

**CAMPERS: FORWARD CONTROL 101 AND SERIES IIA**

# CLASSIC LAND ROVER

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Driving to Italy in a  
1991 One Ten

CLASSIC  
COILER



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## FARM SPECIFICATION

The truck-cab  
Series III 88in

**WIN**  
a Revell 109in  
Series III  
model kit\*

\* CLOSING DATE  
7.02.2020



### JOURNEYS

England: Heartbeat Country  
Italy: With a V8 soundtrack  
Iceland: In a pair of classics



### TECH AND TOOLBOX

2,286cc diesel  
Cat flap rear door  
Winch cables







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"Tracking them down has been a wonderful journey that Lew and myself have thoroughly enjoyed".

*Julian Gostling*



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# WINTER PROJECTS

Whether it's maintenance, upgrades, conversions or restoration work to be done, Britain's short days and cold nights of winter are traditionally the time for it. Who doesn't secretly relish the thought of working in a cold garage with an old heater and a chipped mug of tea to keep fingers warm? Nonetheless, by the light of a lead-lamp, lots of progress is made on the Land Rover 'projects' that are so much part of this hobby. By next spring we can expect lots of progress to have been made and rebuilds to roll out of sheds and garages around the country. Every spring I find it amazing what enthusiasts achieve with their often limited tools and resources and am always happy to hear tales of those projects at shows and club meetings.

There's a bit of such project work going on around the Classic Land Rover team's garages as I write this and, there's plenty of Series III project progress to report too. Some of that is reported on in this issue as we grapple with the 2,286cc diesel engine in a tatty, brown County Station Wagon and more will be reported next month. In the meantime, I can assure you that our pair of Series IIIs will be rolled out next spring.

*John Carroll*

**EDITOR JOHN CARROLL**  
john.carroll@keypublishing.com



**Editor** John Carroll

**Sub Editor** Kate Russell

**Contributors this issue** Keith Harman, Clare Westbrook, Ros Woodham, Louise Limb, Jan Hyrmann, Richard Johnson, Garry Stuart, Emrys Kirby, Toby Savage, Peter Fraenkel, Violet Deacon, Jim Willett, Craig Allen, Jimmy Hayes,

**Head Of Design** Steve Donovan  
**Design** Ros Woodham

**Head Of Advertising Sales** Brodie Baxter  
**Advertising Manager** Tom Lunn  
**Advertising Production** Kay Townsin, Debi McGowan

**Managing Editor:** Roger Mortimer  
**Production Manager** Janet Watkins

**Head Of Distance Selling** Martin Steele

**Head Of Circulation** Ann Saundry

**Head Of Finance** Nigel Cronin

**Chief Digital Officer** Vicky Macey

**Chief Customer Officer**

Gaynor Hemingway-Gibbs

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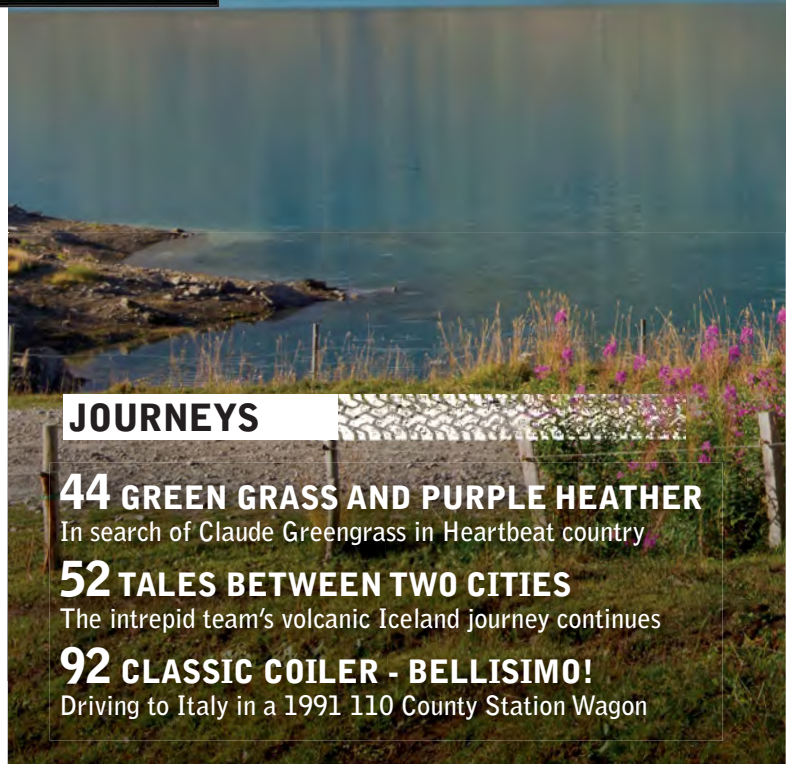
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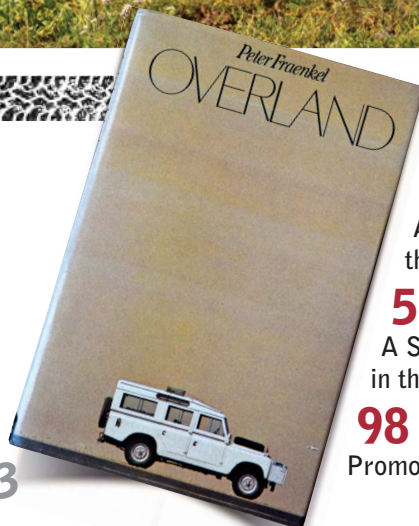
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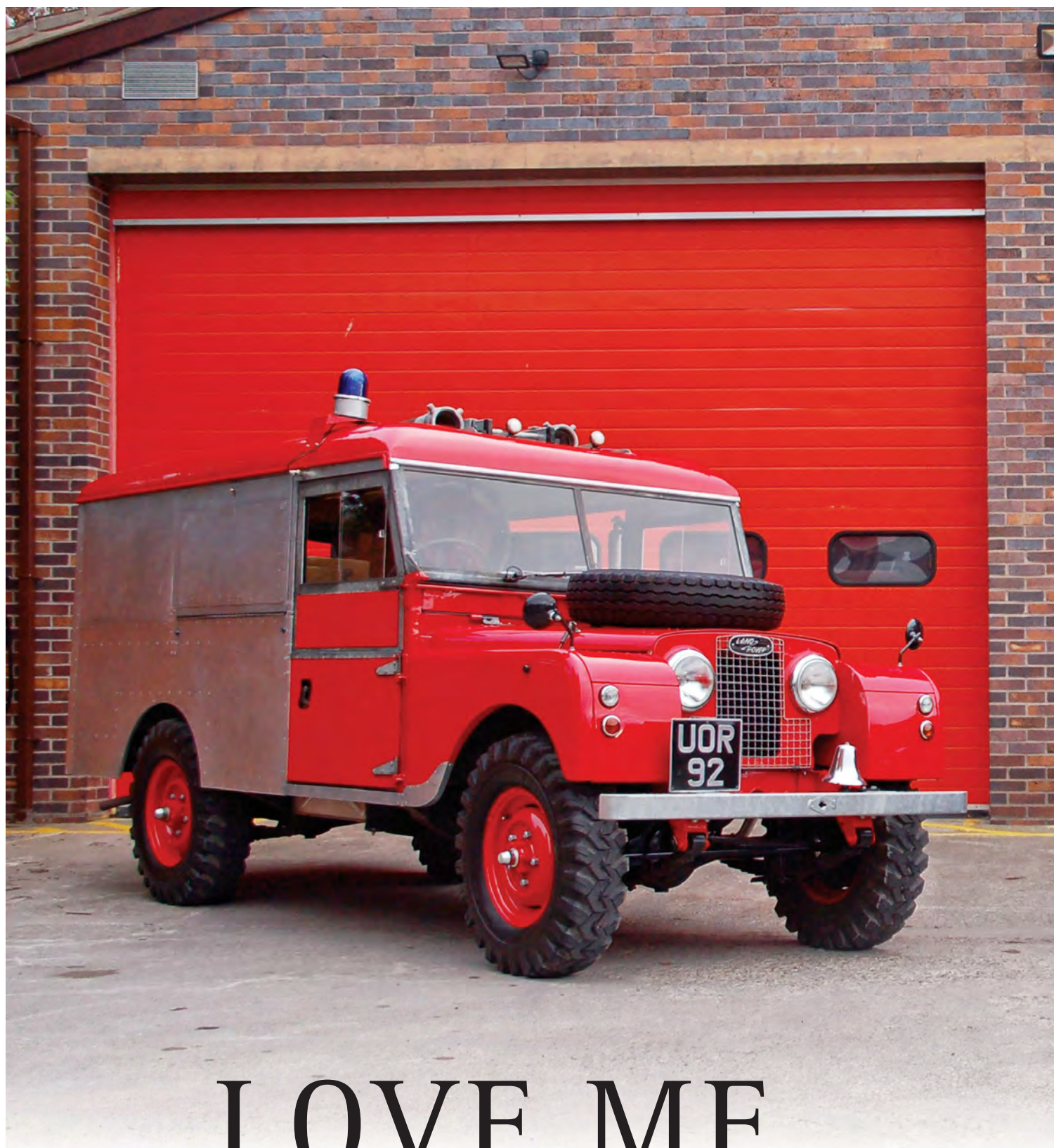
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# LOVE ME **TENDERS**

Keith Harman meets a fine pair of fire fighters

WORDS AND PICTURES **KEITH HARMAN**



This handsome pair represent 33 years of fire-fighting service to the county of Somerset, so it was fitting we should shoot them at one of the brigade's fire stations at Glastonbury



**T**he use of Land Rovers by the police, the fire service and as all-terrain rescue vehicles and ambulances is well known, but with many of them being sold off into the private sector at the end of their service lives, sadly, most end up 'civilianised', their history lost.

Converted, re-painted, and repurposed, many lose all signs of their previous service identities, but this fine pair of survivor Land Rover fire tenders, originally manufactured some 15 years apart, each have very different stories, and both now enjoy well deserved retirement in the West Country.

### **Daniel Shepherd's 1958 Series One**

Not all Land Rovers kitted out as specialist vehicles were on the end of an emergency phone number, some like Daniel Shepherd's Series One, were owned by private

**'Much of the rear load area is taken up by the all-important water pump'**

companies. UOR 92 was first registered on October 21, 1958, the 107in chassis clad with a special fire tender body by Carmichael & Sons of Worcester.

A coach-building company since 1849, Carmichael first turned its hand to building fire fighting vehicles in 1947 and apparently hasn't looked back. Although now trading as CSS Fire Vehicles Ltd, it is still manufacturing specialist fire tenders to this day - mainly the big airport-based machines.

Once the Series One's conversion was completed, it took up its role as the company fire tender for the Monsanto



## FIRE ENGINES

Chemical Company based at Fawley Docks, Southampton, where it was based on sites until 1973.

Interestingly, this isn't the first time it has appeared in print, as it is referenced in a book called Fawley's Front Line: A Century of Firefighting and Rescue by Roger Hansford, a book still currently available as a paperback or a download, that documents the history of the considerable task of protecting the UK's largest petro-chemical plant. There is also a small black and white picture of it taken back in the day, included in an ABC Collectors' Vehicles book entitled simply Fire Engines published in 1963.

As with many such vehicles working solely on a company's premises, the mileage on the

Both sides feature hinged access panels to the hose reel and other equipment



Custom bracket on the steering column for the push button bell switch



The '58 wears chunky 7.50 tyres for no other reason than they look good and came at a fair price



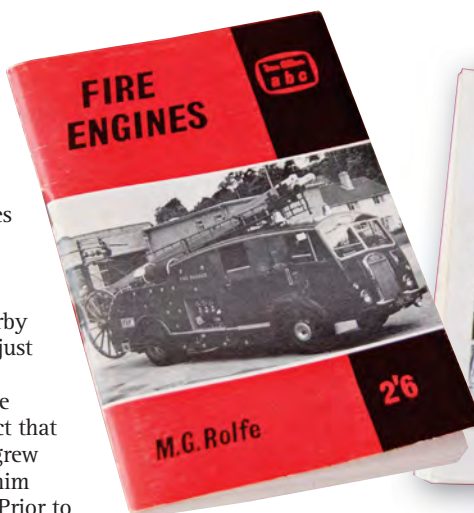
The cab is all original Series One specification, though the seats have since been replaced



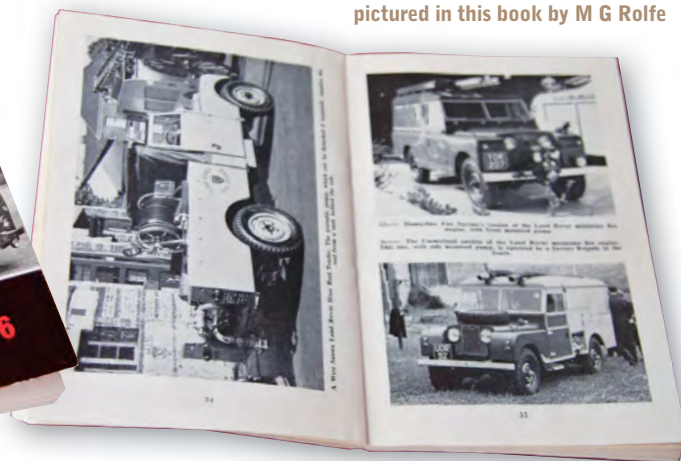
Land Rover remained very low, and Daniel has a continuous run of its MOTs all the way up to 1973, when presumably it was retired.

Unfortunately, here the trail goes cold, though it obviously didn't stray far from Fawley, as Daniel found and bought it in 2015 at a Land Rover specialists in the nearby New Forest, with it still showing just 1,600 miles on the clock.

Daniel's interest in owning a fire service vehicle stems from the fact that his father was a fireman and he grew up attending classic shows with him and several vintage fire engines. Prior to owning the Land Rover, Daniel had already owned and restored a variety of classic cars and trucks, plus a few motorbikes, and so was fully prepared to take on the non-running project, having seen it advertised for sale on the dealer's website.



Dating from 1963, the '58 in service, is pictured in this book by M G Rolfe



It was obvious that the Series One had been laid up for quite some time as a few parts had been robbed from it, the bird's nest in the dashboard being another clue! A full strip-down once home revealed a

remarkably good chassis however, just needing a few minor repairs before cleaning and re-painting, though Daniel also replaced the rear crossmember before doing so.

Likewise, both axles were in good shape, so just required stripping and painting, though the rusty springs were replaced along with the shocks, with the brakes being fully rebuilt at both ends. A set of ball joints were also the only steering parts that were replaced.

Daniel was also pleased to find that the low mileage meant that the engine was also in good shape, though this is where he found that parts had been 'borrowed' while the LR had been laid up.

To be honest, replacing the carb was probably a good move anyway, as was fitting a new dynamo, and as with the chassis, everything was cleaned and painted before re-assembly.

The gearbox was another story, it was found on closer inspection that the main shaft had snapped, and Daniel believes this was probably the reason the Land Rover had been parked up so long. A new old-stock



The rear features a roll-down soft tailgate, and a removable lower panel

**'The rear bodywork is quite a lightweight affair'**



The water pump takes up much of the loadspace



Daniel has also immaculately restored the engine compartment in the Series One, and it looks like it did when new in 1958



The Somerset FB crest has been recreated and adorns both front doors, as does the metal removable station ID panel



The two-tone air horns protrude through the grille

A new but hard to find Lucas 'Acorn' blue light is fitted, the bracket attaches to top of the screen



item was sourced and fitted along with a new clutch, and with a complete new exhaust system as well, work could move on to the bodywork.

If the running gear had lasted well over the years, the Carmichael bodywork hadn't quite been as well preserved. Some damage had been sustained to the near side rear of the body, and there were wooden props supporting the otherwise good fibreglass roof panel in that area.

The rear bodywork is quite a lightweight affair consisting of thin aluminium panels over an alloy frame.

Once the strength had been put back into the frame, Daniel elected to re-skin the body with similar ripple patterned aluminium sheet over the original.

As it only uses 2mm thick alloy anyway, it is now for all intents and purpose, double skinned for extra strength. With the bodywork complete, the red livery was re-applied to the original Land Rover front panels, the wheels, and the rear crossmember; this being done by a local

paint shop near his home in Somerset.

Inside, the cab is much the same as most other Series Ones, although nicely detailed, the only difference being the black bracket on the right of the steering column that houses the push button switch for the front mounted Winkworth chrome fire bell.

A complete new loom has been fitted, Daniel using a military new old-stock loom to complete this task. At the business end, much of the rear load area is taken up by the all-important water pump which is powered by a PTO running from the back of the gearbox.

Originally fitted with an Amag unit which was supplied along with the tender when first purchased, closer inspection revealed that the use of sea water during its working life had corroded it internally and it was impossible to restore. The unit now installed is a Coventry Climax pump from the same era.

Also, in the rear are various fire-fighting accessories that Daniel has collected, with the emphasis in keeping everything as correct as possible, though he freely admits that if not 100%, they're pretty close.

The Series One is a unique and seriously cool piece of kit, and it's no museum piece either, with Daniel and family enjoying it whenever possible and not just at the various one-day shows in the West Country. And, even though the restoration has not been completed that long, it has taken home a 'Best Commercial' award from at least one show already and we're willing to bet it won't be the last one either!

## Paul Pickford's 1973 Series III

Sharp-eyed Paul Pickford was in Tesco's carpark when he recognised an otherwise 'normal' looking '73 88in as an ex-Somerset Fire Brigade tender.

By sheer coincidence, Paul's father was also a firefighter, and also based in the West Country, Wells to be exact, where Paul still lives today.

Paul met the owner and offered to buy it, but it took another three-four months before he agreed to sell it, and Paul was able to begin restoring the Land Rover to its original identity.

A new set of two-tone air horns were fitted, as was the compressor which had gone missing over the years



Paul Pickford's Series III, one of four identical 88s supplied to Somerset Fire Brigade in 1973



Paul has collected an impressive collection of fire service equipment to display and add to the authenticity of the tender



New script was sign-written on each quarter panel





Everything a fire fighter would need has its place in the back of the Series III



The interior shows original factory grey paint, and remains 100% original including the seats



**'Each station in Somerset was issued with a Land Rover as a back-up'**



The engine bay may not be spotless, but it's all original apart from the 'unleaded' cylinder head on the 2,286cc petrol engine



The Land Rover was built in early 1973 and delivered from Solihull to Lex Mead, Bristol, in its original factory-grey finish. The red livery was then applied by Lex Mead's body shop to the exterior and wheels only, (hence the original grey interior).

One of four bought together in '73, all were registered with consecutive number plates, Paul's is registered as PYC 330L with the others numbering 331 to 333.

All four were then delivered to the Somerset brigade's headquarters at Hestercombe House, Taunton, where they were fitted out ready for duty. At the time, due to the rural nature of the county, each station in Somerset was issued with a Land Rover as a back-up, ready to access anywhere where a full-size engine couldn't go, and Paul's was allocated to the Capstone Road station at Chard, where it replaced a '53 Series One that was due for retirement - RYB 803.

The Land Rover was also used for ferrying relief crews to and from big incidents, and on quieter days, for hydrant testing duties. At the time, this was known within the brigade as the L4V policy. This standing for 'Light 4x4 Vehicle' and was allocated the radio call sign V4V 133, although strangely, it was never actually fitted with a radio.

The Series III remained on active service at Chard until 1991, when it was replaced with a new Defender, and sold off at auction. It passed through several owners over the years, racking up around 68,000 miles before falling into Paul's possession.

It must have been well looked after and maintained, as the biggest job Paul faced was replacing the dull red paint. A new rear crossmember had already been fitted, but the tailgate needed repairing where it had been dropped on to the tow ball.

With this done, Paul simply flatted off and prepped the body and masked it off ready for local company Underwoods to apply the new coat of fire engine red.

## 'The 2,286cc petrol engine is mostly original and unrestored'

New logos for the doors were replicated with the Somerset fire brigade crest, and new lettering applied to the rear quarter panels. The town name ID 'Chard' on the lower doors is on removable metal plates which Paul had made up. Presumably, these were in case vehicles were swapped around different stations without the need for re-painting the doors.

The 2,286cc petrol engine is mostly original and unrestored, though Paul has fitted a newer 'unleaded' cylinder head. The exhaust system was also replaced, but apart from that, the running gear is much as it left the factory, including the gearbox with Fairey overdrive. Paul took just 18 months to restore the Land Rover back to its fire service identity, and like Daniel's Series One, Paul's 88in gets used year all round as well as making appearances at local commercial rallies and shows where it's always guaranteed to attract attention, even more so when its parked up alongside its Series One older brother!

Thanks to the station manager at Glastonbury Fire Station for allowing us to photograph the vehicles at their premises. [CLR](#)

Series III with fire engines at its original base at Tapstone Rd, Chard (Courtesy of Paul Pickford)





# UNDERCOVER COVERS

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# Memories

It's a fact that Land Rovers from their inception have had roles both happy and sad. My first memory of a Land Rover in action was in the late 1940s or very early 1950s when the then Princess Elizabeth opened the Devon County Show.

I would have been about nine or ten and remember watching at the rope surrounding the display ring as – standing in the back of what had to be an open Series One – HRH was slowly driven past the waving spectators.

My most recent Land Rover experience was in connection with the dismantling of the West Parley Miniature Railway (WPMR) a 7¼in ride-on steam-hauled line to the rear of a Bournemouth garden centre. Circumstances had changed, and those now running the centre did not see the railway as part of their operation. On the brighter side, new uses for the locomotives are assured; while much of the track has gone to other railways. Recently four of the coaches have left for rails new.

Noël Donnelly – who owns the steam-operated paddle boat Monarch that plies from Wareham quay – brought his C reg 1985 Defender 90 full tilt and close-coupled four-wheel Challenger trailer to take the coaches to their latest homes.

Despite 180,000 miles from new, but with a 2.5 litre 200Tdi diesel engine in place of the original 2.5 litre petrol power source, Noël's workhorse had no trouble with the loaded trailer.

Helping the owner of the WPMR Phil Cutler, were Martin

Franks (taking two coaches), model engineering society member Mike Gale, and me. We all mucked in with Noël in getting the coaches out of their storage shed, and onto the trailer. The bogies were detached and put into the Defender's tub; two of the coach bodies were placed on the trailer's load bed, with the other two on top of the first pair. Secured with ratchet straps, they went safely on their way. Another load delivered by Land Rover.

**Eric Hayman**

## Light up your life

A lovely gift for the Land Rover enthusiast in your life.

These hand-crafted illuminated signs are made by Kevin Griffiths



in Cornwall and would be a great addition to a workshop or study.

Kevin made one for himself and posted it on Instagram a couple of years ago and the orders started coming in.

As well as selling them online, he takes them along to the various steam rallies he attends in Cornwall.

Made from wooden painted and polished frames with ply backing they are fitted with long life LED bulbs to illuminate the Perspex lens and use a standard UK three-pin plug.

The signs measure 55cm wide, 35cm high and 10cm deep and cost £40 with £10 postage and packing - orders are posted and tracked by Hermes.

To order and for more details email Kevin at [bolto9999@gmail.com](mailto:bolto9999@gmail.com) or see his Facebook page: CDL illuminated signs or Cirque du lumière on Instagram.

## Rolling back the years

It was great to see the Amsterdam demonstrator back on the road (CLR News & Views, December), but what's with that SNX 910 registration?

The two most famous SNXs are 891 and 761 – 'Oxford' and 'Cambridge' respectively from 'First Overland'. They were registered in 1955, so there's no way that a numerically-higher registration should be on a car from 1948.

Until the introduction of age-linked registrations, things were

admittedly slacker, but since then it's not been legal to apply a 'younger' registration to a vehicle.

I'm sure there'll be an easily-findable (and easily proved) record of what original registration this vehicle had, and a historical imperative to try to get it onto the car again, if nothing else but to enhance the originality of the restoration.

To link it to two equally iconic cars, but from a different era, doesn't sit well with me.

**Graeme Aldous**

Please send in your news and letters for inclusion on these pages. It may be a new product you're retailing for the first time, a show you're organising, a piece of research you're aware of, a special Land Rover you own or know of - in fact anything at all that you feel may be of interest to our readers. Please email [news@classiclandrover.com](mailto:news@classiclandrover.com)



## Ease your pistons

There has been much debate around the rights and wrongs of using synthetic oil in classic vehicles.



