

## Life & Times of the Landie - Part II

Apr 13 2012 12:22 AM | alex in Car Features

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bought a set of mud tyres for when I feel like having a bit of a play 🤪 it was also a good excuse to fit some new shocks got Dave from Llama 4x4 to import some from the USA...they are brilliant...lets see if these can last more than one trip!



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alex

Mar 17 2012 08:54 PM

So after faffery and playing around in mud...decided the beginning of 2008 was a good to to start poking about to see what this honest looking Land Rover was like underneath. Uh oh!

What would you do to get a car though an MOT. Would you a) repair the chassis using decent plate and a strong weld or 🤔 use a bit of tin, silicon sealant as a pretend weld and throw some underseal over to fool the MOT'er. Oh crap, the latter is



A quick inspection showed that the quality of the weld was, well, suspect....



Just one example of an outrigger...the small holes were the start of it...it was shockingly thin...in the end I think every single outrigger was replaced:



It's when you start seeing things like this you think what on earth have I taken on here....and goodbye weekends!





Muahahaha lob it off! That is always the fun bit when the grinder comes out 😁



Anyway after fun with the grinder I suppose we better do something sensible, so replacing a door top was an achievable goal. Thankfully, Lewis, my brother, is stupid enough to volunteer to be a human painting jig. Needless to say, his hands end

Legend has it, the Land Rover was named - Red.



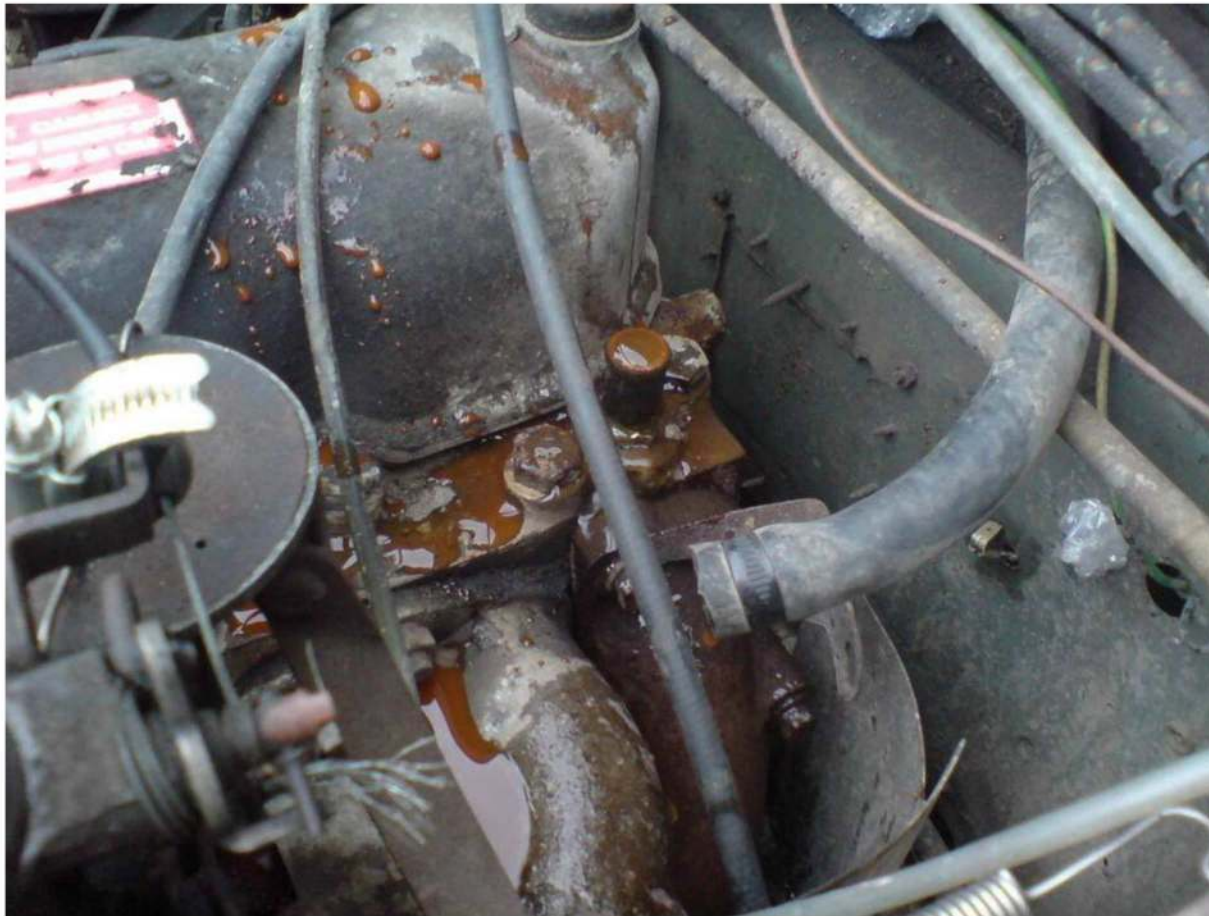
(apologies for posting multiple threads but if I dont I will lose track)



