in roadgoing vehicle this has a series of concrete (Yes, it has been repaired many times over the years) rises all the way up. JC got some fantastic shots of use coming up making them look so at home in the countryside.

As the old proverb says, save the best ‘til last and the remaining two lanes were a treat. Houndkirk Moor, a sandy, undulating track makes its way across with plenty of opportunities to pick a good and a bad line to drive. Fortunately a bad line will only prove to be uncomfortable with very little opportunity to sustain any damage. Before we set off across the moor though JC’s 2.25 wanted some attention in the form of a clear out of the jets as it was running a bit lumpy. Half way across we found a lone cassette tape in the middle of the trail – perfect as I had brought a cassette player along for some ‘choons’. It turned out to be a radio recorded chart show of a few years back, classic! At the end of Houndkirk, we bid farewell to JC as his weekend up to this point had been arduous and he longed for his own bed I think. The remaining three, two 80in and the S2/90 continued on to the grand finale. Stanage Edge is well known among climbers, walkers and 4x4s alike – it is essentially a long scar of rock stretching several miles along the Derbyshire countryside. Top get from top to bottom, climbers usually take a more vertical route but at one put very accute to its length is a track that is passable (legally) by 4x4s. I was there many years ago in DoDO with 6.00x16 tyres on and with a bit of persuasion managed to coax him to the top. This time gravity was on our side, coming from the opposite direction and a large rock in the ‘rock-garden’ that made going difficult had been removed, legitimately or otherwise. This change in terrain was a little disappointing in a way as it made the passage substantially easier and the feeling of accomplishment was not as great. The lower part of the Stanage lane was fairly sedate bringing us to a small car park at the bottom. There we said goodbye to our friendly S2/90 tag along – he had only popped out for a pint of milk that morning! Rocky and I also split and headed off in our separate directions too after a last descent down Bamford Clough.
Nigel Mottershead from Cheshire writes, "I thought you may be interested in the attached photos of the Adventure Drive which we went to last Sunday organised by Dave Mitchell and his staff. In, as you probably know, 6000 acres of private woodland and forest near Bala which is glorious countryside with lots of tracks and some quite difficult bits too with rock and mud and water — all tackled in the "Tread Lightly" fashion and using tracks already made and used by forestry vehicles.

We set off at 7am for the 60 odd mile drive to Bala and had a great day again with Dave and met some nice people — some old acquaintances and some new. The Series One performed like a dream and went everywhere without a hitch at all, and on standard running gear and wheels shod with Avon 6.00x16. The heater had a bit of a thrashing all day as it was a bit chilly but we all had a great day and lots of laughs too."
Awards:
- Astle Park Trophy for the most interesting Series One on stand - Lei Johnson, TSK 258
- Character and nobility (Working Series One) - Keith Newton, POU 285
- 80in - Mark Hayward, FBU 446
- 86in - Paul Kohut, PYW 319
- 88in - Gary Fielding, SSL 436
- 107in - John and Lynn Nudd, SLP 595
- 109in - Paul Williamson, SSK 504

Pictures Dave Potts and Liz Dobson
The Astle Park Rally was held over the weekend of August 14/15. All the awards were self judged by the owners present on the Sunday and kindly sponsored once again by Worldwide Land Rover of Birkdale.

Awards:
- Astle Park Trophy for the most interesting Series One on stand - Lei Johnson, TSK 258
- Character and nobility (Working Series One) - Keith Newton, POU 285
- 80in - Mark Hayward, FBU 446
- 86in - Paul Kohut, PYW 319
- 88in - Gary Fielding, SSL 436
- 107in - John and Lynn Nudd, SLP 595
- 109in - Paul Williamson, SSK 504
At the factory

Mike Bishop writes, 'These photos of a magnificent display of later Series One vehicles at the Solihull factory came via Roger Crathorne - so a big thank you once again to him. The scene is set here as one to really impress. Not only are many well known factory specials present including the snow-blower 107 Station Wagon in the bottom left hand corner of one photo and SAS vehicle in the middle of the other but also Jet 1 and T3 Gas Turbine Rover cars in the centrepread. The range of specialist vehicles here is incredible and will certainly keep you entertained for a long time. How many Station Wagons can we count? Also note the factory three-quarter tilt 88in on the right hand side of the display. Anyone know of any more?"
Series One for sale in Kenya

Words and pictures by Hugh Back

1955 Series One 86 inch for sale in Kenya
Body panel and tyres all in good order

On a recent safari in East Africa, I came across a nice rust free 86in hard top that is for sale. It belongs to Oliver Keeble, who has had it for many years, but not from new. It is in Karen, a suburb of Nairobi, so convenient to view. The original 571 engine is fitted and starts well. Running adjustments may be needed as there is a slight unevenness in the engine note. The clutch pedal needs adjusting to reduce the free play travel. The brakes need cleaning and freeing off, as the vehicle has not been used much in recent years. Everything else appeared to be in working order.