But after much research and testing, experts now know lots more about synthetic oil technologies. Millers Oils has developed synthetic products for classic vehicles that not only eradicate the past issues with rubber seal compatibility, but also allow classic car owners to reap the benefits of modern technology.

Classic Pistoneeze is instantly recognisable thanks to the product's vintage style packaging which harks back to the heyday of classic cars. The range includes a number of specialist classic engine oils available in monograde and multi-grade as well as specialist oil. Look out for Pistoneeze monograde engine oils (available in SAE viscosity grades 30, 40 & 50) as well as the new Pistoneeze multi-grade engine oils.

More at [www.millersoils.co.uk](http://www.millersoils.co.uk) or call 01484 713201.

## Lucas' authentic classics

British automotive brand Lucas, the oldest continually trading automotive brand in the world, has launched a new range: the Lucas Authentic Classic Range.

Presented in red and black packaging - evocative of the original period parts with the lion and flambeau logo, the programme will focus on parts for classic Land Rover and Jaguar cars as well as motorcycles, with part reference crossing over into other marques such as Rolls-Royce, Aston Martin, Standard Triumph, and others.

Initially comprising electrical and lighting components and vehicle accessories, in 2020 the range will expand to include other products for classic vehicles.



## Land Rovers to the rescue?

Next March, teams of adventurers in VW Beetles will set off to drive hundreds of miles along one of the most exciting routes in the world – the original Dakar Rally route across the Sahara Desert.

The 17-day Sahara Bug Rally, a fund-raising adventure in support of military veterans suffering from PTSD, is open to any VW Beetles, classic, old shape or new. The vehicles will be fitted with all-terrain tyres, lifted suspension and underbody protection so they are equipped for the challenging terrain.

You may be wondering what place this event has in a Land Rover magazine. Well, the organiser Driven to Extremes has thrown it open to Land Rover owners who fancy testing out their recovery skills.

The cost for this incredible adventure is £745 per person (based on two per car) and £495 per car, with discounted rates for serving and ex-military teams.

Entry fee includes full expedition support (leader, guide, medic and mechanic) in 4x4s, return ferry from Spain to Morocco, all accommodation in Africa (hotel and camping), branded clothing and vehicle graphics. **More at [www.driventoextremes.org](http://www.driventoextremes.org)**

## Land Rover Dog of the Month



More applications to join this most exclusive motoring club.

To enter please send photographs of your pets and classic Land Rovers (at least 1mb file size), and a few words about both to [news@classiclandrover.com](mailto:news@classiclandrover.com)



### Luna

Luna is a four-year-old beagle rescued from Romania who now belongs to Patrick and Lucy Coote who live in Monaco. Here she is sitting on the bonnet of their 1979 Series III, thought to be the only one in Monaco with an MC plate. The X at the end of the 577 registration plate denotes a classic car more than 20 years old and always draws a crowd when they pull up in front of the casino.



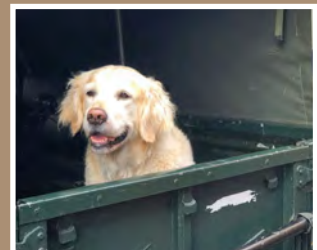
### Skye

These are two of Mat Bingham's best friends, his beautiful Welsh collie called Skye and his Series III Land Rover called Olive. Skye likes nothing better than sitting in Olive from where she can keep an eye on the comings and goings down the farm track at the front of his house or even better if he takes her out for a drive and a walk! From the moment Mat bought Olive, Skye claimed it as her personal mobile dog kennel.



### Milli

One-year old border collie Milli enjoys being the passenger in David Ramsay's 1952 Series One. Here they are off the road on the Galloway coast in south Scotland.



### Ruby

Gavin Dolman's Series III Cynthia was the subject of a feature in CLR a couple of years ago. Gavin has since fitted a canvas hood. Here it is with his golden retriever Ruby who is ready for a ride.



### Iris

An ideal spot for Iris the chihuahua to make her bed – a whisky cask carried in Georges Mermet's 1959 Series II 88in in France.



### Bert

Twelve-year-old Bert halts proceedings as owner Jeremy Payne tries to sort out his Land Rover magazines.



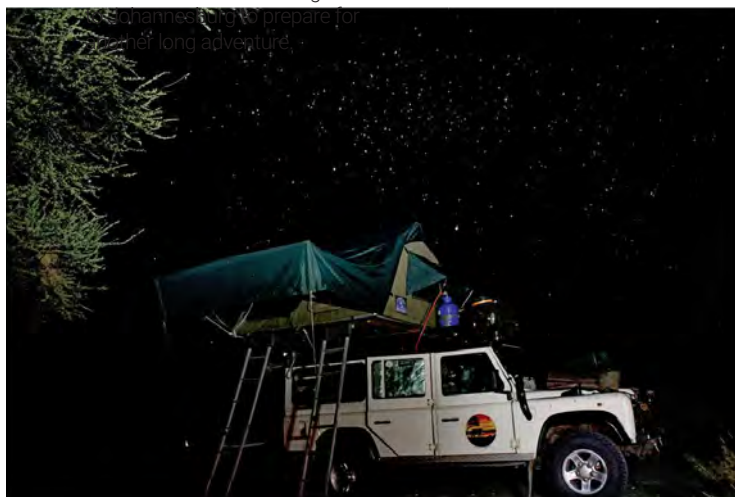
## On the move again

In 2015 Land Rover enthusiasts Julie and Keith Tame shipped their LWB 1997 Defender station wagon, with a 300 Tdi engine to Cape Town, for a 15-month 'grown-up gap year' adventure covering 11 countries and 54,000km.

They got as far north as Uganda and Kenya, made 24 border crossings and visited 60 National Parks and reserves.

The pair had many small dramas, including breakdowns, insect bites, close-up animal encounters, hundreds of insistent sales pitches, and a lot of dust. And, in their own words, they also "totted up an impressive tally of Toyotas towed out of sand or mud."

The Tames gave an illustrated tour of their travels at the September meeting of Globetrotters Club in London, a few weeks before setting off



## Training them young

Thought you'd like to see the young Land Rover enthusiast in our household, Hugo who is 16 months old. We have a 1966 88in IIA that he adores, including checking it for oil leaks.

**Matt Osmond**



## From hard labour to beach bum

I'm the second owner of a 56,000 mile untouched 1967 109in - the very first six cylinder in the country. I bought it off the pig farmer Henry Edwards and now it lives in Cornwall on the beach.

The Land Rover is amazing with lots of little quirky mods that the engineer farmer did, like the exhaust out of the front wing and the little locker in the aft wing plus the pig cage on the roof.

**Mick Leach**



## Handy to have around

Land Rover tower wagons (or cherry pickers) are still in use with power companies today but this 1973 petrol-engined example, which was due to go under the hammer at Bonhams MPH as we went to press with this issue, affords a more classic twist.

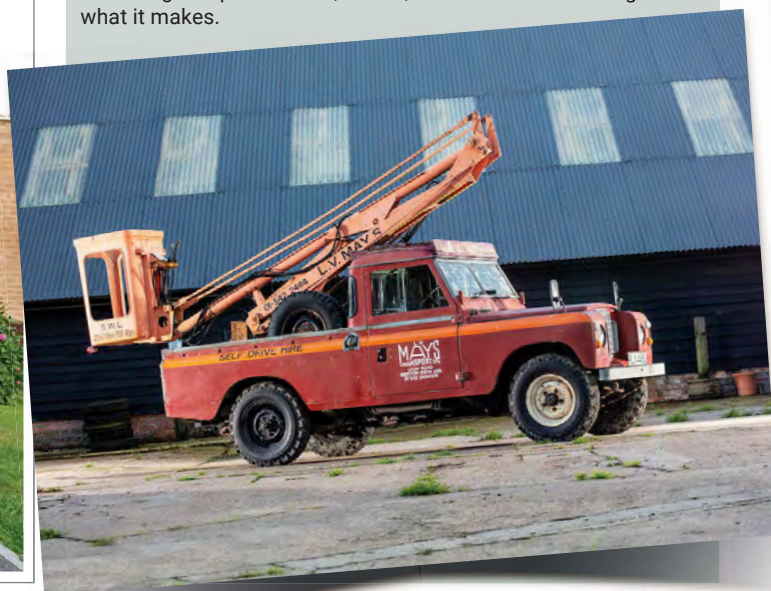
At one stage it was operated by the London Borough of Wandsworth and it changed hands 10 years later when in the hands of Merton, South London-based GV Mays, whose livery it carries today.

The body and paint are said to be fair although the interior could be improved, while mechanically much work has been carried out during the previous owner's tenure.

Work has included bringing it up to MoT test standard, with a braking overhaul kit fitted plus new brake hoses, master and slave cylinders. New spark plugs and an oil change have been carried out, a new fan belt and speedo cable supplied along with new points, condenser and rotor arm. Fresh tyres (and tubes) were also fitted.

Ready for use on a commercial basis, a country estate or simply as a different take on Land Rover ownership, this is a really unusual example that should generate a lot of interest.

With a guide price of £12,000-18,000 it will be interesting to see what it makes.









## PRICE LIST

### FEATURE PRODUCTS

PART NUMBER	DESCRIPTION
<b>300515/15</b>	<ul style="list-style-type: none"> <li>Outer Wing RH &amp; LH sold individually 1948 to 1951 80", 1954 to 1956 86"/107"</li> <li>OEM quality</li> <li>Fully tool pressed as per original specifications</li> <li>Exact replica of original outer wing</li> <li>1954 to 1956 version with correct reinforcement spot welded in place</li> </ul>
	 <p><b>£240.00</b> (ex. Vat)</p>
<b>30081C</b>	<ul style="list-style-type: none"> <li>Tailgate 80" mid 1949 to 1953</li> <li>Correct genuine rope hooks</li> <li>OEM quality</li> </ul>
	 <p><b>£295.00</b> (ex. Vat)</p>

PART NUMBER	DESCRIPTION
<b>301269/70</b>	<ul style="list-style-type: none"> <li>80" Door RH &amp; LH sold individually 1948 to 1953.</li> <li>Correct Door latch metal plate - solid riveted in place as original OEM.</li> </ul>
	 <p><b>£295.00</b> (ex. Vat)</p>
<b>301218/19</b>	<ul style="list-style-type: none"> <li>Inner Wing RH or LH sold individually 1948 to 1951 80"</li> <li>OEM quality</li> <li>Fully tool pressed as per original specifications</li> <li>Exact replica of original inner wing</li> </ul>
	 <p><b>£300.00</b> (ex. Vat)</p>

PART NUMBER	DESCRIPTION	£ EACH (ex. vat)	PART NUMBER	DESCRIPTION	£ EACH (ex. vat)
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300810B	Tailgate 80" 1949	295.00	218239	Multigrip Avon Traction Style Tyre 600x16	150.00
300810C	Tailgate 80" mid 1949 to 1953	295.00	260007	4.7 Ratio Crown Wheel and Pinion	590.00
301269	80" Door RH	295.00	260006	4.88 Ratio Crown Wheel and Pinion	595.00
301270	80" Door LH	295.00	300919	Pop Rivet 0.29"	0.35
300514	Outer Wing RH	240.00	300781	Pop Rivet 0.35"	0.39
301515	Outer Wing LH	240.00	300782	Pop Rivet 0.49"	0.41
301218	Inner Wing RH	300.00	210404	Joint Gasket for Side Plate	2.00
301219	Inner Wing LH	300.00	219678	Clip 80" Rear Body Wiring Loom	4.50
300840A	Front Panel 80" 1948 - 1949	650.00	214871	Special Bolt Propshaft	4.50
300840B	Front Panel 80" 1949 - 1950	650.00	50647	Clip 80" Holding Headlight Loom	6.50
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301075	Lid for Petrol Tank 80 inch	100.00	239718	Bump Stop 1948 - 1953	19.95
302760	86" Door Skin RH	79.95	241037	Shock Absorber 80"	29.95

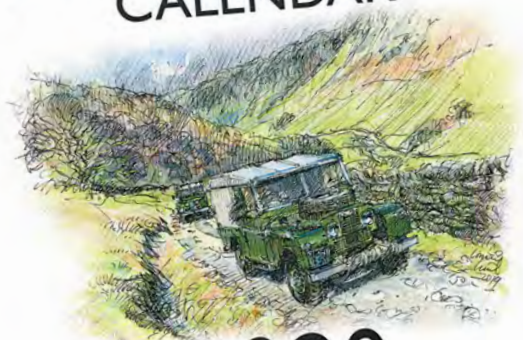
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## LOUISE LIMB CLASSIC LAND ROVER CALENDAR



2020

## Get festive

Taking time out from producing her hand-drawn maps and pen drawings for Classic Land Rover magazine, regular contributor Louise Limb has gathered together 12 of her pen and wash images featuring Series Land Rovers into a limited edition A4 sized calendar for 2020.

Only available directly from Louise via her web site with prices starting at £18 including UK post and packing, each one of the first 100 calendars comes numbered and signed by her, making it the perfect collectable Christmas present.

Louise's classic Land Rover Christmas card designs are also available to buy online, a huge selection produced on heavyweight card, A6 in size and the print good enough to frame when the festive season's over.

Select and buy your cards and calendars via [www.louiselimb.com](http://www.louiselimb.com) where there are UK and overseas postage options as well as instructions on how to pay by cheque if you prefer.

More at [www.popbangcolour.com](http://www.popbangcolour.com)

## History in the making

More than 300 Land Rovers are expected to converge on Moab, Utah from September 14-18, 2020 for an event that will make Land Rover history.

The Land Rover National Rally and the Western National Land Rover Rally, which has been many years in the planning will be supported by numerous other Land Rover clubs across the United States.

Dates, details, and more information to come as it develops. Follow the event on Facebook – search for Great American Rover Rally.



## Splendid Series III



German model manufacturer Revell has launched a newly-tooled 1/24 scale Land Rover Series III LWB (07047).

It has a one-piece body shell and all parts are free from any moulding flaws or flash.

Either a left or right-hand drive machine can be built, with decals supplied in the production kit for the dashboard, interior placards and registration plates.

The interior also benefits from handrails for the seat backs, and this attention to detail extends to

the fully detailed engine, chassis and suspension. There's an option for an open/closed bonnet, to display the powerplant, although all five vehicle doors are shut. Further details are available via: [www.revell.de/en](http://www.revell.de/en)

For your chance to win one of these models see page 63.

## Right of reply

I note the editor's postscript remark re my rather badly written note in the December issue. This is a consequence of writing stuff 'firing from the hip'.

I rarely attend any events and thus have commented on limited data as far as trials are concerned. Your example image reflects a completely different aspect I must say in comparison with what I have seen. The sections I have seen are invariably short and very tight, based on a turning circle requiring some ingenuity to modify standard fitments - and invariably required bumpers to be conveniently bent.

I appreciate that the different models make course design far more difficult to harmonise if using 'standard' vehicles. However, I left with a feeling it had descended into a scrapyard challenge event.

I fear the advent of the roll bar etc has only increased the tendency towards high-risk course layouts where a rollover is the result - I seem to recall the ALRC National a couple of years ago at Stainby was noted for the high inversion rate amongst the entrants.

I have noted the apparent growth in interest for the events such as Patina National RTV which hopefully will encourage the road-going vehicle to participate, as in my own time 40 odd years ago.

My final paragraph you referred to was not clear in that I was expressing concern that present vehicles are now simply over-powered etc given the reality of national and other road speed limits.

Engineering masterpieces which are pointless. To my way of thinking a vehicle has to be reliable and readily maintainable in all areas and not require very expensive technical diagnostic equipment to fault-find.

In the past 20 years or so manufacturers have set out to run a 'closed shop' maintenance system in order to harness that after-market revenue stream.

I understand EU Directives have sought to offset that concept by ensuring manufacturers made available all necessary maintenance data to third-party facilities - unfortunately, that data together with the associated equipment carries a substantial cost. **Roger Fell**

## New Catalogue



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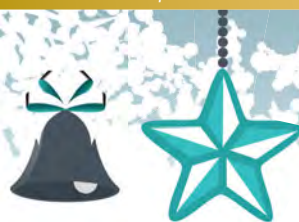
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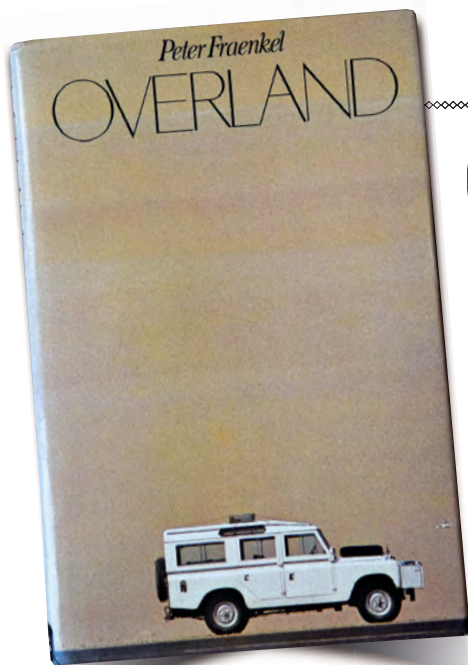
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# OVERLAND EXPERIENCE

Peter Fraenkel's book offered advice to overland travellers in the 1970s. Because it's written from an experienced perspective, much of it is still valid and is now served with a generous slice of nostalgia

WORDS AND PHOTOS JOHN CARROLL

**H**ardback books that date from the 1970s have a certain nostalgic charm about them, especially in the case of non-fiction ones. I think that much of it is a result of the printing technology of the time that makes them appear completely different to current books.

Back then colour repro was expensive so often reserved solely for the dust jacket: the black and white photos were bound into the book in distinct sections distributed through it although simple line drawn maps and diagrams were found on the pages of text.

The limited number of photographic images meant that the balance of words to photos was different to that found in modern books.

This handbook is a lovely example and, in view of its subject matter, is of great

**'This particular book was published when the Series III was a current model'**

interest to owners of classic Land Rovers.

The fact that this particular book was published when the Series III was a current model undoubtedly adds to the nostalgic feel.

Its publisher, David and Charles (Holdings) Ltd, was founded in the market town of Newton Abbot, Devon, on April 1, 1960 by David St John Thomas and Charles Hadfield. It was based in the town's old railway station and made its name publishing titles on Britain's canals and railways and subsequently widened its offerings to cover other specialist and hobby subjects. In 2000, David & Charles was acquired by F&W Publications, a US publisher of special-interest books and magazines.

The simple cover image and the aforementioned photos include some of

109ins on African pistes and remind us why we like old Land Rovers, as do the adverts at the back for companies that supplied vehicles and spares for overland trips.

There are adverts for Land Rover's Series III, Searle's Carawagon conversions as well as familiar names including Foley's, Dunsfold and Brownchurch. These are backed up by advertising for specialist insurance and trips from companies such as Encounter Overland.

However, the authority of the information shines from the copy that is set out in six chapters and subdivided into numerous sections. In this way advice about everything from four-wheel drive to the problems of buying colour photographic film in remote places is given. Some of this information is, of course, dated but the book also offers still relevant advice about the changing political situations that can make journeys difficult in Africa and how to avoid issues to do with alcohol, shorts and bikinis in some Muslim countries.

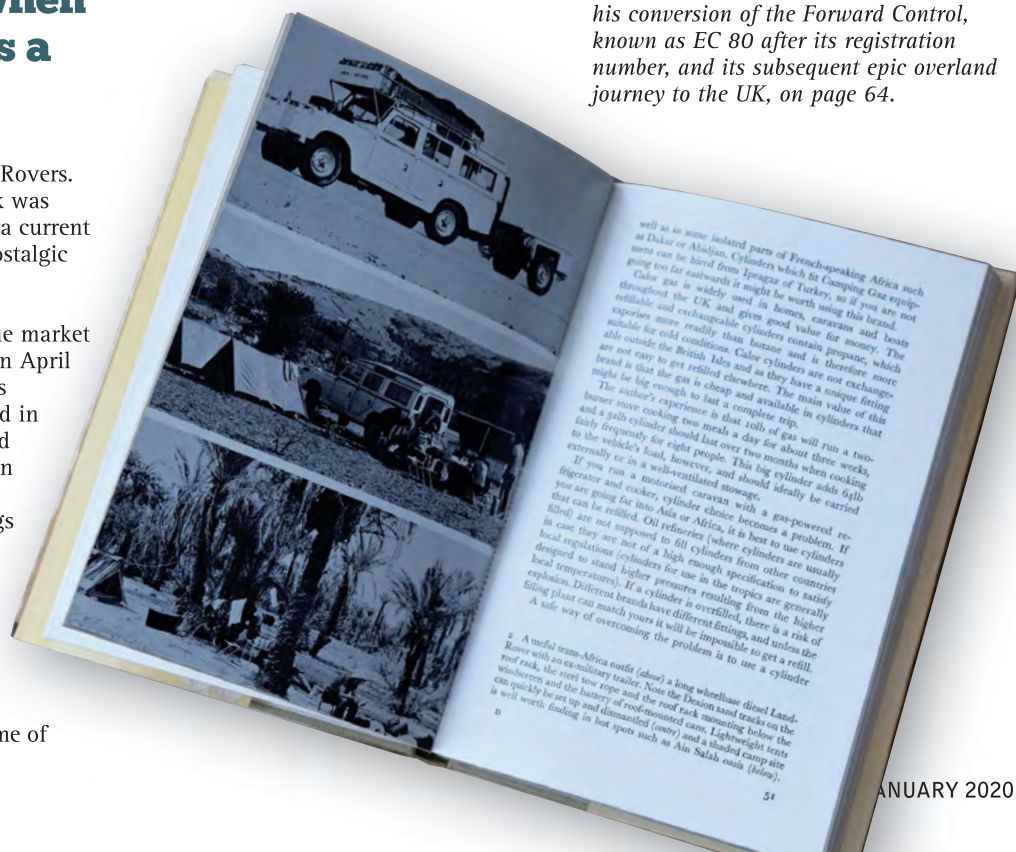
Alongside its sensible advice it is a snapshot of when Series IIA and III Station Wagons roamed Africa offering holidays and expeditions to the adventurous.

One reason for its authority is that its mechanical engineer author Peter

**Title:** Overland  
**Author:** Peter Fraenkel  
**Publisher:** David and Charles  
**Year:** 1975  
**ISBN:** 0 7153 7040 5  
**Language:** English  
**Size:** 5.75x8.5in  
**Pages:** 160  
**Binding:** Hardback  
**Current price:** From £2 (secondhand)  
[www.abebooks.co.uk](http://www.abebooks.co.uk)

Fraenkel was an experienced overlander who lived and worked in Africa. Among other projects, in Zambia, he bought and converted a secondhand Forward Control Land Rover pick-up into a full-bodied camper and drove it on a meandering 23,000 mile route back to the UK. Having obtained this out-of-print book cheaply on eBay, I consider it a bargain and a worthy addition to my - or any - collection of overland travel books.

*Peter Fraenkel MBE, a chartered mechanical engineer, a Fellow of the Institution of Mechanical Engineers, and of the Energy Institute and a visiting professor at Edinburgh University has written about his conversion of the Forward Control, known as EC 80 after its registration number, and its subsequent epic overland journey to the UK, on page 64.*





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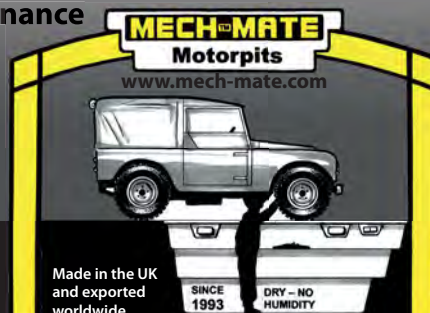
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# Name That Tune

If, as Shakespeare famously wrote, "music be the food of love", where are all the songs about Land Rovers?

WORDS AND ILLUSTRATION **LOUISE LIMB**

From the moment cars and motorcycles appeared, people started writing songs about them, Gus Edwards' *In my Merry Oldsmobile* debuting in 1905. The 'car song' became its own sub-genre, peaking in the 1950s and 1960s with, for example, a whole raft of Beach Boys songs about Hot Rods and many bands even naming themselves after American muscle car brands. Janis Joplin preferred a Mercedes-Benz.

From Prefab Sprout's *Cars and Girls* through Johnny Cash's "Psycho-Billy Cadillac" in *One Piece at a Time*, to Bob Seger's *Turn the Page* and his motorcycle engine's "one note song" accompanying the singer on a concert tour, feelings of isolation tagging along for the ride, the lifestyle references are both direct and nuanced.