alex

Mar 17 2012 09:23 PM

A little lesson...if you dont put antifreeze in your car for 30 years...you will get rust...even now, three years on, I still get rusty murky water very quickly...the block must be pretty thick...you would have thought it would have rusted through by now



For those that know Series landies, the headlights are shockinly bad. Think the glovebox light from an Austin Maxi and you will not be far off. So replaced the sealed units with standard defender/etc "Crystal" headlights. Found out later that they ar sort of get the clearnes burred off but oh well.



It seems rain is the theme when I am workign on vehicles! Anyway, repalcing the headlights was ignoring the fact I had some proper work to do. The chassi needed a good looking at. so the body had to come off. Staring with the roof (yeah thats 1960...and an 80s RR V8 if you can jsut about see that)....



Body off...



This was the main deciding point really. It was a case of do we re-chassis it...or deal with what we have. patch it up, repalce where needed and go with it. We decided to go with it. First clear thing we had to do was repalcing the rear chassis - doir enough, it was knackered at every point we poked, we would make a hole...so it had to go. Clearly, hammers were a large consideration at this point.



Marking up where things had to be cut off. at same time gave Mazda a quick run to keep things ticking over (see blue bonnet). Wifey at hand to provide tea and an "it'll be fine" reassurance:



Now...I can lob things off. But my stepdad, Moss, is better at it - he really is an understated engineering genius, and is willing to help, so passed the grinder over. And yes, slate us for H&S disregard if you like, but Moss has hands of asbestos:



Lobbed! Uh oh, it is not looking like a landie anymore!



After a few trial fits with the body making sure all was right, g-clamped it in place then a few spot welds to keep it there:



And then the welding marathon starts...again, full credit for Moss for this, there is no way I could make the weld as strong as he does. It does get fish-plated for strength later on:





Starting to look a bit more like a Landie now...at this point we thought we were pretty much there...but this was just the start tbh. Wohoo the body fits, a bit of relief!



alex

Mar 17 2012 09:58 PM

So the above was just a trial body fit, clearly it had to come off again and plated up correctly...again...we wanted a strong vehicle...not jsut one that would pass an MOT It's not terribly pretty, but it is certainly strong (3mm plate is overkill, but you



Before putting things back together, cleaned + painted everything including the axle and a fresh set of brakes. Note to anyone...do not replace anything with a rubber seal with a Britpart part...only go genuine...the later hassle was simply not worth of leaves. We hummed and harred if to go for parabolic or standard. In the end, keeping to the original theme of strength we went for LWB springs which gives an extra couple of leaves. The downside is a harsher rider, but what the heck:





As a re-occurring thee on this car...when you see a bit of rust...turns out to be a lot of rust...hmmm what's this then...bit of rust on the door pillar...hmm



Wings and doors off to inspect...oh dear...that'll come out then! It was by this point that a few "enthusiasts" had commented that this car was a waste of time and better off starting with a decent shell/chassis in the first place. I came this far...I wa



These came up cheap on [astra-mk2.com](http://astra-mk2.com) - they are from a cav...but same thing...Recaros...and these, in my opinion, are some of the comfiest and supportive seats about...perfect!



