

**landroverkaty.blogspot.com**



**Words and pictures  
Andy Kendall**

**Plus some from a few friends\***

This work is the result of buying an old Land Rover on a bit of a whim (I'd always wanted one) and then finding out I needed to do a lot of work to get it to be the vehicle I wanted.  
In order to do that I had to have the help of some wonderful people

### **Why am I writing this ?**

I've always looked back on adventures and thought I wish I had written down my thoughts at the time, and for once I'm doing something that I hope people will be interested in. Also the technology and ease of the blogging platform means I can access this and add to it from multiple places and platforms so I am no longer limited to working on a single device

It's also a place I can record what I learn about Land Rovers, what they are, how they are built and the different types and problems and solutions there are out there which means not every post will be about Katy, Rhian and me, but I hope people will find what I'm writing interesting and useful

So I do hope you enjoy reading about Katy and our adventures

### **About Us**

This blog is the adventures of Land Rover Katy She's the Star

She's a 127 wheelbase Land Rover Marshalls' Ambulance who's already been converted to a camper and had massive adventures going to Africa and back and is now resident in South Wales in the UK. After leaving the Army she went cream and was fitted out as a camper van and owned by at least 3 people before landing in farmyard behind a barn on the top of a hillside in Lancashire.

At 23 years old at the time of this current purchase she's not pristine so this adventure intends to be one of refurbishment and refitting and hopefully a whole new useful life to come

### **About me**

What do I know about Land Rovers.. I have to admit that I'm clearly in the Novice / Improver / Getting there Class. (is it OK with you all if I update that as I'm in my 3rd year of land Rover ownership). I used to do my own car maintenance back in the days when I had a Mark II Ford Escort which had 2 new engines and a complete brake system rebuild in its time. Then things got too complex as I started getting newer car with warranties and ECU's leading up to the Grand Vitara which I've had for 14 years and I admit I've done nothing to. It gets a dealer service at every interval.

At least Land Rovers are back to that type of technologies where getting back into some maintenance myself is possible. I'm planning to use the services of a local friend / mechanic to help and advice and maybe do major jobs

### **About the Wife**

She's the other star in this story, she's been supportive of me in the dark days when I had an undriveable expensive vehicle on the drive and I was lying underneath it trying to make things work and whatever I touched I found another problem. Some of the pictures are taken by her as I'm driving in some of them and she did all the video filming in the Alps and most of it on the SWLRC road run that are mentioned

### **About others\***

The members of various Land Rover forums, Friends who have encouraged, people who have left comments or sent me informative emails and those who have sent me pictures or words have all added to this blog. I hope I have credited you appropriately, if you spot anything awry please let me know and I will correct as soon as possible

I would like to especially thanks all those who have practically helped in the work that has taken place

I plan to update this PDF version after I think there have been enough updates to make it worthwhile so the latest will always be in blog format

## Contents

Katy.....	11
Why Katy ?.....	11
What is Katy ?.....	11
Her "figure" .....	11
From her VIN.....	11
From her Identity plate.....	11
From her Military disposal form .....	11
From her Military record from DES .....	12
From her Merlin record.....	12
Post her military career .....	14
2011.....	16
Was it Love at 1st Sight? - 2011-02-20 16:46 .....	16
Bidding wars - 2011-02-20 17:07 .....	19
In the Farmyard... First and Second Impressions - 2011-02-21 13:25.....	19
Down to Preston - 2011-02-21 19:53.....	20
Oh What a Morning - 2011-02-23 21:55 .....	23
Oh What a Day - 2011-03-02 22:53.....	24
First new spend and an unexpected treasure - 2011-03-04 09:19 .....	25
First job and ... I Need Bigger Spanners - 2011-03-04 17:08 .....	25
Cleaning up & Learning about Katy - 2011-03-06 20:35 .....	26
Repair or Replace? - 2011-03-07 08:42 .....	27
A Bit of Nifty Woodwork - 2011-03-07 18:32 .....	28
More Preparation Jobs and Discoveries - 2011-03-13 17:07.....	28
Finding out some History - 2011-03-19 13:59.....	28
In my Element - 2011-03-19 16:11 .....	30
Out for an Adventure - 2011-03-19 21:31 .....	32
A Tale of Two Steves and Two Geologists - 2011-03-25 21:48 .....	34
Tyred out by Decision making yet? - 2011-03-29 17:35 .....	36
New Boots and Panties - 2011-04-02 17:55.....	38
Damascus Steel - 2011-04-05 18:06 .....	39
Some Proper Care and attention - 2011-04-09 05:40.....	40
Disaster Strikes - 2011-04-15 16:04.....	41
A Mystery of Miles - 2011-04-15 17:17 .....	44
I May Need to Have More Money Than Sense - 2011-04-21 19:24.....	44
Scrubbing up Nicely - 2011-04-22 18:58.....	45

Serial Killer - 2011-04-24 09:18 .....	46
Will the woodwork ever finish - 2011-04-30 15:00.....	46
I didn't think I was going to get home - 2011-05-07 14:58.....	46
Little Bits and Pieces - 2011-05-30 17:42.....	47
Working Mirrors - 2011-06-04 18:52 .....	47
Katy wasn't always Katy - 2011-06-22 19:34 .....	48
Gearbox Replacement.....	50
Gearbox Removal in Many Painful Steps - 2011-06-25 14:48.....	50
Gearbox Refitting - Part 1 - 2011-06-25 15:36.....	57
Gearbox Refitting - Part 2 - 2011-06-28 20:13 .....	59
What a Difference Some Gears Makes - 2011-07-01 16:10 .....	66
Katy's on the road again - 2011-07-04 17:45.....	67
Carpet Shopping - 2011-07-09 17:10.....	68
Soundproofing and Heatproofing the Transmission - 2011-07-10 20:26 .....	69
Anglesey 2011 .....	71
Anglesey - The Road North - 2011-07-24 09:54 .....	71
Anglesey - Beaumaris - 2011-07-24 21:01 .....	72
Anglesey - Moelfre and Amlwch - 2011-07-25 20:02.....	73
Anglesey - Church Bay, Holy Island, South Stack and Roscolyn - 2011-07-31 18:59 .....	75
Anglesey - The Road Home - 2011-07-31 19:23 .....	77
2011 Continues .....	78
Cupboard Love - 2011-08-14 20:30.....	78
WWW = Wet Weekend in Wales - 2011-08-24 12:03 .....	79
You Need Friends - 2011-08-29 19:00 .....	80
The Eyes have it (or not) - 2011-08-30 21:27.....	81
A New Coat of Eyeshadow - 2011-09-04 17:48.....	83
Wedding Belles - 2011-09-13 06:30 .....	85
The Eyes Do Have It Now - 2011-09-22 17:56 .....	86
Kindred Spirits - 2011-09-29 18:53 .....	87
Waxolyling - 2011-10-02 18:14.....	88
Today I failed to fit a new exhaust - Twice ! - 2011-10-09 20:13 .....	91
Katy joins a club - 2011-10-14 18:59.....	92
Nearly Exhausted - 2011-10-15 15:24 .....	92
Katy's Military Record - 2011-10-20 18:50 .....	95
Katy's Rock Star Video - 2011-10-30 18:38 .....	96
One £3.50 Part missing - 2011-11-05 16:30 .....	96
Got it - 2011-11-09 15:28.....	97

Finally Exhausted - 2011-12-09 13:00.....	98
A Wheely interesting dilemma - 2011-12-09 15:19.....	99
Wheel options ? - 2011-12-15 23:00.....	100
2012.....	104
2011 Summary - 2012-01-01 12:14 .....	104
It's windy enough... - 2012-01-03 20:49 .....	105
The Truth, The Whole Truth and Some Fun - 2012-01-05 21:59.....	106
What a Difference 2cm Makes - 2012-01-07 16:27.....	106
Commuting - 2012-01-12 12:24.....	107
More Tyre problems - 2012-01-14 10:19.....	107
MOT Time - 2012-01-29 16:56 .....	109
MOT 2012 - 2012-02-11 10:05 .....	110
Interior Decoration & Less Rock and Roll - 2012-03-08 22:00 .....	111
Cooling Systems - 2012-03-15 18:11.....	111
Paint Like Confettii and Fridge fitting - 2012-03-18 22:12.....	112
Limestone Paint - 2012-03-26 20:43.....	113
8 Tins of Paint and a Numberplate - 2012-03-30 14:50.....	113
Disaster Strikes Again (Nearly) - 2012-04-09 01:52 .....	114
Oop North - 2012-04-09 21:53.....	115
Preston Again - 2012-04-09 22:05 .....	116
Shropshire Serendipity - 2012-04-10 20:25 .....	118
Mendip Mayhem - 2012-04-30 09:41 .....	121
Pencoed 2012 - 2012-05-14 09:57 .....	122
Expensive Alternatives and Ideas - 2012-05-29 19:17 .....	127
One and a half new seats - 2012-06-06 20:42.....	130
And Half a Seat Onwards - 2012-06-09 17:06.....	133
Spanish Señorita's - 2012-06-24 18:32 .....	133
Boing (Part1) - 2012-07-14 18:06.....	136
Boing and a bit - 2012-07-15 19:03 .....	142
Anti Roll Bar Linkages - 2012-07-23 21:22 .....	143
Eastnor 2012 - 2012-08-28 21:33.....	149
The Wolf's at the Door - 2012-08-29 19:18 .....	154
Wheely Nice - 2012-09-04 20:46.....	155
Speech House 2012 - 2012-09-09 21:39 .....	157
Tredegear Show 2012 - 2012-09-16 20:54 .....	159
Nothing is simple - 2012-10-20 15:55 .....	162
Crash - 2012-10-24 20:26 .....	166

Boing (Part 2) - 2012-10-25 21:14.....	168
Katy's History again - 2012-11-01 22:00.....	173
Mud Flaps - 2012-11-11 20:51 .....	174
Boing (Part 3) - 2012-11-18 17:25.....	175
Solihull - 2012-11-24 16:21 .....	180
Boing (Part 4) - 2012-12-08 11:28.....	183
2012 Summary - 2013-01-01 00:30 .....	188
2013.....	190
It's Official - 2013-01-25 22:56.....	190
Yorkshire - 2013-02-09 14:05.....	192
MOT 2013 - 2013-03-01 07:59.....	195
Saundersfoot - 2013-04-21 16:06.....	197
Beer - 2013-05-07 03:41 .....	199
Pencoed 2013 - 2013-06-10 20:37 .....	202
Building an Extension - 2013-06-30 18:35 .....	203
Cardiff to Langorse for the Air Ambulance - 2013-07-08 11:36.....	205
Alps 2013.....	212
Cardiff to Arras - 2013-07-31 19:22 .....	212
Arras to Meursault (Dijon) - 2013-08-01 19:43.....	213
Meursault (Dijon) - Salbertrand (Gran Bosco) - 2013-08-03 19:48 .....	216
Day 1 on the mountains Salbertrand to Mt Jafferau - 2013-08-04 18:57 .....	218
Day 2 on the mountains Mt Jafferau to Argentiera - 2013-08-05 15:02.....	231
Day 3 on the mountains Argentiera to Gran Bosco - 2013-08-06 19:10 .....	241
Day 4 on the mountains Gran Bosco to Rochemolles - 2013-08-07 15:17.....	251
Day 5 on the mountains Rochemolles to Lac du Mont Cenis - 2013-08-08 16:32.....	259
Day 6 on the mountains Lac du Mont Cenis to Gran Bosco - 2013-08-09 17:15.....	267
Heading home in the Mountains and Onwards - 2013-08-12 11:52.....	278
Quiet Thoughts and home - 2013-08-12 16:54 .....	283
2013 Continues .....	288
Eastnor 2013 - 2013-08-26 19:27.....	288
Lights, Camera, Action - 2013-09-30 19:28 .....	292
Inspiration in the Rain - 2013-10-27 17:11 .....	293
2013 Summary - 2013-12-30 09:08 .....	298
2014.....	302
MOT 2014 - 2014-02-17 22:13.....	302
Stopping Would Be Nice - 2014-03-12 12:24 .....	302
Some time to work on her - 2014-06-08 11:27 .....	304

True Colours - 2014-07-06 20:04.....	304
Crystal Skies - 2014-07-06 20:21 .....	310
Chatsworth - 2014-07-12 19:35 .....	310
Rusty Doors - 2014-07-20 20:01.....	313
Undercover Land Rovers - 2014-08-02 19:46 .....	313
Security upgrade - 2014-08-08 11:08.....	314
Caving Conference - 2014-11-24 17:19.....	314
Its been too Long - 2014-12-05 17:34.....	315
Ice Cold in Cardiff - 2014-12-26 09:39 .....	318
2015.....	321
Thanks to all the readers - 2015-01-23 09:44 .....	321
From Green to White and back to Green and Green and Pink and White - 2015-02-01 18:24 .....	321
Did Katy go to Rwanda? - 2015-02-22 13:32 .....	322
Rwanda again - 2015-02-28 10:40.....	324
What Katy Did Next - 2015-03-12 19:06.....	326
MOT 2015 - 2015-04-01 14:22.....	333
Katy's NSN - 2015-04-10 19:46.....	335
Katy in Uniform - 2015-04-11 20:06.....	336
Cardiff 2015 - 2015-05-21 16:11 .....	338
Gutted - 2015-05-21 16:11.....	340
The Landy Magazine - 2015-05-27 17:57.....	342
Raptors - 2015-07-27 12:3 .....	342
True Colours Again - 2015-08-23 14:21.....	346
Chocks Away - 2015-09-06 18:45 .....	348
Working Window (nearly) - 2015-10-03 19:30.....	357
Saved by "Jeep1" - 2015-11-15 13:26.....	361
Stamp collecting - 2015-11-29 15:14.....	364
2016.....	367
2015 summary - 2016-01-02 17:48.....	367
Do Land Rovers Dream of Electric Sheep Part 1 - 2016-03-04 21:36 .....	368
Patrick and Jenny's Barn Find - 2016-03-10 02:05 .....	372
"Blue Light" Adventures - 2016-03-18 17:55.....	372
New Roof, New MOT, New start - 2016-05-06 21:20 .....	375
This is the BBC calling... – 2016-17-05 21:58.....	375
Katy in Green 2016-18-05 20:38 .....	376
Cardiff Classic Show 2016 - 2016-05-23 20:41 .....	377
Out and about in the Sunshine - 2016-06-11 13:58 .....	382

Not a Bodge job - 2016-07-10 10:15 .....	383
ATTENNN SHUN! - 2016-08-20 19:32 .....	383
Feeling deflated ... and reflatd - 2016-10-14 15:31 .....	388
2017.....	388
2016 Round Up - 2017-01-08 19:49 .....	388
Pilchers Military Defender Turns up - 2017-03-30 09:30.....	389
MOT 2017 - 2017-04-22 10:10 .....	390
Cardiff Car Show 2017 - 2017-05-26 19:31 .....	390
Not Quite an Ambulance - 2017-06-01 21:46.....	391
Land Rover BAR - 2017-06-14 19:18.....	391
Up Up and Away... - 2017-06-16 21:12.....	396
Anglesey Unplanned - 2017-06-22 17:47 .....	397
Be Positive - 2017-07-01 21:14 .....	402
Proud as Punch - Kelmarsh 2017 - 2017-07-24 20:43 .....	403
2018.....	410
Welsh Festival of Land Rovers - 2018-02-05 13:44 .....	410
The Landy April 2018 - 2018-04-30 15:00.....	411
Spitfires were still in the air - 2018-04-30 21:45 .....	412
Welsh Festival of Land Rovers 2018 - 2018-05-24 20:52 .....	414
Getting into the Festival Spirit - 2018-07-31 20:25 .....	419
The Unknown North - 2018-09-16 17:17 .....	419
Katy goes to Blackpool Rd!!! - 2018-09-16 17:20 .....	425
Land Rovers in British Military Service - coil sprung models 1970 to 2007 - 2018-09-24 12:52	427
127 club meeting - 2018-10-05 19:40 .....	428
Favourite Corner Shops - 2018-11-23 14:33.....	435
2019.....	437
Welsh Festival of Land Rovers 2019 Bookings open - 2019-02-09 17:32.....	437
Welsh Festival of Land Rovers 2019 - Still a few places - 2019-03-16 15:35 .....	437
Welsh Festival of Land Rovers 2019 - 2019-05-19 08:25 .....	437
Welsh festival of Land Rovers 2019 - 2019-05-20 20:31 .....	438
Do Land Rovers Dream of Electric Sheep Part II? - 2019-06-02 15:17 .....	447
2020.....	458
Solar Success 2020-01-09 11:55 .....	458
Series 1 Ambulance Reborn - 2020-01-21 17:56.....	460
Welsh Festival of Land Rovers 2020 - 2020-01-23 08:47 .....	465
Staying at home - 2020-04-12 15:26.....	467
Repainting Part 2 ... New colour on the roof - 2020-06-07 19:03 .....	472

Primer backend - 2020-06-25 10:36.....	473
Stoned at the back - 2020-07-04 13:57 .....	476
My favourite corner shop is open again - 2020-07-06 17:48.....	477
Rivet Counter - 2020-07-22 15:17 .....	477
Brushed Aluminium - 2020-07-29 11:55 .....	479
Katy naked - 2020-07-31 12:03 .....	480
Wings waiting - 2020-08-10 08:19 .....	483
Horror on the screen - 2020-08-11 20:48.....	484
Cutting Corners - 2020-08-21 20:48 .....	486
Heavy Metal - Part 1 - 2020-09-06 13:25 .....	487
2020 Review - What a year! - 2020-12-31 17:41.....	488
2021.....	492
A New Hope - 2021-01-30 20:52.....	492
Modern Art - 2021-02-01 21:02.....	493
New Glass, Peeling Skins - 2021-03-01 21:17 .....	494
Success ! - 2021-04-06 15:00.....	495
Le Rouge et le Noir (The Red and the Black) - 2021-05-10 21:50.....	496
Shakedown Cruise and ablutions - 2021-06-24 12:10 .....	501
Summer in Somerset - 2021-07-11 15:05 .....	503
Basking in the Sunshine - 2021-08-05 20:14 .....	506
2022 WFoLR now in press - 2022-03-06 11:13 .....	507
Welsh festival of Land Rovers 2022 - 2022-05-21 22:54.....	509
Three Cliffs - 2022-07-05 22:04 .....	511
Katy meets Isabella - 2022-07-12 15:50 .....	512
24 Hours from Tebay - 2022-08-19 15:12 .....	512
Bad Times - 2022-08-28 16:25 .....	518

## Katy

### Why Katy ?

My surname is Kendall so my Nickname at School was "Kenny" .. that was a long time before South Park ... Katy is Kenny's Toy.. KT... Katy

### What is Katy ?

Katy is a 127 wheelbase ex Military Land Rover Ambulance converted to a Camper and with a 300 TDi engine.. She's 1/2 my age this year - her 26 and me ... well you do the maths

She's recorded as Cream according to the DVLA, but according to Hillbilly Raider it's Limestone and "Limestone is the most photogenic and bestest colour a Landrover can be"

### Her "figure"

Height 2.8m 9'2"

Width 2.1m 7'

Length 5.5m 18'

Weight TBC about 2.7 ton's

### From her VIN

Geographical Region:	Europe
Country:	United Kingdom
Manufacturer code:	Land Rover
Model:	Defender (for early models: Ninety, or One Ten)
Wheel base:	110 inch (Military)
Body type:	2-door: Pickup, hood cab, truck cab, or soft/hard top
Engine type:	3.5 litre V8 petrol, ca rburettor
Steering and transmission:	Right-hand drive (RHD), 5-speed manual (LT85, LT77, LT77S, R380 or other)
Model year:	1985 to 1987
Assembly location:	Solihull, UK

### From her Identity plate

Manfr.	M.C.E. is Marshall of Cambridge Engineering
Serial No.	140078 is the actual production number of the vehicles bodywork [non land rover]
REG No.	63-KG-65 The military registration number M.O.D use a completely separate reg system from DVLA.
Con No.	FVE 22B/882 The contract the vehicle/body was built for.

Marshalls of Cambridge are still a very large company. They have information on the history of their company ... <http://www.marshallgroup.co.uk/about-us.html>

### From her Military disposal form

Date into service	27-Jan-1988
Date out of Service	20-May-1998
Asset Code	NB10464101
From	Army but as you can see includes RAF

Merlin Order E090213  
 NSN 2310-99-893-7291  
 Colour White Gloss

Possibly from Last Use as a UN vehicle, or from being on-base, she's not always been white)  
 Listed as a Non Runner (hmm?)

NSN means Nato Stock Number 2310 indicates she is a "Passenger Motor Vehicle". 99 indicates she was made in the UK. The remaining seven digits are the unique code for this particular model/variant allocated by the UK Codification Authority.