The bodywork has been resprayed and is very good, all panels appeared straight. The speedometer mile counter shows 57,390 miles, which is believed to be correct. Some of the engine components, including the oil filler, side rocker cover, and engine breather, have been chromed. This was done by the previous owner, an American. The original petrol filter has been bypassed and a plastic in-line filter added. The instrument panel has had all the paint removed leaving clean aluminium. Two instruments have been added to an additional panel fitted left of the main panel.

The registration number is KBZ 960, and is original. The asking price is 480,000 Kenyan shillings. Presently there are about 120 Kenyan shillings to the UK£, so that equals £4000. Quite a nice vehicle. There are a few little jobs to do to make it fully roadworthy. Anybody wishing to have a proper safari vehicle to go round the game parks, this is your chance. It is not allowed to import vehicles older than eight years of age to Kenya. So, if you are about to be transferred by your employer to Kenya, don’t miss this opportunity!
Norwegian Land Rover Club
35th Anniversary

Words and pictures Andrew Cross

Norway, the country of myths and legends, the home of trolls and land of mountains and fjords. A large country with a small population gives everyone the chance to enjoy the great outdoors, it is also the home of the Norsk Land-Rover Klubb which was formed in 1975 and now has a membership of around 1200. To celebrate the founding of the club, they hold an international anniversary event every five years at different locations around the country, hosted by different regional groups of the club. This year’s turn was taken by the Numedal group.

I have visited Norway on a number of occasions on independent holidays in my One-Ten as well as joining with the Norsk Klubb in my Series One at previous anniversary events in 1990, 1995, 2000 and 2005. These visits have given me the chance to see much of the wonderful scenery this country has to offer and also meet many people there, some of whom have become great friends. Although my 86in hard-top was running well, I thought it wise to carry out a major service before setting out on what would be a 1800 mile trip.

Norway is not now the easiest place to get to as the only direct ferry service has stopped operating. I considered various travel options including driving up through Europe and going via Denmark using two ferries. However I finally managed to secure a place on a freight ship which does go direct but will only take a few private bookings at the last minute if there is space after giving priority to the freight trucks. This worked out well except for the 26 hours on the North Sea with nothing to do.

On arrival at Brevik in Norway I had a free day before I needed to get to Flesberg in the Numedal region for the rally so took the chance of a tour taking in the sights around the Telemark canal. On getting to the rally reception alongside the school in Flesberg I was warmly and efficiently welcomed with a detailed rally pack (thankfully an English version for us visitors) and guided to the camping area to be greeted by those Norwegian members already settled in, particularly my friend from previous visits; Bjorn Madsen who was nearby with his 80in, 107in SW and 90 as well as most of his family, giving the first indication that this was to be a very family friendly event with all ages represented. I soon was to be joined by the only others attending from the UK, Rob Hope-Jones and Gavin Howell who had driven through Europe in Rob’s Series One 88in tilt, and Derek Spooner, also a LRSOC member, who was there in his Discovery. As the day went on, the fields were filling up with what would eventually be about 200 vehicles attending. The majority were obviously from Norway but at least six other countries were represented. Around the site could be seen all types of Land Rover from our Series Ones to the latest Range Rovers. There were a total of 11 Series Ones, my own and Rob’s from the UK and the others all being from Norway. Although not an official club stand, I did take along a club banner and put it up alongside my tent and it soon became a gathering point for those interested in the early vehicles. It was good to be able to meet some of our Norwegian members, including John and Ingrid who were at Ripon only a few weeks previously, and also to be able to give other enthusiasts details of our club. In honour of our Land-Rover marque and its UK origin the rally site was called ‘Little Solihull’ and when on the rally field we all had to drive on the left but returning to the right once back on public roads.
By the reception area were the communal barbecues which were lit each evening and also notice boards with lists to add your name to for the various activities throughout the five-day event. Options included trials, green lane runs and scenic drives. I watched some of the trials competition in a local gravel pit as well as joining a group trip to the Juva hills where we were guided by Ulf Mynvold, a Norwegian wildlife film maker who told us all about the area and how he had spent a snowy winter there filming wild Lynx.

On Friday evening we all gathered in the school hall for the anniversary dinner of traditional local produce followed by live music entertainment. Saturday was our last full day and the first activity was to get all the Land Rovers to a local quarry for a group photograph; 200 vehicles driving several miles down the main road from Flesberg to the quarry did cause a bit of traffic chaos but no one seemed to mind, and it was certainly worth it to get such a great view of all the vehicles together. I was also pleased that the organisers managed to get all the Series Ones at the front of the group. It was while we were gathered at the quarry that, on behalf of the Series One Club, Gavin Howell made a presentation of a bottle of whisky to Halvor Syvertsen. It was difficult to decide which Norwegian Series One should receive this but Halvor’s ex-Norcem fire 86in finally won, it’s a vehicle he has owned for a number of years. Bjorn Larsen was another longstanding Series One owner who was attending this event. We first met at the 1990 event and he still has his 80in. After the mass photo we divided into groups again and this time I joined the tour to the Buskerud area and visited the preserved Kroderen railway museum, calling in to see the 12th century wooden stave church at Vatnas on the return.