Steppenwolf's *Born to be Wild* is all about getting out on the highway and keeping your motor running but it's also about taking the world in a "love embrace" and Bruce Springsteen, between describing "a sixty-nine Chevy with a 396, Fuelie heads and a Hurst on the floor", contemplates how, "Some guys they just give up living; And start dying little by little, piece by piece; Some guys come home from work and wash up and go racin' in the street".

Cars and motorcycles are far more than just metal boxes and frames and our relationships with them has become intimately and subtly intertwined.

To return to more direct car references, is the car song limited to US brands? Cadillacs, Chevrolets, Fords and yes, Jeeps appear frequently. In 1942, forces' sweethearts, the Andrews Sisters harmonised in the rear seat of a Willys MB about "six creeps in a Jeep that leaps...", in a song descriptively entitled, *Six Jerks in a Jeep*.

Country music is awash with the grit-bestowing qualities of America's favourite SUV, CW McCall's 1975 follow-up to *Convoy*, *CJ5* with a 4-wheel drive leaving us in no doubt of the vehicle's specification, Paul Randy Mingo with *It's A Jeep Thing* and Eric Church referencing Jeeps and Springsteen in the same song, entitled, wait for it, *Springsteen*. Even the very English Marc Bolan of *T. Rex* sang in *Country Honey*, "Take me down to the country honey, In a Jeep that's sweet, In a Jeep that's neat".

Consequently, if Land Rovers occupy an important enough position in this nation's culture to be the only vehicle named separately from generic cars and vans in news items you might think they would have been all over the music charts too.

Instead, they took some finding, a spoof on *Wild Rover* one of very few songs to

directly extol their virtues. The best known is a folk ditty championed by Ben Fogle and written by Sera Owen of Caernarfon in which she declares her love for a Series One truck-cab.

*Roots of Oak* by Donovan, and *I'm Alright Jack* by the Tom Robinson Band make brief references to Land Rovers. The former song speaks of "driving across the Highlands of Scotland in our Land Rover" and Tom Robinson's 1978 piece is much more incisive, ranting about the self-assured British moneyed classes: "With Perkins running the farm; Half a dozen shotguns in the Land Rover; Ready for the call to arms"

**'Maybe we Brits are too self-effacing about our vehicle marques'**

Of course, there is another song about a Land Rover but it's well-disguised. When Paul McCartney and Wings recorded *Helen Wheels* with its film of an open-topped Rolls Royce, the gently chugging rhythm easily reminiscent of a Series Land Rover on the open road, no one knew until McCartney explained later that the title was the name of his and Linda's Series One Station Wagon.

Maybe we Brits are too self-effacing about our vehicle marques. After all, I can only think of one British song about a named motorcycle; Richard Thompson's *Vincent Black Lightning 1952*.

Perhaps we should look to music which describes our attachment to Land Rovers and sums up their importance in the British landscape. We could turn to the ascending strings of Vaughan Williams; or stirring marches like *The Dambusters* would do nicely, that one already accompanying the 1986 Land Rover advertisement when a Ninety ascended *Claerwen Dam*.

Or, we could always absorb a mash-up of Hans Zimmer, John Williams and John Barry, with a dash of Ennio Morricone's *Spaghetti Western* years to take us to Kazakhstan with the 2020 *Defender*...or not. **CLA**





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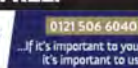
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# Events

Plan your year with this handy list

- Land Rover Only Event
- CLR coverage
- Prizes
- Beer Tent
- Motorsport
- Camping
- Points of interest

2020

## January

**12**  
**Malvern 4x4 & Vintage Spares Day**  
Wye Halls, Three Counties Showground, Malvern, Worcs, WR13 6NW  
£7 per adult. 9am-1.30pm.  
[www.4x4sparesday.co.uk](http://www.4x4sparesday.co.uk)

## February

**2**  
**Stoneleigh Militaria**  
Military vehicle parts and militaria expo  
The Exhibition Centre, Stoneleigh Park, Coventry, Warwickshire, CV8 2LZ  
07976 777117/info@militariashows.com  
[www.militariashows.com](http://www.militariashows.com)

## March

**27-29**  
**PC Classic Car & Restoration Show**  
NEC Birmingham  
[www.necrestorationshow.com](http://www.necrestorationshow.com)

## April

**5**  
**Newbury 4x4 & Vintage Spares Day**  
Newbury Showground, Chieveley, Berkshire, RG18 9QZ.  
The biggest Land Rover Autojumble in Europe plus large Vintage section, more than 800 sellers.  
£7 per adult. 10am-2pm.  
[www.4x4sparesday.co.uk](http://www.4x4sparesday.co.uk)

## May

**9-10**  
**Gaydon Land Rover Show**  
[www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk)

**21-25**  
**ALRC National Rally**  
Kent, TN25 7AU  
[www.alrc.co.uk/2020-national-rally](http://www.alrc.co.uk/2020-national-rally)

**25**  
**35th Yorkshire Classic Vehicle Show & Classic Land Rover Display**  
Ripley Castle, Ripley, Harrogate, HG3 3EA.  
Classic cars, bikes, light commercials, Land Rovers, show arena and trade stands in the deer park. Adults £7.50, child £2.50 [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)



## 29-31

### Camel Trophy 40th Anniversary

Camel Trophy Club  
SW England TBA

**30-1**  
**German Land Rover Club 45th Anniversary**  
Steinhagen on the Offroad Gelände near Stralsund  
[www.facebook.com/DLRCEV](http://www.facebook.com/DLRCEV)

## June

**20-21**  
**Wartime in the Vale**  
Ashdown Farm, Badsey, Nr Evesham, Worcs, WR11 7EN  
A family show with mix of military and vintage civilian displays  
07899 025091/amy@ashdowncamp.com  
[www.ashdowncamp.com](http://www.ashdowncamp.com)

**27-28**  
**LRSOC National Rally**  
Falmouth, Cornwall  
[www.lrsoc.com](http://www.lrsoc.com)

**27-28**  
**Billing Off-Road Show**  
Billing, Northamptonshire  
[www.thebillingoffroadexperience.co.uk](http://www.thebillingoffroadexperience.co.uk)

**27-28**  
**Billing Land Rover Show**  
Billing Aquadrome, Northampton  
[www.billinglandrovershow.com](http://www.billinglandrovershow.com)

## July

**1-5**  
**Opheers 2020**  
Series only meeting since 2010  
Opheers (75km east of Brussels)

**13-29**  
**Norwegian Land Rover Club's National Rally**  
Evjemoen Military Camp, Agder, Southern Norway.  
Greenland, gymkhana, poker run and more  
<https://nlrk.no>

**19**  
**Malvern Summer 4x4 & Vintage Spares Day**  
Wye Halls, Three Counties Showground, Malvern, Worcs, WR13 6NW  
£6.50 per adult. 9am-1.30pm.  
[www.4x4sparesday.co.uk](http://www.4x4sparesday.co.uk)

**29-Aug 3**  
**LR Series 2 Club National Rally**  
Ripon, North Yorkshire  
[www.series2club.co.uk](http://www.series2club.co.uk)



## August

**29-30**  
**Leafers At t'Pit**  
Apedale Valley Light Railway, Chesterton, Newcastle-under-Lyme, Staffs.  
[www.facebook.com/groups/LeafersAtTPit](http://www.facebook.com/groups/LeafersAtTPit)

## September

**12-13**  
**Major's Memorial Trial**  
Midland ROC  
Two-day CCV trial  
Eastnor Castle, Eastnor, Leicestershire, LE19 1RN

**19-20**  
**Patina National RTV Trial**  
YLROC  
Helmsley, YO62, North Yorks

**20-22**  
**10th Apulia Land Rover Meeting**  
Vieste, Puglia, Italy

## October

**4**  
**Newbury 4x4 & Vintage Spares Day**  
Newbury Showground, Chieveley, Berkshire, RG18 9QZ.  
The biggest Land Rover Autojumble in Europe plus large Vintage section, more than 800 sellers.  
£7 per adult. 10am-2pm.  
[www.4x4sparesday.co.uk](http://www.4x4sparesday.co.uk)

**25**  
**Malvern 4x4 & Vintage Spares Day**  
Wye Halls, Three Counties Showground, Malvern, Worcs, WR13 6NW  
£7 per adult. 9am-1.30pm.  
[www.4x4sparesday.co.uk](http://www.4x4sparesday.co.uk)

To have your Land Rover event listed here  
send details to [news@classiclandrover.com](mailto:news@classiclandrover.com)



Well-travelled Series III carries hard-earned scars



**'While the clubs may be regulars, the vehicles on their stands vary from year to year'**

WORDS AND PICTURES JOHN CARROLL

# The Mo Show

There's always plenty of Solihull machinery on show at the Lancaster Insurance Classic Car Show held annually at the NEC in Birmingham

**T**he annual Classic Car Show at the NEC in Birmingham has become an end of season ritual for numerous classic car clubs. Running for 35 years, it always offers something for Land Rover enthusiasts.

This year was no exception and, in one corner, of one of the hangar-like exhibition halls could be found an enclave of classic Land Rovers. Four Land Rover clubs, all regulars, were represented namely the Ex-Military Land Rover Association (EMLRA), the Range Rover Register (RRR), the Land Rover Series Two Club (LRS2C) and the Land Rover Series One Club (LRSOC) and 80in Number 7 was to be seen on the Discovery Stage by

Mike Brewer.

While the clubs may be regulars, the vehicles on their stands vary from year to year so there's always something new. This year was no exception and there were interesting Land Rovers including Ben Stowe's 107in Station Wagon on the LRSOC stand and a selection of overlanders on the LRS2C stand.

On the RRR stand was an eye-catching veteran of the Paris-Dakar rally in the early 1980s while a selection of military hardware on the EMLRA stand included a nice example of the increasingly collectable Lightweight.

Among the trade stands, many of the classic car restoration companies displayed classic Range Rovers. A very early prototype was on the Famous Four stand and later ones could be seen elsewhere including a white one on the JLR Classic stand.

The NEC show isn't a cheap day out at £31 per adult on weekend days (pre booking helps save cash) plus parking but is worth attending once every few years. This is especially true if your interest is wider than just Land Rovers because there's plenty of tool and ephemera stalls to browse and you're almost guaranteed to bump into someone you know. Just make sure you wear comfy shoes as there are eight halls to walk around. **CLR**



Ben Stowe's 107in back from a tour of Croatia



80in Number 7 seen on the Discovery Stage



YVB 158H is a Velar Range Rover prototype



Numerous classic car restoration companies displayed classic Range Rovers



Just a few of the Series parts on offer



# An eye for a bargain

WORDS AND PICTURES  
CLARE WESTBROOK

**M**alvern is usually our last Land Rover 'day out' of the year, and after a horrendous Saturday (weather-wise) we were relieved when the Sunday turned out to be a perfect autumn day: blue sky and remarkably warm sunshine, despite the chilly forecast.

Driving into the car park at the Three Counties Showground in Malvern, we spotted a long queue snaking towards the entrance turnstile. It was only 9.30am, but people were already getting their pass-out stamps to stash their 'spoils' and head back for more.

Malvern showground is a great venue for an autojumble, with plenty of undercover space in the halls, plus a large area of well-drained hard-standing outside.

We reminisced about Eastnor 'mud baths' when we bumped into organiser Mark Woodward, who, as well as managing the entire event, had brought his rare and remarkably original Minerva down from Cumbria.

It was parked in the impressive line-up of Series Ones: the most there has ever been at this event. And despite being billed as a general 4x4 and Land Rover day, there was a huge range of Series spares on offer, from original panels to new OEM parts, plus all the usual tools, accessories and bits and bobs which you suddenly realise you simply have to have!

The chaps from Dunsfold were up in one corner, selling an assortment of used parts. In the next hall, Charlesworth's double-sided display trailer was full of new Series mouldings and Bandalasta wares. Outside, the line-up of Series wings and bonnets was

Clare Westbrook spends a day at the Malvern 4x4 Spares Day and Land Rover Autojumble

seriously impressive: I don't think I've ever seen so many at an autojumble before.

The best part of the day for me - apart from discovering a hydrolastic suspension pump for our old Minis (yes, really!) - was catching up with so many Land Rover friends, some from far afield, most of whom I didn't know would be there. That's what Land Rover events are all about; we look forward to many more in 2020.

[www.4x4sparesdays.co.uk](http://www.4x4sparesdays.co.uk) **CLR**

A Series One on the Charlesworth's stand with their mouldings display behind



A superb line-up of Series Ones



This hints at a great story



Some lovely decorative finds too







# Birmabright's new home

The gathering storm

**S**ome of you might have seen an invitation or two on social networks – a leaf-sprung Land-Rover event in the Czech Republic? It's Central Europe, so it's seemingly a million miles from anywhere, and it's a country to which Series Land Rovers were almost never exported as it was firmly behind the Iron Curtain for the first 40 years of the marque's history.

Still, the Series Land Rover scene in the Czech Republic is quite lively. When I bought

When this popular Czech Republic weekend event changed venue in 2019, organiser Jan Hyrman was apprehensive – he needn't have worried

my first leafer back in 2007, there was one single Land Rover event in the country and most Land Rover owners were taking part in various off-road or classic car events that were not marque-specific.

Twelve years on, the situation is very different. Imports of leaf-sprung Land Rovers have inflated the numbers over time and my own estimate is that the total figure must now be around 200 – out of which just no more than five were contemporary imports into pre-1989 Czechoslovakia.

In the summer of 2007, I decided a separate

Series Land Rover rally would be a great opportunity to meet up with the other users of the local Land Rover forum and avoid the pumped-up expedition and hardcore off-road vehicle mentality that seemed to be the norm at other events.

After the first instalment in September 2007, the event moved to the first June weekend and until last year has been taking place in and around Kutná Hora, my birthplace.

For 2019, I decided to change the venue (after numerous years of just considering it, but never putting such plans into practice) and moved the event to Kočvary, a large farm much nearer to my current home in the western part of the Czech Republic.

The farm was established in 1754, changed hands several times and in 1802-1803, it was the site of the first archaeological dig in Bohemia. The 20th century wasn't very kind to the farm. During World War Two the owners had to dodge invitations to hunts by Nazi administrators and fake documents about crop yields to avoid Nazi decoration for the most successful farmers. They helped out victims of Nazi persecution, and the barns here housed German prisoners-of-war in 1945.

A friend's Minerva taking cover from the heat



Jekyll on the private off-road course we enjoyed on Saturday afternoon







One of the most loyal attendees' pride and joy



One of the van den Bergs' glorious machines

Jekyll and Bernie - our two leafers - while preparing the greenlaning route



One of the best sights there are - leafers laning



The Series IIA Lightweight 'crested the wave'

## 'Imports of leaf-sprung Land Rovers have inflated the numbers over time'

In 1951, the owners were banished from the farm and the state authorities ran it nearly to the ground. It was returned to the original owners after 1989, but the gigantic task of repairing the damage and returning it to its former glory is still underway.

We discovered the place when we went there to a concert and spent an afternoon under the old trees in the garden. Looking around, I thought that this would be the right place for the new venue.

I scheduled the event for the first June weekend as usual and the stress of changing the venue from a historic, UNESCO-registered town full of bars and restaurants to an isolated farm with nothing but very basic facilities was immense. The number of

those registering was also lower than in the previous years, which seemed to suggest the regular participants might have their doubts about the new venue.

But the invitations were posted, registrations received and fees paid up.

### The Event

While some of the traditional participants were missing the first of them arrived on Wednesday and before the weekend started properly, the large, shady garden of the farm was filling up with leafers of all types and sizes.

We were able to set up a bar where beer and other drinks were served, toilet and basic bathroom facilities were available as the farm often serves as a wedding or concert venue, but showers had to be made available in one of the guest rooms inside the main farm building.

Evenings were spent under the shade of the trees, savouring Czech beer and talking to friends.

Saturday and Sunday both included a trip for all the participants - on Saturday, the

traditional greenlaning trip took the whole line-up for a ride of about 80km through the surrounding countryside.

The weather was gorgeous and despite some clouds of dust the day was enjoyed by all. The greenlaning trip was crowned by a short spell at a short private off-road track, where interested participants could test their skill on steep inclines. Several participants went for the adrenaline rush, including my wife Hana.

A trip to a large fire engine museum was planned for the Sunday.

During the morning, most people packed up and joined the trip with all their kit already on board for an early start towards home.

We toured the museum in scorching early summer sun - many interesting exhibits were available, some dating back to the 1800s, but not a Land Rover fire engine in sight!

The event was over - we bid farewell to participants from the Czech Republic, the Netherlands, and Austria, and everyone headed for home.

Details of next year's event, which takes place from May 29-31, are on Facebook - just search for Birmabright Weekend 2020. **CLR**



# Life-Long

Tucked away in Northern California, Ros Woodham meets two generations of dedicated Land Rover enthusiasts



WORDS **ROS WOODHAM**  
PHOTOS **ROS WOODHAM, JOHN PALMER**

**T**en years ago, while on holiday in California, and seemingly a world away from Land Rovers, a chance encounter with a beautifully restored Series IIA on a San Francisco back street (see CLR 77) led me to meet its owner and Land Rover convert, Michael Bellingham.

He described how his passion for Land Rovers had emanated from an equally accidental encounter 25 years previously with the 1965 Series IIA belonging to former financial specialist, Russ Palmer. Michael and his wife had been immediately persuaded to invest in one of their own and remained firm friends with Russ from that day onward. Michael put me in touch with Russ and I headed up Interstate 5 to meet him, 275 miles

**‘It took me about 2,000 miles to become accustomed to shifting with my left hand’**

northwest of San Francisco, in Mt Shasta.

I entered the quiet town of Mt Shasta with its beautiful signature mountain looming, snow-capped above the landscape. A leafy avenue led me to Russ’ address where I found two Series IIAs on the shady driveway. I was greeted by Russ’ son John,

the owner of the second Land Rover, who was delighted to meet like-minded people and swap stories.

Presently Russ emerged from the house, a characterful old man full of energy and pleasantries and a natural enthusiasm for life. I was astounded to hear that he had recently celebrated his 94th birthday having escaped the clutches of a deadly Californian flu that was spreading throughout the state at the time. Sadly though, soon after returning from the US, I learnt that Russ had died. I was honoured to have met him.

Since then, over the past 10 years, I have remained in touch with John whose inherited high spirits have kept his adventurous nature alive. A retired surgical nurse, he is a keen





Mount Shasta, the backdrop to these Series IIAs, is a potentially active volcano at the southern end of the Cascade Range in Siskiyou County, California



skier and mountain biker and loves to spend his summers camped in Yosemite in his converted Mercedes Freightliner MT45.

John's love of Land Rovers started in 1960 when he was 11 and read Joy Adamson's book *Born Free*. The photo of Elsa the lioness on the canvas top of a Land Rover was enchanting, to say the least. From then on he was hooked and drove his friends to distraction, talking non-stop about this magnificent vehicle and how he was going to own one.

About a year later, John and Russ spotted a bronze green Series One in the Presidio of San Francisco. "Dad and I chased him down until he stopped," he recalls, "The owner was the wonderfully gregarious Jimmy Phelan who also owned a sport fishing boat so I shared my ride with some fresh salmon! We stayed in touch for years".

Eventually, at the age of 16, his father bought this 1965 light green Series IIA, brand new, for \$3,500. It was one of the first of its kind to reach California. John learned to drive in it around San Francisco – not an easy feat with non-synchromesh first and second gears and lots of steep hills

with stop signs at the top. Double clutching became second nature.

Russ took on the Land Rover while John experimented with others: His next was in 1982; a NATO green, ex-MOD 109in. He flew to Vermont and bought it from Rovers North for \$5,000 then drove it the width of the US, back to San Francisco, with his 12-year-old stepson. He restored it for his daughters who learned to drive in it on the back roads of Nevada and northern California, but he eventually sold it in 1995 for \$12,000, a decision which he still regrets to this day.

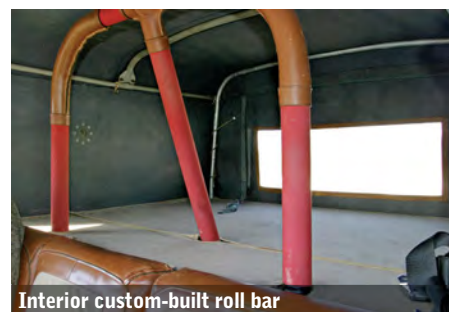
While the others came and went, the light green IIA remained with Russ. It was his primary mode of transport for more than 30 years and he enjoyed driving the quiet roads around Mt Shasta to the very end of his life.

The truck remains largely original although many little custom-made add-ons have been fitted over the years for comfort and convenience, such as an adapted rear step, mounted below each side door to help Russ get in and out in his later years. The H-4 Hella headlights sit above the front bumper, a Fairey overdrive softens the

## 'His father bought this 1965 light green Series IIA, brand new, for \$3,500'



The five main bearing 2,286cc engine was fitted in 1986



Interior custom-built roll bar



Rare boomerang mirrors and original GB export badge are delightful details

### Modifications:

#### 1965 PASTEL GREEN SERIES IIA

- Fairey overdrive
- New five main bearing 2,286cc engine
- Spin-on oil filter adapter
- Auxiliary fuel tank
- Lucas Lumenition electronic ignition
- Hella H-4 headlights

The two IIAs were used for distinctly different purposes



The Lucas Lumenition electronic ignition is one of the few tweaks to this largely original IIA



Gear lever was one of the few replacement parts over the years





rev intensity on long cross-state journeys and, in 1986, John fitted a new, five main bearing 2,286cc engine.

Other modifications include a spin-on oil filter adapter, an auxiliary fuel tank and a Lucas Lumenition electronic ignition system. Over the years it has had several



Warn winch was fitted as this truck was destined for off-road use



Overseas Owners' Club badge came with the 88in



Warm Californian summers are perfect for the roof-off configuration



Many modifications inside include John's skillfully rebuilt speedometer and fuel gauges



The space-saving K&N filter also improves performance

## Modifications:

### 1967 BRONZE GREEN SERIES IIA

- Fairey overdrive
- Warn winch
- ARB locker, rear
- Rebuilt 2,286cc engine
- Rebuilt differentials
- Australian rear axles
- All new wheel bearings, seals, brakes, hydraulics (brake and clutch)
- Rebuilt steering
- Header exhaust
- K&N air filter
- Spin-on oil filter
- Larger battery
- Hi-Torque starter motor
- NATO road wheels, new tyres
- Additional gauges
- Rebuilt speedometer fuel gauge
- New auxiliary fuel tank
- Marine windscreen wiper motors
- PerTronix electronic ignition
- Hella H-4 headlights
- Custom pneumatic rear lid support

canvas tops as well as a hard one.

The only breakdowns that John can remember have been the rear axle (twice), a head gasket, a burned exhaust valve and replacement fan belt, heater hose, main gear shift lever, starter motor and generator.

"With the exception of those minor repairs, it has been very reliable and has always started right up," John added.

The bronze green IIA is John's pride and joy: a 1967 right-hand drive which he bought on eBay for \$5,300 in 2004. As well as the Californian plate, it still bears the original UK plate it carried before export.

This hard top was intended for his daughter, Kirsten, although things didn't work out: when she took it home to Montana the extreme cold thickened the oil, making gear changes tricky and it took about 10 miles for the running gear to adequately warm up. John subsequently flew to Montana to rescue it for himself.

John prefers the right-hand drive setup, "It's the way the vehicle was designed so the controls are more conveniently located," he explains, "It took me about 2,000 miles to become accustomed to shifting with my left hand but now I don't give it a second thought."

In contrast to the light green one, this Land Rover has been used more extensively off-road and has been completely rebuilt, receiving an estimated investment of \$14,000. It has a Fairey overdrive for the on-road journeys, and a Warn Winch and ARB rear locker to take it off-road.

British Pacific in California refurbished the ➔







The tracks around Mt Shasta provide great off-roading opportunities

2,286cc engine while Great Basin Rovers in Utah rebuilt the differentials and supplied the strengthened rear axles. All the wheel bearings, seals, brakes and hydraulics are new, and the steering has been rebuilt, along with an after-market exhaust manifold fitted to optimise the performance and efficiency of the engine. Other small adjustments such as the K&N air filter and a spin-on oil filter add to the output performance.

The NATO road wheels are shod with new

rubber and inside, John has added additional gauges as well as rebuilding the speedo and fuel gauge. Reliable Marine windscreen wiper motors are essential to cope with the harsh winters of the northern Californian climate.