### From her Military record from DES

Colour White Gloss Interesting – there is camouflage paint all over her underneath a very poor paint job  
 Barbus Ind N – I have No Idea what that means  
 Date in service 27-Jan-88  
 Date Cast 27-Apr-98  
 Disposal Date 16-Jun-98

### From her Merlin record

IV NO	IV DATE	UIN	UNIT TITLE	REC NO	REC DATE
		F5039A	RAF REGT DEPOT		
500427	25-NOV-88	F6919A	RAF MANSTON	724	5-JAN-89
347	27-OCT-89	F5039A	RAF REGT DEPOT	999/91	15-NOV-89
999	3-JUL-92	CA005A	JSCS ASHCHURCH	A001769	3-JUL-92
A11857	23-SEP-93	A1073A	OP HANWOOD-YUGOSLAVIA	999/DAI	23-SEP-93
200	23-SEP-93	CA195A	OSU THETFORD	E50/093	22-OCT-93
069	5-JAN-94	A0916A	16 ARMD FD AMB RAMC	795F1	21-FEB-94
108	29-JUL-94	A0944A	23 PARA FIELD AMBULANCE	174H67	29-NOV-94
030	16-JUN-98	CQ700A	MVSL (DISPOSALS)	999M92	19-JUN-98

The Depot and disposal lines are fairly obvious – parked somewhere waiting for a new life as you will read below

RAF Manston is fairly self-explanatory, It's in not in existence as an RAF base any more (closed 1996), but it was in Ramsgate, Kent. What is nice is that it's the RAF museum and the Spitfire and Hurricane museum and that probably gives us a really good reason for a trip down there and take some pictures of her "at home"

Op Hanwood was a humanitarian operation to Croatia ( part of the former Yugoslavia), it was not at first clear whether she went given the dates, but that has now been confirmed with some pictures of Katy in Croatia see <http://landroverkaty.blogspot.co.uk/2013/01/its-official.html>

In an article from LRO entitled "Defender Ambulances in Croatia" Bob Morrison records that

24 Airmobile Field Ambulance went to provide medical support as part of UNPROFOR 1 from a base in Zagreb Croatia for 6 months. They were part of the British Medical Battalion of the United Nations Protection Force (BRITMEDBAT of UNPROFOR in military speak), Whilst having a headquarters in Zagreb they were also based at Vukovar, Daruvar, Topusko and Knin. They originally took a mixed fleet of 101's and 109's. This article includes pictures of a Marshalls 127 a Locomotors 127 and a Jordanian Series III Ambulance which looks like it is a Lomas Conversion

In another article titled "While Bullets Fly" Land Rover Military Portfolio (articles reprinted from LRO Magazine) Bob Morrison says that

The 127's which had been in mothballed depots waiting for another war were taken out there to replace the worn out 101's after media reporting and campaigning by Paddy Ashdown MP.

This would be consistent with the information above. It is this article that has 2 pictures of Katy in Croatia

According to the article by 24 Airmobile Field Ambulance were followed in Croatia by 4 Armoured Field Brigade. It is also noteworthy that both Locomotors and Marshalls ambulances are present in the pictures in this article

One of the pictures of Katy in Croatia in the LRO Article is also used in a colour form in Modern Military Land Rovers: In Colour, 1971-1994 by James Taylor and Bob Morrison. I am now able to share these pictures as described in <http://landroverkaty.blogspot.co.uk/2015/04/katy-in-uniform.html>





On a later record in the history where it is recorded that on 29th July 1994 she was allocated to 23 PARA FIELD AMBULANCE

I have determined that 23 PARACHUTE FIELD AMBULANCE RAMC did humanitarian work in Rwanda in 1994 in OPERATION GABRIEL in what sounds like an awful situation. It is recorded at <http://www.paradata.org.uk/units/23-parachute-field-ambulance-ramc> and with a fuller write up <http://www.paradata.org.uk/events/rwanda-operation-gabriel>.

The dates of that action ties up well with the date of Katy's allocation to that unit. It would be wonderful if she was involved there as well. I had some indication that was possible from a veteran of that campaign which is shown at <http://landroverkaty.blogspot.co.uk/2015/02/rwanda-again.html>

### Post her military career

Katy has undergone some changes

From Receipts of conversion work  
Engine, Gearbox etc and Solar Panel fitted in 2001

From Receipts for return to UK  
From Cape Town                   05-Sept-2003  
To Southampton                   27-Sept-2003

After that we have the dates of some sales and the MOT Certificates, but that's not so interesting

From various part numbers

Engine 21L33955A which is a 300TDi engine from a Series 1 Discovery

New Gearbox

New Transfer Box

Old Gearbox 55A 0375745 J which is a standard Disco R380 gearbox

Old Transfer Box 20D 048141 B which makes it a 1:1.67 ratio transfer box  
which explains why we ran out of revs before we got up to speed

2011

Was it Love at 1st Sight? - 2011-02-20 16:46

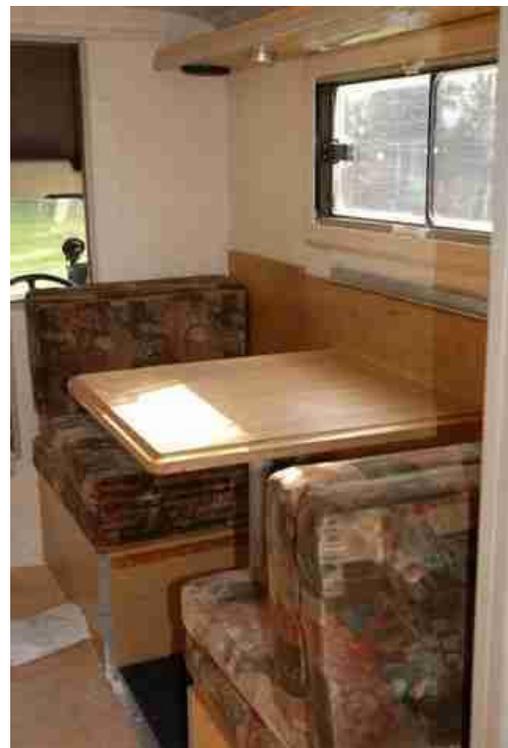
How do you start an affair?

Well I found this "Other Woman" on that well known classic vehicle dating site ... eBay

We (the real wife and I) once went to Iceland and saw a few Go Anywhere campers around the place and thought "what a fun idea when I can afford it and when the time is right"

So I'd been looking for a 130 for a while and kept seeing the odd one go by at a not too silly price and promised myself that next time one came past at a reasonable price I would have a go and see where it took me. So here she is as I saw her on eBay







**Now doesn't that fun!**

**look**

The posts that follow will describe how we got together and how our relationship is going to develop... I can see some fun, pain and expense ahead!

## Bidding wars - 2011-02-20 17:07

I have to admit to sometimes hating the way that eBay works and the way some people behave on it

OK I had found a Land Rover of the type I had been wanting, but knowing it was an auction I was happy up to a certain price and up until 50 minutes before the end of the auction the price was well below that.

The full story is a little sad. We were away for the evening with friends having been out to the funeral of someone who had been one of their closest friends and someone we had come to know and like very much in his later years. The wine was flowing and we were all talking about the adventures we hoped to have in the future. Chas our late friend had been seen off with a mix of jazz, Morris dancing and real ale, and now we were enjoying some red wine before an evening out. My dilemma came out in the discussion. Could we afford to leave such a bargain? A few more glasses of their fine red wine and it was decided... A maximum value would be £7654.32 so I entered that into eBay and we all went out for a meal at that point.

An hour or so later we came back. I logged on and I HAD WON! But the way people had been bidding in the last 20 minutes had driven up the price by £2000. OK that was still within my price or otherwise I would not have won, but is it really necessary and what does it say about the sort of people who can't decide what something is worth and just place a bid in.

All of this last minute bidding doesn't mean a bargain unless someone else has only bid very low - if they have you will win, if not they will win. I have yet to see that this last minute bidding does anything for anyone other than cause a lot of stress

I have to admit I often won't even bid on some things if they are auctions whereas if there was a reasonable buy now price I would just buy it

That's it... Just a personal view if you are selling via eBay please take note!

## In the Farmyard... First and Second Impressions - 2011-02-21 13:25

**So we finally got to see each other... it was dark!**

Katy was parked up on a ramp (**not a good sign**).

This turned out to be just a useful place for charging the battery (**also not a good sign**)

However she was quickly started and reversed out into the yard for us to take a look at

First impressions are everything and she was filthy, but that was agreed beforehand on eBay she was listed with a statement that she would be valeted, but after purchase the seller offered to put 6 months tax on her instead. I have a pressure washer so that seemed a good deal

Second impressions were that everything was there as described - a 23 year old land rover that's had an interesting life has a few battle scars, but the panel work was good and just a few signs of rust on the door pillars, a bit on start up, but none after a couple of seconds.

We were soon shown the various controls and, checked a few things for the HPI guarantee and the paperwork was done, and cash changed hands so it was time to go

In I got. Started her up and into 1st gear and then AH ... **Nothing happens when I put my foot down**

Must be out of diesel said the seller and promptly disappeared off in his Discovery to get some

So a quick refueling off we go again.... **STILL nothing happens when I put my foot down**

Under the bonnet it is then... and we quickly identified that the fuel pipe which had been recently changed as the old one was perished had split. the new pipe had been too small a diameter, and diesel was being pumped all over the floor (good sign the fuel pump is OK)

The seller dived into his shed and out comes a brand new fuel pipe, exactly the correct size and length so it takes mere seconds to fit it and after a brief moment to let the pipe fill up and fuel get to the right places she started first time

**So off we go on our new adventure together...**

[Down to Preston - 2011-02-21 19:53](#)

So setting off in a "Brand New Land Rover" in the dark, up a farm track and on unfamiliar roads was quite a 1st step given I was now a little unsure on how she was to drive. The state of the track was such that nothing other than a 4x4 would make it.

The first discovery was that the instrument lights were not working so I had to rig up a torch to see what speed I was doing and then off again. The next discovery was that trees are too short and I clipped a few branches.

We had luckily managed to stay with friends that night in Preston, so headed off on the A666 and then down the M65 to Preston.

The well-known artist [Ceris Jones](#) (Sloane) and her husband Jim who almost by tradition are the people we see when we buy cars were putting us up for the night in their fabulous house which is one of the best Art Galleries I know !

After a brief warming up because I was frozen (In the excitement I had neglected to work out how to use the heater which was actually fully functional) we stepped outside to share the experience with our friends.

Ceris kindly recorded the event for us both in stills and video so some pictures of the event

Katy herself



Rhian and Katy playing together



Jim looking on longingly at somewhere warmer than he is



OK... I may be a bit overexcited at this point



Proof if needed that it's a Land Rover



And with that... off to bed at the end of a very exhausting day

[Oh What a Morning - 2011-02-23 21:55](#)

Bright eyed and bushy tailed we rose at the crack of sparrows and headed out

Ceris and Jim had to go out so left us to lock up

I climbed in, switched off the alarm

Turned the key.....

**NOTHING**

Now this was not that much of a surprise as we had seen some warning signs of a possible battery problem [last night](#)

A quick call to GEM (I'll give them a plug the service was excellent!) and a large red truck appeared and after checking we were on a 12v system a jump start was quickly set-up and left for a few minutes to get some life into what was a totally flat battery.

5 minutes later a single turn of the key and "RHUUMM BLLLLLEE .... "

**SUPERB !**

Whilst I checked his paperwork for him a test of the alternator proved that to be fine so he asked where we were going

"South Wales" said I

"Braver than me" came the rapid response, "How much fuel have you got ?"

"erm.. just outside the red" said I.

"should get you to Knutsford..I recommend you set-off and stop just long enough to fill up with fuel"

So that's what we did.

### Oh What a Day - 2011-03-02 22:53

From Preston, onto the M6 and South we headed, nothing to write home about in the first section of the run other than I had the heater working this time and it was wonderful to have some warmth instead of my teeth chattering it was the fuel pump and injectors.

The fan works well and after about 15 miles I had to start divesting the layers of warm clothes I had put on to start the day.

Knutsford soon came into view and off I pulled with a little anticipation of whether Katy was going to start again or whether GEM and I were going to become close friends today.

Soon we had £100 of diesel on-board and were ready to go. One turn of the key and SHE STARTED!

Rhian was just leaving ahead of me as we'd agreed there was no need to run in convoy any longer as things seemed to be going well and I my confidence was increasing. We agreed to meet at Stafford for lunch as we'd not got off as fast as we'd hoped this morning (see <http://landroverkaty.blogspot.com/2011/02/oh-what-morning.html> if you want the full story)

60-65 seems the optimum cruising speed so Rhian spend off to our next stop. Arriving there I parked up in the caravan and camper section and could see Rhian reading her Kindle in our Suzuki in the car section and wandered over... Knock Knock. "Oh You're here already. I wasn't expecting you so soon"

Lunch was soon consumed and we headed off again. This time agreeing to meet back at home in Cardiff

So we set-off again and I made my way back out in to the traffic.

It should be noted that I was not the slowest thing on the road as had been my worry. I had in fact been overtaking quite a few trucks and even quite a few cars, and I now know how truck drivers feel when someone slows them down as Katy doesn't have the acceleration of the Grand Vitara I'm used to driving

As I came into Wales there is a steep hill down into Monmouth and with a bit of lining up and preparation we reached a massive 70 MPH ! The sound from the engine and the wobble in the steering was a bit too worrying so settling down to reasonable we headed home for a well deserved cuppa and a 1st attempt at reversing a large Land rover onto the Drive.

**Oh What a Day** indeed, but it wasn't over yet !

[First new spend and an unexpected treasure - 2011-03-04 09:19](#)

Having had a cuppa when er arrived at home we decided that with a probably poor battery we were going to have trouble getting Katy moving again and calling out the breakdown twice on the same fault would be silly

So we headed off to Halfords for a quick battery check and possible replacement

We DID have fun ..

At 1st request - he bashes the registration into a computer to determine what the right part is.. "Computer says NO" so they will need to actually look at her

1st young lad set to check the battery arrived before I did and confidently opened the bonnet. The look on his face was priceless. No sign of a battery. So not many Land Rover Owners in Halfords then

I open the door and lift the passenger seat watching his mouth open as he sees not one, but 2 batteries. At this point I climb into the drivers seat as the rain comes on hard...

He makes a quick check and we're at less than 50% capacity after about 5 hours of driving so decide it's better to replace it

"Do you want us to do the job". I take one look at the rain and gladly take them up on the offer, but he's going off-shift so calls on another colleague who finds a battery the same size and comes out to fit it.. Ah - he needs a bigger spanner

By the time he's completed it he did look QUITE grumpy

Whilst all of this is going on Rhian is looking in all the cupboards and suddenly discovers a real treasure trove as one of the lockers is full of spares

A headlight, 2 full bulb packs, 2 pairs of brake pads, Battery terminals, electrical connections, timing belt, fan belt, 2 oil filters, 2 fuel filters, 2 air filters and much more

**We have our whole first service for free !**

So battery finally in place and we're ready for off again with a renewed optimism

[First job and ... I Need Bigger Spanners - 2011-03-04 17:08](#)

When I said I was getting a Land Rover to Malcolm Stewart, editor of [Walking Wales Magazine](#) and an old caving friend his first words after listening to the description were the 300 TDi engine is the best that Land Rover ever made, his second were "You'll need bigger spanners" if you're planning to work on it yourself

Now this already proved to be somewhat true when I got a new battery fitted at Halfords ( you can read about that and the reason I didn't do it myself [here](#)), but I thought that was just because they

only seemed to have a toolkit of 2 spanners

So now I get to doing a couple of jobs myself, and guess what **I Need Bigger Spanners** well not actually yet, but I can see the problem.

I have to store the spare wheels on the roof and the bolt downs were totally rusted and I needed my largest but one spanner and a lot of WD40 in order to remove them and I can see that most of the other bolts on the car are bigger than these

### [Cleaning up & Learning about Katy - 2011-03-06 20:35](#)

We're starting to clean up our new camper van and finding out some information about her

On the passenger side body you can see this plate which has unfortunately been defaced ( probably deliberately) and is covered in green slime around the edges

I posted a question about this on the [Land Rover Addict forum](#) and the response was absolutely superb and now I know that Katy is a 1987 Marshalls (MCE) bodied ambulance.

- Manfr. M.C.E. is Marshall of Cambridge Engineering
- Serial No. The actual production number of the vehicles bodywork [non land rover]
- REG No. The parent vehicle military registration number  
M.O.D use a completely separate reg system from DVLA.
- Con No. The contract the vehicle/body was built for.



It's taken about 3 hours with a pressure washer to clean her up and strip all of that awful farmyard algae off the bodywork and accessories. It was quite fun up on the roof standing there looking over the hedge at the passers by wondering what I was doing

So now the drive is a right mess and the land rover is clean. That doesn't sound right, but is a good step forwards as it was actually unpleasant to do jobs on Katy with all the slime.

Other good news is that some of the camper electrics are working as I've managed to turn a few things on

I need to get the interior sorted ASAP so we can go play together

## Repair or Replace? - 2011-03-07 08:42

Now I can see some of the problems that were hidden under the slime

The 1st one is an easy decision I'm going to need to replace the plywood at the bottom of the Gas bottle store on the back as it's rotten. This should be a straightforward job of cutting a new piece of ply and fitting it. I will "upgrade" from the current piece by actually painting it so it doesn't get wet and rot away again



The second is a little harder to decide. The door pillars on the front are obviously rusted as you can see in the picture below



I need to decide whether to patch with filler, get panel welded in or have a section cut-out and

replaced. It's not straightforward in my mind as I have no welder so I would need to pay for someone to do the job.

I will find out whether this is structural and whether a replacement section is easy to fit so I will ask around before making a final decision

### [A Bit of Nifty Woodwork - 2011-03-07 18:32](#)

The old rotten boards holding the gas bottles in place are now replaced with shiny new 18mm Waterproof ply which I will paint for added protection as soon as I get a moment.

A nifty side benefit is that the left over piece exactly fits the broken table which saved me another job.

Now, all I need to do is polish and varnish the table piece and get the gas bottle in place and we'll be ready for dinner

### [More Preparation Jobs and Discoveries - 2011-03-13 17:07](#)

We're definitely getting close to being ready for adventures

One thing that was said very early on when we got Katy was the bunk beds needed to be converted into a double so the good lady would be able to give me a dig in the ribs when I snore Luckily with the removal of a single bolt and the addition of 2 brackets this was able to be achieved using the bed that was already fitted. The left over wood from last weekend has been turned into a nice new table which needs varnishing.

We also managed to get the electric hookup working this weekend with the purchase of a 13amp to commando adaptor from the local DIY shed

We got the gas bottle properly fitted back in and connected, found the internal gas taps and tested the cooker which works just fine. We also got the electric hookup working and tested the water pump and taps so we can move on to the water tank which needs a good clean before we're happy to even wash in the water)

And lastly as part of another good session of cleaning we found yet another cubbyhole (there are so many in a Land rover!) which had the wheel brace I thought I may have to buy and a heavy duty bottle jack and a few more spares

It's still scary owning a Land rover when we've never had one before but it's getting less scary every time we achieve something

### [Finding out some History - 2011-03-19 13:59](#)

We always knew that Katy had been on her travels from the description and picture that there was on eBay

If you look in the front window there is some more evidence

This is the sticker. From what I can decipher (not reading Arabic) Harasta is the name of a region of Damascus about 6km north of the City center and there is a Bus station, and more interestingly a Military Hospital

This does make me wonder about her previous life a little more



From another scrap of paper in the back we ascertained a name and address from someone who had owned Katy and we were able to use the Internet to find Toby who bought her from the family of the lady who had taken her to Africa and had unfortunately passed away since

Toby told us that there was a folder full of paper work relating to the trip so I made contact back with the person I bought her from and Toby sold her to and he's agreed to look for it and send it on

Toby also told us that he's had the alarm and stereo fitted which explains why there is a state of the art stereo in a 1988 Land Rover

If anyone reading this understands Arabic and can decipher the text on the sticker I would greatly appreciate if you can add a comment to this blog to tell me what it means

**I've got a translation now see the comments below - thanks to those who replied**

**Regards**

**Andy**

Anonymous (2012-07-01 15:14:03)

It's over 30 years since I used to read Arabic on a regular basis, but the bottom line contains the two phone numbers shown top left. Numbers in Arabic read from left to right whereas script runs from right to left. You would not believe how useful that "quirk" was when designing spreadsheets in the days before Excel.

- (another) Steve with (another) 127.
- Roaftech on LRO Forum.

Shenstone (2012-07-01 18:10:09)

Hi Steve

Thanks for that input

I actually did manage to get a translation from a colleague at work. I put it in another post which, but I didn't think of adding a note here. The full translation can be seen at

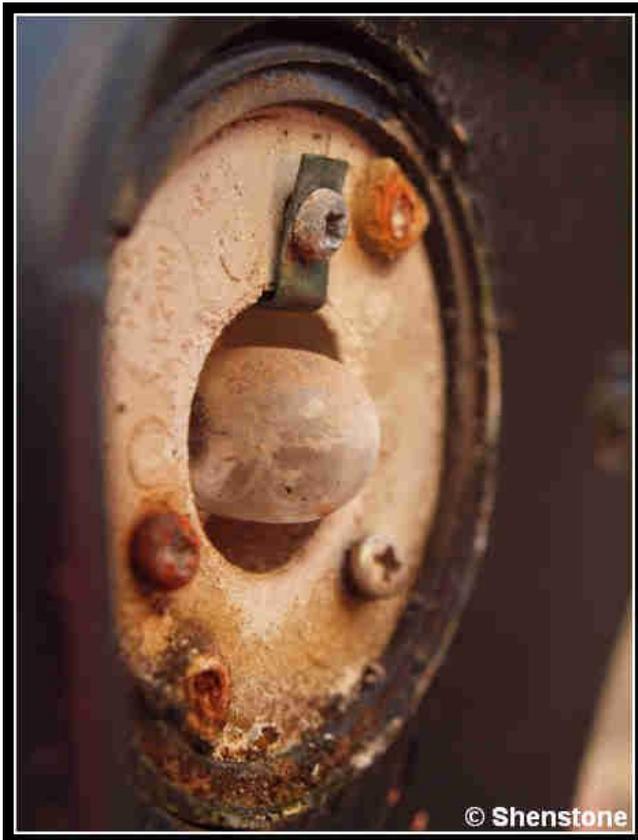
<http://landroverkaty.blogspot.co.uk/2011/04/in-prior-post-about-history-of-katy-put.html>

Regards  
Andy

[In my Element - 2011-03-19 16:11](#)

I can tell that the Lights on Katy leave a little to be desired. I thought I had fixed one indicator bad connection, but it's back. So today I decided to take them apart and do the job properly

I think you can see some of the problem when you see the state of the bulbs and light covers





How any photons made their way past all of that is frankly quite a mystery, and when I say that the contacts for the bulbs were in a similar state you can get the picture

So today I got out a couple of bowls of hot soapy water, a sponge and some wire wool and have cleaned up all of the contacts on the indicators and sidelights front and back and hey presto the lights all work

A couple of the covers are cracked and water's going to get back in again unless I do better so let's hope it stays that way for a while and I get chance to hit an auto jumble or breakers yard for the bits.