In thanking the organisers I must not forget to mention the daily ‘newspaper’ which was printed overnight and placed under our windscreen wipers throughout the site before we were up each morning, the daily draw each evening for a number of great prizes, and the busy Norsk LR Klubb shop selling its items. The next morning the event drew to a close and everyone started packing up for their journey home but with all the talking and exchanging of addresses with friends

Gavin Howell (right) presents a bottle of Scotch to Halvor Syvertsen, owner of this 86in fire engine

old and new, it was well into the day before we departed. Rob and Gavin were heading back for a ferry and home via Denmark, Derek had a few more days to see the sights but I was lucky enough to have almost another two weeks in Norway during which I was able to visit wildlife centre to view wolves, lynx, arctic fox, reindeer and actually feed an elk. I also managed various trips into mountainous areas including up to the 6000ft summit Gausna from where, it is said, you can see one sixth of Norway and a visit to Myrdal on the steepest non-rack railway operating. Finally reaching the Oslo area for my last few days, I was able to visit my friend Erik Winther-Sorensen, who as Bearmach LR parts dealer for Norway is kept very busy, and receive some great Norwegian hospitality and enjoy some of Sissel’s very tasty cooking. While in the area I took the chance to see the newly-built Oslo opera house, on the waterfront, in the style of a glacier on the fjord edge, as well as Oslo city Hall with its impressive art works.

My holiday was almost over and after another 26 hours on a ship and a six hour drive back in the UK I was home. The previous three weeks had been a fantastic trip visiting a country I enjoy, meeting up with friends and with the added bonus of all those Land Rovers. My Series One, TUM had performed well, if a little slow, on some of the long mountain passes. All I can do now is look forward to future holidays in Norway to see even more parts of the country and particularly the next Norsk Klubb anniversary in 2015.
The Battlefields weekend at Ypres in Belgium was well attended by a multinational presence from UK, Belgium, Germany and Holland. The Kent and Sussex group of the Series One Club had several vehicles which travelled to the event; Tony and Heather Adams in their 80in, Gary Chisolm in his 80in, Mark in his 107in, Hugh Back and his wife Denise and myself Bob Payne in my 86in.

We met at Dover and took the ferry to Dunkerque. Gary and Mark were both invited into the Customs shed as we travelled through customs and had a vision of an early nut and bolt rebuild! We travelled through France and into Belgium where we were met by Luc Mouton in his 80in from the Minerva Club who took us to his house for lunch. In the afternoon, Luc led us on a scenic drive to the camp site at Ypres. Over the weekend we visited Talbot House, Bayernwald, Tyne Cot cemetery, Flanders museum, Krater 11 the Pool of Peace, The Menin Gate and a cheese factory.

On Saturday evening we attended the Menin Gate last post ceremony and Luc Mouton laid a wreath on behalf of the Series One and Minerva clubs; a very moving ceremony which takes place every night when the road is closed to traffic. The whole weekend was excellent and the battlefield memorials, cemeteries, exhibitions and trenches left us all feeling very humble.

About forty vehicles attended and, as you can see from the pictures, there was a good selection of Land Rovers and Minervas.

Please convey our thanks through Legend to the Minerva club for a fantastic weekend. I look forward to entertaining the Minerva club when they visit Kent on a culture weekend in May 2011 and visit Leeds Castle and Canterbury Cathedral. The planning for this event is well underway. I also hope to make it to Waterloo in 2011 for the Minerva event in September.
...passing through this Gate
I first met Lucy in a barn in Luxembourg. I'd seen pictures of her of course, and had first been told about her at a toy fair in Brussels. That was over ten years ago. She wasn't called Lucy then. Since she came to England she has been expensive and high maintenance, but much cherished and been looked at longingly by a fair few admirers. She has probably got quite a few stories to tell, but she isn't telling!

Now lest anyone gets it wrong, Lucy isn't some sort of exotic Bond girl-type, she's much more than that, my 86inch Minerva Land Rover hard-top with windows, a rare survivor, and there are only a few like her around nowadays. When we first acquired her, there were very few 86inch vehicles extant from the 1089 examples produced in the Mortsel factory in Antwerp by the Société Nouvelle Minerva over the period 1955 – 1957. Since then, a few have come to light, mostly close to derelict and needing considerable restoration. All Minerva Land Rovers are steel bodied and the 86inch versions in particular seem to have suffered from heavy use. Mostly lacking the regular inspection and maintenance of the military 80inch versions in service for up to 40 years, they succumbed to the metal moth. Many of the known survivors are late vehicles, but Lucy was shipped out from Solihull in CKD form in February 1955.

The story we have is that she once belonged to Luxembourg's Ministry of Roads and Bridges, and was probably one of two used on a hydro-electric construction project in the north of the Grand Duchy. The rear floor area, though sound, shows signs of heavy kit being dumped on it and tools being thrown in. The gearbox crossmember has had a fair old knock at some point and there is a substantial prop shaft guard fitted underneath. The throttle linkages showed considerable wear at a number of points, but very little else did. Sold out of service, or abandoned because of a problem, she was acquired by someone intending a conversion to a breakdown truck. That never happened and eventually, after years of storage, she passed to a new owner and spent more years in another barn before being found by Mark Schrobilgen and Jean Paul Federmeyer of Koerich.