Again, ignoring doing "proper" work drilled some holes in the roof and fitted some lights. I did consider getting a roof ar then though sod it:



Right, time to tackle this then. First jig up the pillar. No doubt rivet counters will cringe at this and tell me this is not the "proper" way to do it. But it works.



Then weld in place and add a footwell. I dont mind using Britpart for sheet meta, even if it is a little on the thin side really (no way am I paying genuine LR prices for a bit of metal which, if we could be bothered, we could fabricate ourselves):



For some reason I really like this pic. To me it captures this build - the smell, the grinder, the sparks, the fabricating with a hammer sitting on the chassis and a spare grinding disc ready. Hmm perhaps I enjoy this a bit too much! Anyway, it was to that were shot:





alex

Mar 17 2012 10:35 PM

The drivers side got pretty much the same treatment so i wont bore you with that (if you are not bored already!!). i cannot remember quite waht I was doing, but i noticed this little crack. It was one of those times you think jesus, what next...do I need to bite the bullet and buy a new chassis? But we pressed on:



Cardboard templates always mean serious business.



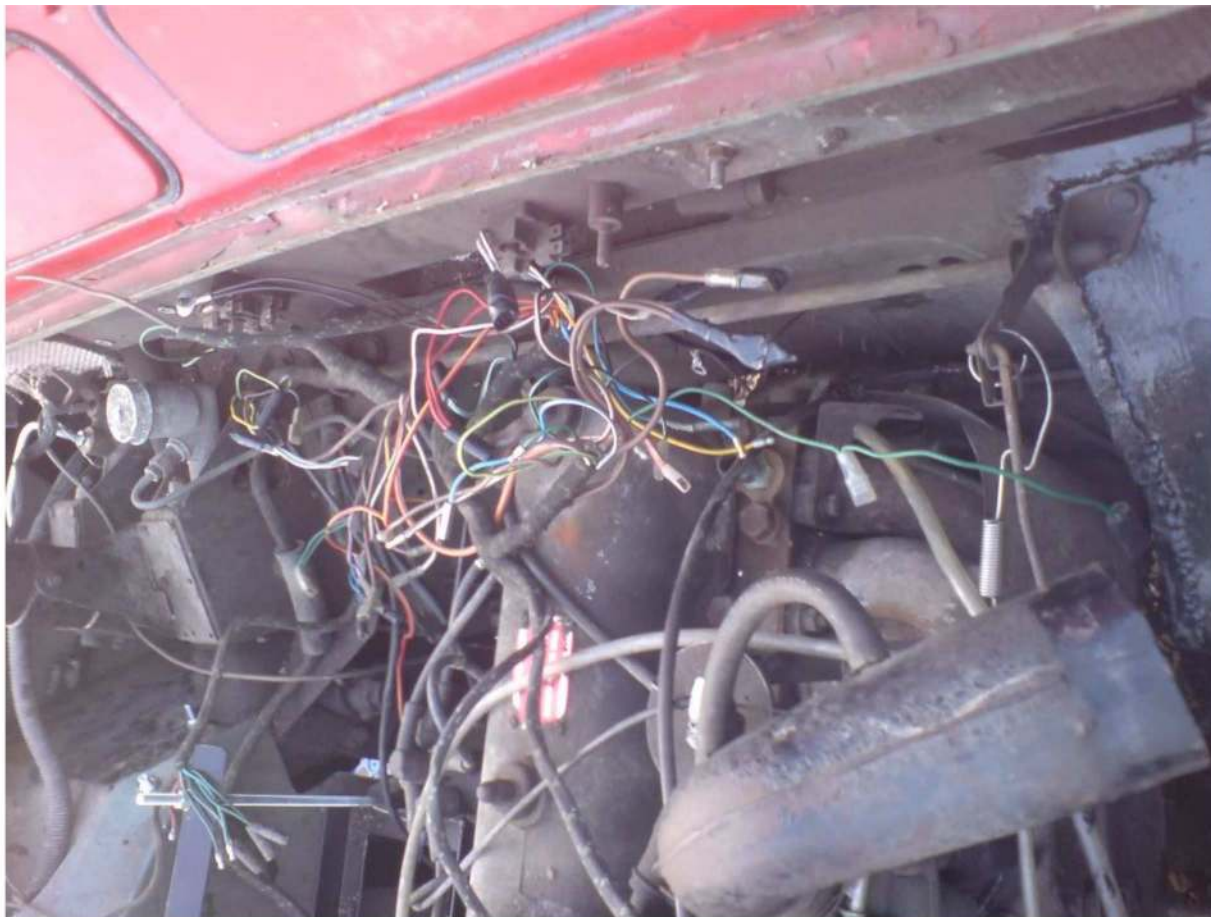
Again, Moss at hand with his welding skills, patched it up. Again, not terribly pretty but trust me on this one, when Moss welds, it stays that way - the rest of the car is likely to fall apart before his weld does:



I was told, again, by land rover enthusiasts that the only way to get a second battery on a Series landie was to have in the cabin or under the seatbox. I did not want that. So what do we have here then...a dual battery tray in the engine bay...well marine/leisure batteries would be useless for starting the car and do not have enough cranking amps...right....1000VA...not enough? To this day they are working perfectly and I can jump start decent sized diesel cars and I dont even need to bothe charging "kit" but decided most of it was rubbish so ditched most of it and made our own basic system...again....it works, but without the fuss.



it is now Summer 2008 so at least the weather is a little less harsh. Continuing on the electrics theme thought I would try to figure out what goes where....and it was a nightmare...I reckon there was 4 diferent looms spanning several generations.. again...thought about buying a loom but made our own in the end. it was worthit because now if something goes wrong I can generally figure it out pretty quick. Otherwise it is annoying when you are in the middle of nowehre and trying to figure c wires all over the place. Wiring nightmare mess:





We were trying to fit something, a leaf spring if I recall, and we could not figure out why it would not simply fit...on close inspection we found that the front chassis was quite badly bent. Hmm. Thoughts went through the head of "new chassis time" to make it straight....and a hammer would not suffice. In the end we made our own puller...which later got used as a chassis bush removal tool 🤪. It was damn effective!



Some positive fabricating stuff. Make up a dash panel with a switch to monitor both batteries, make a snorkel from an old EFI RR V8 airbox (which had to be reversed to get the right direction and some random pipe we had kicking about and knock about:









We had been ignoring one of the main issues, being that the front dumb irons were shot. I could have bought new ones but i wanted to get on with it so we made our own after many cardboard templates and scratching heads, we went for it:







alex

Mar 17 2012 11:05 PM

It was certainly taking shape now. At the end of 2008 it was MOT time. Passed with no advisories...must be doing something right! Being one of the strongest wheel choices for this car, we went for Disco 1 steelies:



At this point the press were interested and took a few cheesy photos to raise the profile of the fundraising for the anticipated Saharan Rally 09.



Recaros, 6X9s and a cubby box was the way forward. As was replacing the bil joints, track rods, etc.





At the same time we were building the other vehicle, an 87 RR V8..."project redneck"...again pretty much a full rebuild!



Projects complete at this point, we went on a trip in Jan 2009. Driving from London to the Sahara and back covering Europe, Tunisia and Algeria, approx 6500 miles and raising £1200 for the Mercy Corps.









Without too many troubles at all we made it home safely 😊

More to follow if anyone is interested at all?



Searley

Mar 17 2012 11:32 PM

alex, on 17 March 2012 - 11:05 PM, said:

Of course the wise thing to do was to buy LWB, Diesel and preferably with air-con... we ended up with the opposite; a 1963 Land Rover 2.25 Petrol SWB.

Lmao 😊

That's some build thread mate, awesome stuff! I'd love to go on a mad driving holiday or just drive somewhere far away just for the hell of it, once I get my finances sorted I might look into that and get that box ticked 😊



alex

Mar 17 2012 11:37 PM

Glad you appreciate the humour 😊

Do it...it has to be done...I would recommend it to anyone with the right attitude. But once you start...you get the thirst for it! We do like having people coming along with us if they have the right mindset and you seem to....so when the time is rig



Searley

Mar 17 2012 11:48 PM

Thanks for the kind words mate and the offer, might just take you up on that 😊



alex  
Mar 17 2012 11:54 PM

Nice one 😊 Doesn't cost that much you know after you have built a decent vehicle...it is mainly fuel and ferry costs.