### [Out for an Adventure - 2011-03-19 21:31](#)

It's been said to me that there are not enough pictures of a whole Land Rover on this blog, especially now she's fairly clean

So today as it was wonderfully sunny and I had some spare time we took a run out in the local lanes to find a suitably rural locality for some pictures. I did also have the excuse that I'd just filled the water tank up for the 1st time and the best way to give it a good clean was to drive down some country lanes and shake everything up

So here is Katy on one of our local lanes [where I often stop to take pictures of a local tree](#) showing her passenger side off in the sunshine



A little later on we stopped in the wetlands to take a look at the driver's side



And finally we have a shot of Katy covering in fear at a breakers yard.



She need not have worried though because I was trying to buy not sell. There was nothing to be had there though, but I did get a good tip on another local scrapyards that may well be a good source of Land Rover items

## A Tale of Two Steves and Two Geologists - 2011-03-25 21:48

Today was a make or break day in many ways for our relationship with Katy

We had her being looked at by Steve "Wolfie" who is a 1st class mechanic and who allows my father-in-law to rebuild his vintage tractors and old cars at his farm

He's going to service Katy and it was important that he had an early look to say what he thought of her and the results were actually pretty positive

He find a few points that need urgent attention (the wheels and exhaust) and was generally pretty positive about much of the rest which was a really great increase in our peace of mind.

In a good look underneath no horrible holes or weak spots were spotted, but the rear section of the exhaust was confirmed to be at the end of its useful life so we're going to have to find the right parts for the replacement as it's not something that appears in all the standard catalogues

He did comment on the tyres which was to become something of a theme today

Steve spotted a loose water hose and I spotted the loose fuel pipe that was hampering performance

Next spot was a trip to Rhian's work to show off Katy to her work team who hadn't seen her yet.



As it was a gloriously sunny day we stopped in the car park and called Adrian out to see her. He's a Land Rover Owner himself and regularly has to perform some form of maintenance either in the engine or bodywork. The grin on his face as he approached told us everything we wanted to know about his first impressions and he continued to be complimentary when he got to look at things more closely. He did note that the tyres were looking a bit worse for wear!

Soon Elaine arrived back from her lunchtime trip and we had a real fun 10 minutes showing off Katy to her as well. She so enjoyed looking around she started saying she wanted to get a new "old" car of her own

So off to [Foundry 4x4 Limited](#) in Tredegar as we'd found some new seats that we were fancying, but we were not keen on the colour showing on the Internet and decided that we wanted to see what they had for ourselves

After a brief chat in the office we were really luck to meet the owner Steve Edwards himself. Steve is clearly a real Land Rover fan and the 130 double axle cherry picker on the parking area was the visible evidence of the project he was planning. That project was a camper conversion that he planned to spend a lot of money on, more than our budget would allow



Steve's project vehicle - too much work for us

Steve asked if he could have a good look at our Katy and we were happy to show her off

We then spent a wonderful hour with Steve pointing out all the things he would improve and offering us a lot of excellent advice on some options we had been considering. Key amongst his advice was "change those tyres as soon as possible" OK that was the third time this was said today and as he said it about 15 times we've decided we really need to take this advice

We had a wonderful discussion about options for improving cruising speed and performance without sacrificing fuel efficiency and the idea of larger tyres and a better intercooler seem to be fairly straightforward and relatively cheap 1st options we are really considering

Steve has offered to send us a complete parts list for the work he suggests and given what we had in free advice we're very happy to be planning to do business with him in the future, however with so

much rattling around in our minds we decided to hold fire on the seats and so we headed home

He was in the main very complimentary about Katy as a project and it was interesting to hear that he's seen her in the internet and had noted the statement that had said that the pictures were old ones and had wondered what the real state of her was. He's given us an approximate price for the work we are considering and it's not too far from our initial estimate. How much we decide to do now and how much will be spread across a year or two remains to be seen, but we'll plan to work through the urgent stuff and then on to the rest as we can and want to

So back home safely tonight, but no new seats yet, and loads to think about.

### [Tyred out by Decision making yet? - 2011-03-29 17:35](#)

My new friends on the Land Rover Forums are helping me decipher what I have so I can make the correct decisions in terms of what refurbishments to make

I was toying with the concept of an overdrive, but I've been recommended to look at simpler options 1st which included the possibility of a new intercooler and some bigger tyres

I posted some thinking on the various Land Rover Forums I have joined and they have asked for some information so here it is for us all to share

Transfer Box - my reading is 20D = 1.667



Now there is also some debate on the gear box

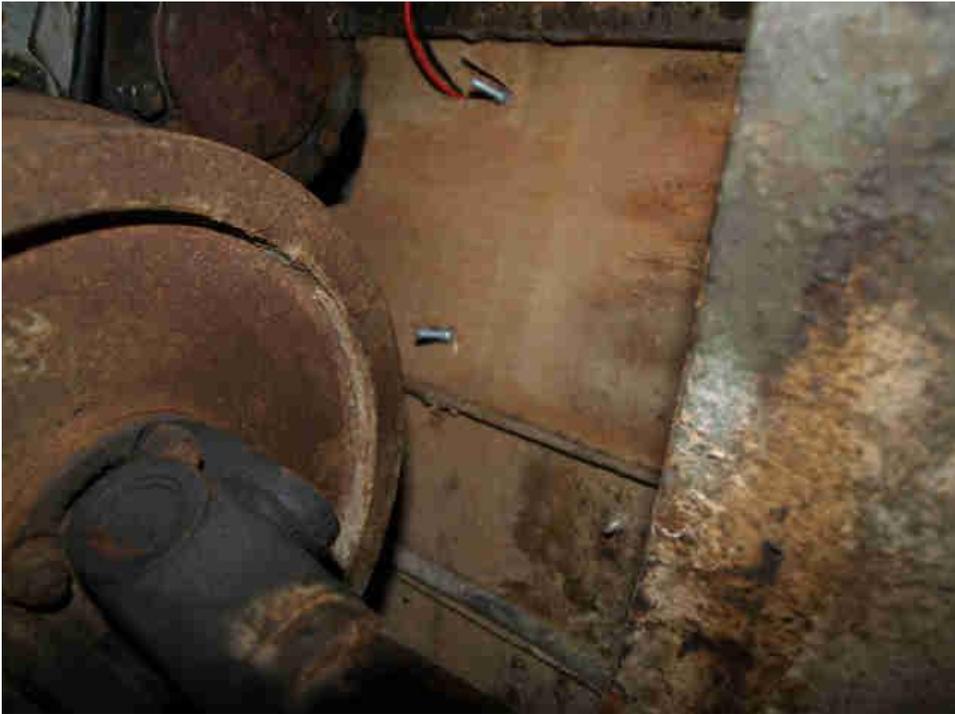
I forgot to get the serial number of that whilst I was underneath, but here is a picture of the sticks which I am told is not the original position



And the layout of the shifter is that of an R380 5 Speed box, which replaced the LT77 fitted from approx 1994 to 2006



Oh and another clue is the wooden panel under the floor - doesn't look original to me and would have been OK for a trip to Africa, but I'm not sure about Wales's damp climate



I wonder what new ideas all of this new information will bring

#### [New Boots and Panties - 2011-04-02 17:55](#)

Not that Katy wears panties, but with the droplets of oil on the drive I'm beginning to think that continence pants may be needed soon.

The good news on that aspect that is having had a few looks underneath I really do think that is just coming out of an odd bolt on the sump and my mechanic friend recons he can sort that really easily when he services her, hopefully next week

The new boots are a set of General Grabber AT's 235 / 85 / R16 size. These are a fraction wider in the diameter of the wheel than the ones taken off, but then those were worn so I think they will end up about the same. The bigger difference is in the tyre width across the tread. It's a bit over an inch wider to we now have quite a bit more rubber on the road which will definitely increase my confidence in the wet, and they look an awful lot better.

I had these fitted at a local tyre place and forgot to take my camera hence the low quality picture below taken on my phone. I'm sure I will find many an opportunity to take her picture showing off the shiny new white lettered tyres

According to the guys at the tyre place the old ones had a date code indicating they were from 2002 which is well past the recommended use date for tyres.



I've also managed to get the bolts on the wheel brackets on the roof properly freed up so the spare is nice and bolted on

For those of a young (or very old) disposition, the title of this blog post is from the Ian Dury album of the same name. He had a penchant for purchasing good second hand clothes, but always insisted that 2 items had to be brand new...

**Toby Stevens (2011-04-07 05:47:41)**

Really interested to hear what difference the tyres make, I considered new boots for her but bottled at the potential cost :-). Also, did you swap the rims as well?

Tobes

**Shenstone (2011-04-09 05:45:09)**

Hi Toby

Still the same rims we considered new, but they are in good shape apart from surface paint issues which I will sort out in my own time.

We did swap out the one black rim for one of the spare cream rims to improve the looks.

Not many miles on the new tyres yet, but It's certainly calmer inside knowing you are not driving a heavy vehicle on tyres with big cracks in the sidewalls

Regards

Andy

**Damascus Steel - 2011-04-05 18:06**

In a [prior post about the history of Katy](#) I put on-line a picture of a sticker that is in the windscreen with Arabic writing on it, and mused about what it meant

Now, thanks to 2 colleagues (Thanks John and Nafez) I know what it means. So here it is: -

**Services Center**  
**Land Rover & Range Rover Defender Discovery 4 X 4 – 90 – 110**  
**Zohair Kordi**  
**Damascus- Harasta -High way Halab Next to Police Traffic station**  
**Tel: 5310313 ' Tel/ Fax: 5317235.**

So now I know that, I wonder what maintenance was done or whether it was just a social visit and I also wonder whether we will pass back through that area again. I would like to think that would be possible one day.

For those that don't know about it Damascus Steel is one of the most sought after old steel forms. It was reputed to be almost magical in its sharpness and flexibility, something that modern researchers have questioned, but it still looks superb even in the modern forms that just mimic it

[http://en.wikipedia.org/wiki/Damascus\\_steel](http://en.wikipedia.org/wiki/Damascus_steel)

**Some Proper Care and attention - 2011-04-09 05:40**

Today Katy went off to have her first service since we've had her

Steve Walford friend of the family and Agricultural engineer tends to work on things even bigger than Katy, but is fully familiar with Land Rovers and a really nice guy as well

So she now has loads of fresh oil and grease, new air, fuel and oil filter New timing belt and a really good all over check. Steve decided the fan belt still looks OK so he left that one for the next service

Steve has found a few more issues that need some more attention so we plan to be back again across the summer for a good steam clean underneath and to change out some of the rubber bushes and gaiters that are showing some initial signs of wear.

Some more history starts to unfold. People have commented that she has a high mileage for an ex military vehicle and is very clean underneath for her age. Now it's starting to be clear that she's done much of her travelling in the last few years, and probably much of that in dryer climates.

From the information on the old filter and the figure we have now of 143000 miles it looks like 58,000 miles in 7 years, and we know that there were no miles added in the last year. The timing belt had the same date on it so it was very due for a change



So now we know that the engine is breathing properly and is properly lubricated it's time for a few adventures...

#### [Disaster Strikes - 2011-04-15 16:04](#)

This was meant to be the first post in a series regarding the adventures of Katy on her holidays to Yorkshire to meet the family (mine not hers).

Sunday afternoon. The weather was glorious, and the run from Cardiff was going well and we had both commented on how well she seemed to be running after Steve Walford's magic hands had given her a full and proper service. We seemed to be retaining speed a little better probably helped with a clean air filter last changed over 55,000 miles ago according to the note on it, and making clean overtaking maneuvers as we passed a number of lorries on the motorway.

Stability seemed good and the road noise seemed a little less with the new tyres with a slightly more road friendly pattern

**However** as we pulled off into Hopwood Park services on the M42 and came down from 5th to second gear there was a very loud squealing noise from beneath. A quick drive down into the lorry park as that was the 1st available parking and we seemed to be able to select gears and drive OK, but whenever we pulled off there was this massive squeal.

Engine is running fine and brakes work so a bit more back and fore in the gears we can go in any direction, but still the massive noise. Seems to be transmission then?

I'm still too new to Land Rovers to be sure so it's a phone call to GEM who duly dispatch an engineer to take a look.



He listens to the engine run and agrees it's sounding OK, then we move and he hears the racket and decides he needs to take a look at the differentials and make sure they have oil. I told him that they were serviced the Friday before so it was no surprise to me that he got an oily finger full of nice clean stuff when he dipped his finger in to check. Up off the deck came the wheels and they were freewheeled easily with no noise front or back so it's between the engine and the diffs then.

"Sorry mate ... we don't do transmission at the roadside so where do you want taking?"

With great regret we decided that the only sensible way to go was back home as they would not recover us again if we were not able to get it fixed up north.

A truck was requested "No a bigger one!" was his comment to the dispatcher and a colleague of his duly turned up in about another hour



Up onto the back of the truck by means of a winch (how undignified!) and we were off. Limited to 56 miles an hour it was a long way home!

All my plans for nice evenings sitting in campsites cleaning bits I missed with the jet wash undone and more importantly, we're booked in at the Pencoed Classic Car Show on the 6th of May ... can we get her fixed in time ?

## A Mystery of Miles - 2011-04-15 17:17

We got back from our trip today and there was a nice present on the doorstep

Toby one of the prior owners had commented that there was a folder of information that went with Katy (was that Florence as another name in the paperwork?)

John the guy we bought from said when I contacted him that he thought he still had it, but it would take some finding, but we got an email in the week and now here is all that wonderful history THANKS John!

There is lots to read and think about, but the 1st item is the mileage

A number of people have said she looks good underneath for her miles and we now have some facts to look at.

According to the MOT certificates in 2008 she had done 90k and in 2009 she had done 142k that's 52k in one year a figure I almost consider impossible other than for a commercial travelling vehicle which Katy is clearly not. I may never get to the bottom of this mystery

Another key document in the pack is the disposal (Cast) form from the military, it's interesting on this that she's listed as a non runner, but complete. I had presumed that the move to a TDi engine was for running cost, but it may have been for more practical reasons that the V8 was not working

APPLICATION FOR DISPOSAL OF A CAST VEHICLE		MOD Form 604 (Revised 4/06)	
From Unit Title: <b>13 PFA</b> Unit: <b>AQUILA</b>	<b>ES BRANCH</b> 11 15 MAY 1998 MOD (Crested) UNIT MARK ONLY SALE	To Disposal Authority: <b>ABRO</b>	1 Reference Date
Region No. (From DCI)	Telephone No. <b>721 4268</b>	Credit to Navy/Army/RAF if vehicle assets Please indicate service responsibility: <b>ARMY</b>	
Part 1: (To be completed by unit)		Part 2: (To be completed by ES Staff, unless MO)	Part 3:
Authority for Disposal: <b>LAND 65 3203</b> <b>15/05/09 13 PFA</b>	Vehicle is a runner: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Disposal Instructions: <b>021/98/20</b>	The vehicle described in part 1 is assigned for sale by the Institution:
Vehicle Asset Code: <b>LOWC - L102</b>	Vehicle is complete (no engine & body work, no caps, etc. etc.): <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>COMDES</b> <b>20 MAY 1998</b> <b>3 (UK) DIV</b>	Official Stamp: <b>F</b>
Vehicle Make & Model: <b>LANDROVER</b>	If incomplete, state major deficiencies:		Disposal Vehicle to: <b>For collection by MVD</b>
Registration No: <b>63 EG 65</b>	Radio/Cassette: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>CG 700A</b>	Vehicle Engine & Registration: Aut 1994 This form is issued as evidence of the vehicle's date of entry into service. It must be presented by the holder of the vehicle to the VMC to enable an age related registration mark to be allocated. DUPLICATION OF THIS FORM CANNOT BE SUPPLIED BY THE MOD.
Chassis No.: <b>CHL05AV18A 302576</b>	Make/Model:	Signature: <b>Kirsty Boyd</b> Name: <b>K BOYD</b>	
Current Series: <b>2301 UNUSUE</b> (Year in work): <b>HUNDRED SEVENTY EIGHT</b>	Accident damaged? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name/Grade: <b>AOBVENH</b> Date: <b>20/05/98</b>	
Mileage: Spare & word: <b>54172 FIFTY FOUR THOUSAND ONE HUNDRED SEVENTY TWO</b>	Accident twist off? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Ign Key No: <b>F1 158/1026</b>	Signed: <b>[Signature]</b> Name: <b>AEM/BOYD</b> Rank/Grade: <b>Sgt (Land)</b>		

## I May Need to Have More Money Than Sense - 2011-04-21 19:24

It looks like I may have a rather significant transmission problem

I've had trouble getting 1st and especially second and it seems to lock and go whilst reversing, all this on top of a rather nasty metallic scraping noise on our last trip which resulted in the breakdown recovery I wrote about.

Steve, my father in law's mate and mechanic supreme, thinks it's a gearbox issue and I don't know enough to disagree so I'm considering getting a complete unit including new transfer box etc.

This is part because Katy still has the 1:1.6 transfer box that she would have been fitted with as a military vehicle and I feel over geared and running out of revs very soon when driving. So I was thinking of a 1:1.4 unit in the longer term anyway (I'd rather have a little more quiet and fuel efficiency even if a little less acceleration)

I had worries about the transmission, but had hoped to have fun this year before spending out on something in the winter when I could take it off the road and do some work myself, but if I have to do it now I will want a guaranteed unit as I want to keep her for a while

SO

I have concluded therefore that Katy needs an owner with more money than sense and that seems to be me.

This should not be interpreted as me being especially rich, but lacking in the common sense that had her last 2 owners decide that there was a bit too much money needing being spent on her and therefore moving her on through that virtual graveyard for old cars that is eBay

Sigh !

I want to have fun... I was intending to have it over the last week and the next 2 bank holidays camping somewhere in the greenery that is our beautiful spring sunshine, but it looks like it's more woodwork whilst I learn enough to decide what to purchase and from where, and I will probably have this sorted just about the time spring turns into summer and the monsoon season arrives

The good thing is Land Rover suppliers seem very clued up in asking you the right questions and providing a lot of information on serial numbers etc so you can get it right

[Scrubbing up Nicely - 2011-04-22 18:58](#)

I brought Katy back from Steve's today

It's just 2 miles between his workshops and our drive and downhill almost all the way so I felt it was worth the risk especially as Phil (my father in law) was available with his tractor at the ready if needed

Back on the drive I can at least work on the cosmetic side of the Katy improvement project so this afternoon I got back into cleaning mode and have literally scrubbed the nooks and crannies with a toothbrush... **Yes I am cleaning a Land Rover with a Toothbrush !**

I also took on the filthy paintwork with scouring pads and kitchen worktop cream. Now I don't recommend this on anyone's nice shiny new paintwork, but on a flat matt and frankly flaky surface it's not as bad as it sounds.

It's amazing what getting rid of the last vestiges of the grime is doing to the way she looks

More to do as I only managed about half the work today

#### [Serial Killer - 2011-04-24 09:18](#)

I've been in discussion with the various helpful people on [Land Rover Owner](#) and [Land Rover Addict](#) and the question keeps coming up as to what gearbox I have

So I decided to get the camera out and record it properly - it's not that clear, but there is definitely a J at the end



Looking at various websites I am told that a J suffix is a Series 1 **Discovery** R380 Gearbox. This fits with the Discovery type gearsticks and the description of having a discovery engine so I think we've tracked it down for sure.

Also playing with [Ashcrofts' transmission ratio calculator](#) with this information [and the transfer box information I posted earlier](#) I am now even more convinced that a move to a 1:1.4 defender transfer box is sensible and it could even be worth trying a Discovery Transfer box with a 1:1.2 ratio, but that may be too much as Katy (like me) is no lightweight

#### [Will the woodwork ever finish - 2011-04-30 15:00](#)

The amount of room overhead in the cab is immense

The amount of bedding that wife like to take with us is similar - feather duvet, 3 feather pillows and she may be happy

So I've built what amounts to a right across bedding rack out of 18mm plywood strips

Happy Wife = Happy me

#### [I didn't think I was going to get home - 2011-05-07 14:58](#)

Having taken Katy up to see Steve Walford, and him agreeing all was not well with the gearbox I admit to getting some over confidence.

On the way back from that trip she actually drive well so today after sorting out a fuel pipe and pump problem ( just tighten up a loose Jubilee clip and a loose electrical connection I decided to head off to find one of the local Land Rover specialists that have been recommended to me

This was also a test drive to decide whether to take Katy to the Pencoed Classic Car Show where we are booked in tomorrow which would be a bit more serious with a 36 mile motorway trip

I really wish I hadn't as I nearly didn't get home

I am even more convinced now that she has a gearbox problem. The inability to get into 4th gear even when standing and having de-clutched into neutral is probably a big clue. Not being able to get in to 2nd most of the time and the rattling and grinding in 1st and 3rd is all leading me to believe that there is a serious transmission problem

This is not going to be cheap !

#### [Little Bits and Pieces - 2011-05-30 17:42](#)

It's been a while since I posted

This is because I've been doing research and getting ready for our gearbox investigation / swap exercise which will be coming soon and hopefully with loads of pictures

There have been some minor bits of work going on however

In the electrics I've found a replacement for the faulty switch that was preventing the instrument cluster lights from coming on. When I took the old one out it was held in with something that looked like a blue foam type gap filling adhesive and clearly broken. Mind you now I think the instrument lighting is rubbish so I need to look into how to take the binnacle apart and check all the bulbs are OK

In the rust reduction/prevention exercise I am currently working on cleaning all of the underside with a wire brush and getting ready to coat it with some form of rust prevention. I haven't decided what this will be yet as I'm undecided between the various modern complex systems or the old fashioned old engine oil and diesel as recommended by the father-in-law. Doing it by hand may seem a strange way to do it, but it is giving me an opportunity to inspect every last inch in some detail and doesn't have the risk of spraying water up somewhere it should not be. The amount of Saharan sand I'm getting out means I need to think about a bucket and spade to play with

I've also been oiling every nut, bolt and screw I can see under there with WD-40 and 3-in-1 in order to hopefully make the next stages of refurbishment a little easier. I've been recommended Freeze and Release for the ones that won't move and I've just bought some of Halford's equivalent to give it a go

#### [Working Mirrors - 2011-06-04 18:52](#)

It may seem a simple aspect, mirrors work or they don't

Katy's worked in the reflecting sense, but I could see was a large area of her sides and only a sliver of road

A lot of WD-40 and some repeated gently coaxing has finally had a result and they can now be moved

A small. but important feature restored !