John fitted a larger battery and the Hi-Torque starter motor ensures faster starting with a lower

current draw. However, the hand crank starting mechanism of the engine also works beautifully as John demonstrated by starting the vehicle on the first spin of the crank. He also converted the old points ignition to a more dependable PerTronix electronic system improving the performance and giving better mileage.

Many bolts, locks and mirrors have been replaced with those of more modern materials as the list of tiny add-ons and custom-made alterations continues,

## 'John has added additional gauges as well as rebuilding the speedo and fuel gauge'

including John's ingenious design of a pneumatic rear lid support that allows hands-free access to the storage area.

These days, when he's not travelling, John is based in Dunsmuir, just 10 miles further down the Sacramento River from Mt Shasta. Although his daily drive is no longer a Land Rover he says, "In short, I've had a love affair with series Land Rovers for almost 60 years. Of all the vehicles I've owned or driven, the Land Rover will always be foremost in my heart."

John reluctantly sold the bronze-green IIA to a guy in New Jersey in 2017. However, his daughters have forbidden him to ever sell Russ' IIA and, he admits, he almost always obeys his daughters. **CLR**

John has always taken every possible opportunity to go off-road in his Land Rovers and has visited places in California and beyond like the Applegate Road to Oregon through Nevada, and the Black Rock Desert and High Rock Canyon also in Nevada. Many of their adventures have been well documented.



The Applegate Road to Oregon, through Nevada

Outside Mercy Medical Center, Mt Shasta, 2008 after one day at work



John's daughter Kirstin found the extreme cold in Montana to be too challenging for the IIA



John's 1967 NATO 109in and Chip Marvin's 88in at Pyramid Lake, Nevada, 1983



John's stepson, Bret, on the 109in while bringing it home from Vermont



Camping with friends at High Rock Canyon, Nevada



John and Chip often camped, hanging hammocks between the two vehicles



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WORDS **LOUISE LIMB**  
PICTURES **LOUISE LIMB, ALLAN CROW**

# WOODEN *wonder*

The military 101 Forward Control can make an ideal rugged camper; Allan Crow's is particularly handsome



The Rover V8-powered 101 provides family adventures for Allan, Emma and Cooper





## 101 FORWARD CONTROL

**T**here is something very appealing about re-purposing ex-forces Land Rovers for a more relaxing civilian afterlife. One such vehicle is the 101 One-Tonne Forward Control, with its huge ground clearance. It was designed from scratch especially for the British military and launched in 1975. This example dates from 1976 and is a sympathetically converted camper belonging to Allan Crow of the Scottish Land Rover Owners Club (SLROC).

Allan is the first to admit that owning a Forward Control 101 is certainly not for the faint-hearted. He should know, as the well-appointed, timber-embellished camper conversion you see here is the fourth 101 he has owned.

Two previous examples moved on a while ago, still in their standard GS specification and another is awaiting work at Allan's workshop. Allan and wife Emma emphasise that this particular ex-military vehicle is far

from an everyday run-around but Storm, as the lovely sand-coloured 101 is known, has become the family's mobile holiday home and an exciting adventure playground for their three-year-old son Cooper.

Allan has been around Land Rovers for many years and, as well as supporting SLROC in a variety of roles, is very well-equipped to handle any work the 101 may need.

With wide experience in agricultural engineering, Allan has also worked extensively on Land Rovers of all kinds and now has his own business restoring and refurbishing classic Land Rovers, the TD5 Defender his cut-off point on the timeline.

Tackling two previous 101 projects, one of which he used for wading, green road runs, occasional trialling and other off-road activities, prepared Allan for the likely pitfalls the camper conversion might present.

The 101 arrived in Perth around seven years ago. It came from Kent where it had been used for gardening work in and around Ramsgate. It is reputed to be originally one of a batch of six owned by an enthusiast believed to have served in Iraq's first war as part of Operation Desert Storm. He had painted the 101 in desert sand to mark

this, though there's no proof the Forward Control itself saw time in the Middle East. Nevertheless, Allan decided to keep the sand paintwork and name the 101 Storm out of respect for the military personnel who served with the Land Rover.

While the data plate indicating the exact

**BELOW: Allan has fitted wooden tongued and grooved board doors to add vital insulation and security to the rear; for young Cooper this just adds to the adventure; BELOW RIGHT: Swing-away spare wheel carrier eases storage and gives access to the heavy wheel**





## 'The data plate indicating the exact military number was long gone'



TOP: The stainless-steel fuel tank below the two-part body sides dates from before Allan acquired the vehicle; ABOVE: The 101 Forward Control distinguishes itself from other Land Rovers by having wheels with six nuts, the front wheels incorporating a step; ABOVE LEFT: Allan stores camping equipment, tools and a diesel night heater in ammunition boxes for an accurate military look



BELOW: Allan has managed an excellent balance of originality and civilian adventure in a useable ex-military camper, keeping all original lighting and adding personal touches with stickers and badges; BOTTOM: Allan has organised club and other badges to personalise the vehicle, retaining the red painted Land Rover badge; BOTTOM RIGHT: Allan has retained the military specification to the front including pioneer tools, substantial starting handle for the V8 and NATO tow hook



military number was long gone even before Allan acquired the 101, the plate showing the chassis number is present. This identifies the Forward Control as part of a batch of 84 Cargo general service 12-volt left-hand drive models under Ministry of Defence contract number WV9615.

These featured a shallow-sided rear truck body with tailgate and hood sticks with a canvas cover. Allan believes it was likely converted to right-hand drive shortly after its release from the army.

A speedometer reading miles had replaced the kilometre one, indicating that the Forward Control had possibly spent at least some of its service life during the 1980s Cold War period with the British Army of the Rhine.

The rolling chassis arrived sound, a testament to the 101's build quality. The impressive low-slung stainless-steel fuel tank you see came with the 101 but Allan has done much, in addition, to improve and tidy the appearance of the Land Rover as well as fettling the mechanical parts. Remembering that the 101 was designed for a rapid response in tense situations, the rear often stacked with heavy ammunition and with a field gun in tow, a V8 Rover engine was a natural choice.

In 1976 this meant the original Rover



3,532cc V8 engine, developed from the Buick 215 and the vehicle, despite its shape, size and tendency to topple on side slopes, was capable of a frankly terrifying 60mph. Allan has replaced this with a 3,946cc version, the donor vehicle a 1995 Discovery.

He reverted to the older V8 arrangement rather than keeping the newer serpentine drive belt layout and fitted SU carburettors. While the Discovery was apart, Allan also relieved it of its automatic four-speed gearbox and transplanted that into the 101 as well, with very satisfying results. Allan noted that: "I no longer have the gear finding workout and it's now very easy to drive", and it manages 25mpg at 50mph.

Under the canvas tarpaulin with its side windows, the accommodation is compact and efficient. With the engine and gearbox taken care of, Allan began work on the interior.

Stripping out the rear body, he began constructing the framework for the transverse bed and the storage units in standard 35x50mm timber. He then fabricated the panels from marine plywood, a thicker grade forming the bed base and lined everything with insulating bubble-wrap to keep out as many draughts as possible, including bubble wrap roller blinds.

Cutting circular hatches in the lockers was a neat idea as it makes the storage space easier to access for both adults and child. It looks cosier too.

The cooker sits atop one of the 101's side lockers, a plywood case either side with a small worktop by the bedside. Varnished wood is on show throughout, a cross between a Carawagon and an old gypsy caravan but still keeping close to the character of

The depression where the gearstick used to be forms a handy cup/book holder but the battery for the 12v system is hidden below and behind the passenger seat







**TOP:** The wooden fittings and door reminiscent of a gypsy caravan; Bubble wrap insulation helps keep the rear accommodation warm while the cooker is housed safely in a plywood cabinet

the military 101, from the canvas-covered original front seats to the tools and starting handle below the windscreen.

Outside, panelled rear barn doors made from tongued and grooved softwood are a lovely surprise, revealed when the canvas is rolled up. Allan constructed these to add much-needed insulation and provide an alternative way of accessing the living accommodation.

Climbing over the low tailgate via the standard aftermarket rear step is easier than scaling the front wheels and trying to scramble over the front seats and engine and gearbox access tunnel.

An awning attaches to the top bow of the rear hood sticks and with the doors open provides extra sheltered space. Over the top of the doors and the rear canvas, a swing-away spare wheel carrier solves all the problems of where to stow the spare while making it a little easier to reach. Allan both fabricated and fitted the carrier.

He has taken advantage of the army's practical approach to making equipment quickly accessible and detachable and the awning, rolled into its cover does not look out of place hung on the side of the 101's body. The ammunition boxes supported beneath the nearside body house tools, camping equipment and a diesel night heater.

Allan has further plans for the One-Tonne.

Mechanically, power steering is at the top of the list and to complement the rear doors, Allan is bringing local woodcarvers, the Wood Tinks Workshop on board to fit waney edge boards around the windows.

These boards retain the bark along one edge, keeping the individuality of each plank. Adding timber cladding above the aluminium sides of the 101 will further increase insulation and emphasise the rugged character of the vehicle.

Sitting over the engine, ahead of the front wheels, can make for a disconcerting experience on very steep descents, especially when the brakes require repeating pumping, but young Cooper in his child safety seat loves the rollercoaster ride.

The family has taken the 101 to Scottish show Defender Jam three years running, and on all the SLROC trips to Islay, Mull and next year to Arran.

The Islay whisky trip in 2018 doubled as Allan and Emma's honeymoon as well as celebrating the club's 60th anniversary.

Emma first drove Storm in 2017 as part of a charity cycle ride support team, with Cooper riding shotgun at the age of one, taking four days, four ferries and two causeways across the Outer Hebrides. Allan and his older son Charlie exchanged the 101 for bicycles.

**'Cutting circular hatches in the lockers was a neat idea as it makes the storage space easier to access'**

Naturally, Allan's 101 travelled to Cumbria in June 2019 for the War of the Roses, where SLROC carried off the winner's trophy and Allan joined Team CLR. The family is unlikely to relinquish its head-turning, V8-powered gypsy caravan any time soon. **CLR**

**BELOW FROM TOP:** The 101 stands proud in the Scottish Land Rover Owner's Club 60th anniversary line-up on Islay (pic courtesy SLROC); Allan's 101 lines up as part of the charitable City of Perth Salute 2019, an event inspired by Edinburgh's annual Tattoo; Emma Allen-Crow's artwork of the 101, embroidered onto Cooper's sweatshirt





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# Green Grass and purple heather

**A**s summer began to draw to its close, the longing to snatch one more weekend of green lanes from the jaws of time grew. Telephone calls were made, conversations were had, and gradually the genesis of a plan formed. The last weekend in August was deemed to be a date, and thoughts now began to revolve around the venue. The Lake District is wonderful, but even that late in the year, likely to be overcrowded. The Yorkshire Dales are pretty, but access to the lanes is severely limited. The Peak District offered possibilities but was 'terra incognita' in terms of group knowledge.

We have been to the North York Moors in the past, and thoughts turned again to the glorious splendour of Rudland Rigg, and visions of purple-clad panoramas rose anew

**'Local knowledge of an area is a great advantage, even in these days of GPS devices'**

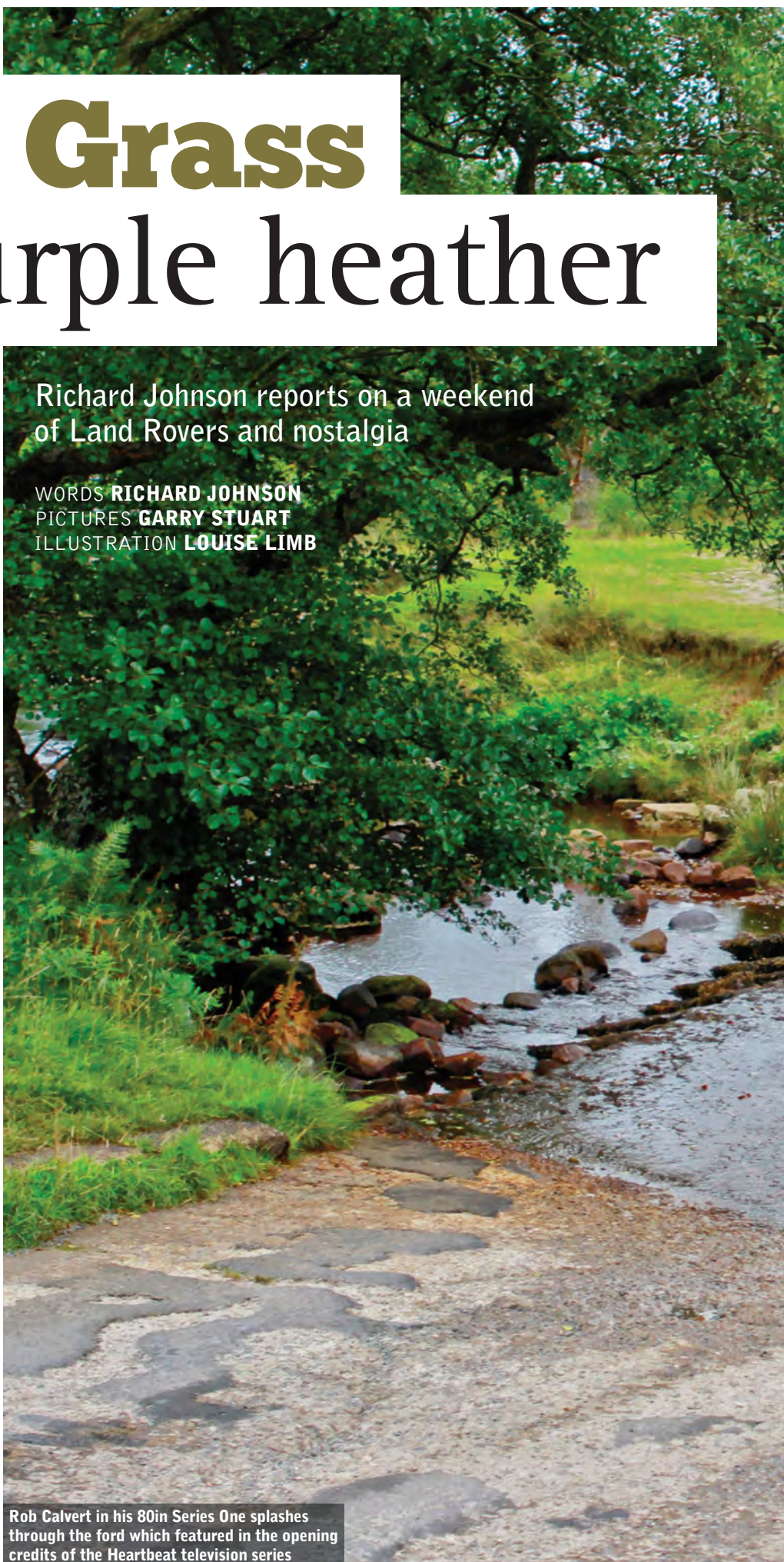
in the imagination. The Ordnance Survey map was scanned, and soon we realised that by basing ourselves in or near Goathland, we could combine a number of accessible lanes together to form an anti-clockwise route which would culminate with driving Rudland Rigg from north to south, and, hopefully, give two full days of fun.

Another reason for choosing the Goathland area was the link to the ITV television programme *Heartbeat*, which was set in the 1960s, and frequently featured scenes with old Land Rovers and other classic cars. At the start of the programme, a Series One is shown driving down a hill and splashing through a shallow ford – something we could perhaps replicate with our old vehicles!

The company so far assembled, consisted of four classic Land Rovers – Kate Russell was in her IIA camper, recently converted to 200 Tdi power, and Mark Savage was in his 200 Tdi Series One. James and Harry Hodgson ➔

Richard Johnson reports on a weekend of Land Rovers and nostalgia

WORDS **RICHARD JOHNSON**  
PICTURES **GARRY STUART**  
ILLUSTRATION **LOUISE LIMB**



Rob Calvert in his 80in Series One splashes through the ford which featured in the opening credits of the *Heartbeat* television series









PICKERING  
EGTON

CHURCH  
MALLYAN SPO

Rachel Sargeant's immaculate early 80in attracts the eye of the law!



Old Land Rovers outside the village shop - this timeless scene could easily be from the 1960s

who would be giving their recently restored Series III its first long outing, and me in my 1958 Series One, which still has an original 1,997cc petrol engine.

Now local knowledge of an area is a great advantage, even in these days of GPS devices, so we felt that including people with an intimate knowledge of the region would be a great benefit.

With that in mind, an approach was made to Brendan Llewellyn, the Land Rover Series One Club area representative for Yorkshire. Brendan referred us to Phil Barlow who in turn suggested Rachel and Robert Sargeant and so plans were made for us all to meet in Goathland on Saturday morning.

Our Friday morning journey to North Yorkshire went well and by early afternoon we arrived at Pickering. Rather than carry on up the main Whitby road, we diverted

## Heartbeat

For 18 years from 1992 to 2010 the ITV drama *Heartbeat* occupied a special place in the hearts of millions of television viewers. Originally aired on Friday evenings at 9pm, the first two series featured relatively hard-hitting story lines, with issues such as domestic abuse, foot and mouth disease, and mercy killing being explored.

After being moved to the more comfortable 8pm Sunday evening slot at the beginning of the third series, the stories lost much of the gritty realism of the earlier episodes, and became a much more cosy, 'wind down the weekend'

production.

Based on the 'Constable' books by ex-policeman, Peter Walker, the series revolved around the activities of a village policeman in the fictional village of Aidensfield, in the North Riding of Yorkshire. In the series, though not in the books on which it was based, the policeman is married to a doctor – effectively giving the title 'Heartbeat', which combines the two professions. Although present from the start, the comedy character of Claude Jeremiah Greengrass, played by Bill Maynard became ever more prominent over the years, and this formula was continued throughout the programme, even after Bill Maynard had to stand down through ill health.

Old Land Rovers featured in numerous episodes, and it is quite interesting to see how many are wrong for the 1960s – Series III dash panels and hinges are one of the common errors.

Perhaps the greatest mistake, however, is in one episode where a Series One pulls up for fuel outside Scripps Garage – David Lonsdale, another comedic character, is shown filling the tank via an external filler on the nearside!

Goathland, which featured as the fictional village, Aidensfield, still gets thousands of tourists from all over the world, eager to see the sights so familiar from the TV screen.



High on a moorland road we discuss the way ahead



onto minor roads through Newton-on-Rawcliffe and Stape, as we wanted to see the ford which was used as part of the Heartbeat opening credits.

This proved to be exactly as it was on screen, still with the water depth marker pole, and luckily for us, still with some 6in of water flowing across the road – we had feared that the long dry spell of weather may have made the stream dry up. After taking a few photographs, we continued our journey to Goathland.

We turned up the track at the side of the Goathland Hotel (Aidensfield Arms), and after about a mile arrived at Abbots House Farm campsite. The site is basic but more than adequate. We chose to set up camp in one of the top fields, where the views of the surrounding moorland were enhanced by the passage of steam-hauled trains on the North York Moors Railway which runs right past the site.

In the evening we walked along the track into the village, and spent a most pleasant time, eating, drinking, and enjoying the atmosphere in the familiar surroundings of the bar at the Goathland Hotel, which

remains exactly as it was during the filming of Heartbeat.

After strolling back along the track, we sat around a wood fire, talking Land Rovers beneath an amazing star-filled sky before retiring for the night.

The next morning, we left Kate's camper on the site, and drove into the village to wait for our friends from the Series One Club to arrive. CLR photographer Garry Stuart joined us at this point, and we took advantage of the early start to take a number of pictures before the influx of tourists who still are drawn to the fictional Aidensfield.

The great advantage of this tourism goldmine is that local businesses maintain the illusion by ensuring that the appearance of their premises is kept as it was when the film crews were in the village. A number have old motor vehicles parked outside: in front of one of the shops, which now trades as the 'Aidensfield Stores, Grocers and Provision Merchants', an old Ford Anglia police car is sited, and at the garage premises opposite the Goathland Hotel are more old classic cars. The garage itself was one of the main centres of the TV programme, and featured in almost every episode. It is still sign-written as 'Scripps Funeral Services and Aidensfield Garage', reflecting the twin occupations followed by Bernie Scripps, one of the long-serving characters in Heartbeat.

Before long, Robert and Rachel Sargeant appeared, each driving beautifully restored examples. Rachel was in her 1949 (1950 model year) 80in, while Robert was in a

LWB 109in which was brought back from Australia. Brendan Llewellyn had to forego participation due to the late arrival of a new rear differential, but we were joined by Phil Barlow in his 1958 88in, and Rob Calvert in his 80in. The group of old vehicles proved quite an attraction to some of the Heartbeat tourists, and we noticed more than a few cameras being used to take surreptitious



Richard Johnson



Rachel Sargeant



Rob Calvert



Mark Savage



James Hodgson



Harry Hodgson



Phil Barlow



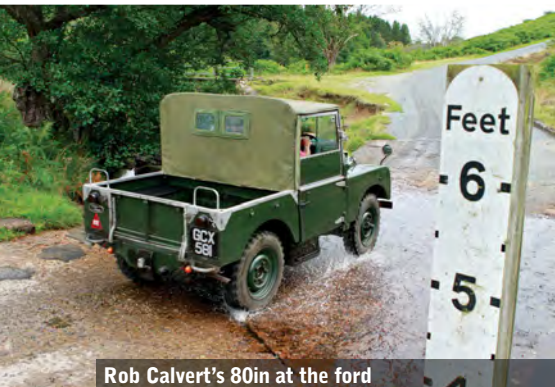
Robert Sargeant

**'Great rolling swathes of moorland intoxicate the senses'**



Overlooking the farm which was used as the home of 'lovable rogue' Claude Greengrass in the television series





### Rob Calvert's 80in at the ford

photographs of the little convoy as we set off to drive back to the ford on Stape Road.

Once there we photographed each vehicle descending the hill and splashing through the little beck, but we were rather distracted by the failure to arrive of Phil, Robert and Rachel, who had been at the rear of the column.

Mobile phone signals are fleeting and transient in these wild moorland areas, and, in the bottom of the little valley through which Keys Beck flows, there was no chance of telephoning to find out if there was a problem. Eventually, however, by climbing up onto the open moorland, we were able to receive a call from Rachel, who said that Phil had broken down, and they were trying to rectify the fault.