Morocco again this year by the way, I have decided now for certain whilst posting these pics 😊 June 2012 it is. Then it will be a bigger trip next year to celebrate Red's 50th birthday 😊 Just need to fix the leaky rear hub, the weird squeeling noise solve leaking!) and do something about the carb...only a few minor points hey!



alex  
Mar 18 2012 12:00 AM

For those more interested in more sporty vehicles, I promise to post about my other cars! 😊 But I thought I would throw a bit of variation in there 😊



Searley  
Mar 18 2012 12:36 AM

Fair play to you mate, I won't be able to make any trips June this year, I'm off to Silverstone mid June for Moto GP, then off to Goodwood FoS at the beginning of July and then a trip to the Nurburgring in either August or September 😊

I do like my sporty/track cars, but I enjoy reading about anything with an engine really! It's always nice to read about someone else's passions and check out stuff you might not usually look at 😊



alex  
Mar 18 2012 01:00 AM

All in good time :-> sounds like some good stuff lined up :->

You might be the only one to appreciate this topic but that is fine by me :->



alex  
Mar 19 2012 01:58 PM

So back to the build...After the trip we noted we needed to make a few changes. For a start the head gasket was gone (running on 3 and a bit cylinders for most of the way but oh well!) which resulted in overheating issues. So fixed the head gasket make some improvements to the cooling system.

Hmm, so this is why we were a bit down on power for 6000 miles!



So of course fixed that but thought it would be a good opportunity to fix some of the leaky bits on the engine as well. Cleaned up OK for a 60s motor...replaced water pump and a few other bits and bobs, crankshaft seal, new clutch.









One of the points we noticed on the trip is that there was nothing decent at the front of the car for recovery other than wrapping a rope around the bumper. Considered buying something "off the shelf" but of course decided against that! Got some eyes. Idea was to weld plate onto front part of bumper and weld spreader plates on the reverse side of the bumper for strength. It is over-engineered, but I would rather that than it fall apart when I really need it:



Stick welding FTW 🤔



Sorted!



back to the cooling system....firstly, a military spec rad fan (the military red one ontop of the standard spec one to show size comparison). Mainly as a "just incase" measure as most of the time we run without the fixed fan:



Another way of bringing down the engine temperature is by fitting an oil cooler. LR did have as an option an oil cooler for these - but we bought one and found it to be bulky and not very effective. So, using the sandwich plate from the original cool made from angle iron:



Add a 13 row "motorsport" oil cooler:



Done! It is quite vulnerable sitting there so at some point (it is still like that!) will make some sort of guard. They grey patches around the lights are where the paint was sandblasted off in a sandstorm in Algeria btw 😊 :



Before venturing on the next trip I decided we needed some more creature comforts. So a cup holder was installed 😊



And because it seems we tend to bump into things now and then, some light guards:



Ready to roll! Then came the Moroccan Road Trip 2010...and did a bit of this, and yet again, loved every minute of it...despite getting stuck in Flamingo poo, stranded on a beach with the tide coming in, the chassis snapping in half, losing both 2n more than one occasion rolling down the side of cliffs:







alex

Apr 13 2012 12:22 AM

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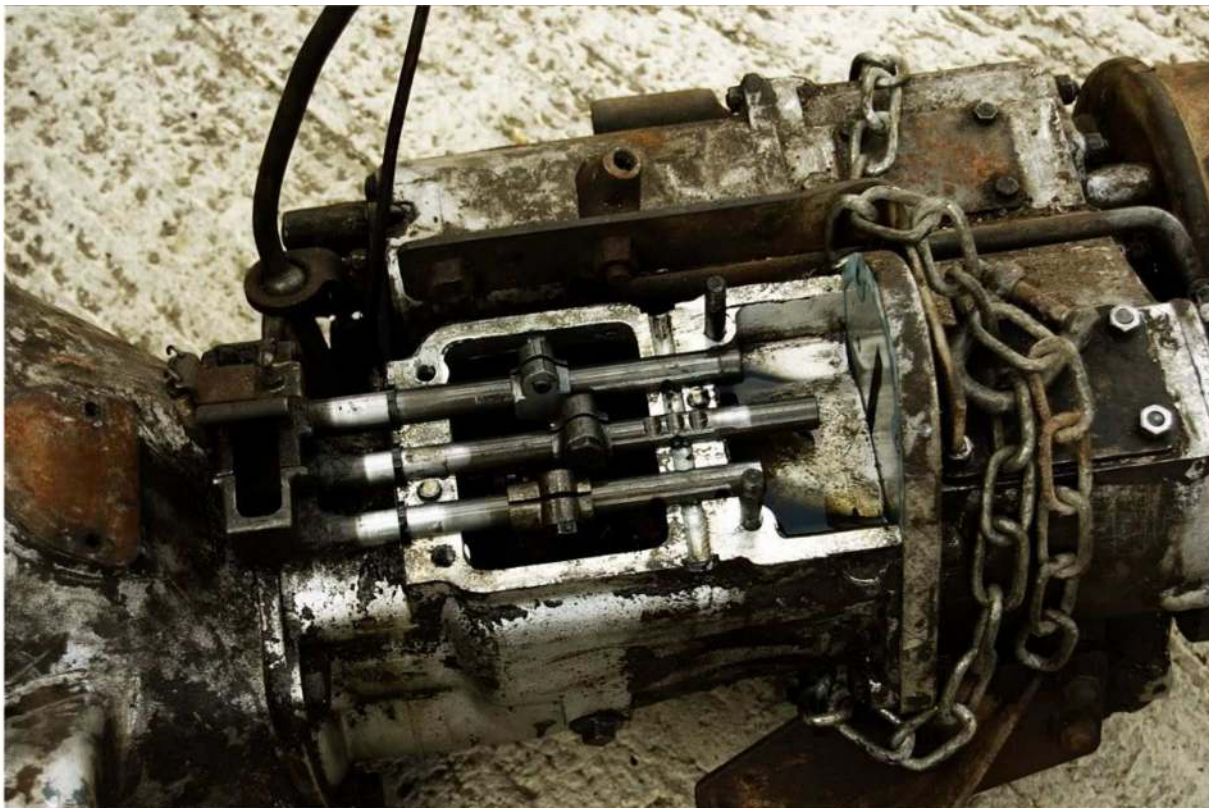
alex