I had Jean Paul met several times at earlier toy fairs, as he is a Land Rover model collector too. At the November 1999 fair, knowing of my enthusiasm for the marque, they showed me photos of an 86inch Minerva they had just discovered and were intending to restore, together with pictures of Land Rover and Minerva vehicles in police service in Luxembourg. They were looking for help in putting together their researches for publication in one of the Land Rover magazines. Because of this they were reluctant to provide me with any photos, but I was very welcome to look over those they had with them.

Then, in January 2000, I received a letter from them saying that they no longer wanted to go ahead with the Minerva restoration, but wanted to concentrate on Series One Land Rovers. Would I be interested in buying the 86inch vehicle from them? There could only be one answer, and a visit to Luxembourg was quickly arranged for the end of January. The trip was made with some trepidation because although from the photos the vehicle looked sound and pretty complete, you never really know until you've looked, do you?

Once there, a good look over, round, inside and underneath confirmed that though grubby underneath the chassis looked OK except for a ding.
It's official! The tub restoration has taken longer than the bulkhead, not a startling headline but, from these latest pictures, hopefully, you can see that, the tub is finally located where it belongs. And it's green all over too! Hoorah. Again, it seems like I've spent far too long on this one 'area' of the restoration but perseverance has won over as my bodywork woes have almost come to an end. I'm pleased to have turned this corner at last, but I'd settle for a bulkhead rebuild over a tub rebuild any day. Is that weird?

I have various areas of progress to report on, but recently I've been contacted by a couple of other Series One members who like myself are deep into the 'full' restoration of a Land Rover which is always interesting to hear about. However, the same questions keep coming up; just how to stay motivated over what seems like a long period of time? Which area do you concentrate on first? What do you concentrate on next? How much money have you spent? And many other questions and I continually reply that it's almost impossible to give quick fire answers. It always depends on exactly what you've started with and perhaps what you want to achieve at the end of it all? Simple questions but not so simple answers. A ground up resto welding, panel beating, grinding, filling, priming and then repeating the whole process again perhaps became too monotonous so it doesn't inspire you. My answer is to occasionally do something completely different like rebuilding the D-lamps or headlights or attempt to restore the horn push. The variation sometimes helps. As I've explained to others recently, it's just a case of breaking it all down into manageable chunks and ticking them off as and when complete-you will get to the end of your list!

Spraying has continued when the weather has allowed. I can't believe that I'd admit that, but spraying 'at home' is not the average pastime in suburbia in a single garage! Usually in the morning the sun shines straight into the front of my garage and warms it significantly to allow some progress, be it primer or top coats. Thankfully when the temperature is right the paint dries quickly to either allow further coats or the eventual 'time to tidy' away without damaging or ruining your efforts. How I'm envious of you...
lot who have barns and workshops and spray booths and cranes and pits... I can confirm that the inside surface area of the tub is greater than the outside and this itself did present me with logistic problems of lifting the tub from the chassis, into the garage, paint, wait, turn over, paint, wait back to chassis... Tidy away. It seems to have gone on forever and, with the weather recently turning, I'm pleased to say there is enough paint now on to allow some later refinishing. I'll most likely leave it alone to fully harden off while I attend to other areas. I must have been using up quite a bit of paint recently as my last trip to the paint stockist resulted in the sales staff recognising me and asking what my order would be, 'same at last time?'

I recently received back from the shot-blast four useable wheels so these were hastily zinc primed and, over the course of various weekends, some grey primer and a couple of layers of green gradually built up. I know it's only the wheels but being a novice paint-sprayer I found these the most difficult thing to spray thus far to produce a uniform finish all over. Practising on the inside faces only proved to me that I needed, well, more practice but a 'eureka' moment saw me dig out an old front stub axle and hub and fashion up a turn-table that I could spin the wheels on. Result! When it came to applying the top coats to the outside faces, spinning the wheel as opposed to trying to orientate your wrist and spray gun was a big step forward. The photos show four decent wheels and tyres fitted which is much more pleasing to the eye than the rusty hulks that have been in place for the last two years.

Something that I'd previously overlooked on the tub were all the cappings and galvanised parts etc. Naively, I'd thought that I might get away without removing these but I soon realised that to make a proper job of the tub they were all in the way. Secondly, on closer inspection of the cappings, I found various damage, extra rivets, extra holes, odd bits of welding etc so these were duly removed for various bits of repair or, in some cases, replacement. The forum came to my rescue (when doesn't it?) in turning up the items I needed. I'd thought about having everything re-galvanised but stopping and taking a reasoned assessment left me thinking that most of the galv parts were usable 'as is'. Small areas of oxidation could be touched up with galvafroid paint and 'buffed' in locally. Applying a couple of coats of this zinc-rich paint with a stipple type finish and then polishing off after it dries does leave a respectable looking galv-type finish.