In time, the wanderers arrived back in the village, but with Phil's 88in on tow behind Robert's V8-powered 109in. After further attempts to repair the vehicle, it was arranged that Robert would get Phil and the Land Rover safely back to his home,



## Admiration for Phil's 88in in Goathland

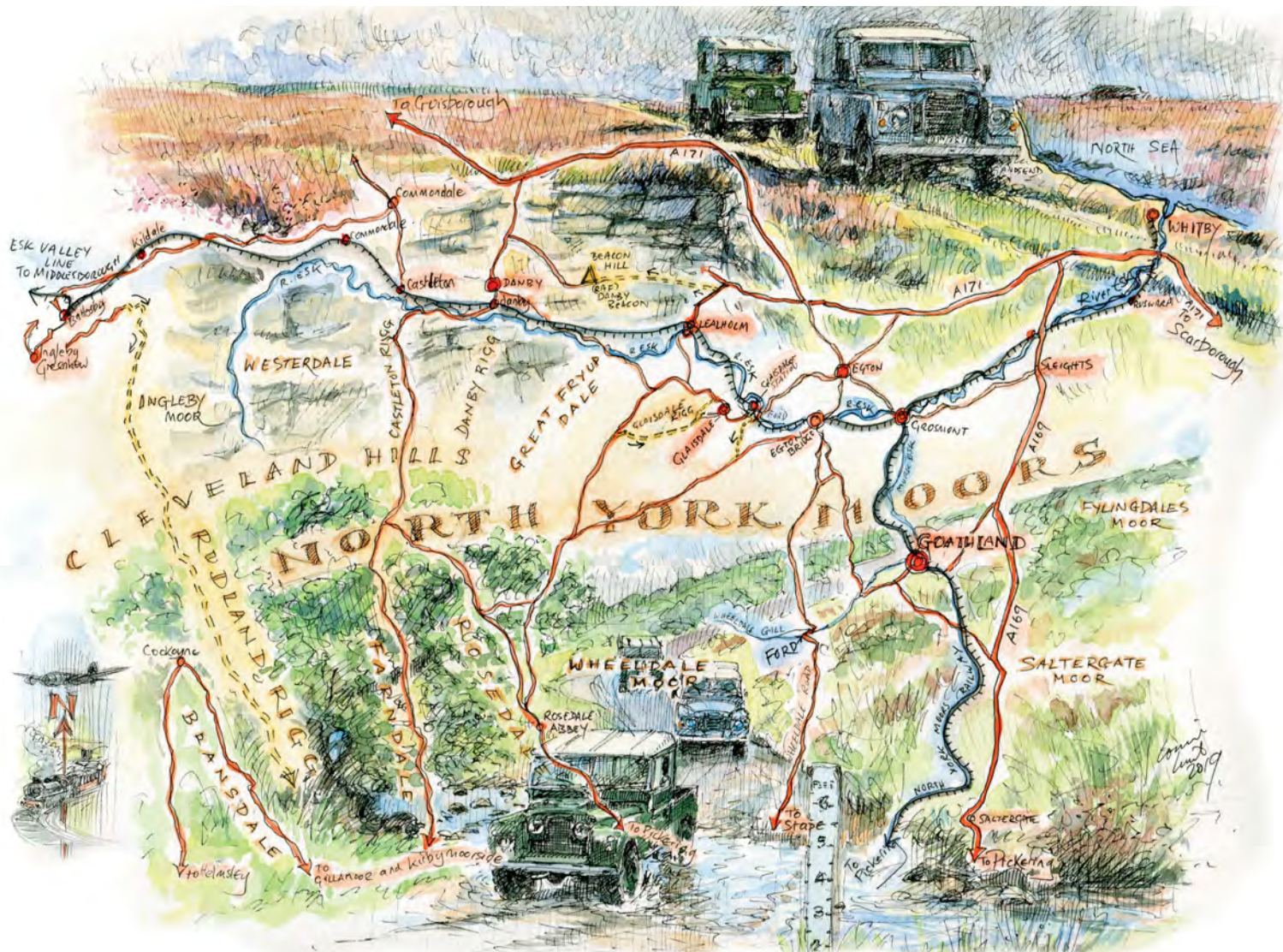
then Rachel and Robert would join us on Glaisdale Rigg. It was quite appropriate that these arrangements were made around the forecourt of Scripps Garage, and, I suspect, many a tourist took pictures of the vehicles as we made our plans.

With the aid of the OS map, and one stop to ask a local, we made our way to the

**Lush valleys betwixt rolling moors typify the scenery of the North York Moors, and are a delight to view**

start of Glaisdale Rigg, our first lane of the day. This is almost certainly an old drovers' track used to drive cattle or sheep to the coast. We started from the higher, western end. The lane is by no means difficult, but the views certainly compensate for lack of technical challenge.

Great rolling swathes of moorland intoxicate the senses, and the view down into lush green valleys, with scattered farmsteads, emphasises how elevated and remote these upland tracks really are.





Having reached a fork in the lane, where an alternate start joins the one we were on, we parked up, to wait for Rachel and Robert. When they arrived we drove along the Rigg, which gradually descends until it reaches Glaisdale village. Rachel then took the lead, and we followed her to the start of a wooded lane near the railway station.

This begins by crossing a ford, then climbing steeply through the trees. While four-wheel drive and the low ratio gearbox had not been needed earlier, here they most certainly came to the fore. The lane is steep, narrow, and deeply rutted – so deeply, in fact, that steering plays no part during the climb, one follows the ruts as if on rails! Though short, this lane was greatly enjoyed by everyone – it might be different in the wet however.

By this time, it was late in the afternoon, so we arranged to meet the following day, and Rachel and Robert returned to their home in Malton, while we went back to Goathland. After a quick trip into Whitby for food, fuel, and fish and chips, the evening was once more spent in the Goathland Hotel, then around the campfire, where more tales were told, and further

## **‘The soul had once again been satiated in the land of grouse and peewit’**



Driving away from ‘Claude’s’ farm



Rob parked outside ‘Scripps Garage’ - still painted as it was in the television programme

adventures were planned beneath the stars.

Sunday morning dawned with a chill in the air and we met Rachel and Robert in the village. Rachel had left her 80in at home, and travelled in the 109in with Robert, and they led the way to Lealholm Rigg.

If the splendours of Glaisdale Rigg a day earlier had been a warm-up act, Lealholm Rigg was the star of the show. After miles of ever ascending track, we came to Beacon Hill the site of Danby Beacon. This dates back over 400 years and was installed to warn of invasion by the French.

During World War Two it served a similar

function, being the site of RAF Danby Beacon, part of the system of radar defences around the coast. It was from here that Flt Lt Peter Townsend was directed on February 3, 1940, when he shot down the first German aeroplane to fall on the UK, a Heinkel 111 bomber, which crashed near Whitby.

After admiring the view, we made haste to drive to the northern end of Rudland Rigg. Rachel and Robert led us expertly through the twisting roads and numerous villages, and we drove up onto the Rigg. The infamous steps which once made the steep climb rather interesting, have been flattened, but the views



Robert Sargeant's V8-powered 109in easily towed Phil's 88in back to Goathland

from the top are still as breathtaking as ever.

All too soon the day drew to a close, and after thanking Robert and Rachel, we began the journey home. All our Land Rovers had performed perfectly, and we were in agreement that the weekend had been a great success. The soul had once again been satiated in the land of grouse and peewit, but already thoughts begin to turn to the next spring, and the next adventure. **CLR**

Special thanks are due to Brendan Llewellyn, Rachel and Robert Sargeant, Phil Barlow, and Rob Calvert, for their help, advice, and participation in this event



**CLASSIC**  
**LAND**  
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Magazine







FEBRUARY 1986: Ron Baker, a trials driver from Southern Rover Owners Club (SROC), noted for both his driving skill and his sideburns, in his Series One. He's seen here competing in an All Wheel Drive Club (AWDC) cross-country vehicle (CCV) trial. The Series One is on Firestone SAT tyres, the off-road tyre of choice in the 1980s



# Tales Between **Two Cities**

Emrys Kirby reports on the third and final week  
touring in Iceland by classic Land Rover

WORDS **EMRYS KIRBY** PICTURES **EMRYS KIRBY, TOM BENSON,**  
**BARNEY NETHERWOOD** ILLUSTRATION **LOUISE LIMB**



Stunning rainbow during  
the filming near Laugarvatn



**I**n last month's CLR, we finished our tale at Myvatn after a long day trip to the Viti crater at Askja in the northern Highlands. By the end of that day, it was clear that the dynamo on KCW 53G, my standard Series IIA, was failing to supply sufficient charge to the battery. While the 2,286cc diesel doesn't require electricity to run, in Iceland it is a legal requirement to drive with headlights on at all times.

In preparation for our drive to Akureyri, Iceland's northern capital, I got up early the next day and as the rain puddled around my head, I lay on my back and removed the dynamo to investigate. The new brushes which I had fitted little more than 2,500 miles previously had worn out at an alarming rate, one more so than the other - it was so short it was no longer in contact with the commutator. As a temporary

measure, I cut a short section off a square profile tent peg and used it as a packer to get use out of the last few millimetres of the brush. This worked a treat so emboldened by an extinguished charge light, we broke camp and packed up. Barney Netherwood and I shared the driving while Tom and Beth followed up in their 90.

It's only 100km on the ring road from Myvatn to Akureyri so this was planned as an easy day to recover from the 250km slog the previous day. We also knew there was a swimming pool next door to the campsite so we could soak our weary bones in the hot tubs. On route, I posted on the Islandrover (Icelandic Land Rover Club) Facebook page that I'd had a problem and asked if anyone in the area might have a set of brushes. As we approached the outskirts of the town, a reply came through from Hrannar Ingi

Ottarsson - he lived in Akureyri, was sure he had a dynamo in his barn and he could meet me that afternoon!

After setting up camp, we soaked for a couple of hours in the pool and as I walked round the car park I admired a tidy 86in Series One which I later found out belonged to Hrannar. When I met him later that afternoon, we realised that we had camped 50m from his gym and a few streets away from his house!

Off we went in his 86in to his barn and, after a tour of his collection of Land Rovers, we found a set of brushes in a tidy-looking dynamo. Back then to the campsite and a meal out in a local pizzeria (pizza is very popular in Iceland) and then a couple of beers in the local Einstock brewery. Beth is a fan of local breweries and was keen to sample the beer in an authentically





## JOURNEYS

Icelandic environment. As it happened there was a Premier League match on the big screen and top-flight football is very popular in Iceland.

The next morning, I fitted the new brushes but sadly there was little improvement so I messaged Hrannar again and he agreed that I could have the complete dynamo.

While Tom, Beth and Barney spent time in the town's alpine gardens, I collected the dynamo, transferred the correct pulley wheel off the old one and soon had the vehicle up and running again after a jump start from the 90. All seemed well and after

a couple of local trips, my battery was keeping enough charge to start comfortably. We celebrated with another trip to the swimming pool and enjoyed a camp kitchen evening meal chatting to fellow explorers from all over Europe.

The following day saw us leaving the northern capital and start the gradual return leg to Reykjavik. There was plenty of time for more adventures, not least the Kjalvegur (Keel Road) that runs through the western highlands from north to south. While it's not as remote as the Sprengisandur road which we'd taken the previous week, it is



Cruise ship in the harbour at Akureyri



Low green scrubland contrasts with the barren volcanic landscape



Meeting Gisli Einarsson at his home in Borgarnes



Beautifully restored GAZ 69 with coach-built cab in the Borgarnes motor museum







**Lunch spot in bitter conditions on the Kjalvegur Road – note laden bicycle!**



**Series One 86in sits beside a GAZ 69 and a modified Bronco at Hrannar's barn**



**Nice collection! Hrannar saves old Land Rovers when farmers have a clear-out**

long, rough and prone to bitter winds.

We brimmed the tanks again at Varmahlid before turning south on the F35 - the road gradually got rougher and the weather wilder. The vehicles were running well, my battery was charging and both vehicles were still returning about 27mpg. Initially, we'd planned to take it easy and stop off halfway at the hot springs at Hveravellir but we decided to play this by ear as the weather forecast was terrible with high winds and the possibility of snow.

We stopped for lunch at a viewpoint over a hydro-electric reservoir, parking the vehicles to give a small amount of shelter. We were cold but nowhere near as cold as the lone cyclist who was resting next to the interpretation boards - we really felt for him!

We were in no mood to linger and so made brisk tracks to Hveravellir - it wasn't the weather for camping so we made the decision to have a long slog and get back to relative civilisation. We knew that the further south and closer to sea level we went, the better the weather would be.

While there are no fords on the Kjalvegur, it is uncompromisingly rough, especially

in a leaf-sprung Land Rover. The road just went on and on and while it was dramatic, there was a point when both Barney and I were looking forward to not being rattled round in a biscuit tin.

Tom and Beth were even getting a battering in the 90 so we were very glad when we returned to tarmac just north of Gullfoss. We decided that we should camp at Laugarvatn, a village with a supermarket, a swimming pool and a fantastic restaurant owned by a Land Rover enthusiast!

After almost 200 miles, with more than half of that on gravel roads, we were glad to stop. The campsite was picturesque and there was a certain novelty of seeing grass and trees again, the latter making a welcome windbreak. We decided that it would make an excellent base for the final few days before heading back to Reykjavik.

We decided we should have a rest day, have a couple of hours in the pool, explore the local amenities and of course we wanted to meet Baldur Oxdal, the owner of Lindin Restaurant Laugarvatn and see his Series IIA.



**And up! Strokkur erupts every six-ten minutes**

Baldur was a great host and spoke perfect English. He told us that in the 1960s and 1970s, every farmer in Iceland had a Land Rover as it was one of the few vehicles that could cope with the remote roads. We talked about some of the unique features on Icelandic Land Rovers such as the chrome hub caps, 'Royal Review' grilles and bespoke roof racks.

The next day we went on the tourist trail again, driving to Geyser and Gullfoss, two of the 'must-see' places on the 'Golden Circle' tour. Gullfoss means 'Golden Falls' and is probably the most famous and dramatic waterfall in Iceland. It drops in two stages, sending the Hvita river thundering down into the canyon below.

The growth of Icelandic tourism was noticeable - the visitor centre has more than doubled in size since I was last there in 2013. Geyser is no longer active but its smaller cousin Strokkur in the same geothermal area erupts every six-ten minutes. Typically, it was very busy but stunning nonetheless.

While there I got a message from Gisli Einarsson, a friend on Facebook who works ➡

**The Kjalvegur is barren and rough**



**'In the 1960s and 1970s, every farmer in Iceland had a Land Rover'**



## The mighty Gullfoss

## Acknowledgements

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- Tom, Beth and Barney for being excellent travelling companions.
- Ian Sykes who runs Alftanes Guesthouse in Reykjavik for advice on route planning
- Hrannar Ingi Ottarsson for coming to the rescue with dynamo parts
- Gisli Einarsson for making us famous on Icelandic Television – the feature came out really well and we caught it online
- Baldur Oxdal of Café Lindin Laugarvatn for the welcome and Land Rover chat
- Jim Gardner at Leaf Sprung Landys for a comprehensive spares package, none of which were used!
- My parents who instilled the sense of adventure in me
- My wife Lucinda who has put up with me harping on about Iceland for the past 20 years

for the Icelandic broadcasting company RUV. He had been following our journey on social media and he invited us over to his home town of Borgarnes on the mid-west coast, about 75 miles from Laugarvatn.

Borgarnes is one of my wife's favourite towns in Iceland and has a superb car museum. I was also keen to meet Gisli and see his recently restored Series IIA. He suggested we take the road north from Laugarvatn, through the Pingvellir National Park and come to Borgarnes on the unsurfaced road along the Lundarreykjadalur valley.

It was a truly stunning drive and Gisli welcomed us with a fantastic lunch followed by a tour of the motor museum. He also asked us if we'd be interested in being interviewed for his television programme Landinn, a show similar to BBC's Countryfile – of course, we jumped at the chance! We drove back to Laugarvatn via the tunnel under Hvalfjörður, the noise of Tom's exhaustless 90 echoing along the walls in a Top Gear manner.

Gisli and his camera crew came over to the campsite the following day and interviewed me and Tom and we shared stories and photographs of coming to Iceland as children

**'The next morning, I fitted the new brushes but sadly there was little improvement'**



**Campsite at Laugarvatn – note Tom's exhaust perched on the spare wheel on KCW**



**With Gisli and his film crew near Laugarvatnhellir**

and of our present trip. We took a drive to the local habitable caves at Laugarvatnhellir with the camera crew capturing our every move. They also took a copy of Barney's drone footage of us driving to Askja. It was a truly special occasion and we felt incredibly lucky to have the opportunity to share our journey – we were very excited to see how Gisli would edit the videos.

The following day was our final one with the vehicles, so we broke camp and headed to the docks in Reykjavik. We stopped briefly at the brewery at the Olverk Pizza and Brewery at Hveragerði. Then it was the final slog over

the Hellisheidi mountain pass before the gradual descent into Reykjavik.

KCW was running well and there was a real sense of triumph as we returned to the country's capital after two and a half weeks on the road. We'd achieved everything we'd wanted to do plus so much more we couldn't have dreamed of. Dropping off at the docks was straightforward as we knew the routine by now. After another day enjoying Reykjavik and getting caught up in the party atmosphere of the Pride festival, we flew back to Manchester and back to reality. Barney had just a few hours to get home then fly out to the States for work!

The following week, we got the welcome email to say the vehicles had landed back in Immingham and cleared customs. Collection was simple – after our paperwork had been checked, the container was brought over and we simply drove our vehicles out (once I'd fitted a fresh battery as my charging system was still a bit unreliable!). I arrived home in Lancaster late that evening with dim lights, a flat battery and an amazing sense of feeling that I'd achieved a lifelong ambition. **CLR**

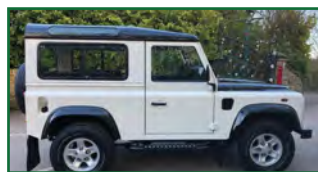


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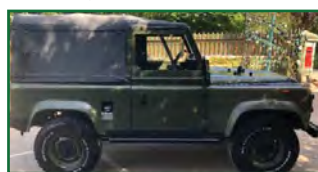
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# Back into Active Service

A classic, unmolested, Series III returns to work

WORDS AND PICTURES **TOBY SAVAGE** ADDITIONAL  
MATERIAL **IAN DRUMMOND, IAN REEDS**



MAIN PIC: A very damp day and tricky going did not deter Ian from taking his pride and joy out into the fields; ABOVE: Proud owner, Ian Drummond with the Land Rover that fitted his exact requirements









**L**ike many current owners of classic Land Rovers, Ian Drummond came from a family of Land Rover owners. His uncle and father ran adjoining farms in Suffolk and Land Rovers were part of the scene. The family ran a 1953 Land Rover - registration number FCF 109. Then, when the Series II was launched in 1958, Ian's dad John tried to buy one, but the wait was too long and he settled for a new Austin Gipsy instead. This was OK for farm use, but John kept his name on the list at the local dealership.

His patience was finally rewarded in 1961 when he bought a new Series II SWB, registration number RGV 601. This was very exciting to the young Ian and clearly, a big enough event for John to take a photograph of his pride and joy with the accessories he fitted himself; a 12-volt screen de-mister and a 'clamshell' exhaust deflector. Both popular modifications in the 1960s.

By 1967 the SWB was not big enough for hauling farm paraphernalia around and John Drummond swapped it for a new Series IIA, LWB pick-up, HGV 763E. It came with a powerful six-cylinder engine and

heavy-duty springs. Perfect for demanding work on the farm.

However, there were changes afoot and John Drummond moved to Scotland to continue his farming career, taking the 109 with him. At this time, Ian had just passed his driving test and on visits north was allowed to drive the Land Rover. He has enduring memories of these experiences and recalls that it was 'good fun!' It is perhaps these kinds of youthful memories that help steer all of us in similar directions: a first experience of driving that was simply good fun, rather than a means of transport.

It was not until about 2014, following his early retirement, that Ian's interests drifted back towards Land Rovers and a vague desire to own one and relive those early memories. The viewing of a Lightweight strengthened the resolve, but no deal was forthcoming. However, it did prompt Ian to enter into a new research project to find the Land Rover that fitted his requirements.

These were that it should be a Series Land Rover in good original condition and ready to use. This sounds a simple enough basis for finding a good choice, but it was

actually very difficult, as so many have been modified by owners over the past 50 years to suit their own requirements.

The beauty of retirement was that Ian had time to trawl through adverts and go and view likely contenders. Ultimately, in 2014, he found this 1981 Series III SWB Diesel over in west Leicestershire. It came with a reasonable amount of history, was usable and had never been modified.

A deal was done and Ian drove it home on a journey that proved a rude awakening and was a far cry from his Volvo. Back home in east Leicestershire, Ian assessed his new purchase and was very happy. There were a few issues to address, but the Land Rover was generally in good condition.

Delving into its history through receipts and the service book Ian found that it was supplied to the British Leyland dealership, Valley Services in Llandysul, Dyfed, Wales and sold to a local farmer on May 8, 1981. Ian decided that he would make a pilgrimage to Wales in the Land Rover to visit some of its haunts.

He found Valley Services, but its links to Land Rover had long gone, though it is still



This is no cosseted collector's car, but has to take on all conditions in its daily tasks



Just as it left the factory. A well serviced 2,286cc diesel engine sitting in a tidy original engine bay



Valley Services in Llandysul, Dyfed. A British Leyland dealership back in 1981 which supplied this Land Rover, new, to a local farmer



Ian apologised for the radiator grille cover, but it improves the engine running temperature during the cold spells





Typical autumn conditions in Leicestershire after a week of rain. Slippery mud everywhere



Part of the appeal of this Land Rover for Ian was that it bore a few scars gained along the way

Owner, Ian Drummond with a look of satisfaction that comes from successfully negotiating a muddy track on road biased tyres



One of the Land Rovers Ian grew up with. Bought new for the farm in Suffolk in 1961. Photo John Drummond

a garage, fulfilling the servicing needs of the local community. A visit to the farm was more rewarding and Ian met the son of the original owner who explained the total lack of entries in the service book.

In typical farmer fashion, the service records are completely blank until he sold it on in 2008 with 58,000 miles recorded! However, the son offered anecdotal evidence that his father would have had it 'serviced' by his pal up the lane who could probably neither read nor write! Whatever his academic skill lacked, he clearly redressed the balance with his ability as a mechanic, as the engine and transmission are still excellent at a genuine 74,000 miles. The farmer's son also confirmed that his father had part-exchanged it for a new 90 SWB in 2008 when it had required the usual chassis repairs associated with old Land Rovers.

There are then some records suggesting that it was passed around a few owners for the next five years, one of whom spent £750 on the welding and successfully got it through an MOT test in 2009.

Ian thinks it is unlikely that it was used much in this period as the mileage was still only showing as about 63,000 when he bought it in 2014. It was, therefore, something of a wake-up call for the Land Rover when Ian started to use it for the purpose for which it was intended.

He has put his retirement to very constructive use as a volunteer at The Rutland Water Nature Reserve and a few other similar organisations in the area. He ➔

**'It was not until about 2014, following his early retirement, that Ian's interests drifted back towards Land Rovers'**





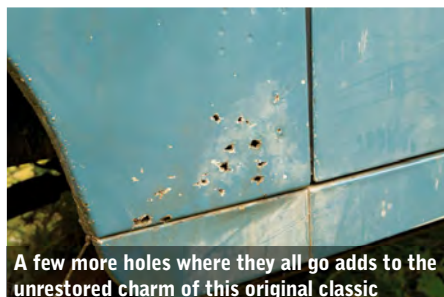
Just 72,325 miles on the clock, of which Ian can claim to have done about 10,000



A new canvas tilt over the original hood sticks keep all of Ian's cargo dry when he is working



One of the few things Ian has replaced is the driver's seat. The other two are original



A few more holes where they all go adds to the unrestored charm of this original classic

is also very active within his home village and currently involved in community work installing gateways to the roads that lead into the village. This means that the back of the Land Rover is usually full of tools and materials and is having to transport goods and people around the fields and tracks of east Leicestershire.

I have actually known Ian for a few years and we met at his house to discuss his Land Rover and take photographs. He had arranged with his neighbour that we could have access to all of his farmland on the southern tip of the Eye Brook Reservoir.

The reservoir dates back to the late 1930s and during May 1943 it was used as a practice site for the Dambuster raids,

**'There were a few issues to address, but the Land Rover was generally in good condition'**

standing in for the Möhne Reservoir.

It was certainly an impressive location and to add to my own experience, Phil Johnson, the farmer, chucked me the keys to his own Puma- engined 90 and said that as it was muddy up there, we may need two Land Rovers.

The tracks around the perimeter of Phil's fields were certainly muddy. That clay-based mud that makes a slippery upper layer on top of the harder ground below. There were also a few water-filled ruts to cope with. Reassuringly the older Series III was easily able to tackle anything its younger sibling managed, despite having road-biased tyres. If truth be told we both had the Land Rovers sideways a few times but accompanied by big grins all round.



A perfect pair for a damp drive around muddy fields above Eye Brook Reservoir. When it came to ability in the mud there was little between them in terms of performance





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# Our Great Adventure

Zambia to England overland by Land Rover – Part 1

WORDS AND PICTURES **PETER FRAENKEL**



The almost-finished vehicle showing details such as the water filler in the side and a platform for Jerrycan holders and gas cylinders on the back. Anne demonstrates the entrance where the lower part of the door has a step on it and the heavy lower door counterbalances the hinged upper door flap using rubber bungee cords to link them. Reversing lights were also added and the standard rear petrol tank filler cap can also be seen





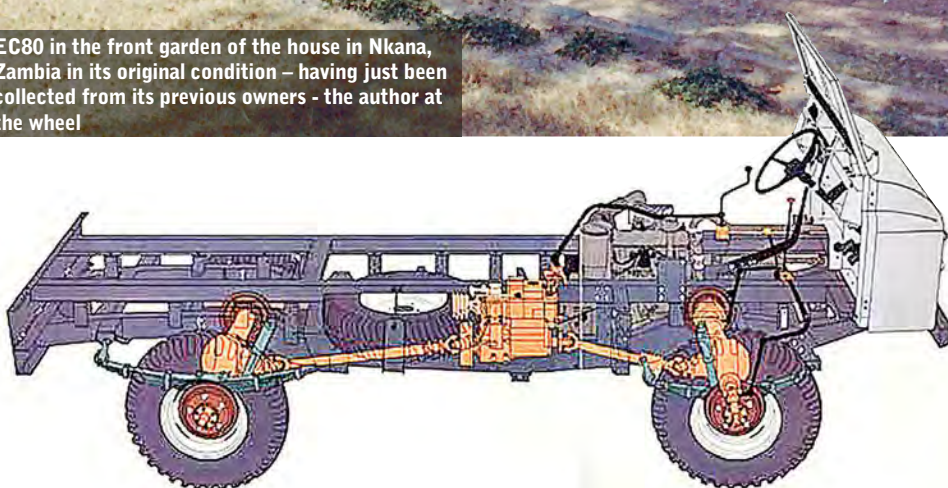




Removing the engine prior to getting it overhauled



EC80 in the front garden of the house in Nkana, Zambia in its original condition – having just been collected from its previous owners - the author at the wheel



The Series II Forward Control – illustration of chassis and cab arrangement

**F**ifty years ago, in December 1969, my wife and I set out from Zambia to drive home to England overland in our specially modified Forward Control Land Rover Series IIA. We had lived in Zambia for three years while I completed a contract working as an engineer for a copper mining corporation.