Anonymous (2011-06-08 11:23:39)

One of the best mods I did on my 90 was convert the standard mirrors to heated. It involves taking the glass out and sticking a big pad behind, plus some drilling of holes and threading of wires. Makes those damp November mornings a little bit pleasanter and safer.

Shenstone (2011-06-08 18:57:40)

Thanks for that suggestion. Once I have the immediate necessities sorted out I may well look at some upgrades like that

### [Katy wasn't always Katy - 2011-06-22 19:34](#)

It's been a bit of a slow time in the refurbishment project as Katy is away waiting for the weather to be OK for the gearbox swap she needs

So in the meantime a little reflection on her past

Katy wasn't always Katy

We knew that of course, but who had she been and where has she been?

We know some of the history because of the useful information that has been provided by John and Toby already, but they have both left a trail of other information that's not too hard to track back and work out some more information from (isn't the Internet wonderful!)

When Toby bought her she was "Another Florence" on the [Yahoo Ambulance Group](#) and through that we've been able to get some more pictures of her adventure down through Africa. Here she is in front of Table Mountain in Capetown where her African Odyssey ended and where she was shipped home to the UK from.



Picture from prior owner via Yahoo groups - if it's yours please get in touch

Since then Toby bought her, but didn't find time or family acceptance to use her and work on her and

then John bought her from him and found the same. I can see from the discussions in the forum the various prices discussed, but we've all made deals we were happy with and I'm enjoying working on her so we're all happy now.

And interestingly I find that Katy was to be Florence (Another Florence in fact), but I'm sure she didn't mind becoming Katy and I hope she's enjoying her new identity as much as I am.

So thanks guys for leaving all that wonderful information out there for me to find. it's been fun discovering and if the weather holds we'll have a lot more good news on the blog by the end of the week.

## Gearbox Replacement

### Gearbox Removal in Many Painful Steps - 2011-06-25 14:48

The first phase in replacing a gearbox is to get the old one out

It sounds simple doesn't it

I had a quote from a friend to start me off

**"I've done a few clutch swop's on l/rs and that is a serious proposition on the driveway!**

**Gearbox with handbrake, transfer box and low ratio units is a big heavy b\*\*\*\*d to try and maneuver when you are lying on your back in a pool of oil.**

**Big axle stands, trolley jack, etc. required and you will invest blood, sweat and the skin off your knuckles.**

**I also have memories of hiring an engine hoist (reach in through the open door to support the gearbox) and using lots of ex-caving slings and crabs to support stuff! Rewarding when you do it successfully though and it all works."**

Seriously Malcolm how hard can it really be ?

Let's find out ... Here's how we started that's an LT230 Transfer box in the middle and the transmission brake to the right with propshafts leading to the front (left) and the back (right) ... see how much I've learned already :-)



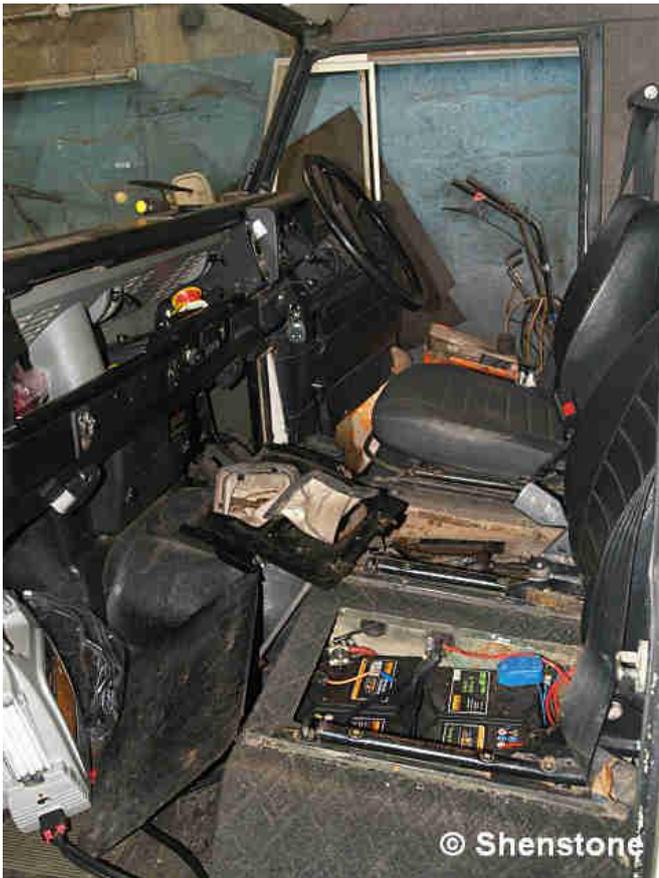
Steve had agreed to provide expertise and facilities and was happy I could do as much as I could so

suggested I got underneath and started removing a few bits that would be in the way, and give us some room to work.

First went the rear propshaft and then the front was disconnected from the transfer box. I had been recommended a propshaft nut removal tool by many people on the internet Land Rover forums, but I have to admit now to being unconvinced and it's about 50:50 as to whether each bolt was removed using this tool or just a plain old pair of spanners. The tool was OK, but if it got stuck it's hard to reposition or remove and replace.



Then the next step was to start disconnecting all the things attached to the gearbox and as many of them were on the top it would be best to remove the centre console and get access from the top so out came a whole load of the interior and we started in from that direction as well and here's the scene of devastation that soon ensued with Malcolm's words ringing in my ears.



The transmission brake which you can see in the picture below was then removed, which was a really simple job and some good news for me is the shoes and springs look OK so I get to save some money.



The next step was to remove a section of exhaust that was in the way and then remove one of the engine mounting brackets (which look a bit tired as you can see so we're replacing them), we then added a bottle jack to support the main gearbox so we could loosen off the other bracket and we were finally getting close to being able to get at least the Transfer box out.



Back up on top I had to disconnect some more wire's I found which are just twisted together as a connection and then attach a safety rope to the transfer box which was lashed to a crowbar which was placed across the 2 front seat bases, and another in my hand so I could maneuver it.

Then with much more sweat and nearly a few curse words it was loose, and then Steve was called away, so I was suddenly left alone with a rope in each hand and a very loose Transfer Box. There seemed to be only one thing to do so I wriggled it off the last inch of gearbox spline and lowered it down onto the boards below with a heavy thud!



Now this all sounds OK doesn't it, but it had taken me from 8:30 until about 4:00 which I suspect is a lot longer than Steve would have taken if I'd just paid him to do the job instead of offering to be his apprentice for the day.

Having removed it I can see the state of the gearbox spline and we both agreed it was confirmed that this job was entirely necessary and probably somewhat overdue as you can see by the state of the gearbox spline that's now showing. We also decided that someone probably knew there was a problem given the goo that passed for oil on the spline we wondered what had been put in there?



**Now the hard bit :-)**

Steve had another unexpected visitor with a possibly blown head gasket so I was left to get on with removing all the clutch bell housing bolts and connections. In order to get to the ones on top the air filter needed to come out and now I can just how bad the rubber bushes under the clamp plate for it are (of you look closely below you will see one was held in place with a jubilee clip), so will need replacements.



I'd been applying "shock and unlock" , and WD40 liberally to bolts for a few days leading up to this work to ensure it had time to fully lubricate the threads and give us a good chance of removing them rather than cutting them. it really paid off when it came to removing the front cross member as you can see from below where all the bolts came out easily leaving us just needing to spread the chassis a little with one of Steve's hydraulic jacks in order to lower it out



I struggled for ages trying to free up the handbrake to remove it and then Steve came back and showed me the correct bolts to undo which made the job a lot faster. The good news was that all of the clutch bell housing bolts came out easily (I was surprised) and then the whole gearbox came loose.

Knowing how heavy it was I thought to stop here. Soon Steve was back and with both of us and some ropes to stabilize it and then in with a metal plate and trolley jack to take the weight and with one final heave it all came loose, and with a little more manhandling **it was all out**

So here it is in all its glory, Gearbox and clutch bell housing removed as a single lump. It was now

6:30pm and I admit to being entirely shattered so it's time to go home!



**Of course that's only half the job !**

Anonymous (2012-09-11 10:20:20)

Well done! ...and great to see that you took the time to photograph it all. I never seem to have anything "spare" to document the jobs I do, and stuff like this is really useful - streets ahead of Mr Haynes.

Shenstone (2012-09-11 17:49:05)

Many thanks for the nice words.

When I stated this project I decided I needed to record what I had done in order to be able to do it again if needed. Doing it via this on-line form has proved a lot of fun and I get nice comments from people who find it useful - your feedback is very much appreciated

Regards  
Andy

## Gearbox Refitting - Part 1 - 2011-06-25 15:36

After the long day yesterday I was shattered and stiff!

It was Saturday so only half a day was available with Steve. He said we would do as much as we could this morning, but I needed go get some bits because there were a few parts that were worth replacing whilst we were there because they cost pennies and we would hate to waste all this work by having a cheap part fail.

First was the slipper pads and clips that Steve had assumed would come with the clutch fork, and the second was the engine mounting bushes which were looking split and may a well be changed while we were there.

Old and new Clutch forks - the old one has slipper pads which I needed to get for the new one and has the actuating rod wired in place which Steve said was actually not a bad idea as the plastic clips have a habit of breaking when you put them in - he has a technique mind you so we didn't need to do it that way.



So first stop of the day was Barmach our local Land Rover parts dealer and located in a very useful place not much of a detour to Steve's workshop

Once I got to Steve's he focused on fitting the new clutch and I worked on transferring parts from the old Gearbox to the new one. Of course Steve was soon ahead of me so came across to complete the work I was doing slowly.



Steve fitting the clutch fork into the newly refitted bell housing

And also helped out with the recalcitrant nuts on the old engine mounting bracket which stood no chance when faced with the full force of his cutting torch. If you read the removal section you will have learned that I'd been oiling all the nuts and bolts for days before starting and this was the only one we had trouble with so it must have done some good.



It stood no chance

After that it was remarkably smooth with the main gearbox and clutch going back into place in only about 20 minutes and with the clutch going straight into place first time. Steve's technique with the trolley jack on a steel plate across the pit, and also in raising the front of the engine using another jack and wooden post fitted under the front of the engine made really short work out of what was possibly a very long job.



New Main Gearbox in place! **Now I really hurt!**

That's all we had time for today

tony (2011-06-27 07:07:24)

You have proved the point it ain't "rocket science" it sure is bloody hard work though but very rewarding and think how much money you save doing it yourself. Well done

Shenstone (2011-06-27 18:57:31)

Hi Tony thanks for the comment

It ain't rocket science, but I do give a lot of credit to the advice and help of my expert mentor Steve Walford who knows more about engines that I will ever

It's still great to have been his apprentice through this work and because of it I will be able to take on many more jobs myself with a greatly increased confidence

Regards

Andy

[Gearbox Refitting - Part 2 - 2011-06-28 20:13](#)

**ITS BACK !**

The gearbox that is - both parts are now in place which is a huge step forwards

However it's not the end of the story and Katy is still immobile as we haven't yet attached the transmission brake and rear propshaft and the front is only held on with 1 bolt

But here it is before being lifted in place and as you can see from the sticker it's a 1:1.410 ratio box not the 1:1.667 one that came out. from the calculations we made using the [Ashcroft Transmissions Ratio Calculator](#) which gives us a massive 15% difference of top speed at 3000 rpm - I foresee a lot quieter and more enjoyable motoring to come!



When you put it back it is useful to have it in difflock so you can rotate either of the propshaft takeoff's in order to get the spline from the gearbox lining up. This was a key bit of knowledge from Steve, and something achieved with a pair of molegrips on the selector.

Lifting it was a case of reversing the removal - ropes onto everything we could put them onto (the front and rear propshaft bolts and then lifting from below, whilst also pulling from above, with Steve rotating the gears by turning the propshaft takeoff to get everything engaged.. Just before lifting it Steve applied liquid gasket onto both surfaces so we'd have a good seal when the 2 mated together and then we started lifting.



All went well, there was one last push needed once the gears were correctly aligned and the whole thing slid into place

As you can see from this one, taken by Dan who turned up just at a useful time to get roped in to helping me lift the transfer box into place, I'm very happy with the situation

The next steps were to start putting the exhaust back in and connect up all the linkages which we managed to do today, and put in the nice new engine mounting bushes which have replaced the old cracked ones.

In putting the exhaust back I was keen to take a good look at why I had ended up with a 2 hole / 3 Hole problem in purchasing a new section and I think the telltale signs of some welding give the game away. the exhaust if not the rest of her is a cut and shut job





There were other successes today. Steve thought I had put the wrong bolt in and when he brought a new one it was identical to the one I had just removed. I must have been paying attention!

Hopefully just one more session to go and it will all be back together and Katy will once more be drivable and we can have some real adventures

### **Gearbox Refitting - Part 3 - 2011-06-29 19:31**

Another fruitful session today

Both propshafts are now back and most of the wiring and linkages are back in place as well.



Prior to refitting the rear propshaft Steve recommended that we refurbished the transmission brake because as he said "Any problem we find now will take 10 minutes and it will take an hour later".



Two of the linkages were a bit stiff so Steve knocked out the pins and we cleaned them up with some sandpaper and applied grease and now it's moving easily. A good clean of everything inside with brake cleaner and everything is all silky smooth and should last a good while

Also I popped into what is fast becoming my local corner shop (Bearnach) and picked up some air filter mounting bushes so they've been replaced and things should be quite a bit less rattly under the bonnet as you can see



There's a lot of interior to refit and an **AWFUL** lot of cleaning needed before the Mrs will let us use it as a camper again, but I certainly feel that we're on the home straight and getting ready for proper

adventures.

So What have I learned in all of this?

- 1 Unless you know what you are doing get a reconditioned unit - with that amount of work you don't want to risk having to do it again - this is especially the case if you are paying to have it changed, in that case using a second hand one seems false economy
- 2 The flexible ratchet spanner set I bought from Halfords has been invaluable - they are open spanners one end and the ratchet on a flexible joint the other - I would say a must have bit of kit for anyone's toolbox
- 3 I need a decent socket set for those things that the spanners are not good at - mine is too small and cheap
- 4 Lifting the heavy bits could be done by one person, but it would be incredibly hard - you really need 2 people for this part of this job to do it safely
- 5 Given all that work, Steve was absolutely right that changing the clutch, fork and slipper pads etc. is a sensible thing to do while you are there
- 6 Taking the whole transmission tunnel off would maybe have made more sense than the keyhole job we did. (I've read up on this since I did it)
- 7 Rule one of finding an expert to work with was definitely the right thing to do, if you can find one in a LR club or forum you should. If you can't I wish you luck and hope this is useful
- 8 Some people may be able to do this in a day, but if you are a newbie like me plan on 3 long and very hard days
- 9 And lastly, and most important **ENJOY IT !** - It's your Land Rover and working on it should be as much fun as driving it. I really enjoyed my time with Steve

Update!

Since writing this I have found that others have found the information useful so I have added a few clarifications above.

You can find other write-ups at these locations

<http://www.landroverexpedition.com/technical/replacing-the-gearbox-clutch-and-transfer-box/>

<http://www.repairmylandrover.co.uk/defender-repairguides/guide-to-defender-propshaft-removal>

[http://www.expeditionlandrover.info/gear\\_ratio.htm](http://www.expeditionlandrover.info/gear_ratio.htm)

## What a Difference Some Gears Makes - 2011-07-01 16:10

### SUCCESS !

What a difference !

I went up to do the final bits today and all is now completed. Including fitting all the interior back and finding the air leak into the fuel system and having replaced a section of fuel pipe.

Steve found a piece of metal fuel pipe that would go inside the rubber one and we could use jubilee clips to get a good seal. That was fun as I had to cut into the fuel pipe with a full tank of diesel and splice in a section. No matter how I tried I wasn't going to win and I ended up standing under a Diesel shower. Whilst I got the new pipe in and tightened up the joints.

Just as we were about to finish Rhian turned up with some rather wonderful fresh egg sarnies made with the output of the Walford hens. A few more minutes and some help from Phil (Rhian's dad) sorting out the airlocks that I had created in emptying the pipes (I learned a new trick of loosening injector number one and letting the air bubble out) and we moved from a stationary hulk to the sound of a rumbling 300Tdi once more.



So here she is ready for the off.. .

And what the doors look like up close...



Never mind that I've got a boiler suit on.

At that point I was able to start her up, engage reverse without it jumping out again, and back her out of the garage and do a quick back and forwards up and down the drive.

So a few more jobs it was out for a test drive of Katy with her new gearboxes today and I have to say that the sound and performance were superb!

Gear changes are now positive and the take up has no massive clunk, the sound of cruising is a simple high pitched gearbox whine and the speed up hills is maintained much better

I have to admit that I would never have been here had I not had Steve, Phil and Dan helping along the way but the pleasure I have had in doing much of the work myself is significant and I now feel that I will be able to show my face at Land Rover events and say with some confidence that I understand how they work and I can even show a few bumps and bruises for a while to prove that I have really been doing the work myself

It's not all done. There are jobs that need looking at again such as the reversing lights which need a connector that Bearmach were not able to supply and of course a complete clean inside and out before anyone is allowed to go in with nice clothes

Dan (2011-07-01 16:27:39)

Nice to see the beauty in motion!

Shenstone (2011-07-01 20:59:53)

Thanks Dan

Your assist in fitting the Transfer box was much appreciated ... good luck in de-rusting the Disco another never ending story I suspect :-)

Regards

Andy

### [Katy's on the road again - 2011-07-04 17:45](#)

With new gear and transfer boxes in place and working well and making Katy more drivable I think today's shakedown cruise to Pwll Du and back deserves a song in our hearts, and as I'm no good at singing, With due deference to Manfred Mann, Here it is ...

Katy's on the road again  
Wearin' different gears again  
Katy's turning propshafts round  
To keep her tyres clean  
All her fuel is flowing again  
Her gear's as good as gold again  
Sez if you see Rhian now ask her please to sit in me

Rhian and I we moved along  
Since the day - down in the hollow  
When the mind went driftin' on  
And the wheels were soon to follow

Katy's on the road again  
Wearin' different gears again  
Katy's turning propshafts round  
To keep her tyres clean  
All her fuel is flowing again  
Her gear's as good as gold again  
Sez if you see Rhian now ask her please to sit in me

Downtown in the big town  
Gonna set you back on your heels  
With a camper full of memories  
And a lot of stickers for my windshield  
Shut the door, Cut the light  
Katy won't be home tonight  
You can wait till the dawn rolls in  
You won't see our Katy again



### [Carpet Shopping - 2011-07-09 17:10](#)

Noise proofing is the next step forwards

The trouble is that the transmission tunnel in Katy is a real mess of parts taken from donor vehicles and then by the look of it hammered into place, and the plastic clips that should hold the gear lever gaiters have suffered in this, but I'm not sure what of the items available to purchase will fit because of all these mods. So I don't think that any of the kits I can buy will work out of the box.

Therefore we've been shopping today and we are now the owners of some heatproof noise proofing rubber matting and also some real wool berber carpet to put over that. I'm going to try extra strength Velcro to hold the gear lever gaiters in place as most of the plastic clips are broken

All of this should make quite a difference when it's all fitted properly ... IF I can get it to that is

I see many hours with a craft knife and double sided tape ahead

### [Soundproofing and Heatproofing the Transmission - 2011-07-10 20:26](#)

Last time we took Katy for a ride the overriding feeling of joy was slightly marred by the sound and warmth coming up from the transmission tunnel

So today's project was to heatproof and soundproof the transmission tunnel. The starting point was a real old mix of rubber mats carpet and plastic trim (presumably from the Discovery donor vehicle that provided the original replacement gearbox. It was all a right mess and needed to come out and be cleaned and replaced where possible



Then it was out with all the old and in with a load of sealant over all the gaps where panels were not fastened together well. Then, as with all jobs on Katy so far, nothing is entirely straightforward and the passenger side of the transmission tunnel was not fitted well to the foot well plates so the first thing we had to do was fix a strengthening plate across the screw fittings and seal up all the holes that could let water in.

I and then this shiny new heatproof and soundproof foam which we got of eBay.



The description that came with it was: -

- 1) Light Weight
- 2) Heat Insulation ( helps to keep the vehicle warm inside - thanks to the foil membrane ).
- 3) Sound Insulation ( Ideal to limit engine and road noise )
- 4) Waterproof ( The rubber is closed cell and so does not absorb water like a sponge - I think this is really important as we still have a lot of leaks)
- 5) Flame retardant
- 6) Interior or Exterior use ( Can be used in under bonnet applications )
- 7) Odor Free ( no horrible rubbery smell )
- 8) Self adhesive ( peel off backing sheet )
- 9) Easy to cut and form
- 10) 10mm thick

If you are interested click [here](#) it was very easy to work with so I'm happy to give it a plug

And then over it all went some tidy carpet to finish the look and make the cabin a whole lot nicer place to be.



This should probably be specialist car carpet, but it's an off cut from the local carpet store which cost less than £5.00 and I still have enough to replace it a dozen times if I need to

I cut down the plastic surrounds as much as I could. I may look for a better solution, but probably need to see a few people's work to get some ideas

We did have to make some adjustments to the bulkhead rubber matting to get it to fit back in place properly because the new foam and carpet mix is about 10mm thicker than the old matting we took up, it took about 5 minutes with a Stanley Knife to get it fitting right.