When the weather stops you painting or working outside there has to be a bench-top job that keeps the resto moving and, to this end, I'd been working on and off with a horn dip switch assembly. Typically, I'd acquired a couple of broken bakelite centres and oddments, if only to acquaint myself with the inner workings of this much sought after part! In addition to this, last year I'd also acquired a cast aluminium dip switch centre (see pic) as sent to me by another LRSOC member. A lovely thing too, accurate and sharply cast, it came to me with a message, 'See if you can make it work?' Well I took up the challenge and it's still a challenge as I haven't finally got it working but I'm getting close. I've refitted an original Bakelite horn button with new spring and terminals etc and can make this work. I've fitted the dip switch and all its terminals, the switch is operational but I'm not fully sure the terminals are isolated enough yet. Should have studied more about auto-electrics perhaps? If I get the casting plastic-coated or powder-coated this will offer some insulation which may help. I keep putting this down and then picking it up again, the whole thing amuses me, but I suppose what drives me is the thought of not having to pay
out megabucks for a bakelite original. I'll keep you posted on this one or just give up and shell out for an original.

Fuel tank progress continues. I'd really like to have mine finished and in the chassis which would allow me to get GRX all fired again but I've suffered a couple of set backs. Development work is never straight forward and so far I'll confess to making two tanks, both of which have gone into the scrap bin for various reasons. Drawings, detailed plans and laser-cut materials have all been semi-successful. I'm attempting to make this from stainless and depending on how much weld you apply and the heat generated really can distort things. So much so, that the top face ready for its filler-neck was initially beyond use. So onto version two which ultimately suffered a similar fate because I attempted to place a joint across a corner but then didn't like the 'look' of the external seam. I'm currently on with version three. Good news on the side pressings though, as I've managed to accurately copy the profile of the side-pressing in its diagonal form which does look 'right'. One day I'll post up some pictures, hopefully in 2011!

With the tub almost ready for final bolting up I know I can now progress to the seat box, the joint strip-angle, the locker lids and the floor panels etc. Everything here has been test fitted at some point so this is finally just a case of doing up the nice new clean nuts and bolts. Oh joy. Fitting the capping will probably result in me scratching or damaging my new paint work but I'll get over it. The newly painted wheels and the matching tyres certainly makes me think I've progressed a bit but I still have to restore or make a tailgate, rebuild the doors, frames and locks, completely restore the windscreen frame and glass, adjust the bulkhead, spray the bonnet, spray the front wings. You know the story and when I total up my wish list of missing parts, it still comes to over four figures so there's a way to go yet.

The restoration road can be long at times but it needn't be lonely. We can all take comfort that our club and other members are here and around us when needed. Believe me, I know. Ask a question and someone will answer, whether you're in South Wales or South Africa, Norfolk or Nova Scotia, Accrington or Australia we are at least united in our quest to 'restore' our vehicles. The interest and enthusiasm for the Land Rover marque remains with us. Keep the faith and good luck with your restorations, there is light at the end of the tunnel even though the days are currently shorter in the northern hemisphere! Safe and healthy Land-Rovering to you all.
Despite repeated attempts I was unable to cure a leak from my Smiths round heater (sometimes referred to as a fug stirrer). Biting the bullet I decided to purchase a replacement heater matrix from Clayton Heaters. The matrix (Part No LE15-7M with Motor Mounting Plate) comes complete with three clips to hold the front cover in place. The matrix is a different design to the original and was also slightly narrower (hence the new clips).

INSTRUCTIONS FOR FITTING.
1. Partially drain radiator so as to minimize loss of coolant.
2. Disconnect wiring from heater switch.
3. Close tap to heater and then remove black rubber heater hoses to heater.
4. Unbolt 3 fixings holding heater to bulkhead.
5. Carefully remove clips holding heater front cover.
6. Using a small allen key unbolt fan blade from motor.
7. Unbolt motor from heater matrix back plate and rebolt it to new matrix.
8. Refit fan to motor shaft ensuring that blades just clear matrix. Trial fit front cover and check it clears fan blades. If OK clip in place using three new clips. Ensure front cover is positioned correctly.
9. Feed wiring through bulkhead and rebolt heater to bulkhead. Refit wiring to switch. My heater was earthed through on of the heater mounting bolts.
10. Refit heater hoses, open tap and refill radiator with antifreeze solution.
11. Run up engine to normal temperature, check for leaks and heater output. Radiator may need topping up again once engine has cooled.

Clayton Heaters can be contacted at Clayton Heaters, Hunter Terrace, Fletchworth Gate, Burnsall Road, Coventry, CV5 6SP. 02476 691916. www.claytonclassics.co.uk
Heater Matrix LE15-7M with Motor Mounting Plate costs £174.49 (incl VAT) plus Standard carriage charge £11.75. Discounts are available to classic car enthusiasts.
Getting into a Flap

words and pictures Graeme Aldous

I

It would seem from the Forum that you either love mudflaps or you hate them. And if you love them, then you may be accused of non-originality, at least as far as Series Ones are concerned. Well, if you live where I do, you love them - down a surfaced, but always-muddy lane. And mine is a working vehicle, not a concours one, so strict originality isn't an issue.