We had arrived in Zambia as newlyweds travelling out by sea from Southampton to Capetown and then by rail to Zambia. From the start, we planned to drive home overland at the end of my contract. We calculated it was going to be financially feasible for us because the mining company was contracted to pay me 15 per cent of my gross earnings for the previous three years in cash in lieu of a pension; a tidy sum of money sufficient to buy a large quantity of petrol and to sustain us for the six months or more we guessed we needed for this long journey. Being in our mid-20s we figured we would worry about pensions later in our lives.

We had several Land Rovers while in Zambia – an ex-Zambia Police 88in Series II, then a diesel 88in Series II both of which seemed far too small for our planned overland trip.

Then we got a 109in Series II with a metal hardtop and Jerrycan carriers on the front which looked just the job. We drove it from Zambia about 4,000 miles around southern Africa on a test run during a period of local leave at the end of 1968.

However, fine though this vehicle seemed for a three or four-week safari, we judged it might be a bit cramped to live in for many months. It happened that about eight months before our planned departure I had spotted a rare Land Rover Forward Control. This is based on a 109in Land Rover Series IIA chassis but with the cab mounted over the engine, and a wide flat truck-like platform behind the cab.

It occurred to me that one of these with an enclosed caravan body built onto the

truck rear platform and merged with the cab would offer a much more spacious and capable overland vehicle for our journey.

Luckily a local mining exploration company had one of these for sale. It was about six years old and had clocked up many miles off-roading through the Zambian bush in search of minerals, so I put in a bid and it was ours.

It came with the catchy registration number of EC80, which was what we called it. Zambia became independent from the UK in 1964, having formerly been known as Northern Rhodesia, so Zambian number plates looked fairly similar to British ones of that era, black with white characters.

The vehicle was collected from the exploration company as a truck with hinged sides and tailgate. It was an early version of the forward control fitted with the standard Land Rover 2,286cc four-cylinder petrol engine. It was fairly basic and differed from the much more common bonneted 109in





A special Dexion guillotine cutter was hired which speeded things up a lot



A water tank was fabricated from steel plate, galvanised and fitted between the main chassis members below the floor



The standard Land Rover four-cylinder 2,286cc petrol engine on the floor of the kitchen

## 'It was an early version of the forward control fitted with the standard Land Rover 2,286cc four-cylinder petrol engine'

Series II by running on 900x16 tyres and there was a second chassis to support the truck floor at the back and the cab perched right at the front.

It had a servo-assisted braking system which was important as when loaded this vehicle was quite heavy and took some stopping, but there was no power steering in those days so my arm muscles developed more than at any other time in my life from heaving the steering wheel around on winding roads.

There are a few other peculiarities; the gear ratio is lower to compensate for the larger tyres and the gear lever and steering have rods and links to connect them from the forward located cab to the gearbox and steering box respectively.

This particular vehicle had been modified by having an extra 20-gallon (90-litre) fuel tank on the left-hand side of the rear chassis in addition to the standard 17-gallon (75-litre) tank at the back between the rear chassis members.

We only had a few months to overhaul the engine and transmission and to build a caravan on the back and I was still working full-time so nearly all our spare time, evenings and weekends went into blitzing the job.

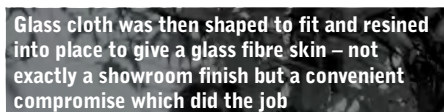
I decided to give the engine and transmission a thorough overhaul, so before building the caravan body we pulled it out and dismantled the lot. The engine went for a reground crankshaft and new



The caravan starts to take shape using Dexion slotted angle. Anne had struggled to get into the cab; 1960s hem lines didn't help!



The transition from the cab to the main roof needed similar treatment – polyurethane foam skinned with fibreglass



Glass cloth was then shaped to fit and resined into place to give a glass fibre skin – not exactly a showroom finish but a convenient compromise which did the job

pistons and rings and I dismantled both the gearbox and transfer box and replaced a lot of bearings. A new clutch was also fitted. I decided to hope for the best so far as the axles and differentials were concerned although the steering and various linkages got a thorough checking.

As was the fashion for would-be expeditions in those days, we contacted several large companies to see if they would sponsor us on our ambitious journey.

Dunlop Zambia kindly offered us some 900x16 tyres which we opted to collect en-route in Nairobi as the current tyres had a few thousand miles of life left. We were especially delighted when Land Rover Zambia also offered help; in those days there was a Land Rover assembly shop in Ndola, Zambia and they had a good market as virtually all police and other official vehicles were Land Rovers.

The managing director very kindly let me loose in an Aladdin's Cave – a large shed full of odds and ends leftover from



assembling a variety of Land Rovers including fire-engines, ambulances and other non-standard adaptations.

I was told I could help myself to anything that might be useful, so we collected a load of bits and pieces that proved invaluable in getting our vehicle into good shape for its long journey to the UK.

The MD also very kindly offered to spray paint the vehicle in their paint-shop after we had completed the new bodywork which, in due course, they did.

I designed the body such that the roof of the caravan part would be a bit higher than the roof of the cab so that it was possible to walk through the inside, obviously not standing upright, but bent not too uncomfortably. Helpfully, both I and my wife are quite small. I realised that if we kept the original cab roof and sides, which seemed a good plan, the best way to blend the raised new roof with the standard cab roof was to have a neatly curved 'S' shaped step in the roof line just behind the cab. In that way, I invented the Land Rover Discovery's original roofline quite a few years before the Discovery appeared. Thirty-six years later I was to buy a silver Discovery 2 which bore a certain resemblance to EC80 in its finished form.

We obviously needed to remove the rear of the truck cab and to cut a wide enough slot to crawl through the bulkhead between the cab and the truck rear. I decided to use the rear part of the cab as the rear part of the caravan which was easily done.

It needed to be widened because the truck back is wider than the cab, but this was easily achieved by cutting the back either side of the central sliding rear window and fitting some suitably sized aluminium strips to fill the gaps when the curved corner windows were moved slightly further apart.

Completing the interior. Note the mini gas cooker and ornamental adhesive 'tiles' above it. Thermal insulation was placed under the roof and is also visible



After being spray-painted at the Land Rover Zambia paint shop. L-R Z also used Dexion for the platforms at either side

This gave as a suitably Land Rover-like rear to the caravan and also provided a lockable sliding window.

My plan was to permanently close the former tailgate and bolt the widened rear of the original cab above it. Then all that was needed was to fill the space between the back and the cab and to roof it all over.

We used a kind of 'grown up's' Meccano – steel slotted angle sold under the trade name Dexion – which was (and still is) widely used for shelving in workshops – this was readily obtainable in Zambia. I decided to build the straight bits from suitably cut lengths of Dexion angle which could be bolted together and would have suitable strength for a vehicle's bodywork. This would leave curved bits like the edges of the roof which I would create with pre-fabricated 'T' section steel components that could be bolted straight to the Dexion.

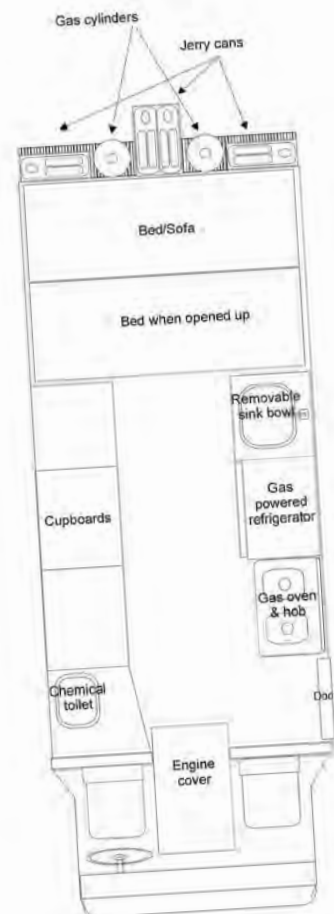
The flat bits such as the sides and the rooftop were to be panelled with galvanised steel sheet pop-riveted to the Dexion frame. Some rolled galvanised steel panels provided the curved roof sides, and these were also simply pop-riveted in place. This left some compound curved bits, the rounded roof corners on both sides at the back and the bits needed either side of the rear of the cab to blend the roof lines 'a la' Discovery. I decided to keep it simple so I opted to use polyurethane foam blocks which could be surformed to shape by hand while in situ. These were then covered with glass cloth that was painted with glass-fibre resin to fix it and to form a thin fibre-glass skin over the foam support shape.

Unfortunately, this gave these components a rough finish which was partly mitigated with body-filler. Ideally, we should have used proper concave moulds to obtain a showroom finish but lack of time and resources precluded such luxuries. However, we felt the overall effect was acceptable considering this is a rugged off-road vehicle rather than a limousine!

We also fitted an opening, hinged fabricated steel roof hatch just behind the cab to offer an excellent viewing point for taking photos of wild animals in the various game parks we planned to go through. The hatch was formed from galvanised steel and when closed it bedded down against a rubber sealing strip.

We also added a standard Land Rover roof vent above where our bed was to be located

Plan showing the internal arrangements



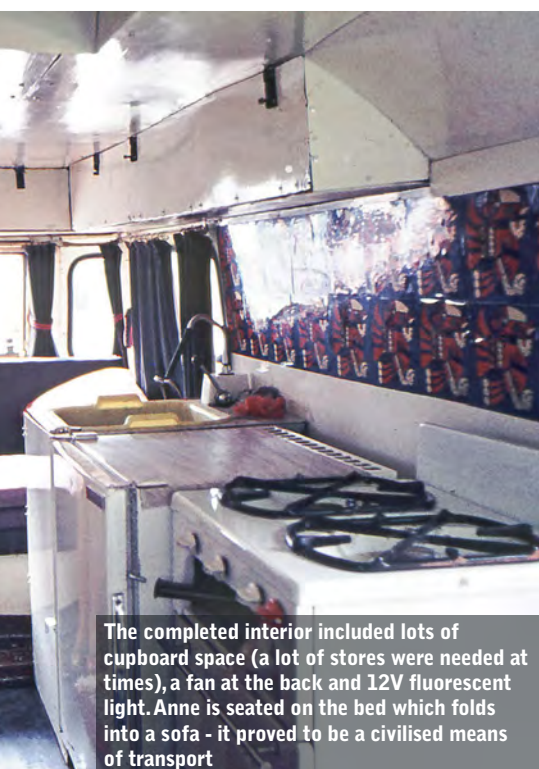
and then added a fabricated sheet metal cover so that rain could not get in when it was open. The finishing touch was to fit the open ends of the cover with fibreglass mesh netting so we could have the vent open at night without providing an entry point for unpleasant insects such as mosquitoes. The standard Land Rover front vents below the windscreen were also fitted with mosquito-proof grilles.

Having built a caravan body the next stage was to fit the vehicle out for its long journey. A key item was a fabricated galvanised steel water tank that held about 10 gallons (45 litres) of drinking water and this fitted between the chassis members





Finished and ready to go. This is outside a friend's house in Nkana. Note the final trimmings including AA Zambia badge, fog and spot lights, tow hooks and the fabricated step bolted to the front wheel hub.



The completed interior included lots of cupboard space (a lot of stores were needed at times), a fan at the back and 12V fluorescent light. Anne is seated on the bed which folds into a sofa - it proved to be a civilised means of transport

## 'Extra fuel tankage was provided in the form of Jerrycans carried in four racks bolted to the rear of the vehicle'

bolted to the rear of the vehicle. One either side and two in the middle. The two spaces between the central and outer Jerrycan racks were occupied by two LPG gas cylinders which were used to supply a small gas-fired refrigerator intended for use in caravans and a small gas cooker complete with an oven and two hob gas rings.

The kitchen sink, 'fridge and cooker were installed in a row on the nearside (port side) of the caravan, bolted to Dexion support frames.

A further part of our 'all mod cons' was an Elsan chemical toilet installed in a curtained compartment on the driver side just behind the cab. We had a portable hand-pumped shower which was stored in the WC space when moving but which could be assembled outside for use. It had a shower curtain that could be assembled around it to protect our modesty.

Plentiful cupboard space was provided; three cupboards from floor to ceiling opposite the kitchen units plus extra cupboard space under the curved roof sides. With hindsight a mistake was to use hardboard for the cupboard doors; although they worked fine they were too flexible and warped after a while which made them look a bit 'wonky'.

The entry and exit point for the caravan

was a two-part door. The lower part was hinged at its base and carried a step made from Dexion plank, which when it was closed formed a kind of shelf on the inside. The upper part of the door was hinged at the top and made from the same material as the sides. It had a window.

The lower and upper parts of this door were interconnected with strong rubber bungee cord so that the two door parts partially counterbalanced each other; in other words, the weight of the lower part was sufficient to hold the upper part fully open. Lifting the lower part to close it automatically allowed the upper part to hinge down and close.

Getting in and out of the original Forward Control truck required some acrobatics due to the height to the door. So, I manufactured a cylindrical 'step' which bolted to the centre of each front wheel, of the kind that is often found with lorries, to make it easier to climb into the cab.

Secondhand conveyor belting rubber sheet, about 1cm thick and placed worn-side down, was used for the caravan floor and also for the engine cover panel between the driver and passenger seats in the cab. This gave us easily cleaned, no-slip flooring.

Some foam insulation was also used under the conveyor belt rubber sheet on the metal engine cover to minimise engine noise; as a result, this vehicle was relatively quiet when driving compared with bonneted Land Rovers. This also prevented the engine cover from getting hot and heating the cab. Also sitting above the engine tends to be quieter than sitting behind it.

Last but not least, I wanted the vehicle to be well-instrumented and we went slightly overboard by making up a large rectangular ➡

mid-ships below the truck floor. A filler adapted from standard Land Rover fuel filler parts was fitted into the side of the vehicle to enable the water tank to be readily filled. It had a lockable cap and was clearly marked "drinking water" to avoid the chance of petrol being poured in by mistake. A plastic line connected the water tank to a yacht pump tap set so it could be used to fill a plastic bowl set into a working surface to act as a kitchen sink. The bowl could be lifted out so its contents could be disposed of outside the vehicle.

Extra fuel tankage was provided in the form of Jerrycans carried in four racks



central console with not only the standard Land Rover instruments but a number of extra ones, including an ammeter, a voltmeter to give state of the battery charge, an extra fuel gauge for the supplementary tank, a rev counter and a (time) clock.

A marine magnetic compass was also fitted, which may sound strange for a road vehicle but we found it very useful in particular for navigating through cities where, for example, if you want to emerge on the western side of the city, taking the westernmost choice of road usually got us to where we wanted. In addition to a good collection of instruments, we had numerous switches and warning lights to cover almost everything switchable and anything that

could offer a warning. Bear in mind this was 1969 long before it became common for vehicles to have elaborate, computer-controlled, instrumentation.

The interior was painted and we then took up Land Rover Zambia's kind offer to spray the vehicle. I have always liked silver vehicles and we also asked for a white roof as that is the best colour to reflect the sun and keep the interior cool. Within a few hours, the previously shabby and unfinished looking vehicle emerged looking like new and ready to go. All we had to do was bolt on the accessories removed for painting like the Jerrycan and gas cylinder holders, spot and fog lamps and EC80 was ready for our great adventure. **CLR**

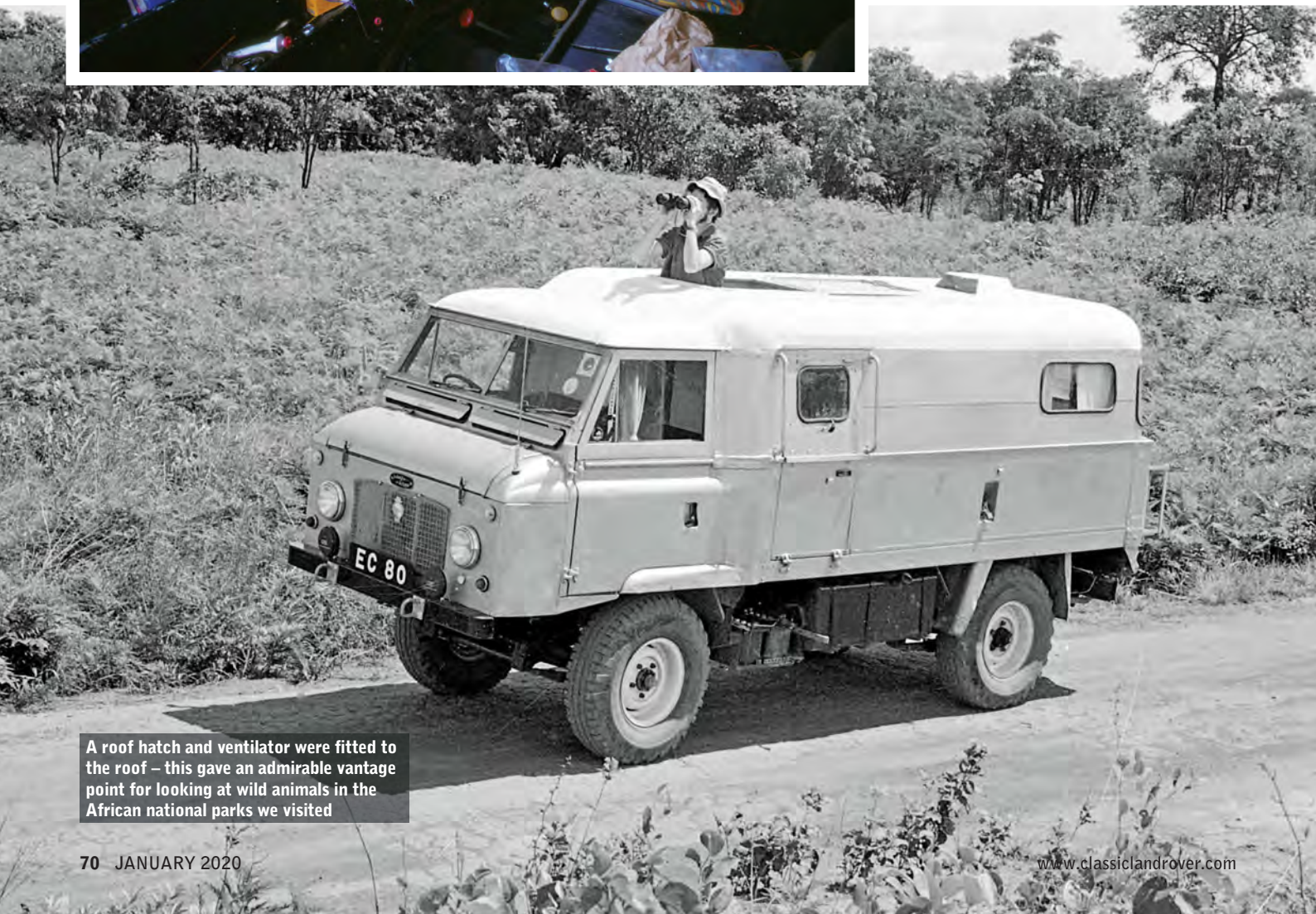
Demonstrating how the doors close



The 'office' with ample instrumentation and lots of switches. The vehicle had acquired a lot of non-standard lights and other electrical components – magnetic compass centre top



**'A marine magnetic compass was also fitted, which may sound strange for a road vehicle'**



A roof hatch and ventilator were fitted to the roof – this gave an admirable vantage point for looking at wild animals in the African national parks we visited

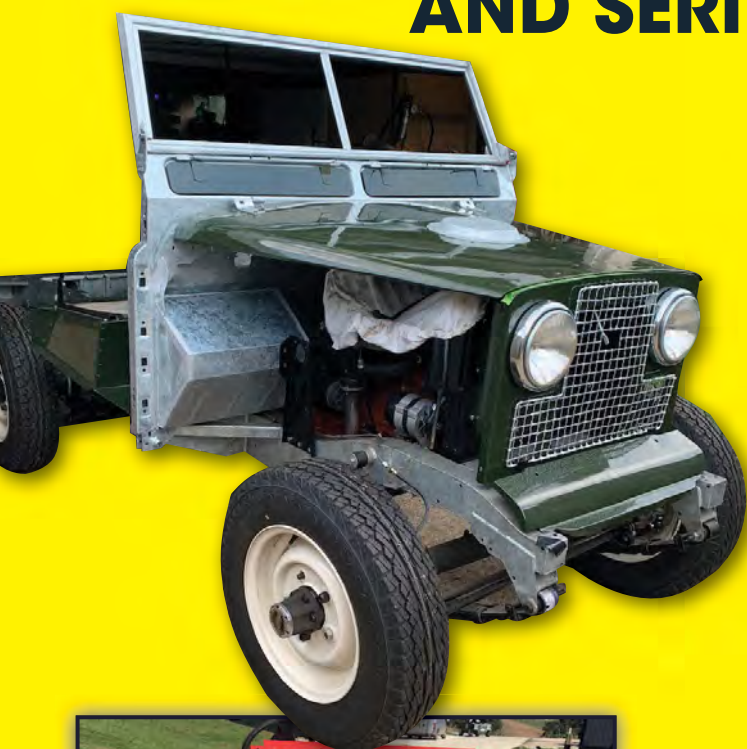


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There's never a dull moment when you drive a Series Land Rover, as **Clare Westbrook** found out

WORDS AND PICTURES **CLARE WESTBROOK**



The Gower offers good hill walking too

## MARRAKECH EXPRESS SAVES THE DAY (TWICE)

**L**ike many Series owners, we also have a more modern vehicle; it's good to have comfort, warmth and speed sometimes. But recently we've had to turn to the Marrakech Express twice, or our plans would have been in tatters.

The first time was when we were heading-off for a few days away, but our Volvo had other ideas: its computer decided it was poorly and imposed a 'go slow'.

Rather than abandon the weekend, we pressed the Marrakech Express into service; at least it doesn't have a computer to go sulky on us! On a wet Welsh Friday we did our vehicle checks; topped-up the oil and water; hitched the caravan; and headed for the Gower.

What could go wrong? Well, we managed 25 miles before having to stop! It was pouring with rain and the driver's windscreen wiper had deteriorated from full wipe to pathetic twitch.

On checking, we discovered we'd already lost water from the radiator too. Finding a local motor-factors with space for us to park was a stroke of luck. Sadly, the replacement radiator cap we needed was in their Swansea branch, but we could pick it up on our way past.

We trudged through the downpour to a neighbouring tool shop for allen keys to 'fettle' the windscreen wiper. It was bound to be imperial, wasn't it? But no; so already soaked, we headed back and bought the metric ones too.

Luckily, they did the trick and the wiper

was back to full strength – or as good as a Series wiper can be, anyway. On we went, and it was then I realised my entire left side was getting wetter, not drier. A fine mist of spray was coming up through several small holes in the corner of the passenger footwell.

I did the rest of the journey in a contorted position with one foot over the offending spot! Finally, we got to Swansea. It's hilly; the motor factors was 'out of the way'; there were major roadworks to negotiate; and it was a busy Friday afternoon. We turned some heads, got a

**'We turned some heads, got a few thumbs ups, and left several small boys open-mouthed'**

few thumbs up, and left several small boys open-mouthed!

Thankfully the new radiator cap solved our problem and we left Swansea behind, headed along towards Mumbles, up past Clyne Gardens and out onto the Gower. The rain cleared and we arrived at a campsite with the most fantastic view over Oxwich Bay. It had been an eventful journey, but we were just happy to be away. Our weekend had been saved by the Marrakech Express.