The job isn't quite finished as we could only get brown foam to seal the gear lever plate so we need to get some coloured foam or plastic to complete the job (or find a proper new replacement part), and the foot wells need doing (but there's a leak to find and plug before I want to put carpet on the floor, even if the foam is closed cell) but it's another step towards having our adventures in comfort

## Anglesey 2011

### Anglesey - The Road North - 2011-07-24 09:54

**Sunday afternoon, the packing was done, the rain was falling and we were ready for off.**

Our first impressions were how much nicer it was with the noise proofing, the second was we were getting wet ! The rain was coming in from around the windscreen and dropping onto us. There was nothing we could do about it so we simply moved anything that could get damaged and continued.

The next sensation was we'd stopped moving forwards... Not a technical problem, simply that we'd reached Builth Wells and although the Royal Welsh Show didn't start until Monday there was still an awful lot of traffic trying to get into the showground and the famous traffic jams were already in full flow

Given the rather un-wonderful weather the scenery in mid Wales had to be described as "disappointing" and we pushed on as fast as we could. Next. we headed towards Snowdonia and

once again all of the mountains were cut off at about 200 ft above us and there was nothing to see so we headed on again

We arrived at about 6:30 pm and settled into the [Kingsbridge campsite](#) and considered our evening meal. We'd considered eating out to celebrate, but with the weather so bad we settled in for some pasta and we cooked our first meal in Katy. It may not have been Cordon Bleu, but it tasted fantastic to me !

**A wonderfully successful day on what we hoped would be our first successful adventure since [the Gearbox disaster](#)**

[Anglesey - Beaumaris - 2011-07-24 21:01](#)

**Monday it wasn't actually raining !**

The first port of call was to be [Beaumaris Castle](#) and a brief respite in the rains allowed us to enjoy a few hours walking around this fantastic building. I've always enjoyed castles, but this one is a wonderful one to walk around as it has many of the wall walks and wall passages still available to walk around which is quite amazing in these times where Elf 'n'Safety has taken all the fun out of things.

After that it was off on some travels but before stopping for some diesel. **£95.00 of the stuff !**

Then on to Llangefni to the [Oriol Ynys Môn](#) to have a look at the works of famous Kyffin Williams and Charles F. Tunncliffe amongst others, and then on to Penmon Point to look at some fascinating dirt (very young rocks) and some interesting skies

Finally we headed back past **Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch** where Katy being a bit of a show off had to stand and have per picture taken in front of the famous railway station sign



Then we headed back in the rain to Beaumaris and another night's good rest on our very nice campsite another good day in Katy !



### Anglesey - Moelfre and Amlwch - 2011-07-25 20:02

Having been washed out of Beaumaris we headed north to Moelfre and Amlwch on Tuesday

We ended up farmyard camping at Nant Bychan Farm in Moelfre where we were lucky to get a place, and were only accepted onto the campsite when we said we didn't need electric hookup. It was a bit busy as you can see from this picture of Katy looking out to sea.



OK I can't see what the problem was either... maybe we made a little too much noise... The exhaust is blowing a little?!

As the weather was better we tried a little running repairs to the windscreen waterproofing with a tube of silicone sealant, but it's not been successful so we need to work out where it's still coming in from

Wednesday we headed for Parys mountain which is a stupendous place, a marvel of geological and

historical features and (especially after some rain) a riot of colours as you can see



Katy looked nice as well



We finished the day with a visit to see my relatives who have been on the island since 1951(ish). It was very nice to make connection again since we were last there visiting family in 1975.

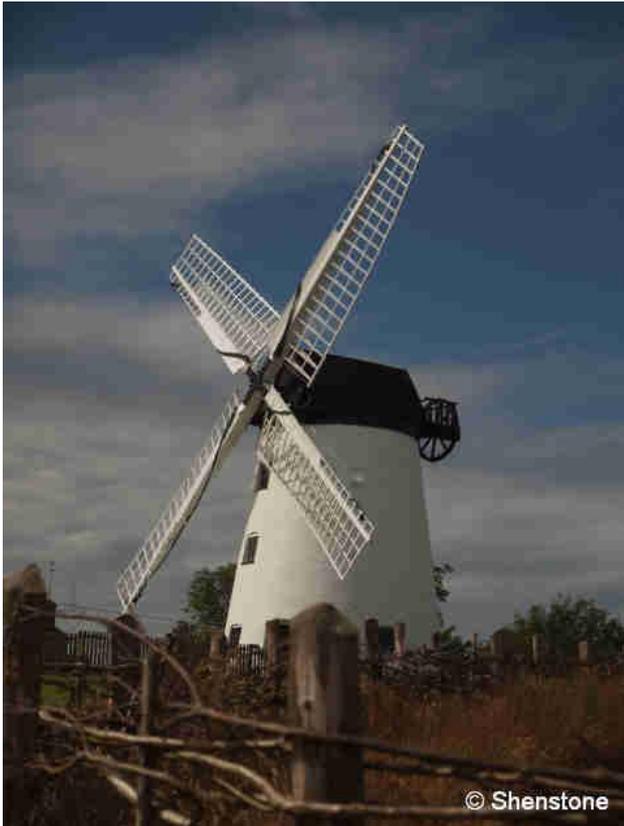
### Anglesey - Church Bay, Holy Island, South Stack and Roscolyn - 2011-07-31 18:59

After the success of Parys Mountain we rose to some more poor weather so headed off in a slightly miserable state around the north side of the island which has some **really** small roads.

Church bay was nice, but we did get some strange looks in the lanes.. Maybe because the blowing exhaust was getting worse. We arrived at the Llynnon Mill, the only windmill working on Anglesey. I have to say that in an earlier post I commented I would need bigger spanners for working on Katy, but to be honest that's nothing when compared to what you need to work on this gearbox !



Whilst we were there, the weather started improving which was nice so we got some pictures of a white windmill against something other than a pure grey sky.



We then headed to [Bagnol Caravan Park](#) in Treardurr Bay where we were welcomed by the owner with a huge grin and a laugh as we blew our way into the campsite and settled into a pitch. His laugh at the site of Katy was followed by him having to come and have a good look at her

The pleasant evening in the sun was followed by a super day on the cliffs at South Stack and then Roscolyn, and then we came back for a final night at the campsite.



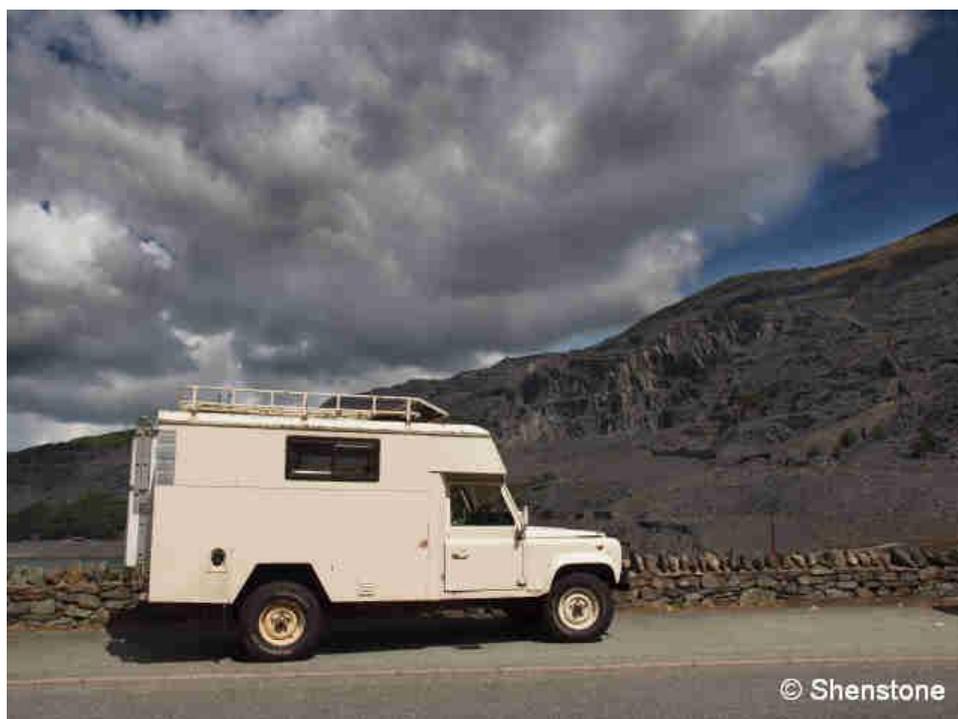
With the long journey ahead I decided it was time for some running repairs and it didn't take long to find the problem. One of the exhaust joints wasn't done up properly and we'd lost 2 bolts leaving just one holding it together. So on with the overalls i had taken "just in case" and a root around to locate at least one more bolt I could use to repair it, and the blowing was quickly reduced to an acceptable level

All ready for an early start tomorrow...

## Anglesey - The Road Home - 2011-07-31 19:23

OK it wasn't that early and we did take time having a cuppa before we got started, but then it was time for off. Sunshine & Scenery were to be the order of the day as we headed back through Snowdonia and then Mid Wales

First stop after Llanberris was to admire the scene of a rugged Land Rover in even more rugged scenery



Then down to Bedgellert where we met a Subaru Owners club coming the other way. Whilst waiting in the traffic one of them was sitting next to me enjoying the sound of his sporty engines with a bit of revving so I treated him to what the sound of a 300TDi sounds like in full flow. I got a bit of a shocked look!

The journey southwards was uneventful on the mechanical front which was good as it allowed us to concentrate on enjoying the scenery and it is indeed might fine scenery.

We arrived in Cardiff just entering the red on our fuel which means we have put just £95.00 diesel into Katy for this journey. OK we'll need to fill up for the next, but I think the new gearbox has made a massive difference to the driveability and we are all (all three of us I am sure) looking forwards to our next big adventure

Mind you I do have a list of new jobs ....

- 1 Remove and replace cupboard shelves which stink !
- 2 Add shelves to the rear cupboards
- 3 Fix the Exhaust properly
- 4 Find out why the washer water isn't working
- 5 Find all the leaks around the windscreen and doors and fix them properly

6 find out why the fridge is only partially efficient and repair or replace it

7 replace the missing mudflaps

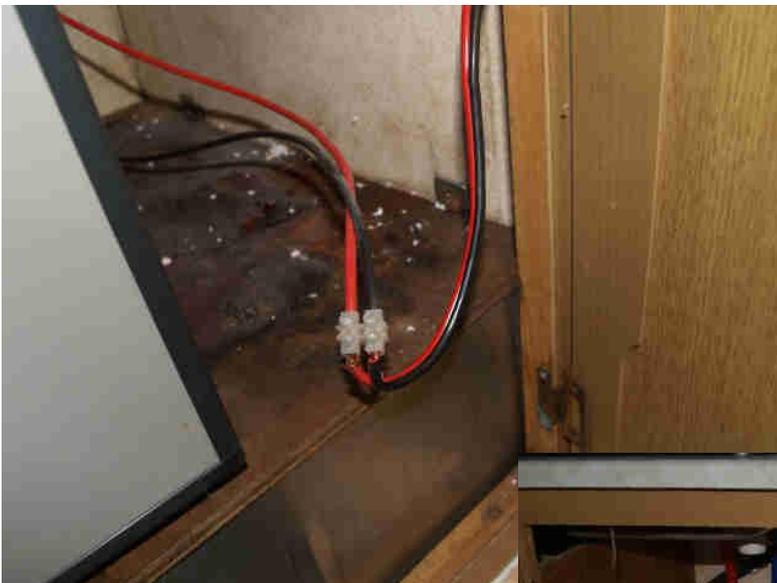
That should be enough to keep me busy for a few weeks or months

## 2011 Continues

### Cupboard Love - 2011-08-14 20:30

Since our trip to Anglesey we've not had a lot of time, but there are some jobs that need to be done before we go away again

Replacing the fridge is going to be a long job, so for now it's been removed because I needed to replace all the wood in the cupboards because someone had spilt something which had soaked into the wood and now stank. We suspect rancid cooking oil. So this type of mess stank !



I moved the fridge which was hiding this type of mess

Has been replaced with nice clean plywood which has been varnished so if there are more spills it can just be wiped clean and we don't get back to the same problem. As you can see a nice big gap for a new fridge



And whilst I'm there here are the new shelves for the rear cupboard - I mean who needs a wardrobe in a camper van anyway. it's not like the wife will be needing her evening dresses in the middle of a campsite is it?



Hopefully all this will be finished in time for next weekend



Whilst working today we resolved another problem. Another stinking mess in Katy has turned out to be the washer bottle - full of what looked like a bacterial soup - so bad it smelt awful and it gummed up the pipes. All has been cleaned out and works fine now

### [WWW = Wet Weekend in Wales - 2011-08-24 12:03](#)

A Wet Weekend in Wales, well at least in part.

We went down to St Davids in Pembrokeshire and once again Katy was well behaved on the run, however once we got there the heavens opened and we had rain pouring into the passenger footwell again. So out with more silicone sealant and I've tried to cover up every possible hole

Another of the leaks was around the cable where the solar panel feed comes in which was more worrying because it was above where we store the bedding ... the solution ... even more silicone sealant.

On the good news front the new shelves in the rear cupboard worked really well and the smells have all gone now we've replaced the wood in the kitchen cabinets

Sunday was beautiful and we had a fantastic day out followed by a really smooth run home in light

traffic so we're much more confident about going for a run now all seems bedded down from the last trip

### [You Need Friends - 2011-08-29 19:00](#)

One of the best things that has happened to us since getting Katy is the response that he gets when we go and see people. It's often one of amazement, but it's also one of approval and pleasure.

This weekend we popped into see three old sets of friends and we had a unanimously warm welcome from all of them.

First of all was some of my first friends I made when I moved to Cardiff, Chris and Judith who now live "oop north". OK well only about about 20 miles away which is no real real distance and therefore no real excuse for either of us, but we don't get to seem them as much as we should. We were amazed when we finally realised that we'd bought the tax disk after 6 months and they still hadn't seen her so we used the occasion of a Big Birthday to pop in our our way up north.

**Both loved her and we've already been invited to drop in after caving conference which would definitely be another katy type event.**

Next was another Chris - Christine this time. An epitome of a fun loving bubbly blond if ever I met one!

Chris has a small house and has also recently had a birthday which we'd not been able to celebrate so we headed off with "Mas vino tinto!" (More red Wine) and Chocolate fudge cake in hand to see her and the mad spaniels she shares her house with. It's a small house and whilst we know she would put herself out for us there's no real reason to make her do that when you can turn up with your own bed in tow !

**It even gives somewhere to hide from the mad spaniels!**

And finally, but no means least we stopped by to See Hazel and Alan (Judith's Mom and Dad) on our way home. This pair have been real adventurers in their time and I've loved hearing their tales of just getting on with it over the years. They have been the sort of people whose ability to have adventures is inspirational. They had an old Series 3 90 themselves in prior years and I've known that Alan would love to see Katy for some time, but it's been necessary to get the gearbox working before we went visiting.

Alan gave us a really good smile and then one of the most complimentary comment we could get ... **"Can we have one!"**

So all in all a fantastic couple of days and we've had a really great time - so thanks to you all for making us all feel so welcome and we look forward to seeing you all again in the very near future.

BTW We also spotted an old Series in an almost collapsed barn on our walk. I'll need to take a camera next time I go walking up there.

## The Eyes have it (or not) - 2011-08-30 21:27

I'm working on improvements again

this time it's lighting which is a bit hit or miss ( a bit too miss to be honest!)

The passenger sidelight was faulty again !

So off with the lens and out with the bulb and yes once again it was a loose connection

So enough is enough and I need some new ones

Trouble is I've seen different kits available so I'm going to need to ask for help from those ever helpful Land Rover forums

So here are the pictures that I'll need to ask for help



This is a close-up of the passenger side light from the rear



This is the whole headlight area showing the original Army Green



And these do not look like any of the standard connections I've seen on lighting kits

And whilst I'm at it - these are the light switches most of which I still can't work out and get anything working when I operate them .. and what is that knob on the left ?



I hope to have some answers soon, and when I do I'll add them here

Winnet (2012-10-25 09:09:21)

Did you ever sort these lights?  
Winnet

Shenstone (2012-10-25 18:30:27)

Hi Winnet

Yes I did, but I can't take credit for it

I gave up after many hours trying to trace wires and decided that I needed someone who understood how Land Rover Electrics were meant to work so I took her to a local Land Rover specialist independent garage

You can read about that and see some after pictures at

<http://landroverkaty.blogspot.co.uk/2011/09/eyes-do-have-it-now.html>

regards

Andy

### [A New Coat of Eyeshadow - 2011-09-04 17:48](#)

Katy like all ladies like to look her best, but to be honest it's been a long time since she's looked perfect

Non the less as today's planned electrical work has been postponed because I needed to find out some more information and get some advice on the best way to do things I thought that we'd at least tackle some of the most obvious and worst looking areas

Katy does need a proper respray as the people who've painted her before have just put it on top of the old Nato Green and don't even seem to have sanded it down for a good keyed surface before they did so. They didn't even remove the light surrounds before doing it which is why you can see this large green area where they go



It was also really bad under the bull bar/front bumper area as you can see



So off came the plastic and that's had a rub down and a few coats of satin black - here they are in progress. by the time they were finished I got them quite a bit better



Next the old spotlights that don't work came off and we masked up - I was assisted by Steve (discogenic) from the [Land Rover Scene forum](#) who's missing not having a Landy at present and offered to pop round and help - THANKS Steve



And then on with loads of rubbing down. Acid etch primer and then a few layers of Halfords Leyland Arum White which isn't a perfect colour match, but was the best I could find for now and looks a lot better than all the peeling bits

This was just a temporary job so it was just the worst bits with the rest masked off, but at least we've stopped some water getting in to cause problems in peeling off more paint and I can take her out in public without feeling quite so embarrassed

**There is an awful lot more to do yet. !**

No picture of the completed job as it came on to rain just as I was finishing and I had to rush putting things away and pull her forwards onto the drive to get other cars put away

### [Wedding Belles - 2011-09-13 06:30](#)

Katy just took us to the wedding of the daughter of some close friends. Holly and Colin looked so happy which is just what you hope to see at such events. The location for the wedding was "The field behind the cottage" and camping was available at the venue so what better vehicle to go in than our own wedding colored camper.

It was fabulous being able to camp at the venue and therefore not need to worry about drinking. Another great win was the ability to get some of the leftovers of the Hog Roast put away for us to have a fabulous dinner the next day

Holly looked fabulous in her wedding dress. Katy it has to be said, still looks a lot worse for wear with her paint peeling.

No troubles on route but she needs to go in to get those electrics sorted now, and its a bit beyond me, so it's off to the local Land Rover specialist to get me a few more steps along the way

### [The Eyes Do Have It Now - 2011-09-22 17:56](#)

After many hours of lying underneath looking at wires that end in knots with second rate scotch lock connectors and corroded wires I gave up

So off to [HBH Land Rovers of Caerphilly](#) she went for a short vacation and they have worked magic on her

All new lights were purchased as kit from Foundry 4x4 and despite quite a few comments about Britpart items I have to say that I'm a lot happier than the stuff that was there. With HBH help they are all in and they all work which is a lot more than I've achieved over the last few weeks

Here is a picture here of the nice tidy wiring !



Kindred Spirits - 2011-09-29 18:53

I have for a while thought it would be good to join a Land Rover club to meet like-minded people and get some more sources of excellent advice

Recently I went to the Tredegar House Classic car show and I think I might have found some suitable nutters, I mean Kindred Spirits

Fancy using a classic car show to replace the chassis of your land rover ?



Well these guys did... and here's a view of the old chassis looking not too bad actually



And here's a picture of the new one looking all shiny and galvanized before all the rusty and oily bits go on it

I suspect that these guys may well be worth having a beer or two with

It also reminds me that I need to get on with Waxolyling before the winter sets in

## Waxolyling - 2011-10-02 18:14

This is going to be a long story. First of all you gather the tools and set off into the adventure with a great deal of optimism - I mean how hard can it be to wax a Land Rover ?

According to all the instructions available you warm up the Waxolyl in water before using it and if necessary thin it with white spirit (which is also good for cleaning things as you will see later)



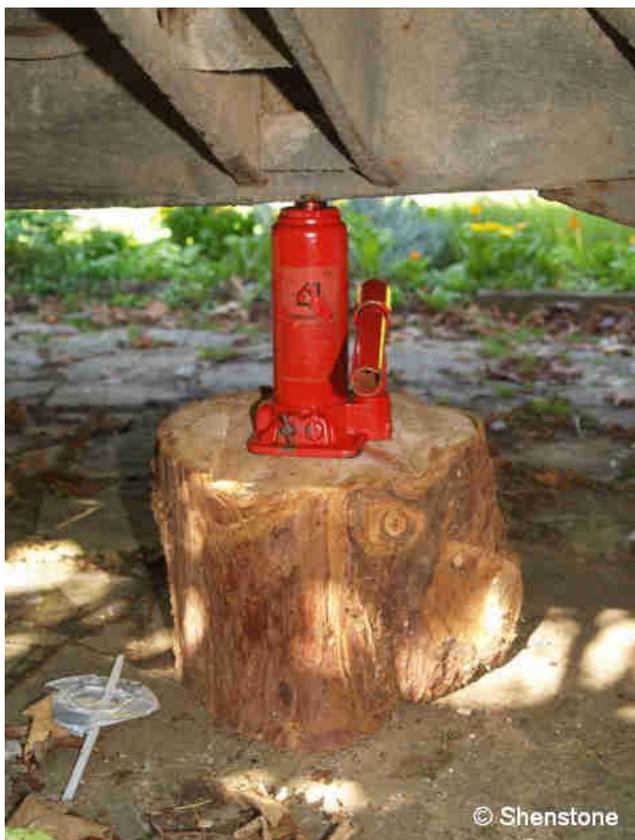
Whilst that is warming up I popped around the front and tried reversing Katy up onto some ramps I'd borrowed - unfortunately I gunned it a little hard, shot backwards and with no-one to tell me how far to go I misjudged it and ended up going over the back of the ramps and jammed them under the chassis (oops!)