Ever since we bought Fido (SXF 870) some 36 years ago, she's had mudflaps - not just 'official' rear ones with the logo on that keep the rear body and the trailer clean, but also some rather ingenious front ones. A previous owner had welded angle irons to the front of the bolt-on chassis uprights that support the steering box, and a piece of conveyor belting hanging from those not only kept the doors a bit cleaner, but also did a lot to stop mud collecting in that vertical crevice between the bulkhead footwell pressing and the wing outer.

So when Fido received her new chassis, I was anxious to re-fit them. Having shortened them a little to overcome a worn and weak point, the rear ones were simple, just some 1.5in (40mm) steel angle, cut to shape (to allow for the slope of the rear chassis ends), pre-drilled and then galvanised. A smear of Waxoyl on the face of the rubber where it was sandwiched between the irons, and the whole lot could be bolted together and offered up to the chassis. But the front ones needed a bit more cunning. I didn't want to burn the galv off my new chassis bits by welding the angles to them, so I took one of the scrap uprights and used it as a template. At the lower end are three bolt holes - two go to the chassis rail, and the top one supports the wing inner. I cut two metal plates to sit neatly inside the ribs of the extension, and marked the slotted holes. Now I could weld my angles to those plates, knowing that they would fix in place using existing bolts, without having to drill anything. After a visit to the galv bath, the ironwork could be mated to the rubber, and the whole lot installed in about half an hour.

The pictures possibly make it clearer. One thing to bear in mind is that the positioning of the left-hand bar must be decided first, as there's not much clearance from the exhaust down-pipe. Once that's been decided, make the right-hand one to match.
Checking the position in the scrap chassis upright. You can see where the previous owner welded the original angle.

Front and rear flaps keep the mud at bay.

The left-hand front flap in place.

The neat front flap. The right-hand one helps keep the brake light.

Perhaps I should have repainted the logo before I...
Once you have the speedometer apart and examined it (Pic 1. Mk 111 Nemag). It is likely that you will need to clean the various bits. Remember that the magnet will attract any small ferrous bits on the bench so make sure that any cleaning is done in a ferrous-free area. Even a 'clean' bench will have a residual element of small filings and swarf so I suggest using the kitchen table... Initially it is best to go for a very gentle cleaning regime using cotton buds, cocktail sticks and washing up liquid. A combination of these will remove most of the dirt around the speedo mechanism without doing damage. Starting with a gentle process means you can always get a bit more aggressive as time goes on. Putting the whole thing into a shot blaster is not recommended, neither is an over enthusiastic use of the air line, take it slowly and steadily and there is less chance of damage occurring.

It is up to you to decide what sort of finish you are aiming at with the dial and the bezel, as these along with the glass and pointer are all that will be seen. My personal preference is for an instrument to look as if it has been on the vehicle since new and so a slightly tired or sleepy finish is what I am after. A dial which has been refurbished to an 'as new condition' tends to shout at you and can spoil the overall finish of the instrument cluster.

If the speedo mechanism has got damp then it is likely that the magnetic part may show signs of some blisters of rust (Pic 2. rusty magnet). This should be carefully removed a soft brass wire brush is a good tool for this. The alloy casting should not require much more than a brush with a soft brass wire brush and the cross holes cleaned out with a cotton bud. If there is serious damage or dirt, then a soft steel wire brush can be used, take care to avoid the bits from the wire brush remaining. The 9BA screw holes can be carefully cleaned out with a 9BA tap. Similarly the 3BA mounting plate holes can be cleaned with a tap. Before cleaning the note the position of the felt tip pen line you drew on it to mark the position of the pointer at zero. The aluminium’s cup should be cleaned with the cotton buds and washing up liquid if then should be dried and polished, again using cotton buds. I use solvol autosol, again on a cotton bud, but other fairly gentle polishers can be used. Make sure you get rid of all the abrasive polish before reassembly.

The hair spring should be cleaned with care and trying to clean this may well result in a broken spring, but gentle brush with a small artist brush will remove any bits of spiders web or similar make sure that any brush hairs that fall from the brush are also removed. The dial may be cleaned with care, I generally avoid using any chemical and just use a cotton bud to remove any dirt. It is very hard to get at the face but I would take some care not to get contaminated with the luminous paint dust as some authorities suggest that this might have very small but never the less present radioactive particles in it. We have to remember that the dial and the luminous paint might well be pre-1948 when general concerns about the addition of the radioactive element to make the paint luminous was not an issue.

If the dial is very badly corroded there are various methods that can be used to repair the situation. The most expensive is to have the dial repainted by a professional clock dial restorer while this is expensive the results are impressive. Other methods involve using a computer scanned image of a dial which is printed on an
adhesive backed card or fabric. The new dial is then stuck on to the old dial plate. This will give a good but perhaps not perfect result. The pointer or needle can be remade, a time consuming job, but an evening with a small section of brass and a set of needle files will result in a reasonable shape.