Then just a few weeks later, during another torrential downpour, the Marrakech saved the day a second time. We knew the forecast was bad, with flood warnings on local rivers, but we had to go to town and our route avoids low-lying ground and rivers, so we set out.

It's a journey of about eight miles along country lanes and B roads, and we can usually make it even in the worst of weathers. But not this time. It's simply not worth risking the Volvo, so back we turned to get the Marrakech Express.

The roads were inundated, but we sailed through; I have to admit, it was good in a Land Rover. We saw many drivers turning back; others gave it a go. As I write this, the lanes are still strewn with abandoned vehicles, some will be complete write-offs. We are so very lucky to have Series Land Rovers which can be pressed into service whatever the weather. They may be a little tatty, but they're fantastic workhorses when the chips are down.



Oxwich Bay from Nicholaston Farm campsite; there's a path through the dunes to the beach



It's easy to see why we were losing water!



One of the smaller 'puddles' on our way to town



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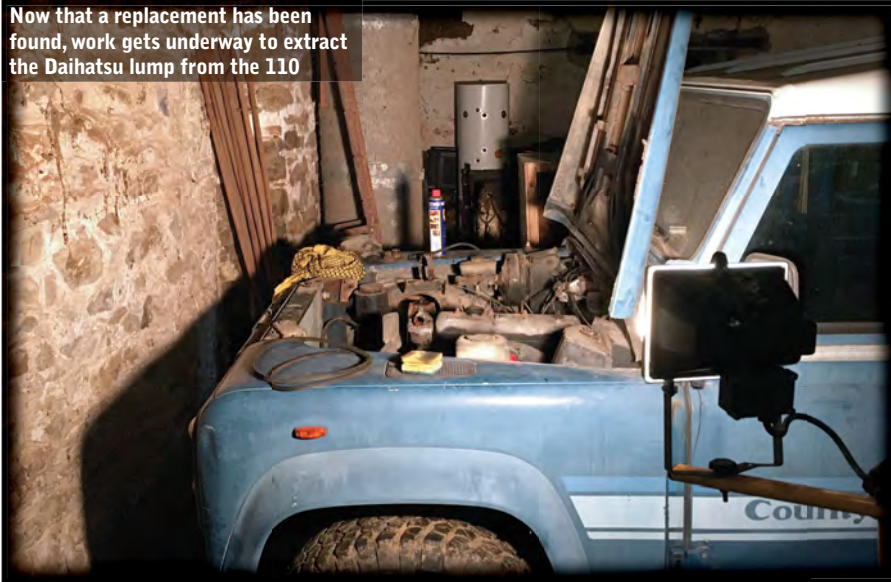


## Jimmy Hayes considers the pros and cons of keeping or changing the existing engine in the family 110

WORDS **JIMMY HAYES**  
PICTURES **ROS WOODHAM**



Now that a replacement has been found, work gets underway to extract the Daihatsu lump from the 110



**'There is a lot of debate online about which is better: the 200 or 300 Tdi'**

donor route. Although the blocks were the same between the Discovery and Defender, some of the ancillaries – like the turbo on a 200 Tdi for instance – are mounted in different positions. This would mean that some amount of modification would be necessary to transplant a Tdi from a Discovery into a Defender. Although this is do-able, I like to keep things as simple and as close to stock as possible, so I decided to look for a donor Defender instead.

The difficulty with this approach was finding one; Defenders with good engines and running gear tend not to get broken for parts. However, my persistence paid off and I found someone just a couple of hours down the road in Cornwall selling a 300 Tdi 'engine kit' from a 1997 Defender 110 which was being broken on account of a rotten chassis and bulkhead. The kit included the engine harness and all ancillaries so, in theory, it should drop straight into our CSW.

So now Ros has her 300 Tdi; I just need to find an R380 gearbox...

## DECISIONS, DECISIONS

**N**ot much has happened with the 110 since I recovered it from Spain earlier this year. But that is all about to change. The original plan, to save cost and time, was to retain the Daihatsu engine and LT77 gearbox. I thought that it would be relatively easy to get parts for the Daihatsu unit – and maybe it would be if I could determine what variant it is.

The Daihatsu 2.8 was manufactured for 18 years. Some early engines, like ours, were naturally aspirated and only produced about 72hp, but most of the later engines had the benefit of a turbo. The thermostat housing on our engine is an aftermarket part from Milner Off Road so I sent them a picture of the engine with the engine number, but even they couldn't tell me what variant it was. The solution seemed obvious: find a Tdi.

I'm tempted to say, 'better the devil you know', but bizarrely, in view of its long production life, neither Ros Woodham nor I have ever owned a Tdi, so we don't

really know them that well. There is a lot of debate online about which is better: the 200 or 300 Tdi. Having done some homework, I discovered that the early 110 chassis didn't change until the 300 Tdi came into production, and on that basis alone I formed the view that a 200 Tdi would make more sense in our 1985 County Station Wagon, particularly as the original LT77 (which was also mated to the 200 Tdi engines) was still in situ.

Ros, on the other hand, who doesn't listen to me, thought that we should future-proof the truck as much as possible and fit a 300 Tdi instead. We were split.

I decided that whatever engine we opted for, I didn't want to go down the Discovery



There are still plenty of jobs to do on the 110 before it's road-ready

In spite of the weather, Jimmy was delighted with the 'new' 300 Tdi find



The current Daihatsu N/A engine remains largely unidentified other than probably being a 2.8-litre



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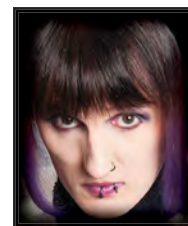




DIFFICULTY RATING:

TIME ALLOWED: 36 HOURS

COST: N/A



## PARABOLIC SPRINGS

WORDS AND PICTURES  
VIOLET DEACON



Violet Deacon continues to prepare her 86in Series One ready for the Patina National

# SPRINGING TO PATINA

So with only a couple of weeks before the Patina National, I took Tak, my 1955 Series One 86in to the awesome Leafers At T'Pit event (see event review in issue 78) and with it hoped to secure a much needed replacement set of springs, as the ones fitted were best described as 'firm' having rusted solid with age.

Sadly, there weren't any available at the famous Leafers auto jumble, but a chance conversation with fellow contributor Emrys Kirby led to a drive the following weekend to Lancashire in my 110, and a set of parabolic springs were saved from going to scrap.

Obviously they needed some cleaning up, as well as new bushes. I mentioned this in conversation with Ste, one of my closest friends, and he very kindly offered to let me use his 30-ton press to push the bushes out rather than my usual method of burning them out.

Once the bushes were removed, I took the springs home and gave them a clean-up with both drill-mounted and hand-held wire brushes, before a coat of etch primer was applied.

Once the primer had had 24 hours to go off, I applied the first coat of my chosen colour, which will be of no surprise to anybody who knows me in that it is purple, Ford 'Purple Velvet Metallic' for accuracy.

Two days later after another coat of paint had been applied and had set, followed by a coat of lacquer; I set to fitting new 'poly' bushes to the springs, in favour of the usual metal/rubber ones. I went for these as I do intend to trial Tak more over the coming years, and the increased flexibility coupled with the ease of future replacement made them the most suitable.

It was then a simple case of swapping old for 'new', in removing the old springs from

the Land Rover and fitting the parabolic springs, along with new U-bolts. It's always best to replace U-Bolts when changing springs as they stretch over time. And if you're like me you remove them with the nasty end of 4in angle grinder (just don't do what I did and, in my haste, accidentally 'nick' a shock absorber, leading to two new front ones!)

Once everything was bolted down and tight, it was wheels back on and on to the final couple of jobs, those of fitting the regulation required seatbelts, in this case lap belts are enough as well as bolting on a tow hitch to the rear to act as a rear recovery point. My initial plan for this had been to use a NATO hitch I have, but sadly the civilian crossmember doesn't allow this (yet...)

This was all finished up in the dark the night before the Patina - I do like cutting it fine!

The event itself was amazing. Tak and I will be back next year.

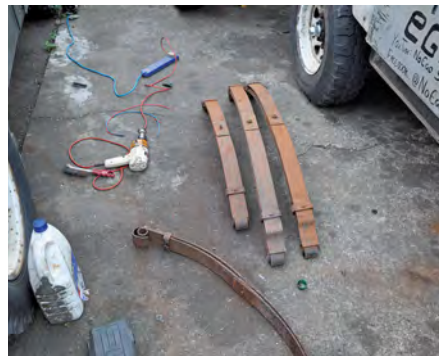




**1.** Collected under the cover of darkness, the springs at the back of my 110



**2.** Pressing the old bushes out with a sacrificial socket



**3.** Ready for the clean-up (the furthest right had been done already in this pic)



**4.** Combination of drill mounted and handheld wire brushes were used



**5.** Ready for primer in my improvised spray booth



**6.** Primer applied, also showing the fan used for extra ventilation



**7.** The first batch of paint used for the first coat



**8.** All painted and drying



**9.** I also painted the centre cap off the steering wheel (Tak has a Series III column and wheel)



**10.** The painted springs and cap in daylight before starting to fit them



**11.** Pushing the polyurethane bushes into the springs (in 'record' time)



**12.** The fully-fitted bush





**13.** Comparing old springs with the 'new' parabolic springs



**14.** Fitting the rear springs, the rear shock absorbers will be replaced soon as well



**15.** And fitting the front springs (the long bolt will eventually be changed for a correct length bolt)



**16.** And fitting the replacement front shock absorbers...



**17.** The fitted lap belt, mounted to the seat box and rear tub mating faces



**18.** A tow hitch fitted to act as rear recovery point if needed



**19.** A sunny view of the front springs



**20.** The rear springs looking resplendent as well (sadly sun doesn't pass through the body that much!)



**21.** The rear springs and hitch in perspective



**22.** And all thumbs up, ready to set off to the Patina the next day



**23.** And the springs being put to good use at the Patina! (pic: John Carroll)



**24.** Another gratuitous picture of Tak making use of the springs on the Patina (pic: John Carroll)





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DIFFICULTY RATING:

TIME ALLOWED: 6 HOURS

COST: £200



## SERIES ONE 80IN

WORDS JOHN CARROLL  
PHOTOS RO SMITH, JOHN CARROLL

The 80in winching during the War of the Roses



**'Obviously quite a bit of remedial work was required to get the 80in into a more usable and safe condition'**

# JURASSIC PARKED

Following its use in the War of the Roses, the annual inter club Land Rover winching competition hosted by Red Rose LRC, John Carroll's 80in – the Dinosaur – was ready for some considerable maintenance

**T**he Dinosaur, my 1953 80in trialler, got a bit of a pasting during the War of the Roses competitive inter-club winching event in July. I wasn't there to see or be part of the action but know what it entails so wasn't surprised that it needed a few jobs after a hard day on the event's Cumbrian fell-side venue.

Some things that had been done prior to the event to ensure that the 80in passed scrutineering were ready for doing again. This included the brakes and the handbrake, they'd all been adjusted up

prior to the event but were decidedly soggy when the Dinosaur came home.

The exhaust must have taken a knock and was blowing raspberries and the winch cable had snapped and been temporarily repaired. This was done by the simple expedient of tying a rock-climbing knot through the eye on the hook and taping up the raggy ends with duct tape to keep the winch in action for the Classic Land Rover magazine team.

Obviously, quite a bit of remedial work was required to get the 80in into a more usable and safe condition. For the first bit,

I took the Land Rover to Simon Services at Warmfield just outside Wakefield, figuring that it wouldn't harm to have a couple of pairs of eyes look it over while it was up in the air on the ramp.

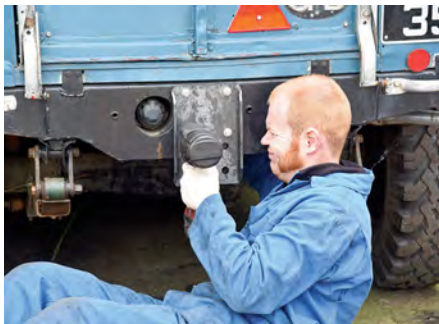
Simon's team gave it a full service and prepared it to MoT standard. This included attention to the brakes and the handbrake, a new exhaust, new suspension bushes, a new front propshaft and more. The propshaft was required because the splines were so worn that it 'chattered' when 4x4 was engaged. This 80in has had a hard life but the result of this latest work would mean that the drive home from the garage was more pleasant and quieter than the drive to it!

Finally, before I left the garage, Liam, one of the guys there, changed the rear towing hitch to facilitate a future magazine story. He removed the NATO hitch and adapter plate and installed a drop plate with mounting holes for a standard towing hitch. Following this, I went home and turned my attention to the outstanding jobs including the winch cable.





**1.** With the four bolts that hold the NATO hitch in place removed, it is possible to get the impact driver on the four further bolts that hold the adapter in place. The adapter allows a military pattern hitch to be bolted to a civilian crossmember.



**2.** A standard Series III drop plate is fixed to the pattern 80in crossmember. To make the Series III component work and allow bolt holes to line up, the lower of the mounting bolts were drilled to suit using the adapter as a template



**3.** The steel drop plate was masked up with some handy cardboard and primed in place on the rear of the Land Rover. Lower tow hitch bolt holes will be used as upper ones are partially obstructed



**4.** While the masking cardboard was still in place, but the primer had dried, I sprayed the drop plate black with a rattle can. I sprayed up and down to avoid getting paint runs in the corners of the drop plate channel



**5.** The agricultural pin hitch was found for sale among secondhand spares at a classic car event and seemed a bargain at just £5. The chain and spring help avoiding loss of the towing pin. Nuts, bolts and spring washers were from the 'shed'



**6.** There is a small amount of height adjustment (approximately 0.25in) available as the mounting holes are not central in the tow hitch. This is maybe a temporary installation to facilitate a future magazine feature



**7.** Duct tape peeled off winch cable so that the temporary repair could be assessed. There was only one safe course of action here if the winch is to see more use. That is, of course, to renew the cable



**8.** With the old cable free-spoiled out to the end of the cable, the two allen bolts that retain are undone with a 5/32in allen key. The cable is pulled out and the new one can be passed through the fairlead and inserted into the retainer



**9.** This is a mechanical power take-off drum winch so an assistant operated the pedals and levers as I spooled the cable on avoiding gaps between the turns of wire. Communication is by hand signals



**10.** The second layer of cable is spooled on top of the first and why gaps should be avoided as the cable can get caught in them. Even with new cables it is advisable to wear gloves with leather palms to avoid hand injuries



**11.** New cable in place and neatly spooled. Loop of blue rope is used so that if the winch is accidentally engaged, it and the vehicle should avoid damage. This is a 25m cable, longer ones are available and would fit but are heavier to carry around



**12.** Removing the competition stickers off the doors almost inevitably pulls some of the paint off as well. It's not the first time I have had to touch the doors up and probably won't be the last. I'm not one for leaving stickers on but many differ



# CASTING OFF



Cast is the military term for disposing of vehicles or equipment no longer required for service use, Craig Allen explains.

The FC101s were all cast many moons ago and this example was spotted employed as a gun bus for a pheasant shoot in the Dales

**T**he British Army's system of casting vehicles no longer required for service has been a boon to enthusiasts over the years.

It allows members of the public to buy ex-military Land Rovers from disposal specialists such as Withams which can then be re-purposed either as working vehicles or the basis of a hobby.

This is admirable enough in itself and it's gratifying to see old warhorses such as FC101s appearing at shows or used as gun buses or campers.

What I do find a little disconcerting is when perfectly serviceable low-mileage examples of recent models appear in the surplus pages. A glance at the classifieds threw up a couple of prime examples, a civilian spec Defender 110 2.4 Station Wagon and a Wolf 90 both in good condition and with low mileages.

While not especially cheap they both represented a bargain to some lucky buyer given they had plenty of useful life remaining and had benefited from strict military service routines.

It's also not unusual to find that a cast vehicle has been recently refurbished at tax-payers' expense. Which gets me to wondering just why some of these vehicles are regarded as surplus in the first place?

Still, with close connections to the military, I know for a fact that the 'green fleet' Wolf

Land Rovers are generally held back for major exercises or operations leaving hired vans and pick-ups to take up the slack.

This is one reason I bought my own Land Rover for use on range days and as a photo wagon. So why sell off perfectly good Land Rovers which make fantastic general service vehicles then fork out money for hired Japanese pickups to replace them?

Surely the cost of keeping a Defender serviced and on the road is minimal in the scheme of things and it would give the REME something to do?

Apparently, the argument for casting Wolf 90s is they are too small for the latest Bowman radio fit but they still make a great utility vehicle.

I had the use of an earlier generation 90 some years back while still serving and it was perfect for recces and to get around on exercise.

Why wouldn't a Wolf model be equally useful to some poor serviceman currently issued with a white hire van?

Try getting that across Otterburn in winter or up some muddy track in Sennybridge.

My interest in cast Land Rovers started some years back when I was maintaining a small fleet of 109s allocated to a reserve unit. Well beyond their sell-by date I was constantly rotating them through the local garage to keep them on the road.

At the time, a quick glance at my Land





Rover magazine told me the MOD were happily selling off perfectly good 110s as surplus. I guess it got my goat, we could have really used those 110s and I would happily have swapped them for our clapped-out Series IIIs.

Of course, today I would have to part with several thousand pounds if one of those old wagons appeared for sale.

Then there's the Tithonus saga where the army uprated older generation 110s only to sell them off shortly afterwards. This was a bonus to collectors or those re-building Land Rovers for the American market but can't have made much economic sense.

If they had gone the whole hog and re-engined them with Tdis they would still be a useful addition to the fleet today.

The release of Pulse 130 ambulances is far more understandable as our shrunken armed forces don't need as many. In fact, some were re-bodied for further use and of course they make for perfect ready-made

**'Today I would have to part with several thousand pounds if one of those old wagons appeared for sale'**

The 130 Battlefield ambulance has been disposed of in significant numbers and this one has been re-purposed as a mobile coffee wagon



The Lightweight makes for a popular choice for those looking for an ex-military Land Rover



I find it slightly more worrying when good civilian-spec Land Rovers like this one pictured at Catterick are sold off as surplus



Popular with enthusiasts, the Wolf remains in service but many of the SWB 90s have been disposed of



The older generation 90s & 110s make a good surplus buys and the Tithonus models have been uprated with roll cages, improved interiors and mechanical overhauls

campers for the civilian market.

Then there are the nearly new Penman trailers now appearing for sale, what happened here, did the MOD just buy too many? This isn't too far-fetched, as a slip of the pen meant that far more Mantec spare wheel carriers were ordered than were actually required, which is why I was able to pick one up so cheaply at the Scottish Land Rover Show.

So there you are, some thoughts from the trenches: make of it what you will. If you own an ex-military Land Rover enjoy it at least you will be getting a return on your tax dollars which after all paid for all these surplus vehicles in the first place.





DIFFICULTY RATING: 

TIME ALLOWED: TWO DAYS

COST: N/A

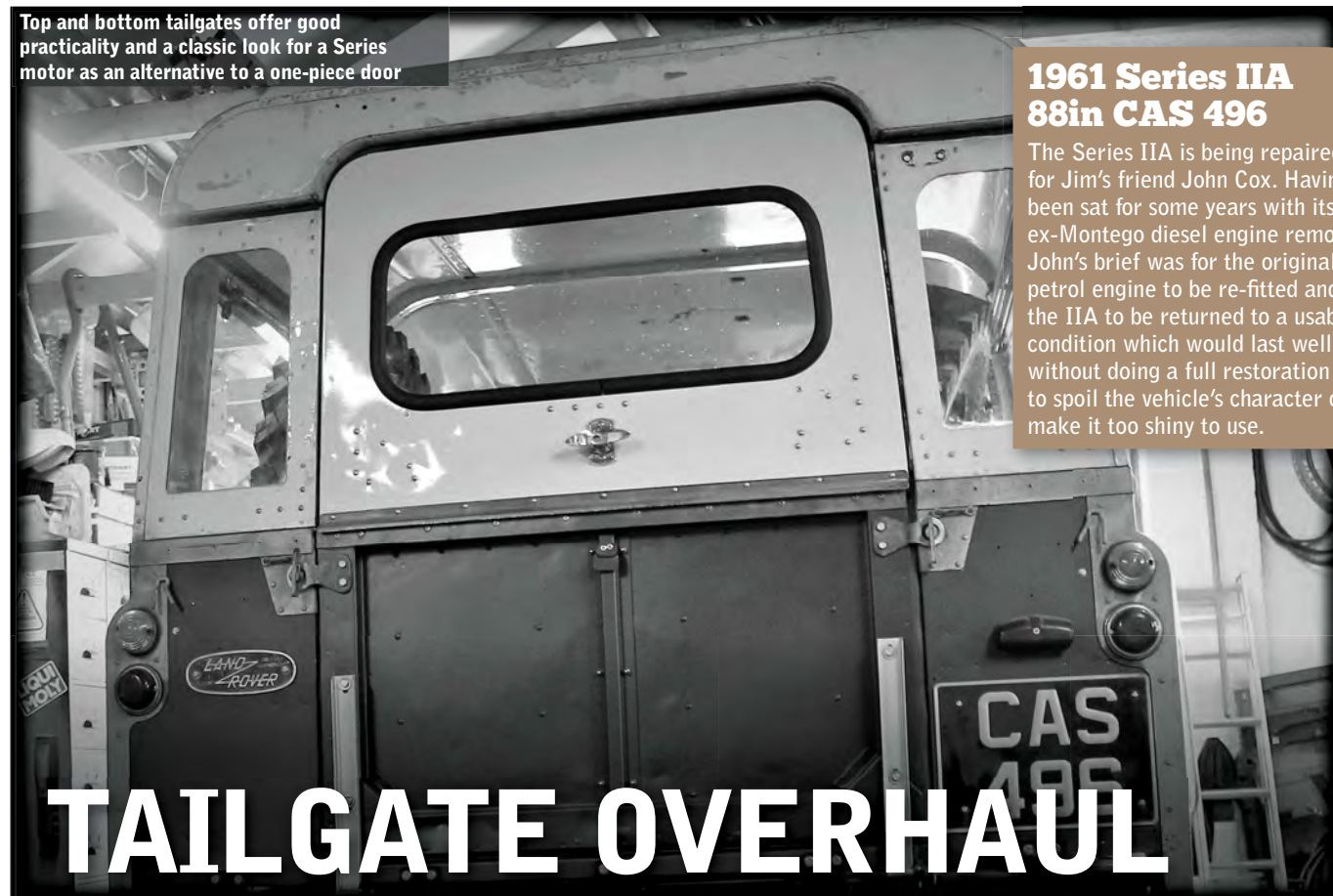


## SERIES IIA 88 REPAIRS: PART 16

Top and bottom tailgates offer good practicality and a classic look for a Series motor as an alternative to a one-piece door

### 1961 Series IIA 88in CAS 496

The Series IIA is being repaired for Jim's friend John Cox. Having been sat for some years with its ex-Montego diesel engine removed, John's brief was for the original petrol engine to be re-fitted and for the IIA to be returned to a usable condition which would last well without doing a full restoration to spoil the vehicle's character or make it too shiny to use.



Jim Willett conducts some major surgery on the IIA's upper tailgate while owner John Cox fettles the lower tailgate

WORDS AND PICTURES JIM WILLETT

**C**AS 496 had originally been fitted with a truck cab roof and tailgate but arrived at the workshop with a loosely fitted station wagon roof and a hole at the back. Both tailgates were loosely bolted in place to keep the rain out until the IIA was stripped.

The lower tailgate was of the correct early all-alloy design but had an unsightly galvanised sheet riveted over the outside. Owner, John Cox took the complete lower tailgate away to remove the galvanised sheet.

When the tailgate returned, it just required preparing for paint, fitting with tilt cleats, a central stiffener, hinges, catches and chain pigtailed. After priming and top-coating, attention could turn to the upper tailgate.

The upper tailgate, now commonly referred to as a 'cat flap' was serviceable, but showing its age. No one seems to supply a new upper tailgate and used items can be expensive, so John decided

**'The upper tailgate was serviceable, but showing its age, so John decided that it should be fully refurbished prior to refitting'**

that it should be fully refurbished prior to refitting.

The overhaul process for an upper tailgate is broadly similar to that for a side door, other than I am not aware of anyone who supplies a replacement skin for the tailgate. This creates a fair amount of additional work to get the alloy skin straight, repaired and back to bare metal. A

new side door skin would be at this stage as soon as it came out of its box.