Apr 13 2012 12:42 AM

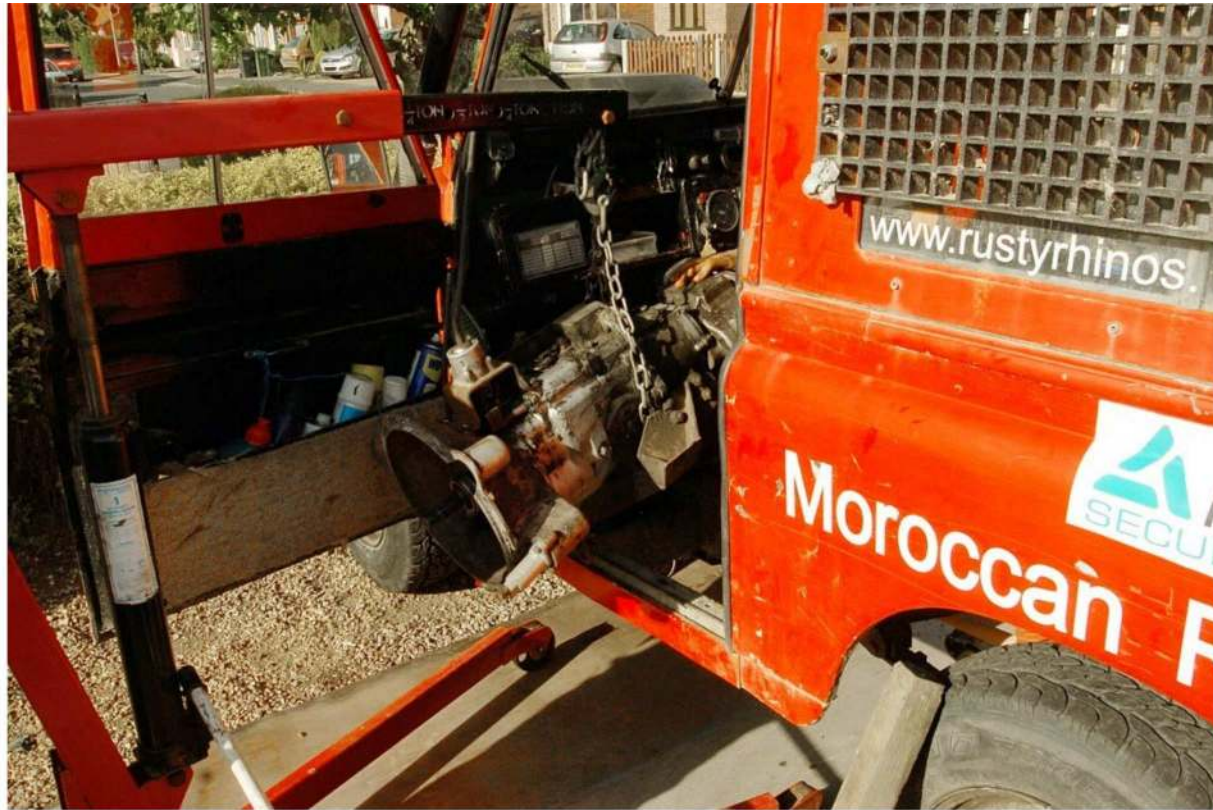
Next is what can only be described as a gearbox nightmare. I still have flashbacks to this dark period in my life. I still have part numbers and shim sizes lodged in my brain. Firstly was a dodgy clutch release bearing the clutch hard and push a whole through the gearbox casing. On the left is what the release bearing should look like. On the right...well...it is what it is....a mess:



So the box had to come out for that. We rebuilt it into Series 3 casing as that is what we happened to have around, which needed a couple of minor workarounds, but not a big deal. For those that might not know, a pic  
an old box:



So we put the box back in and the results were disappointing. It did not jump out of 2nd any more as we replaced the worn gear, but now jumped out of reverse. So the box came out again and replaced those bits. Then I thrd...so box came back out again...then to find why it was jumping out of both 3rd and 4th was a right pain in the backside. It was a lot of this:

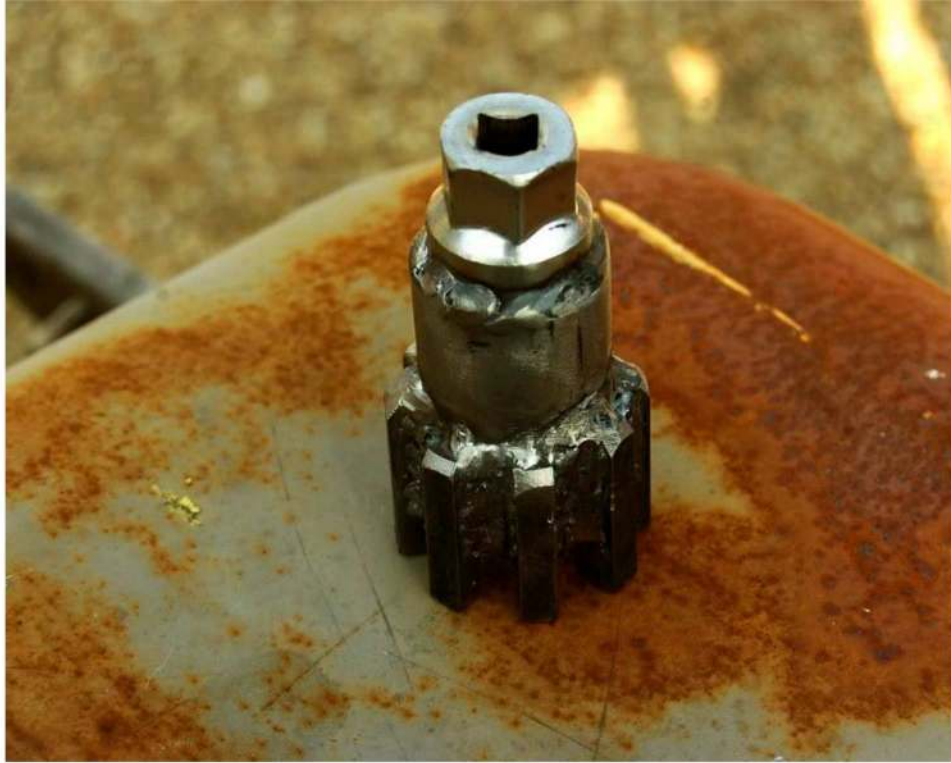




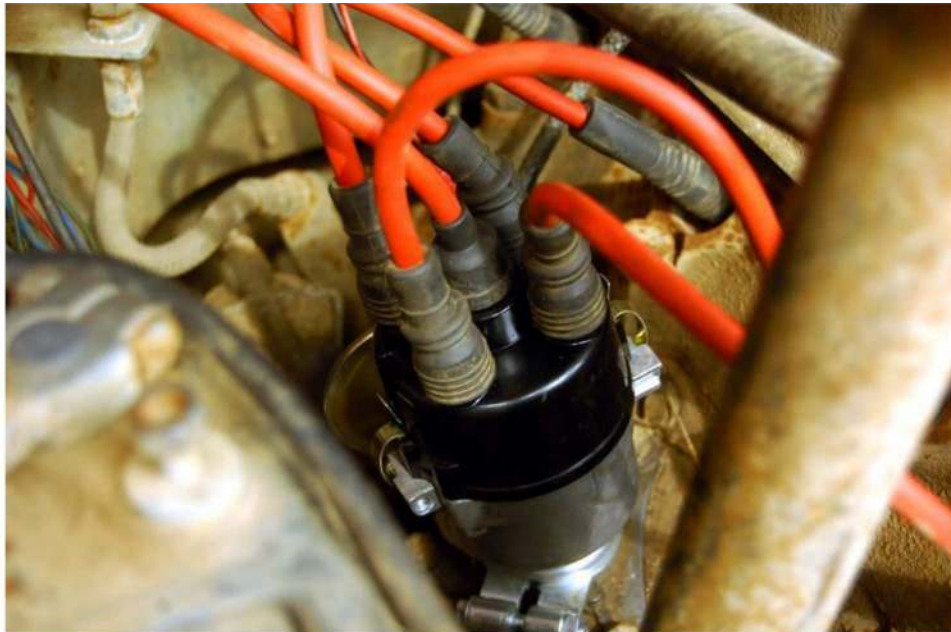
With the occasional scratching of heads and eating bacon sandwiches



But thankfully, we are now there. The box is very smooth, tight enough and has not jumped out of gear yet. We even made our own tool for tightening up the main box bolt as we got so bored of taking the box in and out don't think so!). Not a pretty tool....but pretty cool what you can fabricate out of an old socket and bits of stuff:



Also upgraded to electronic ignition and ditched the standard HT leads and made our own (bought our own kit to crimp the ends etc and all the bits and bobs to go with it)



alex

Apr 13 2012 12:52 AM

What's this then? It is our GPS tracker for our trips...it enables the landie to be tracked real time with speed, direction of travel, internal and external temperatures and we have software which converts the data and displays it directly onto our web: inserting a sim card into a device which is connected by a serial cable into a 1963 car!:



Next up, replace the old carb - it was old when I bought it and is a bit knackered really...so out with the Id and in with the new.



Then I lost the plot slightly and added a Momo gearknob...umm...hmm!



And that is pretty much it up to how the the Landie stands at the moment. All I need to do for the next trip is maybe fix the steering box leak and he is ready to be cained again on the roads of Morocco and the Western Sahara 😊



SilvaD

Apr 13 2012 11:49 AM

High 5 on the mega in depth project blog mate 😊 A really good read definitely broke my lunch hour up for me - and because it has been so well written I've promoted it to the home page, I figured you wouldn't mind 😊



alex

Apr 13 2012 05:21 PM

Ah nice one. Glad it did...I do try to document everything I do for my sake and others 😊

Of course, I do not mind in the slightest 😊 And thanks for doing so 😊