Glass can be either cleaned or if very badly scratched can be replaced a horological glass supplier can match the glass with little trouble. The bezel, some motorcycle factors will have replacement 60mm bezels in stock, I believe these come from China or India. I have not had to use any as yet so I cannot comment on their quality. The fibre gear driven off the large brass worm will need to be cleaned I use a cocktail stick and clean out the groves between the teeth, a bit like flossing.

Once the whole thing has been cleaned it needs to be reassembled; as the good books say reassembly is the reverse of disassembly. If your work was perfect then there is not much point in a whole load of photos reversing the disassembly. Refitting all the parts back on to the cradle making sure that a small amount of lubrication is used on the pivots of the aluminium cup. I would suggest a very light oil be used. I use a Mobeus D3 which is a synthetic clock oil but it is stupidly expensive. I understand that good results are achieved by using a synthetic bicycle chain oil but it is probably cheaper.

The only part of the speedo head that does not work with the correct set of tyres and the correct gearbox ratio, changing the tyres from say 600x16 to the larger 750s will, of course, give a different reading. The only part of the speedo head that does have a mechanical link from the wheels is the odometr. On the face of the speedo dial is the TPM number for the 80in either 1500 or 1504; this is the number of revolution that the drive system needs to advance the odometr by one mile. So by setting a drive system up that will give you a speed of 1500 rpm and timing how long it takes for the odometr to advance by one mile it should, take one minute for the speedo being driven at 1504 rpm to advance one mile and that of course is also 60 mph so you can set the speedo needle by trial and error to this speed. Some suggest using an electric drill running in reverse to give you a speed drive system this is ok, but in my opinion, starts too quickly and could well cause damage to the speedo head. The machine I have designed gives a softer start mimicking the actual action of the car as it gradually gets to 60 mph. To calibrate the speedo odometr you need to get odometr advancing 1 mile in 1 minute then that it the position that the needle should indicate 60 mph simple. But it does take a bit of time to get it right. You can then make sure it is correct by running the speedo drive at 750 rpm and measuring the advanced mile in two minutes the speedo needle should be steady on the 30 mph.

With grateful acknowledgments to 'Jeremy', Dennis Quinlan, Anthony Rhodes. Photo two speedo recalibration from Smiths 'Guide to Repair Nemag Speedo'. Photo three GA of the MK 111 Nemag also Smiths 'Guide to Repair the Nemag Speedo'.

Next time; a bit more on calibration for different size wheels and speedo fault finding.
FOR SALE

First Land Rover Sold in Wales in 1948. Serious enquiries please for this unique piece of history. The vehicle is in bits and has all its original components, except the rear body where a replacement is available. Chassis and bulkhead are good and the original side plate engine turns and comes with all ancillaries. An early 80" in this condition has not been on the market for many years. Vehicle located in Northamptonshire. Looking for offers in excess of £10,000 or it will stay where it is until re-built one day (by an Englishman!). Please contact Nick Howard on 07899 792402 in the first instance.

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1951 80" Series 1 "161" Tilt. Rebuilt over many years on a new galvanised chassis (Steve Walker). Virtually all new parts sourced. I have spent £10,000 on parts and all receipts are available. Engine rebuilt by Cox & Turner at a cost of £3000. Some spares also available including last brand new 2.0ltr carb from Dunford (1999 cost £225); fitted briefly then replaced by recon 1600. Stored under cover. Mileage since rebuild: 1520. Serious offers to Adrian Barnes 02390413758 or 07810002698

1958 80" Series 1 "161" Tilt. Rebuilt over many years on a new galvanised chassis (Steve Walker). Virtually all new parts sourced. I have spent £10,000 on parts and all receipts are available. Engine rebuilt by Cox & Turner at a cost of £3000. Some spares also available including last brand new 2.0ltr carb from Dunford (1999 cost £225); fitted briefly then replaced by recon 1600. Stored under cover. Mileage since rebuild: 1520. Serious offers to Adrian Barnes 02390413758 or 07810002698

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Legend Editorial Deadlines

<table>
<thead>
<tr>
<th>Issue</th>
<th>Deadline</th>
<th>Publication</th>
</tr>
</thead>
<tbody>
<tr>
<td>157</td>
<td>Jan 14th 2011</td>
<td>Mid-February 2011</td>
</tr>
<tr>
<td>158</td>
<td>Mar 14th 2011</td>
<td>Mid-April 2011</td>
</tr>
<tr>
<td>159</td>
<td>May 16th 2011</td>
<td>Mid-June 2011</td>
</tr>
<tr>
<td>160</td>
<td>Jul 15th 2011</td>
<td>Mid-August 2011</td>
</tr>
<tr>
<td>161</td>
<td>Sep 16th 2011</td>
<td>Mid-October 2011</td>
</tr>
<tr>
<td>162</td>
<td>Nov 16th 2011</td>
<td>Mid-December 2011</td>
</tr>
</tbody>
</table>