No problem I thought I've got a good jack so I'll just lift her up a little, free them off, and take them out.

However the jack wasn't tall enough so I got a log from the log shed, which worked perfectly as you can see below.

Well actually what you can't see is this is after I've removed the first of the 2 ramps and discovered that the combination of log + jack at minimum height is taller than the gap up to the chassis when not held up by a ramp. **This combination is therefore well and truly stuck !**



So this is where Log & Jack number 2 comes in useful - I had to get an old scissor jack out of the garage and use that to lift the chassis up just a little so I could get the bottle jack out. I have to say that this was a good lesson in the different capabilities of the 2 jacks because the bottle jack lifted her easily and the scissor jack was hard work

Having learned from the first side I put the scissor jack in whilst the bottle jack was still under and then released that one first and just lowered down on the less capable scissor jack.



On with the job then and the first discovery is that all this warming the stuff up was a waste of time it's still like goo and sprays awfully. So I go indoors and do some more reading and people talk about thinning it down so I take a dollop out of the can, replace with white spirit and shake madly - this time the stuff sprays OK so I start on with it

Apart from the nozzle on the sprayer blocking quite a few times I managed to get the job pretty well done, well at least I thought I had until I took these pictures. You see it's really black under there now and I didn't want to take a torch under as I was a bit messy by then, as you can see later. So I'll need to go back and touch up some bits





All in all however I have about 12 litres of Waxoyl applied and I'm letting that coat go off before I try any more as it's too sticky under there just now

Also at this point Rhian had come home and I needed to spend about an hour cleaning myself as you can tell by this picture that she took. The 2 kids cycling past the end of the drive just at this time almost fell off their bikes laughing at the state of me.

However even though I do have some more to do I am congratulating myself on another job of improvement well done and no worries about going out in the snow and rain this winter

Update... I had this message from a friend (John Perriment who is a superb photographer <http://www.johnperrimentphotography.com/>)

Waxoyl? Didn't know you could still get that, what a blast from the past. I'm afraid I laughed at your predicament in overshooting the ramps and getting the jack stuck! Still, it's a job well done. At least Katy shouldn't rust anymore during the winter - and neither should you, judging by the state of that photo!

Thanks John!

### **Today I failed to fit a new exhaust - Twice ! - 2011-10-09 20:13**

Some time ago I bought a new 300TDi rear section for my 127 (it's the same as the 110) having got it I realised it had 2 hole flanges not 3 hole like the piece it needed to mate to. The system changes part way down - presumably because of an engine swap

So I went to Bearmach and got another, this one. The conversation went something like this

**"I need a new rear exhaust section for my Ambulance which is outside"** I say pointing at it

**"What wheelbase?"** says the man behind the counter

**"127"**

**"That's not in our system"**

**"It will be the same as a 110, there is simply an extra section in the middle"**

"OK. What engine?"

"300TDi, but that's not relevant, it was probably a V8 Petrol, but I'm not sure"

"What?" He's starting to think I am a wind up merchant

"It's not original, and the system changes part way down from a 2 hole flange to a three hole flange"

"So What do you want?"

"You to bring a selection out so I can go underneath and see what fits"

"Are you serious" He's starting to be P\*\*d off

"Yes!"

So one of the team went and found some, and I went underneath and held it in place and it looked OK

However when I got to change it today, even though the pipe is the same, has the flared end section it is not flared out enough to go over the center section joint.

I've still got them both and I'm thinking that I'll need to cut the end off both, transfer the 3 hole flange to the other with the bigger flare and get someone to weld it back on for me. It would be OK if I could weld - I can't find evening classes in Cardiff to learn.

Or it's buy a third and hope I've got it right that time

Sigh !

[Katy joins a club - 2011-10-14 18:59](#)

A few weeks ago I wrote about meeting [kindred spirits](#) at the Tredegar Classic Car show

Well last night we went out to meet the for the beer that I thought we'd have and I have to say what a wonderful warm welcome we had and what a great bunch of people they seem to be with a lot of fun and fundraising for charity going on and being planned

I had some excellent advice on how to get my exhaust problem sorted out and now hope to be completing that work very soon now

So I am now happy to say that we are officially members of the [South Wales Land Rover Club](#)

[Nearly Exhausted - 2011-10-15 15:24](#)

I've posted before on how I needed a rear section of exhaust and some of the troubles I've had in finding the right one. Here's how bad it was, there were about 3 sections like this in the rear pipe. The top has literally been eaten away and black soot is covering the bracket



Given the 2 non fitting exhausts I had, I took some advice from the guys in the [South Wales Land Rover Club](#) and visited Charlie at [Pro-Speed Exhausts](#) for some advice

He was really helpful and after a look around offered to widen the flare on the exhaust I had already purchased for nothing.



So this time it fitted first time, especially as I'd taken some more advice and lifted the chassis on a jack to give me more room over the rear axle. it reduced the stress in the job by about 95% Everything has of course been put back with new nuts and bolts where needed and lots of copper grease



There is a downside however in that the soot that you can see below which I had thought was coming from the rear section is now proven to be coming from the centre section.



Charlie did offer to make me a stainless steel system, but I had hoped this was the last of the money I was going to need to spend this year, but it seems Katy's expensive tastes are going to continue for some time

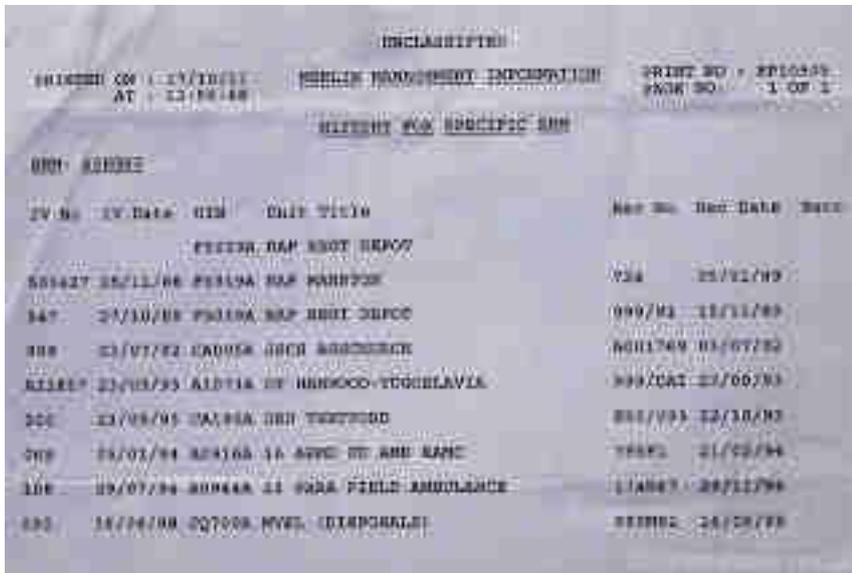
Katy and I have decided to put the other not needed exhaust in as a Children in Need donation to the club events to thank all the generous people who have helped us in this trouble

**Katy's Military Record - 2011-10-20 18:50**

Having seen posts about just emailing DES for the vehicle information on the [EMLRA forum](#) I did so on Monday and I got the Merlin Management information sheets today – very efficient and no charge

ERM 63KG65 I knew this  
 Designation Amb Crash rescue 2/3 Stretcher 4x4 Land Rover – ermm... this too  
 Colour White Gloss Interesting – there is camouflage paint all over her underneath a very poor paint job  
 Barbus Ind N – I have No Idea what that means  
 Date in service 27-Jan-88  
 Date Cast 27-Apr-98  
 Disposal Date 16-Jun-98

Here is the Merlin report I got from DES



In case it's hard to read I've copied it out below

IV NO	IV DATE	UIN	UNIT TITLE	REC NO	REC DATE
		F5039A	RAF REGT DEPOT		
500427	25-NOV-88	F6919A	RAF MANSTON	724	5-JAN-89
347	27-OCT-89	F5039A	RAF REGT DEPOT	999/91	15-NOV-89
999	3-JUL-92	CA005A	JSCS ASHCHURCH	A001769	3-JUL-92
A11857	23-SEP-93	A1073A	OP HANWOOD-YUGOSLAVIA	999/DAI	23-SEP-93
200	23-SEP-93	CA195A	OSU THETFORD	E50/093	22-OCT-93
069	5-JAN-94	A0916A	ARMD FD AMB RAMC	795F1	21-FEB-94
108	29-JUL-94	A0944A	PARA FIELD AMBULANCE	174H67	29-NOV-94
030	16-JUN-98	CQ700A	MVSL (DISPOSALS)	999M92	19-JUN-98

The Depot and disposal lines are fairly obvious – parked somewhere waiting for a new life

RAF Manston is fairly self-explanatory, What is nice is that it's next to the Spitfire museum and that probably gives us a really good reason for a trip down there and take some pictures of her "at home"

Op Hanwood seems to be an operation to Croatia (Yugoslavia), but it's not clear whether she went given the dates, it would be nice as that was I understand it a humanitarian mission (see post [It's official](#) as an update to this statement)

The rest I'm not clear on, and have asked some people on military forums to try and get clear

**if anyone is looking into this I did the following**

DES is Defence Equipment and Support <http://www.mod.uk/DefenceInternet/MicroSite/DES/>

I sent the registration number (like you have) and other information I had (see <http://landroverkaty.blogspot.com/p/about-katy.html>) to [query@edisposals.com](mailto:query@edisposals.com) an email address I found on <http://www2.edisposals.com/contact.htm>

They were not the right people, but passed it on to someone in Nottingham and I got a letter back

**Simples !**

[Katy's Rock Star Video - 2011-10-30 18:38](#)

Here's my new Katy video

Sound track from the blues brothers

... video doesn't work in a document ☹

We hope you enjoyed it !

Anonymous (2011-10-30 19:34:58)

Andy - Excellent video and a fine choice of sound track, clearly this is a labour of love in progress and a lifetime hobby as you'll never quite be finished tweaking even when all the big things are fixed, look forward to more exciting installments

Tommy (2011-11-13 15:51:24)

Quite a project - but well worth it - Enjoy

[One £3.50 Part missing - 2011-11-05 16:30](#)

I tried to complete the Exhaust work today

The center box is now blowing quite badly - it's got worse since the rear section went on, maybe I dislodged some rust or maybe the backpressure on not having something resembling a piece of lace behind it and therefore some backpressure was the final straw

It came loose from the back section easily as those were new nuts and bolts from when I did the center section. It would not come loose from the next section forwards (the extra bit in a 130)

because the nuts had been rounded off and were solid

Off with the front of that section which has been off before when we did the gearbox work and I sawed the recalcitrant joint apart.

However on fitting it again I realized I needed 2 of the join olives and I only had one.

Bearmach was closed so I searched all the other local parts shops to no avail

Maybe I'll finish the job next time

Oh and she's still leaking in the door seals so the latest round of that has not been successful either

**Got it - 2011-11-09 15:28**

I was working from home and getting ready for a trip today so in my "lunch time" I went for that part, and I did some thinking

In the last 20 years I've owned 3 cars. My Suzuki Grand Vitara (last 10 years) and before that 2 Lada Samara's

**I didn't know where the local car parts shops were**

I bought my Land Rover in February

**I now know, not only the locations of Foundry 4x4, Bearmach, Europart and Unipart.**

**I also know the locations of 2 other local independents an exhaust specialist and ALL branches of Halfords in the area... and their opening hours**

**and all of their opening hours.**

I got the part though -

Cost of the part £3.00 +vat

Cost of the round trip with petrol and the fact I bought 2 magazines whilst I was there about £15.00

## Finally Exhausted - 2011-12-09 13:00

At long last I have completed the exhaust repairs



Here you can see the old and new center sections and the extra section that goes in a 110 Land Rover exhaust system in order to make it a 127 / 130 exhaust system. The sections are joined with the olive I referred to in a recent post

And this is what it looks like in place

I have to say that putting these sections back was harder than I had thought as there is no hanger on these 2 sections which meant wrestling one end up into place and then getting one bolt in place, getting the other end in place and then coming back and tightening it all up. I did have to loosen off the rear section to give some wiggle room and then tighten it all back up again

One last thing was needed. Once I had it running it was clear that there was some soot being deposited on the side of the body. I'd been warned about this being a porr bit of Land Rover Exhaust design and I duly applied the fix I'd been told about which was to put a bend on the end.





I could have had a bit of a bend put in the pipe, but this extender from Halfords does the job fine and looks OK too (not too showy).

A girl likes bit of bling now and again so why shouldn't Katy have some :-)

### A Wheely interesting dilemma - 2011-12-

09 15:19

Some time ago [I bought Katy some new tyres](#) which were a little wider than the ones she came with

Since then to be honest it is possible to get the tyres rubbing when applying full lock and I believe that this is an MOT failure so I've been looking into the options to resolve it

I considered just adjusting the stops, but to be honest she probably needs every little bit of turning circle she can get



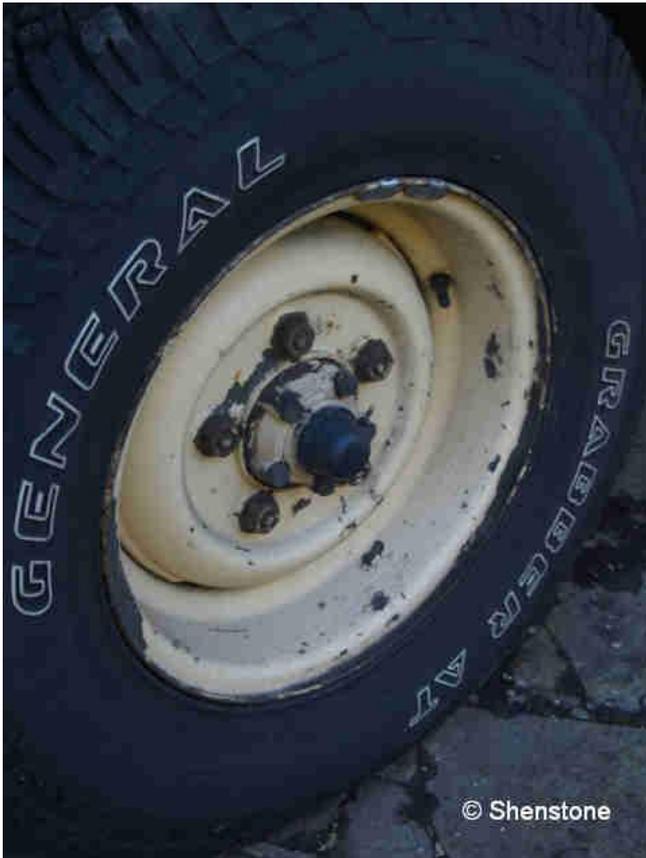
I considered wheel spacers, but the advice from all the people on-line at [LRO](#) and [LRS](#) on this topic really seems to have come down on the this isn't a good idea. Steve Walford my master mechanic friend agrees with this stance

So it's either back to plan A or have a closer look at the wheels. I've known for a long time they were different. On the front (shown below) the space from the wheel rim top the bolted centre is 6cm

On the back (shown below) it's a little over 8cm.

This makes me think about swapping them around or getting 2 more wheels like the rear wheels to put on the front.

I think I need more advice before I decide so I'm going to call on all those on-line friends yet again (and a few more!)



Shenstone (2012-07-31 20:59:34)

As I learned more I changed the wheels front to back - if you want to read why I did that you can get that information at

<http://landroverkaty.blogspot.co.uk/2012/01/what-difference-2cm-makes.html>

### [Wheel options ? - 2011-12-15 23:00](#)

As I wrote in [A Wheely interesting dilemma](#) I was looking into what I can do about Katy's mismatched wheels which is a situation I'm not really happy with

This posting is about some of the research and information I've gathered whilst looking into this and some links to some sources of information to explain the concepts I've learned

#### The Problem

Wider wheels scrub on the radius arm (or other aspects of the inside of the wheel arches) or you want to just make the tyres look bigger and have potentially more stability by having a wider axle width

on the road or you need more turning circle (all of these would be nice on Katy)

## Spacers

What they are for, is to move the wheel further out from the hub. This has the positive of making the wheel look bigger, and it gives some additional space when turning the wheel which will give increased turning circle and stop the tyre rubbing on the radius arm (or anywhere else) which is why I was looking into them

The trouble is that they are heavy lumps of metal and the effort of moving them around causes more strain on the suspension and transmission, and can increase bump steer which is a steering effect you get when you change the suspension geometry of any car, and it's bad because Excessive bump steer increases tire wear and makes the vehicle more difficult to handle on rough roads which is where Land Rovers are meant to go.

I've also heard ([especially from the really helpful people on Land Rover Scene](#)) about all of the problems you can have if they are not absolutely tightened and come loose behind the wheel when you are driving, which are led to wobbling wheels and even wheels coming off on the motorway, and also that many insurance companies don't like them

The guys on [Land Rover Owner](#) explained more

*"Quality is very important as you are putting load on them from the hub to the spacer then from the spacer to the wheel from acceleration, braking, bumps, cornering and centripetal [see comments] forces from the spinning of the wheels and spacers themselves. Spacers should not effect wheel balancing as most spacers are turned on a lathe. Spacers can cause slightly higher wear rates in brakes and wheel bearings due to the extra forces they have to deal with under braking and turning due to larger moving mass that comprises of the wheel, tyre and spacer combination when compared to wheel and tyre only"*

OK that's enough for me to explore the other option which is why I then asked the same experts about wheel options and got a lot of comments about wheel offset which was something else I had never learned about so here is what I now understand about those concepts

## Offset wheels

Wheel offset is the difference between the mounting plate that connects to the hub and the centre of the wheel. Fitting wheels with different offsets will move the tyre out like a spacer or inwards. Moving it outwards requires you to put on a tyre with a smaller (or negative) offset whereas making the tyre move inwards requires an increase (more positive offset)

To help you get your head around the concept this diagram may help

So to get more room for tyres to prevent scrubbing on the body or suspension which is the problem I've had I need to get wheels that have a more negative offset.

If I wanted to fit bigger wheels but had a problem with them sticking out of the wheel arches I would need to fit wheels with a more positive offset because that brings the wheels further back into the arches

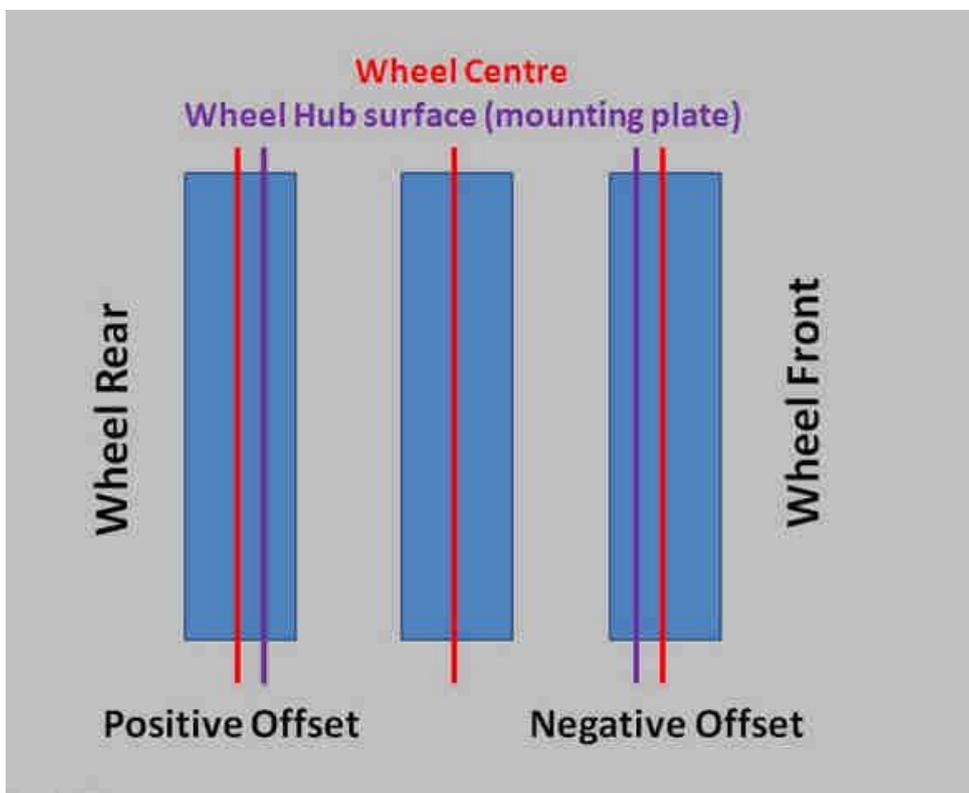
It's been suggested that all four should be the same as the ones I have on the rear and I will certainly investigate getting some more like that

I've still got more thinking about this to do, and I need to get under Katy and on top to check out all the wheels I have and work out what offset they have, and see what I should have and make decisions

Shenstone (2011-12-15 23:45:11)

It may seem sad to comment on your own blog, but hopefully the reason will be clear

I've used the word centripetal above, as was correctly used on the description of issues I got from



LRO. A lot of people get centrifugal and centripetal force mixed up.

It took me a while to get it clear in my head as a youngster so here's a potted description which I've put here so as not to get in the way of the flow of the main posting...

Centripetal comes from the Latin word for 'center seeking' so centripetal force acts in towards the center of a circle.

Centrifugal is also from Latin. 'cnetri' meaning

'center' and 'fugere', which means 'to flee'.

Only centripetal is a real force. For something to go in towards the centre of a circle it must be being pushed by an outside point of force such as a circular track (think about the wheel of death and a motorcycle rider) or pulled towards a center point (e.g. an item on the end of a twirling string or indeed a tyre around a wheel) otherwise it would be going in a straight line.

Centrifugal 'force' is not really a force at, it is simply the tendency of an object to go in a straight line because of inertia. The equatorial region of the earth bulges out for this reason

Simples...