With the alloy skin made good, work on the steel frame could commence. When CAS 496 had its door bottom frames overhauled last month the same technique could be applied to replace the lower edge of the tailgate frame. However, the upright sections of the tailgate frame were also in a sorry state, so replacements were welded to the bottom before cutting the original frame to weld in the new one.

One of the benefits, cited last month, of overhauling doors is that paint and panel sealant can be used to isolate the steel frame from the aluminium alloy skin. This is equally important when re-assembling the upper tailgate as electrolytic corrosion will soon take hold if dissimilar metals are in direct contact.

Next month the tailgates are properly attached along with the side doors as the IIA nears completion.





**1** Top tailgates are mounted further up out of harm's way than side doors, but share the same alloy skin on steel frame construction...



**2** ...Eventually this leads to the same corrosion problems as side doors with electrolytic corrosion between the two metals



**3** A replacement handle was fitted to check lock operation as the original had gone missing before the IIA arrived



**4** With the handle tested, it could be removed and stowed while the tailgate was stripped for repair



**5** All four sides of the alloy skin are crimped onto the steel frame. A selection of solid and pop-rivets must be drilled out



**6** Glass was dirty, scratched and had remnants of a painted-on heater element to be removed. A new seal will be used for reassembly



**7** With fittings removed, the condition of the frame can be assessed before separating from the skin



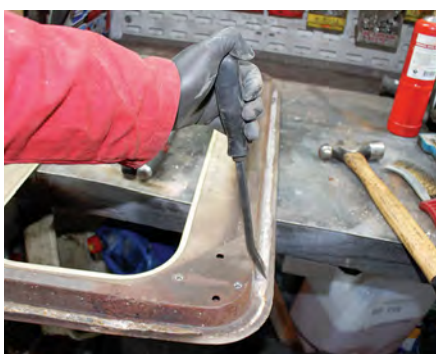
**8** The upper rail and corners of the frame were solid, but the lower side had damaged thread inserts and corrosion throughout



**9** The lower corners had been cobbled up in the past: proper repairs are difficult to execute with the alloy skin still fitted



**10** A selection of levers are used to un-crimp the side and bottom edges of the alloy skin to at least 90 degrees



**11** The top edge can be opened up just enough to slide the frame out while preventing distortion of the rounded corners



**12** Top tailgate skins are not readily available, so the original would have to be repaired along with the frame





**13.** The frame's outline is marked on the bench before cutting commences. This will be used to check alignment of repairs



**14.** Side-door repair sections are also the correct profile for the upper tailgate frame



**15.** Measurements are recorded to ensure that the original skin will fit the repaired frame correctly



**16.** Repair sections are clamped to the back of the original frame to match-up angles and dimensions



**17.** A chop-saw is the easiest way to ensure that mitred joints are cut to the correct angles in the new steel



**18.** The replacement frame section is MIG-welded together while still clamped to the original frame: This restricts heat distortion



**19.** Once the welds have cooled, the new frame can be released to cut out the top of the original frame



**20.** Neat cuts along the original welds separate the top section. This can now be prepared for welding to the new metal



**21.** The repaired frame ready for shot-blasting. Both parts were clamped flat to the bench during welding to prevent distortion



**22.** The inside of the tailgate skin was cleaned back with the dual action sander to remove paint and corrosion



**23.** A panel-beating hammer and dolly are used to tidy up the edges of the skin for re-crimping



**24.** The edges of the skin are annealed with the blow lamp before and after opening crimps. This prevents cracking due to work-hardening





**25.** Pitting from alloy corrosion is treated with a phosphoric acid cleaner prior to painting



**26.** The outside of the skin is sanded back to bare metal. The DA sander leaves a good key for etch-priming



**27.** The inside of the alloy skin and shot-blasted frame are etch-primed before re-assembly to reduce electrolytic corrosion by separating the dissimilar metals



**28.** Panel sealant further isolates the steel from the alloy and helps reduce vibration between the two parts once assembled



**29.** The frame is clamped down to the skin on a flat work bench while the edges are crimped back down



**30.** Door skinning tools are available, but a soft-faced hammer is quite effective for crimping the edge seams down tightly



**31.** Hardware is offered up to the new frame prior to painting to mark out and drill holes for rivets and thread inserts



**32.** A layer of etch primer is followed by several coats of high-build primer and finally three coats of Limestone polyurethane top coat



**33.** Once the paint has dried, an air hammer and rivet snap are used to secure the spruced-up tailgate hardware back into place



**34.** Locking parts are bolted on but everything else is secured with rivets. Pop-rivets are used into the frame section and solid rivets elsewhere



**35.** Bare rivets look smart but it is common practice to fit them prior to painting as the rivet snap can leave marks



**36.** Both tailgates loosely fitted. Owner John had already fettled the lower tailgate, so little remedial work was required prior to fitting





DIFFICULTY RATING:

TIME ALLOWED: EIGHT HOURS

COST: N/A



## 2,286CC DIESEL



In this second instalment of the overhaul of a 2,286cc diesel engine in a Series III, the engine is reassembled ready to be tested

WORDS AND PICTURES **JOHN CARROLL**

**T**he diesel engine rebuild continues. Last month we left it partially reassembled with the pistons back in the block, the big end bearing shells in place in the con rods and the bearing caps torqued up. Since then the sump has been refitted and, up top, the traces of the head gasket cleaned off the cylinder block.

Then, with the help of a Bearmach decoke gasket set (part number BR 0922 for the diesel 2,286cc engine) the cylinder head with the valves, valve springs and new seals was reassembled and installed on the block.

This gasket set includes valve stem seals, exhaust and cylinder head gaskets. It also contains new sealing washers - both steel 'crush' washers that go in the injector housing bores and the copper washers that go around the injector assemblies that are crucial in sealing the injectors when they are fitted to the cylinder head.

The 10J diesel engine used in Series models of Land Rover is an in-line, four-cylinder unit of a simple design featuring a cast-iron block and head and pushrod-operated, overhead valves.

It displaces 2,286cc and, on its introduction in 1962, featured a crankshaft with three-main bearings. This was upgraded to a five-bearing crankshaft in 1980 in parallel with the petrol-

**'It displaces 2,286cc and, on its introduction in 1962, featured a crankshaft with three-main bearings'**

fuelled versions of the 2,286cc engine. Being a 1984 model, our brown Land Rover - aka Newquay Brown - has the five-bearing engine.

Through a bore and stroke of 90.49 x 88.9mm and a compression ratio of 23:1, it produces 62bhp @ 4000rpm and a maximum 103lbs/ft of torque at 1,750rpm. This means that it is no hot rod but it has plenty of stump-pulling torque at low revs for the hard work such Land Rovers were designed to be capable of. The 10J engine features cylinder liners that mean after that hard work, it can be rebored to a maximum of +.040in - as this one has previously been - and further rebores require new cylinder liners to be fitted.

For now, though +.040in will do and hopefully this overhaul will clean up the engine enough to gain a legitimate MoT test pass. As I type this, the vehicle's other MoT fail points are being addressed so that we can get a definitive answer. More next month!

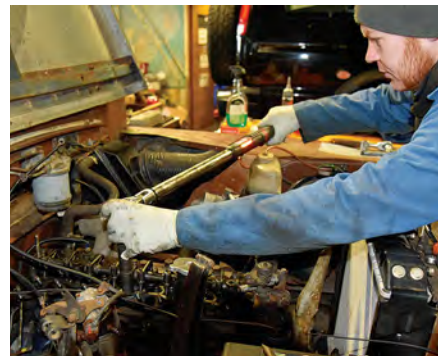




**1** With the traces of the head gasket cleaned off the cylinder block the reassembled cylinder head was installed on the cylinder block and torqued down



**2** We used a Bearmach decoke gasket set (part number BR 0922) for the diesel 2,286cc engine that contains everything needed for this job



**3** Liam Fearnley torques the cylinder head bolts to the workshop manual's specifications (5/16ths UNF 18 lbs/ft. 1/2in UNF 90lbs/ft)



**4** Some of the cylinder head bolts go through the rocker assembly posts and once they are torqued up, the tappet clearances are set



**5** The injectors have sealing 'crush' or corrugated washers that fit inside the injectors' mounting holes. Care must be taken to remove any that are still in place



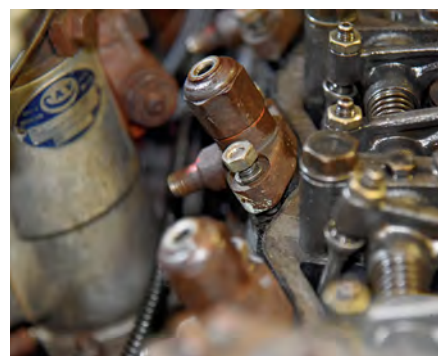
**6** One of the new sealing corrugated washers from the Bearmach gasket set alongside the old one retrieved from the injector hole in the cylinder head



**7** One of the four fuel injector assemblies seen with its original and new copper sealing washers that fit around its end



**8** The four diesel injectors are refitted to the cylinder head care must be taken not to damage the protruding needle valves



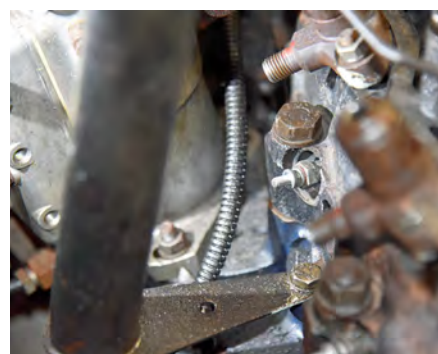
**9** Eight nuts and washers such as this one retain the four diesel injectors in the cast iron of the cylinder head



**10** It is a straightforward task to tighten the nuts that retain the injectors with socket, ratchet and extension bar



**11** The next task is to reinstall the four glow plugs into the cylinder head below the injectors. These simply thread into the cylinder head

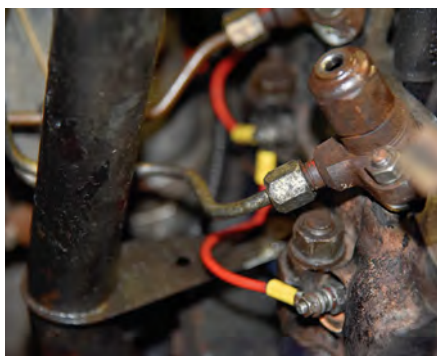


**12** One of the four glow plugs tightened into place. The thread on the visible end allows the component's electrical wire to be connected

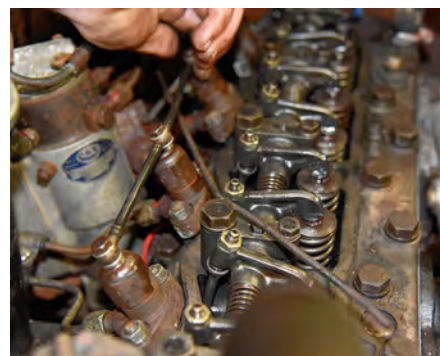




**13.** The diesel fuel return pipes are reconnected to the injectors by these threaded unions that can be tightened with an open-ended spanner



**14.** The glow plug wiring attached and held in place with nuts and the fuel union fixed in place on one injector



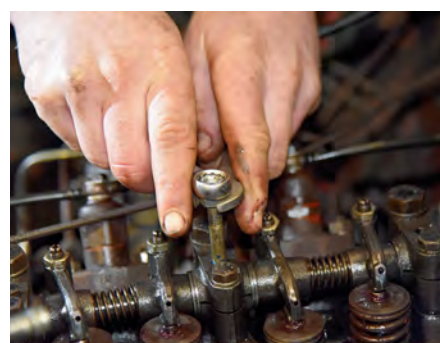
**15.** The unions on the diesel spill rail pipe are reconnected to the tops of the refitted diesel injectors



**16.** The diesel fuel spill rail is connected to each of the four injectors at these unions which need to be sealed to avoid fuel leaks



**17.** The fuel spill rail is connected to the fuel filter and allows unused diesel to be returned to the fuel tank



**18.** The rocker cover studs are tightened into the cylinder head by using a pair of nuts locked together that are removed before the cover is fitted



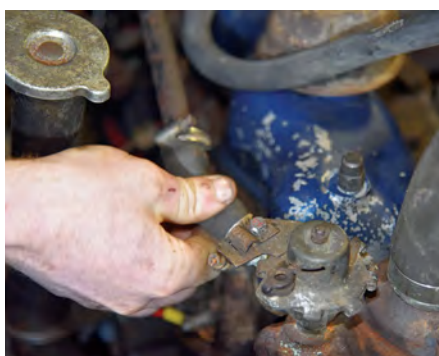
**19.** The composite cork rocker cover gasket is self-adhesive on one side so that it can be fixed to the cleaned surface of the alloy cover



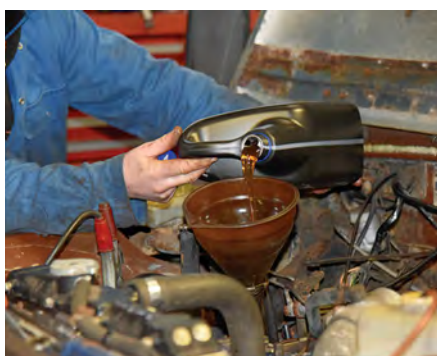
**20.** The rocker cover with attached new gasket is fiddled into place over the rockers onto the cylinder head and its fixing studs lined up



**21.** The alloy rocker cover, seen here in a fetching shade of blue Hammerite, is held in place by three studs onto which are screwed acorn nuts



**22.** The metal heater pipe is connected to the engine and the heater by short lengths of rubber hose fixed in place with jubilee clips



**23.** One of the engine's essential fluids is poured through a funnel and the filler hole. The 1990 Haynes workshop manual specifies six litres of SAE 20W50 oil



**24.** The radiator is filled with water prior to starting the engine. If we are satisfied that everything is OK, it will be drained and refilled with a suitable mix of water and anti-freeze



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# Bellissimo!

## *V8 110 Auto da Festa!*

A brave Toby Savage takes his 28-year-old V8 110  
on a 2,500 mile return trip to a fiesta in Italy

WORDS AND PICTURES **TOBY SAVAGE** ILLUSTRATION **LOUISE LIMB**

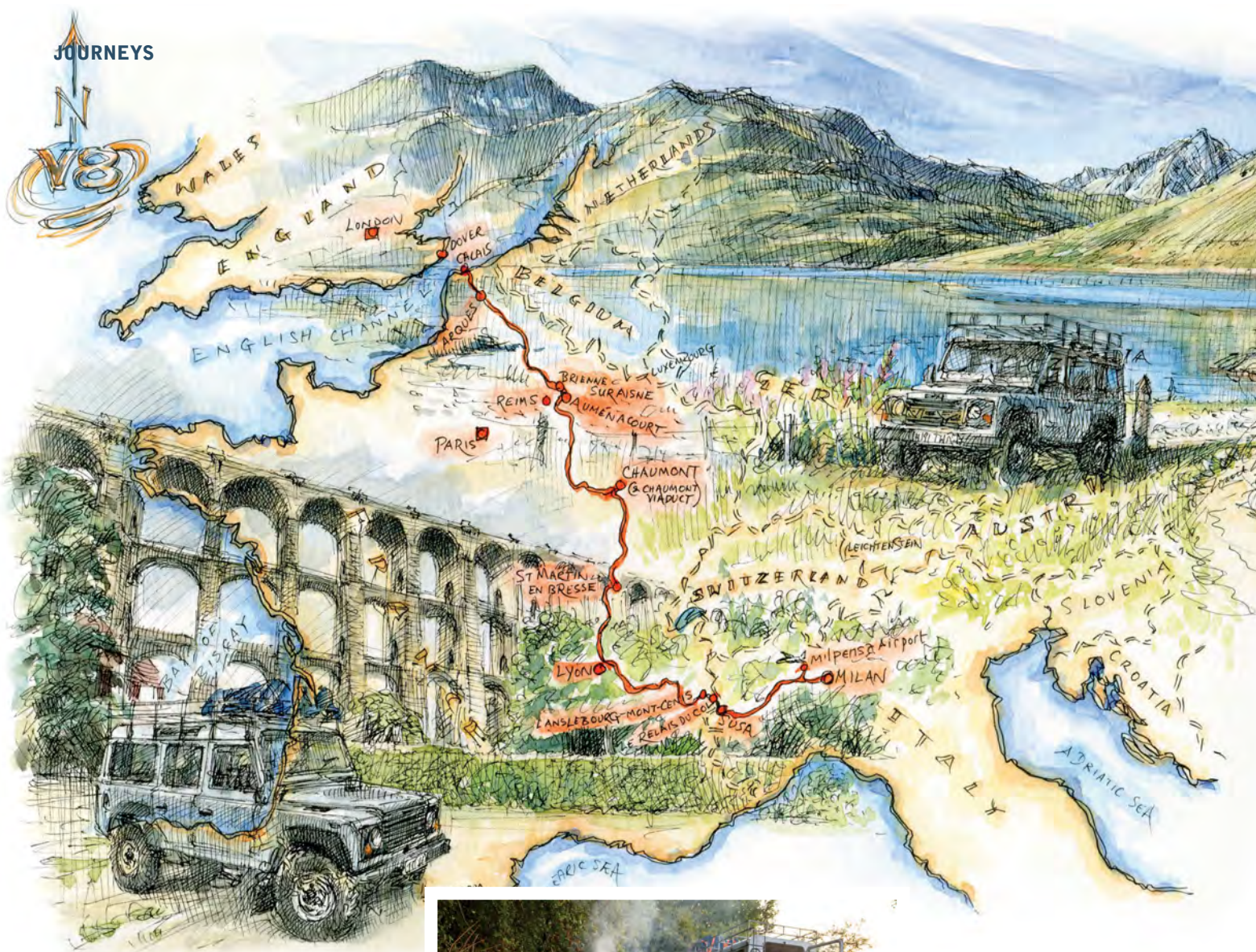


Easy trails lead around the shoreline of the Lac du Mont Cenis. Many could be done in a car, but having the Land Rover opened up more challenging tracks









**T**aking our V8 110 party car, or Auto da Festa as it is now known in Italy, on a 2,500-mile round trip to attend a party was not a decision to be taken lightly.

The alarming fuel consumption was questioned by many, but a gentle run to Cornwall last year rewarded me with just over 20mpg and I knew the ride would be comfortable and the load-carrying capacity unequalled.

I have been visiting Leigh, an old pal who lives in northern Italy, on an annual basis for about 20 years now. I take him English beer and Cheddar cheese and return with Italian wine and various foodstuffs.

This time there was to be a second agenda. A small group of us had been invited to a party at a castle and I offered to pick them up from Milan Airport, returning them a couple of days later. To further help justify taking the V8 I decided that to make some savings I would avoid all the toll roads and would sleep in the back.

My son Will and I have shared ownership of the 1991 110 for about four years and during that time replaced a few bits, but we both agree that it is a lot of fun and has earned its keep transporting groups of mates, bikes, camping equipment etc.

In preparation for this trip, we serviced the engine, greased the prop-shafts, checked transmission oil levels and had the radiator re-cored as the temperature gauge had been fluctuating dramatically.

I removed the rear seats and stashed them



on the roof rack to make room for a camp bed and with a full tank of petrol I set off to catch the Eurotunnel. It was an easy run to Folkestone and, once on the other side, I knew of a peaceful spot in the village of Arques, an hour south of Calais, where I could spend the night for nothing.

An added bonus is that early risers can sneak into the nearby municipal campsite before it opens and use the facilities!

My early start saw me burbling down a generally straight course through many small villages and by midday I was ready for a break and a bite to eat.

Pulling off the road onto a track I parked in the shade of some trees and noticed a discreet sign in the undergrowth commemorating the heroic activities of the French 151 St RI regiment on this very spot on June 10, 1940.

The plaque had been erected by a local history group in memory of the battles in and around Brienne-en-Aisne and







A reasonable view in the morning.  
Maize fields in central France



Many of the small French towns show signs of neglect as young family members move to the cities to find work



Al fresco eating at its best in France

Auménancourt. Eating my pork pie I wondered just what awful sights those lads must have seen nearly 80 years ago. Fifty-four soldiers from the area lost their lives on that day defending this area of great strategic importance. Now it is just rolling farmland, golden in the late summer sunshine.

By now deep into the Champagne region, my next stop of interest was in Chaumont where I was stopped in my tracks by the remarkable sight of the Chaumont Viaduct.

Web research confirms this was completed in 1856 and forms part of the Paris to Basel railway. It is certainly a stunning piece of civil engineering. By late afternoon I was anxious to find somewhere to sleep before it became dark. I have an app on my phone that lists free places to park up for the night



A welcome awaited the group at their friend's family castle an hour's drive west of Milan. It was built in about 1900 by an eccentric millionaire and is still enjoyed by his family

The scenery up at the top is truly breathtaking with mountain passes linked by small roads and tracks



**'Fifty-four soldiers from the area lost their lives on that day defending this area of great strategic importance'**

and found one in St Martin-en-Bresse. It was a car park in the centre of the village and looked a bit too busy for my liking so I continued past it, turning onto a smaller road, then a track, then into the woods.

A quick check for dogs barking, lights and general signs of habitation confirmed it was a suitably remote location so I ate and went to bed. With the seats removed, there is a full 6ft 6in of floor space in the back of the 110. Perfectly adequate for a camp bed and one occupant.

My next destination was the Alps and to avoid the hefty €59.80 fee for a Class 2 vehicle through the Frejus Tunnel, I opted to take the scenic route over the top.

Col Mont du Cenis peaks at 2,083m and is closed in the winter due to snow, but in early September on a warm sunny day, a far more enjoyable option than the Autoroute.

Plus, there are some irresistible tracks at the top leading deep into Alpine pastures. It was on the climb up the D1006 from Lanslebourg-Mont-Cenis that I first noticed there might be a problem with the cooling system. The drive south had been in moderate temperatures and all had been well, but faced with a stiff climb and hairpin bends in 34°C heat the gauge was





Toby's route to and from his sleeping spot included this colourful drive through the woods

The Chaumont Viaduct. This magnificent structure has 50 arches on three levels, is 654m long, stands 52m above the Suize Valley and forms part of the Paris to Basel railway line



Friends and family on the steps of Louisa's family castle. Louisa is on the left with husband, Bruno



The woman who runs the Relais du Col is most entertaining as she explains the history of the mountain pass back to the days of Napoleon to a small group of dinner guests

creeping towards the red.

I made it to the top without overheating and decided to stay the night up there at the delightful and eccentric Relais Du Col. I have stayed there before and would recommend it to any travellers who like their accommodation a little out of the ordinary.

It is a small guesthouse run by a lovely couple who must be in their 80s. His grandfather had the original hotel up there and if you believe madame, this was in the time of Napoleon! The hotel straddles the old France/Italy border, so I had the thrill of sleeping in a room that was in Italy while dining in France. You don't get that in a Travelodge.

It is a great experience to wake up at the top of a mountain and I took a brief walk before breakfast, then re-assembled the seating in the Land Rover, as my next stop was Malpensa Airport.

Checking over the engine, the radiator took an alarming three litres of water, yet there was no sign of leakage, but a quick calculation confirmed I was achieving 19

## 'My early start saw me burbling down a generally straight course though many small villages'

mpg by not exceeding 50 mph.

Naturally from the Col, it is all downhill for an hour to Susa, in Italy and then on to Milan keeping a watchful eye on the temperature gauge. My friends were over an hour clearing passport control and I was forced to do many laps of the arrivals area with the engine temperature inching towards the red.

With time to spare, I did at least find the cause of the overheating. The viscous clutch on the cooling fan was not engaging. A fairly common fault on old V8 engines.

I topped it up again just in time for a call to say they were out and we could pile

them and their luggage into the cavernous back of the 110. This group of friends all drive 'normal' cars, so travelling in a Land Rover was a new experience for them. It brought out an appreciative delight at how simple motoring can be as they sat on the boxy seats in the back and enjoyed the high vantage point to see over the hedges. Experiences we often take for granted.

We laughed our collective way to the party venue arriving just in time for aperitivo - a selection of local nibbles washed down with prosecco. The venue for the weekend was a folly built in about 1900 by our friend Louisa's great great grandfather.

He was certainly eccentric as not only did he have the castle built, but also the ruins of a far 'older' castle within the grounds! All too soon our weekend at the castle was over and it was time to pour another three litres of water into the radiator, get everybody into the Land Rover, along with many gifts of bottles of wine and head for the airport. **CLR**

In next month's Classic Land Rover we hear of Toby's return journey through France where he suffered a few breakdowns!



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