WANTED

107" Wheel rim. For my 1955 LWB "Julian ", it went missing during restoration, advised by Tech Officer Les Lawrence that it is a 5" SWB 231601, preferably date stamped 1955. Have had Julian since 1960 and had no idea that wheels are so different. Email partridge.close@btinternet.com Tel. 01207520585 (Durham)
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<tr>
<td>Big end bearings std-40 by-pass</td>
<td>£35.00</td>
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<td>Main bearing f/flow std-40</td>
<td>£35-£45</td>
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<td>Big end bearing f/flow std-60</td>
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<tr>
<td>Lower rocker shaft genuine</td>
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<td>Cam followers 239547/6/5 only genuine</td>
<td>£30.00</td>
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<tr>
<td>Dip stick 1.5 231845</td>
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<td>Sump gasket all ser 1 genuine</td>
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<td>Oil filter pipes all types</td>
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<tr>
<td>Carb body 261584 1.5 / 2.0</td>
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<td>Bellhousing grommet 236281</td>
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<td>Clutch fork fine 264807</td>
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<td>Top splined swivel pin only 239017</td>
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<td>Rubber boot track rod end 214649</td>
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<td>Brake master cylinder 80° good repro</td>
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<tr>
<td>Throttle ball joint 1659 aau2003</td>
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<td>Air cleaner hose 80° +early 86° 217575</td>
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<tr>
<td>Speedo cable assy 48 51 8972</td>
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<tr>
<td>Head lamp bowl 50-63 So,s take out as new</td>
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<tr>
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<tr>
<td>Seat buffer wedge type 301966 genuine</td>
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<tr>
<td>Prop for bonnet 86/88 303956</td>
<td>£18.50</td>
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<td>Bracket rest for spare 86/88 303859</td>
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<tr>
<td>Junction box round 6 pole 3971</td>
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<tr>
<td>Windscreen seal 80 302300 exc repro</td>
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<td>Windscreen seal 86/88 307421 exc repro</td>
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<td>Hardtop lid to side seal all ser 1 per metre</td>
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<tr>
<td>Assorted body cappings 80/86/88 Eask</td>
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<tr>
<td>Spare wheel clamp bolt 3/8 301274 £5.25</td>
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<tr>
<td>Spare wheel rubber support 304434/301254/301255</td>
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<td>Steerig box assy 80 new genuine</td>
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<tr>
<td>Steering wheel new old stock</td>
<td>£Ask</td>
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<tr>
<td>Trafficators sel100 new old stock</td>
<td>£Ask</td>
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<td>Flasher switch lucas bullseye a35 type</td>
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<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rubber seal for canopy (304211)</td>
<td>£13</td>
</tr>
<tr>
<td>Galvanized stiffener (304212)</td>
<td>£12</td>
</tr>
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</tr>
</thead>
<tbody>
<tr>
<td>80 Pre-production</td>
<td>£2,950.00</td>
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<tr>
<td>Standard 80, 86-0648 onwards</td>
<td>£1,750.00</td>
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<tr>
<td>Standard 107 Station Wagon</td>
<td>£2,250.00</td>
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<tr>
<td>Non-standard chassis</td>
<td>Price on application</td>
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<tr>
<th>Part</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Bulkhead 86&quot;/88&quot;/107&quot;/109&quot; (galvanised)</td>
<td>£750</td>
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<tr>
<td>Bulkhead 80&quot; (exchange)</td>
<td>£750</td>
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<tr>
<td>Bulkhead 86&quot;/88&quot; modified for S2 pedals</td>
<td>£790</td>
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<tr>
<td>Bulkhead 86&quot;/88&quot; modified for V8 etc.</td>
<td>£810</td>
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<tr>
<td>Bulkhead Repair Sections 86&quot;/88&quot;</td>
<td>£750</td>
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<tr>
<td>Top Rail (pair)</td>
<td>£76</td>
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<tr>
<td>Footwells (pair)</td>
<td>£76</td>
</tr>
</tbody>
</table>
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<thead>
<tr>
<th>Part</th>
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<tr>
<td>Brake pipe shields PT No 243038/9 All models (galvanised)</td>
<td>£18</td>
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<tr>
<td>Wing stay brackets (galvanised) Door sill end repair section</td>
<td>£10</td>
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<tr>
<td>Wing to bulkhead bracket PT No 303867/8 (complete with fixings)</td>
<td>£4.50</td>
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<tr>
<td>Check strap plates (galvanised) set of 4</td>
<td>£22</td>
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<tr>
<td>80&quot; Tank Guard (galvanised)</td>
<td>£10</td>
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<td>£50</td>
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<tr>
<td>Master Cylinder conversion kit 86&quot;/88&quot;/107&quot;/109&quot; (To use Series Two cylinder)</td>
<td>£35</td>
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Rubber Seals
<table>
<thead>
<tr>
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<tr>
<td>Wiring Grommet, rear crossmember (each)</td>
<td>£1.50</td>
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<tr>
<td>Bulkhead to Windscreen seal (exact reproduction) 86&quot;/88&quot;</td>
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<td>80&quot;</td>
<td>£30</td>
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<td>LR0058 Green only S/M/L</td>
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<td>MOB5 (club logo)</td>
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<td>LR0062 86/88/107/109 Workshop Manual</td>
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<td>LR0063 80 in Parts Book Reproduction of TP111A</td>
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