2012

2011 Summary - 2012-01-01 12:14

**What a year...**

Back in **January**, the days lengthened and I started looking forwards to the year, but we were met with the sad news of the loss of a good friend, he would have laughed so much if he's known that on the day of his funeral in **February** we would be sitting with other good friends in Cheddar, drinking red wine and I'd be bidding to purchase a 24 year old vehicle for no better reason than I wanted one to have fun with.

I won and then being terrified stated as I wondered what I had done. No way to stop things now and I arranged insurance and road tax and by the end of that month, with a few adventures in Preston to go with it we had collected her. In **March** the hard work began. So much of that has been a learning experience that it's hard to reflect on how little I knew back then... Mind you I am not sure even now whether I realise how much more there is to learn.

**April** was a real set-back being recovered home on the back of a truck from Hopwell Services on the M42 having learned that the gearbox(s) were shot and therefore **May** was a month of trying to work out what to do about it, ordering parts and making preparation

**June** came along and so did the new gearboxes and I had wonderful fun installing them with help from Steve, so in **July** we had our first real adventure camping in Anglesey and cooking in the rain

In **August** we learned how much she leaked in Pembrokeshire and I made a start on what I now understand will be a lifetime in water prevention and I gave up on the electrics and had someone else do it, and then in **September** we all went to a wedding together which was real fun

In **October** I failed to fit a new exhaust a few times and I learned the ancient martial art of waxoyling. I also got a copy of Katy's military history and we joined a Land Rover club

In **November** I fitted some exhaust sections and learned that more needed doing, but I didn't have the parts

In **December** with all the parts I finally got the new exhaust in place and I have started to look into some of the next things I need to do

I know a lot of my friends tune into this blog from time to time, and I've met a whole bunch more people on-line and in person in the local Land Rover club that I don't know well yet so I think I'd like to say to my friends old and new, readers and anyone just dropping in

My best wishes to anyone who's enjoyed reading this in 2011 and my thanks to those who have helped so far. Especially Rhian who's put up with me on some bad days during this project and will have that joy again I'm sure



**I didn't start this as blog as anything other than an on-line diary of an adventure, but from some comments (BTW If you are enjoying it I'd love to hear about it through a comment) and links made to the blog from other websites, it is clear that it is starting to be of use to come people and therefore it will be continuing.**

**I will start to add a few articles about things I've learned and other items of Land Rover interest from time to time, but the essence will remain a story of our adventures together.**

**Happy New year for 2012 !**

David J Mallinson (2012-01-03 21:05:26)

Hello Andy

Long time no chat, Happy New Year and all that.

I'm enjoying reading about your Land Rover adventures, I was thinking of buying a Defender myself except they haven't been allowed in (to the USA) since 1998 and a 13 year old one with 150,000 miles on the clock costs as much as a new Jeep Wrangler, so I went and got one of those instead. Looking forward to more exciting installments, all the best Dave (Denver Colorado)

Shenstone (2012-01-03 22:00:47)

Hi Dave

Long time indeed, and many thanks for the complimentary comments on the blog If you find yourself back in Blighty please feel free to look us up  
Happy times with the Jeep

Regards

Andy

[It's windy enough... - 2012-01-03 20:49](#)

**Yesterday I had a bright idea..**

Drop the Suzuki in a day early for a service when I had plenty of spare time it being a day off and take Katy to work this morning

Driving a 7 foot wide, 9 foot high 18 foot long Land Rover to work this morning wasn't fun

Water dripping onto my knees as well proves she's still leaking

**Note to self... look at the forecast first next time**

### [The Truth, The Whole Truth and Some Fun - 2012-01-05 21:59](#)

I know that many people we don't know drop in to this blog, and we also know a few old friends drop in from time to time because we get nice comments either here or in person

If you are either of these you may like to know that the full first year story is now available to read in a more relaxed and straightforward manner by looking at the PDF version of this blog which has now been updated to have the full first year of our adventures together

Just click the link on the right of this post in the My Links section (**you may need to scroll down a bit**) and there it all is

With MOT and insurance due soon there are bound to be some new adventures and expenditure

David J Mallinson (2012-01-10 00:04:03)

Obviously no comparison to Katy, but here's my ride in the early 1980s (not me in the photo I hasten to add) <http://sandyslark.com/images/79af009truck.jpg> somewhere in Africa... top speed 45 mph, 330 cu inch 103 bhp 6-cylinder diesel engine.

Shenstone (2012-01-11 22:42:42)

Hi Dave

A nice picture of some more fine vintage British transport. Bedford if I remember rightly.

I have nice memories of listening to all your tales of adventure and one day I hope to have achieved as much as Katy or you have done already.

I've managed quite a bit of travel since the days we worked together, but there is still room for more and once we get through the MOT and a few more test runs we'll be ready for the continent and then maybe further afield

Regards

Andy

### [What a Difference 2cm Makes - 2012-01-07 16:27](#)

A while ago I wrote about [A Wheely Interesting Dilemma](#) which came about after [I bought Katy some new tyres](#)

I had a problem with scrubbing on full lock which I knew would be an MOT failure

I had thought that it was an issue with the new tyres being wider, and so I looked into wheel spacers

as I talked about in that post

With all the wonderful feedback I had from [LRO](#) and [LRS](#), and the learning I had about [wheel offsets](#), and information that having scrubbing wheels was an MOT failure I decided that before I did anything else I needed to get the front and rear wheels swapped to see if the more negative offset wheels made much of a difference to the steering and especially to the scrubbing, because the MOT was coming due

### **I have, and it does.**

The difference in offset according to my measurement of the front of the plate that is attached to the hub when measured to the plane of the front end of the rims is 2cm. I am presuming that this is reflected in the offset either fully or in part because I don't have wheels without tyres so can't make all of the measurements necessary to be definitive about this. Either the hubs are 2cm more offset or they are wider and some of this reflects in the offset. At some time I'll have wheels without tyres and I'll try and work it out, but for now I'll just accept it

What is even better is that I've been offered some more of the wider wheels so I can get her to having all the same wheels and I don't need to worry about it in the future

### [Commuting - 2012-01-12 12:24](#)

I mentioned a few days ago that [I'd dropped the car in for a service so used Katy to go to work.](#)

I had no idea I would be still using her as a regular commuter vehicle a week and a half later :-)

I'm starting to get frustrated by not having my car back, but here are a few thoughts that have occurred across the time we've been sharing the 20 miles to work and back each day

- 1 I can be mellow driving at 60 - Honest
- 2 Isn't it frustrating when you are trying to pass a slower vehicle, but one that has more power uphill. I have found that I've had to slow down in order not to be a road hog in the middle lane. it doesn't come naturally as I'm used to shooting past in the fast lane

And when it comes to other road users

- 1 Why do 7 Series BMW's pull in front of you when you are just about to go up hill, slow down and then accelerate just after you've had to lose all your speed?
- 2 What sort of person buys an Audi TT and drives it at 50 MPH in the middle lane on a motorway and why are there so many of them in South Wales?

### [More Tyre problems - 2012-01-14 10:19](#)

I had a call from the Security guys at work today

"Is that your truck? Do you know you have a flat tyre?"

That wasn't what I wanted to hear, but it got a lot worse from there and once again I've learned a lot



This was the sight that greeted me...

OK I thought get the spare down and change it...

First I had to get the car in the space next to Kart moved and then I got the wheel down.

Out with the jack and started lifting her up only to discover that the jack wasn't tall enough to lift her off the ground. So I had to call GEM to get someone with a bigger one to lift her up

After work I popped over to Celtic tyres who diagnosed a problem with the inner tube caused by a label on the inside of the tyre. Apparently when a label is present it causes friction on the inside of the tyre onto the inner tube to be concentrated in one place and is a common cause of issues. The tube was shot with a small tear along the side of this label mark.

So they fitted a new inner tube as you can see below, refitted the tyre and all seemed well...



Until Friday ...

All looked OK from a distance, but when I got closer it was clear that tyre was soft. I really didn't want to call the breakdown people twice for the same fault as that just makes you look dozy so I went hunting for a solution at work

I found a nice large breeze block that proved to be too big and then some paver bricks that were just fine to get the wheel off, but when I tried getting the fully inflated one back on the lift had been just a little short, but with some kicking of the tyre it popped into place and we were away

So today (Saturday) I'm going shopping. First to another tyre garage to get to the root cause and then to get a bigger bottle jack

[MOT Time - 2012-01-29 16:56](#)

I'm scared ....

It's Katy's 1st MOT since we bought her and quite simply the MOT she had on her when she was

sold to us was a joke !

In the last 12 months I've: -

- Replaced all the tyres which had cracks the size of the grand canyon in the sides
- Replaced 2 sections of Exhaust which were blowing
- Replaced all the electrics that worked when they felt like it
- Repaired a leaking fuel line

Now all I can do is hope

Anonymous (2012-02-07 18:42:08)

Well? Did 'she' pass?

Shenstone (2012-02-07 18:53:34)

Sorry to say, but we're still waiting ...

The father-in-law trumped me and had the Steve work on his Morris 8 Series E (1948)

As Steve is so good to the family I can't really complain

I am getting tense though ... I'll drop an update as soon as I can

Regards

Andy

Shenstone (2012-02-11 10:25:51)

Some good news ... <http://landroverkaty.blogspot.com/2012/02/mot-2012.html>

**MOT 2012 - 2012-02-11 10:05**

**She Passed, She Passed, She Passed**

2 Advisories... Number plate on the back is discoloured (so what!), and track rod end gaiters starting to split

Both jobs that can be done on a nice sunny day when I feel like it

Yippee a whole summer of fun coming up

Toby Stevens (2012-02-11 17:21:25)

Well done - following Katy's exploits with great envy, you're clearly a braver man than I ever was!

Toby

Shenstone (2012-02-12 20:44:56)

Thanks Toby

Kind words indeed. Me Brave .. No!

If I knew what I now know about Land Rovers she may not be here now ...

I'm glad I was ignorant of so many things because the fun we've had has been worth the few moments of stress along the way.

If you are ever in South Wales please feel free to contact me and drop in and see the old girl... she's 1/2 my age this year - her 25 and me ... well you do the maths

## Interior Decoration & Less Rock and Roll - 2012-03-08 22:00

It's been quiet on here for a while for 2 reasons

First because it's been the winter and that's not a pleasant time for working on a vehicle

Second because I'm in training for a long distance walking challenge and walking up mountains with my camera instead [as you can read about on the photoblog if you are interested](#)

However spring is coming so it's time to get ready, so this weekend we measured up for curtains and Rhian did a mammoth amount of sewing and we're ready for a nicer place to be in the evening and won't be woken by the sun streaming in so early in the morning

One small step towards a happier camping life

Also I popped up to the corner shop (Bearnach) and purchased a new set of heavy duty shock absorbers to hopefully reduce some of the wobbles when driving. I'm still taking advice on what springs to order so expect an update on that soon



## Cooling Systems - 2012-03-15 18:11

When we bought Katy there was one item that really stank .. that was the fridge that had been closed for a long time. It also rattled, was rusty, had missing bits, didn't keep cool and only ran on the 12 volt supply, so we bought one of these



It's a Dometic RM123 which according to the sales blurb ...

The Dometic RM 123 copes with 12 volts DC, gas as well as mains power and comes with an electronic reignition device which automatically relights the flame if blown out. Features include

- Super-compact outside dimensions (Yes it will fit that was a key factor)
- Door with magnetic seal and security latch (To keep Rhian away from the cold beer)
- Flexible arrangement of shelves (To be able to store more beer)
- Thermostatic control for 230-volt and gas operation (it can even make ice cubes for her G&T)
- Electronic reigniter ignition (something techhie)

I'm planning to fit it electric only for now as all the cables are in place. and see how we go before fitting gas which I think we would only use on a long travel in non sunny climates

### **Please Note**

**This fridge has been removed as we could smell gas fumes when it was running. Whilst we suspect this may have been something due to the installation, we are not in any way now recommending a fridge of this type (3 Way) regardless of the manufacturer**

### [Paint Like Confettii and Fridge fitting - 2012-03-18 22:12](#)

Whoever painted Katy did a really awful job of it. some strange pink undercoat put on in places over the several coats of army camouflage paint.

The paint is peeling and flaking all over the place and she really needs a complete respray, but for now she's going to have to put up with me doing some scraping, sanding and painting where it's really bad

I've got about 75% of the worst bits scraped and sanded now and a coat of acid etch primer sprayed on just to cover it up. she looks like a Dalmatian at present

As it started to rain I had to stop doing that, but it did mean that I completed most of the wiring for [the fridge we bought recently](#) as well. Just need to complete the earth connection and it will be ready for fitting and then cold beers galore

The [fitting instructions for this fridge](#) include a pair of large vents, but I've decided not to do that

What I've decided to do is to fit a powerful 12v PC cooling fan over the existing small vent hole. This is rated at only 20 dB which is good because the fridge is completely silent when running. I've fitted a switch to allow this to be turned on and off so we can turn it off in the extremely unlikely event that this quiet sound is disturbing our sleep. in that case we may also need to turn off the fridge so if that happens I'll probably end up fitting the larger vents

### [Limestone Paint - 2012-03-26 20:43](#)

I am repainting some of Katy

She needs a complete respray, but I can't afford the time and effort for all the prep as I want to use her through the summer

All I knew was it was "cream" because that's what it said on the VIN. I did some minor painting last year and had trouble finding a good match, but I remember seeing (but can't find it now) either on Land Rover Scene or Land Rover Addict that Ford ivory was a close match ...

It's a much better match and therefore probably confirms that is indeed the colour that Katy has been (VERY BADLY) resprayed with.

So now I think I can truly agree with the comment that Mandy (one of the regulars in those places) made when she said, back when I first joined, that **"Limestone is the most photogenic and bestest colour a Landrover can be"**

### [8 Tins of Paint and a Numberplate - 2012-03-30 14:50](#)

The evenings of the last 2 weeks have been warm and still

Perfect weather for respraying work so I've cracked on with it and now Katy has been sanded, primed, sanded primed and top coated with 3 tins of primer and 5 tins of Ford Ivory topcoat

It's by no means a professional job. All I've done are the bad bit's, but the difference it makes to her appearance even up close is quite dramatic. She no-longer looks like something that's on the verge of total breakdown and should attract quite a lot less attention from people thinking that she's too scruffy to be on the road (e did get some looks of disapproval)

We're off to see my family next week and we're looking forwards to some admiring looks along the way from all the Land Rover fans out there

Also with all those trips to Halfords for paint I picked up a replacement rear number plate to replace

the one [she had an advisory on](#) in her MOT test. So Mr Plod will be happy when he sees her on the road as well

David J Mallinson (2012-04-08 20:56:15)

Andy

I'm looking forward to the post touch-up photos :-)

also interested in how you get on with the fridge, thinking of installing one in the Wrangler.

### [Disaster Strikes Again \(Nearly\) - 2012-04-09 01:52](#)

Last year we headed off to Yorkshire to visit my family, and we got as far as Hopwell Services before [disaster struck](#) since then we've done a lot of work on Katy so this year we loaded up for the trip again and headed off full of confidence.

Tank full of diesel, milk in the fridge and all our clothes and gadgets on board we were full of joy.

One stop I wanted to do was to put some air in the rear tyres as the pressure gauge I used was showing them a little low so we stopped at the local ASDA petrol station, popped another 5 psi into the tyres and jumped into the cab, turned the key and NOTHING... HAPPENED ..

There was a click like I've heard when I had a bad battery, but no electric fuel pump working which was odd as we'd just driven here and she was running fine.

I got the booster pack out and clipped that on, and still nothing. Looked around and I couldn't see anything obvious so after about 15 minutes I gave up and called on GEM recovery who sent Celtic to our rescue

The breakdown guy attached his power pack and the same, checked the battery with a voltmeter and it showed a constant 12v when we tried to start her so the battery was declared fine. He then headed under the bonnet and declared it a starter motor problem despite my protestations that the fuel pump was turned on before the starter engaged, and then decided it was a problem with the immobiliser and tried opening the dashboard and binnacle before being thankfully frightened off by all the wiring. It was decided we needed a specialist and therefore we would have to be recovered.

I decided to go to Steve Walford's place as it would be a safe place to leave her if we had to abandon her because we could move her around with a tractor. Steve was having his lunch, so we got her from the recovery truck and the recovery driver left us.

#### **Then came the magic bit.**

Steve said he would take a quick look, tried starting her once, felt the battery terminals and declared he had found the problem to be a loose connection. One twist of the connector and she started.

Not wanting to let us go with such a fix Steve refitted the connector and some auxiliary wires properly and we were off on holiday.

The lessons are to think calmly and logically, stick to the problem, and that there is no substitute for experience

### Oop North - 2012-04-09 21:53

After our mini disaster with electrics it was good to be on the road, but to be honest we'd lost most of the day with the problems so our idea of getting up to Derbyshire by early afternoon and having adventures was abandoned.

The new plan was to simply drive to the Bakewell area and find a campsite. Nothing much to report except she ran well and we made it in good time

After purchasing some of the [authentic Bakewell puddings](#) (not pies or tarts) we headed up to Yorkshire in driving rain and reached there on a single tank of diesel meaning we had done over 350 miles (some of it quite twisty). mind you the £105.00 to fill the tank back up again was a bit painful

We settled on the drive at my sister's house and there she stayed for a few days as a spare bedroom whilst we visited family. The first night was the windiest we have spent in her and there was definitely some movement so we were glad to be in a sheltered spot.

We did some sightseeing including a wonderful day out at Whitby which was simply wonderful to walk around in the sunshine as you can see





### [Preston Again - 2012-04-09 22:05](#)

Leaving Scarborough we decided it may be time to head West over the border to Lancashire again.

We had picked Katy up last February and headed over to see our friends Ceris and Jim who live in Preston and share our first adventures in Katy with them

We picked a route across the A64 and then M62 before heading off through some fascinating landscape and industrial areas talking the words through Hebden Bridge and then to Preston

Last year Ceris had taken some [really fun pictures](#) for us on that first night of ownership and it was a good opportunity to share where we had got to in our refurbishment with them over a bottle of wine or 4 (ouch!)

Here she is parked up around the corner where we'd left her that first night she's definitely a lot cleaner and with less flaking paint work she's more acceptable to be in the neighborhood



This time no [problems like last time](#) and we were able to come back to Katy in the afternoon (after a nice walk at the [Ribble Valley Sculpture Trail](#) (which I'm sad to say has only 2 highlights, the Otter and Sika Deer - below ) and find that she started first time and was ready for off back southwards, and with a good tailwind we were finding she cruised really well down the M6



Frightened Steel Deer - must have seen a Land Rover (steel dog ?)

### [Shropshire Serendipity - 2012-04-10 20:25](#)

We headed South and made our way to Shropshire which is a wonderful place with lots of rolling hills and superb villages and towns.

As we'd left Preston late we'd phoned ahead and made bookings at the [Smallbatch Campsite](#) in [Little Stretton](#) which was a wonderful village with a thatched roofed church, 1 shop and 2 pubs

That night we really only had time for a meal and then to bed, but even with that we had decided to come back again in the future. The ford to enter and exit the campsite wasn't much of a problem - I think I could have done it on a bike ever mind a Land Rover, but it looks nice as you can see.



© Shenstone.me.uk

Before we headed home we knew we had to go into Church Stretton to the antiques market so we headed north into the town. As we went up we came to a junction looking for somewhere to park and to our right was a very familiar looking shape on the road. so I decided to turn down that road and give chase.

As it turned right into a side street my suspicions were confirmed, and it was indeed a 127 ambulance. The first we have seen on the road since we have had Katy.



© Shenstone.me.uk

A moment later we pulled up alongside said vehicle and the initially puzzled look on the face of the driver turned to a beaming smile as he realised what we were driving.

It turned out to be Tony (longmynd127 from the [127 Ambulance Owners Forum](#)) with his Locomotors Ambulance and we had about 1/2 an hour of wonderful chat and a good look around each other's vehicles before the practicalities of the day meant we both had to get on with it



One of the highlights of Tony's 127 has to be his wood burning stove hmmm. ideas are already forming



For those who have not met Tony I can say he's a really nice guy to talk to and knows a lot about Land Rovers (an awful lot more than me.), and he's done a really good paint job.

From then it was a fairly straightforward run home. Katy had run all the way, no issues, but a few more jobs identified as we went. I think Tony said it in the best possible way **"The nicest thing about these 127's is the people and sharing of ideas. I've never met one of these that was not still a work in progress"**

It was a wonderful highlight to a really nice day - thanks Tony

Mendip Mayhem - 2012-04-30 09:41

Another adventure ... this time to the Mendips where we stayed at the MNRC caving club hut and to be honest Katy was a pure camper van for the weekend



It was an opportunity for our friend Ceris [who took those first pictures](#) to take a really good look at her

And for us to enjoy some of those windy country roads even if they do sometimes lack curves.



Pencoed 2012 - 2012-05-14 09:57

Katy has been to Pencoed .. it's where I work, but [she failed to get to the classic car show](#) last year because of her [gearbox problems](#) so it was with great pleasure that we lines up with the rest of the [South Wales Land Rover club](#) members at Junction 33 ready for the first classic car show we (Rhian Katy and I) have done as an exhibit. here she is waiting patiently at the back





Having got there the 1st order of the day was to set-up our club stand which we did without too much of a problem. Having a camper proved useful when the gas bottle wasn't able to be attached to the burners



So here is the team around the Series Land Rover that was stuck on a hole (at least that's what we kept telling the local kids



Some of the team decided to try and pull it out





but did no better than the kids

Who decided to try and shift Wayne's defender instead



And some more arty shots just because I wanted to ...



And Finally a supermodel on the bonnet.. she did suggest wearing just a bikini, but I think she'd forgotten it  
(that's Rhian talking to her Dad by the way - he was there with his Morris 8 Series E)



It was a fantastic day out and we had a wonderful time and we were certainly the best stand there

#### [Expensive Alternatives and Ideas - 2012-05-29 19:17](#)

We were heading north with a team from work to have a quick walk up Ben Nevis, Scafell Pike and Snowdon (known as the Three Peaks Challenge) We stopped off in the motorway services near Carlisle for fuel and food

As we drove in one of my colleagues said "I think there's something that will interest you", and he was right



This is an [Azalai 130 Camper](#) which is an incredible vehicle in terms of specification, but even more so in price. The company's website states "Vehicles are built to order and to the customer's specifications so it is not possible to give a firm price on the website."

Anyway it was very nice to speak to the owner and to be able to take a good look around it as I've been thinking of [Flatdog Azalai Camper springs](#) for Katy and it was great to be able to take a look at the set-up which included double shocks which some of the members of the 127 group have adopted for their own vehicles



In the chat I had with its owner he was not complimentary of the fact that the 1st engine he had had in it had lasted only 1000 miles which is not much for something that's going to have cost so much. even so he now really liked it and it performed well and did everything he wanted to in getting him and his radio kit ( he was a ham) up to interesting places such as the Shetlands which is where he was heading

He was complimentary of the performance, handling and build so I guess you do get something for all that money

After that we headed up to Fort William to start our walk and whilst waiting (interminably) for the organizers to get around to it I went outside for a walk and found this being driven by some artillery guys on their way back from the Hebrides to Southampton.



As an alternative these are starting to come on the market, but at £21k it's a lot of money so Katy is safe for now (**she also looks nicer**)

The new springs and suspension bushes have arrived - 2012-06-04 08:57

The new springs and suspension bushes have arrived and look impressively yellow/gold.

The springs are the special ones for the 130 camper <http://www.flatdoguk.com/azalai-130-camper~629>



Now I need to get them fitted which could be trouble because I've just been ill for 3 days and am about to go on holiday so there are so many competing priorities that I **should** be dealing with instead of what I'd **like** to be doing

Katy will no doubt like her new bling... The trouble is the wife has commented on how she would like something nice in gold too.

### [One and a half new seats - 2012-06-06 20:42](#)

Katy's passenger seat wasn't very nice as it was welded solid in one position which meant that it was not possible to fit a headrest. Which I wanted to do as a safety and comfort feature.

So when one of the guys in the [South Wales Land Rover Club](#) said that he had replaced his Defender seats because the Drivers seat was broken I popped him a quick message asking whether he had plans for the rest of the kit.

About 30 minutes later I was the proud owner of some replacement seats (thanks Peter).

That night I swapped the seat bases because we were [heading off for Scarborough](#) and left it at that.

Tonight was the start of the rest so here is a quick run thought of how easy it is to upgrade Land Rover Seats.

1.st you can see the broken seat with no back release handle and with the new seat base in place as I left it before tonight.



Quickly remove the bases for better access and remove the 4 bolts at each corner (you can see 2 here at the far left and right).



Then I hit a snag - I was not able to get the rear bolt near the center because of the broken seat back so I removed the seat from the bars by removing the 6 bolts at that point (I left the others in place to stop everything moving whilst I was doing that which is why they are visible in this picture).



Got the last bolt and out came the seat.

Then putting the new one in place I hit another snag. The different design meant it was not possible to get a socket in from above (you would need really slim line ones) so I improvised this arrangement of spanners to finish tightening them up.



And here it is looking much nicer and a lot safer as it has a proper headrest.

Including snags it took about an hour. If things had been easier I could probably have done it in half that time

Now the good news is that Rhian reckons she can unpick the seam on the drivers seat and repair the foam that's moved out of place. So I should be able to fit the matching pair of seats in due course



## And Half a Seat Onwards - 2012-06-09 17:06

Following some useful advice on [Land Rover Owner](#) Rhian fixed the drivers seat for me.

It turned out that the strip at the back was actually a clip on the cover which when undone allowed the cover to be rolled up the seat (there were a few clips that needed to be opened with pliers and closed up again later).

The foam had split up the the frame so it was then able to be pushed aside so she pulled everything back into place and applied plenty of duck tape. If that's not successful at least we know how to do it and we can replace the foam.

So today I fitted the other new seat and now we have 2 fully functional (slide and backrest adjustable) and tidy looking seats.



One thing I forgot to mention was that the carpet behind the seats was shocking pink originally



I'm sort of glad it faded

## Spanish Señorita's - 2012-06-24 18:32

Not a trip for Katy as she would have needed more than one seat on the plane, but we recently headed off to Tenerife to do some Lava Tube exploration with the Wessex Cave Club of which there are [pictures on my photo website](#) if you want a break from Land Rovers

But back to the main topic, whilst heading up Mount Teide we spotted a couple of [Santana Land Rovers](#), the first of which was this very smart 2.8 turbo diesel military vehicle. It was a mostly pristine later model being driven by the Army who were out on what looked like a training exercise. Luckily the men with guns were in a good mood and did not mind me taking a few pictures.



This one was of course fully fitted out with radio and other kit inside so no pictures of that I was told, but the outside looked very nice, and if you look carefully you can see the leaf springs showing at the bottom. Santana never changed over to coil springs.

These later models have a large number of developments made by Santana which many people think very highly of, however there are quite a few comments on the internet about [issues with spares and parts in the UK](#) and an eventual ending of the Santana / Land Rover relationship so I don't think I'll be buying one unless I move to Spain



Next we headed up the Mount Teide cable car and I spotted a very tired old badge on the back of what looked like an old Series Land Rover, and it was of course another Santana.



This time one of venerable age which has clearly had a hard life as you can tell from the state of the badge, but as it's been living in a pretty dry climate (it's often above the clouds here) it's not looking too bad on the outside



What was looking bad was the inside of this poor "Landy"... It was being used as a rubbish truck and all the oil and mess from liquid rubbish was leaking out of the back door. Still it's achieved a great age and is still being useful so it's not a bad advert for the Santana's

[Boing \(Part1\) - 2012-07-14 18:06](#)

**"Time for bed said Zebedee and bounced off"**

That's what driving Katy has been like on some roads with a major amount of spring and a lack of dampening leading to a lot of body roll and some scary moments. **It had to come to an end !**

So the 1st phase of the job has now been to upgrade the rear suspension with a new set of springs and shock absorbers. Here they are, ProComp ES9000 Nitrogen Gas shock and Flatdog Azalai 130 Camper springs as developed for the editor of LRW magazine, who owns a Azalai 130 Land Rover



After a late start caused by a flat battery, the first part of the job was easy, simply lift the rear with a trolley jack to get some working access and be able to remove the shock absorbers. The bottom nut

was a bit of trouble with the job of holding the shock absorber in place to stop it turning whilst undoing the nut. A second pair of hands made that much easier



The top one was it anything easier as the nut is well placed for easy access with a socket even if it does not look like it in this picture





Soon the old oil shock is sat next to the new. I can move the old one easily with my hands. the new one takes leaning on which is a good sign

After the first test lift we decided that the Anti-Roll bar should be disconnected first to give the maximum amount of articulation, so that's what I did.

The next job was to lift it again. The wheels came right off the floor and still the springs were firmly held in place. A quick check of the Haynes manual and a technique of separating the chassis and axle with a bottle jack was described. So a quick hunt around for a small one and it was inserted and extended.

Up to just about full stretch and all of a sudden with a loud bang the spring separated from where it was attached at the top. As both Steve and I were quite close we got quite a shock.

After that there was a clamping plate to unfasten at the bottom. This was not easy either because the helper spring was in the way, but by lifting that and holding it out of place with a screwdriver I was able to unbolt the clamp.



A quick look revealed it would be easier to remove with the wheel off so that's what I did and we were soon left with the old and the new together on the floor.



Steve correctly suggested a good coat of liquid grease on anything metal before it went back, especially those hard to Waxoyl without dismantling bit's I'd missed before



Putting it back would be much easier I thought.. well I was wrong. The hardest part was to get the clamp plate at the bottom back in. The bolt had to go through 3 layers of metal and then into a welded nut. Not easy to get the alignment when you can't see the holes because the helper spring is in the way as you can see from this picture of the stack together



Eventually I got it, and finally about 2pm the first spring was in. Just lift the axle and put the wheel back on.

Having learned from the 1st side the second was a lot easier as the first job was to remove the wheel.



The spring was then levered out at the top with a tyre iron and the job went smoothly without the need for a jack to provide pressure

I said smoothly. That was except the spring did not want to settle as nicely in the bottom plate. After about 10 minutes I gave up and decided it would probably settle the first time I hit a good bump.





Finally reattach the shock absorbers, put the wheel on, reattach the Anti Roll bar linkage the and all was done for the day.

Mind you that spring that had not settled didn't need a bump. I jumped in the back to load up the tools and rubbish and it settled into place with a loud twang

I'm not sure how much better this will be. I need a test drive

[Boing and a bit - 2012-07-15 19:03](#)

I decided to take Katy for a test drive to get some Anti Roll Bar bushes and try out the

new suspension

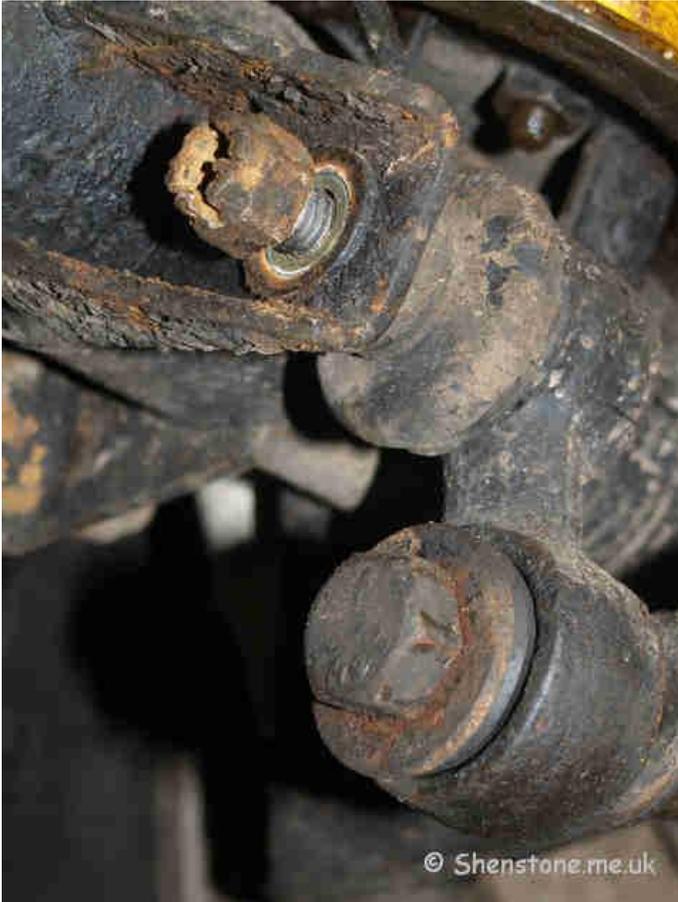
It was a short journey over some twisty lanes between Cardiff and Caerphilly which is where Bearmach are based.

They didn't have what I wanted in stock so a wasted, but faster journey to Stratstone the local Land Rover dealer down the M4 to test higher speed stability. A main dealer that doesn't have parts open on Saturday what use is that!

I got some of what I needed at Unipart, but I still can't do that job

Still it was a nice run and the stability is definitely improved. It's not where I would like it yet so more work to do

## Anti Roll Bar Linkages - 2012-07-23 21:22



Tonight I did a bit more of the suspension upgrade by fitting new Anti Roll Bar linkages

Getting them has been an adventure in itself, I tried buying them from Bearmach who were out of stock and then found myself after getting a hole in the radiator in my Suzuki just 100m from the main Land Rover main dealers in Cardiff and was offered them for a cool £44.00 +VAT EACH! which I declined and picked up pair from Unipart for less than half of that

So to summarise the job...

Remove the split pin and the castellated nut that holds the linkage to the chassis

© Shenstone.me.uk



Removing the Anti Roll bar from the linkage with 2 sockets

© Shenstone.me.uk



Putting the new one back with plenty of copper grease on the screw in case I ever need to remove it again

And once tightened up as much as you can insert the split pin into the castellated nut as shown below and once pushed right into place bend one side over to lock it in place



Then put the new bushes in place. The ones I had chosen were the blue polyurethane ones in the middle below. To be honest the old ones on the left and the new ones that came with the new linkages both looked OK, but everyone tells me the polyurethane ones will be stiffer and for £8.00 that's a good inexpensive addition that makes sense



© Shenstone.me.uk



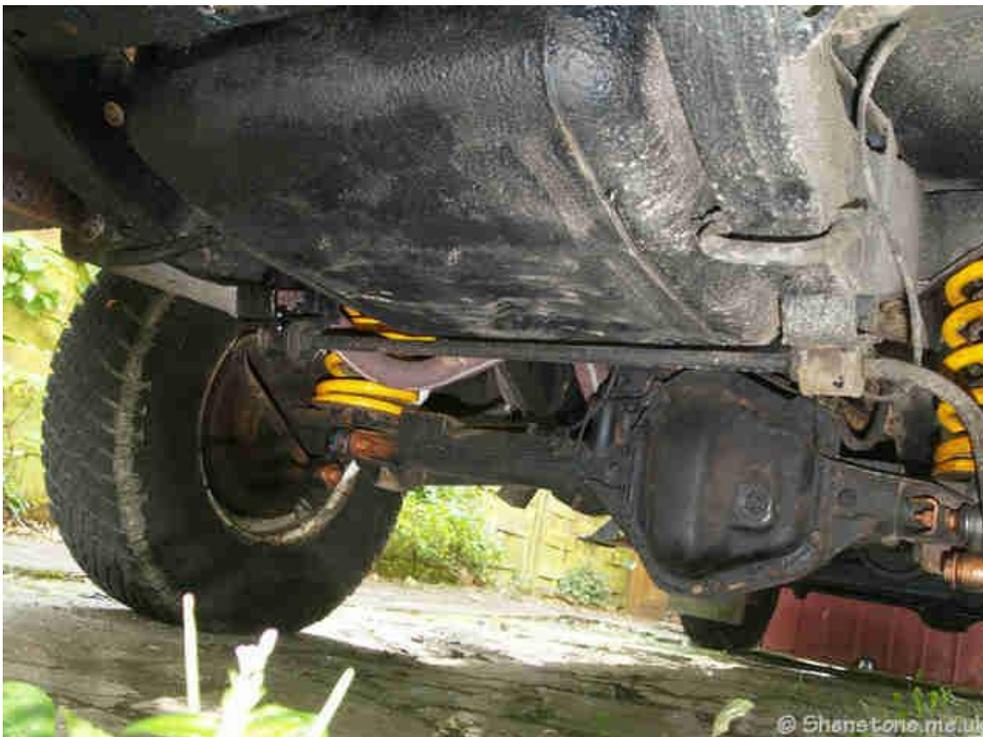
Tightening things up again and then a quick final shot of copper grease to keep things tidy until I get a chance to coat things in something more permanent

So here it is all together. In this view you can see the linkage at the end of the bar and it's attachment to the axle and where it attaches to the rear chassis

© Shenstone.me.uk



And in this slightly wider view you can see the complete anti roll bar running across the fuel tank



David J Mallinson (2012-07-29 19:35:03)

Andy, looks like you will soon be expert in all areas of Land Rover Defender maintenance, how is the fridge you installed a while back, any pros/cons? Any plans for taking Katy on a big trip? keep up the good work, and the blog, all the best Dave

Shenstone (2012-07-30 22:31:46)

Hi Dave

Thanks for the comment and thanks for dropping in again

The fridge has not been as successful as I'd hoped - I think that the original vents were in the wrong place and I need to cut some more or get it working fully, but the 1st 6 months of this year got too busy with my walking project (National three peaks) so it's on a back burner and limited to mains power at present

Re a big trip - it's still certainly the plan, but to be honest I can't see it being this year there is too much work to do on here and too much other stuff going on at home in other ways (not bad just busy) and I really do want to sort out the oil leak and make sure the mechanical bits are right 1st

In the meantime some adventures in the UK with good breakdown services are in the offing - hopefully some posts on that front soon

C5 (2012-10-08 20:40:03)

Just a few ideas about Katy.

I served with REME on Op Hanwood in Zagreb and the former Yugoslavia. As REME (6 of us) we were supporting 24 Field Ambulance, who at the time had 1 Ton Land Rover Ambulances, not the 127 model. 24 Field Ambulance were out there to provide medical support for the UN.

We were the very first troops out there - long before Bosnia/Op Grapple. Jun 1992 to December 1992. Not sure if Op Grapple continued anytime after that, but no other units formerly took over from us in December 1992.

We witnessed some horrific ethnic cleansing/genocide. I have recently given evidence at war crimes tribunals. Add to this I am undergoing PTSD treatment after personally witnessing the killing of many adults and children.

Shenstone (2012-10-09 20:27:41)

Hi Clive

Thanks for the information

I've not been sure about that aspect as I said on the About Katy Page - the dates don't make sense, but it is what is written on the military history card I got so there was either a mistake on that or there was a change or use, or she was used in the operation, but never got overseas - I suspect I will never know

In respect of the things you saw and are suffering from I can only offer my thanks that you stepped up as a member of UK forces, and my respect for doing these things, and of course my wishes that you will get through the trouble you are having in the near future

Best Wishes

Andy

Shenstone (2012-11-01 22:13:40)

There is more on this topic in the posting <http://landroverkaty.blogspot.co.uk/2012/11/katys-history-again.html>

Working for a Living - 2012-08-15 19:22

Katy is retired. Not so for many Land Rovers. I recently had a trip to the Ffos y Fran opencast site to do some fossil collecting



The onsite 90's were nice, but

We were chauffeured around in style.. The Quarry Managers personal 110. We were told there would be ructions if we got it dirty inside :-)



As for big boys toys



You can see the scale here



The tyres on the little one are about £8,000 per tyre... as for it's big brother I didn't ask

The geological write up is going to appear in my website as soon as I get it written

[Eastnor 2012 - 2012-08-28 21:33](#)

We had our first outing to a Land Rover Show this weekend - it coincided with my 50th birthday which makes me twice as old as Katy this year.

Arriving on Friday Night we set-up the camp-site. The weather was not good so there were loads of the members of the SWLRC running around putting tents in the rain up whilst we put the kettle on which was great for us (we did feel quite a bit guilty)

The stand was left until the Saturday morning because of the rain, and even then it was further delayed by the complexities of fetching "lost" and late members of the club onto site. Luckily the team sprang into action and with extensive use of mobile phones and a lot of arm waving we managed to get everyone together



Given the rain of the day it wasn't much of an event to wander around and take pictures, but we did have a pleasant surprise when Ian from the 127 Ambulance club popped over with his recently rebuilt pulse ambulance which was quite a treat for those who managed to get out to see it despite the rain (which you can see on these pictures)



Compared to Katy the Pulse is quite a beast. It looks quite a lot more aggressive and it is a whopping 20cm (8 inches) wider across the body which does have the possible advantage of putting beds across the body instead of along it if you were to do a camper conversion, but according to Ian is a problem on narrower roads



Sunday was quite a bit nicer and the club stand started to resemble a nicer place to be (apart from the mud underfoot)

On a walk around I was pleased to bump into some more 127 owners (well they called themselves the **Land Rover Special Vehicles and Defender 130 Club**) and they sold very nice jam indeed.

They had another of the 127 variants on show and in this picture you can see a Locomotor (left) next to a Pulse). The Locomotor like the Marshalls has a sloping front, but it also has the flat roof.

From what I have been told they were made by simply taking a pickup and adding a new body behind, and if you drill into the corners behind the seats you can hit the curved windows which are still in place



We had quite a line-up on the SWLRC stand as you can see from the pictures below. From the nice 90 next to Katy, then a Freelander and closest is Nick's old Land Rover Special Vehicles radio truck now in a fetching red colour



Katy being the largest on the stand proved to be a useful flagpole



OK, the place was a complete mud bath, but it was still a lot of fun and we learned a lot

Anonymous (2012-09-02 09:52:35)

And how did Katy get on on Eastnor's famous off-road course? :o)

Shenstone (2012-09-02 18:38:21)

Katy remained on-stand for the whole event. A Tea Shack more than a Gin Palace because of the Weather

There is still too much work to do before she's ready and even then I think the famous Eastnor course is more than I have envisaged we'll take on

Fun thinking about it though

## The Wolf's at the Door - 2012-08-29 19:18

Following on from <http://landroverkaty.blogspot.co.uk/2012/07/boing-part1.html> where I replaced the rear springs and shocks on Katy, there was an improvement in the body roll, but not as much as I had hoped. This is really important to me in terms of safety so it's gone ahead of some of the other plans in terms of priority

Having been to Eastnor and had many people's good advice I took the plunge today and ordered a set of Wolf Wheels (ANR4583) These are tubeless rims (my tyres are actually tubeless, but my current wheel;s are not)

Because of a good offset, these will be about 2 inches wider across the rear axle and consistent front to rear so no more issues with that and only 1 spare wheel to carry from now on which will reduce the weight we're carrying up top



Whilst I was there I bought longer Studs (FRC7577) which should be delivered with them



There is quite a bit of debate on the Land Rover forums on whether you need these longer studs or not in order to pass an MOT, and there is a very good summary of the difference that the wheels make and the amount of stud showing with different wheels here on the [Landroverexpedition.com](http://Landroverexpedition.com) website.

My decision has been that despite the extra cost, I would like the extra certainty. I only have 4 wheels on the ground and to me the running gear is the most import aspect of any vehicle.

I've also inquired about a set of uprated Anti Roll bars which will be here shortly afterwards if plans come to fruition, more about them to follow

## I thought I'd bought a cheap Land Rover !

Wheely Nice - 2012-09-04 20:46

Latest update on this is I have the new wheels in place - the easy way

Steve who runs the [Discount Tyres Cardiff Branch](#) lives about 100 foot away and picked her up as his transport to work this morning and dropped her off again on his way home

The was job done at a very reasonable rate which included fitting all the new longer studs. It would have taken me ages and I would still have had to have the tyres changed



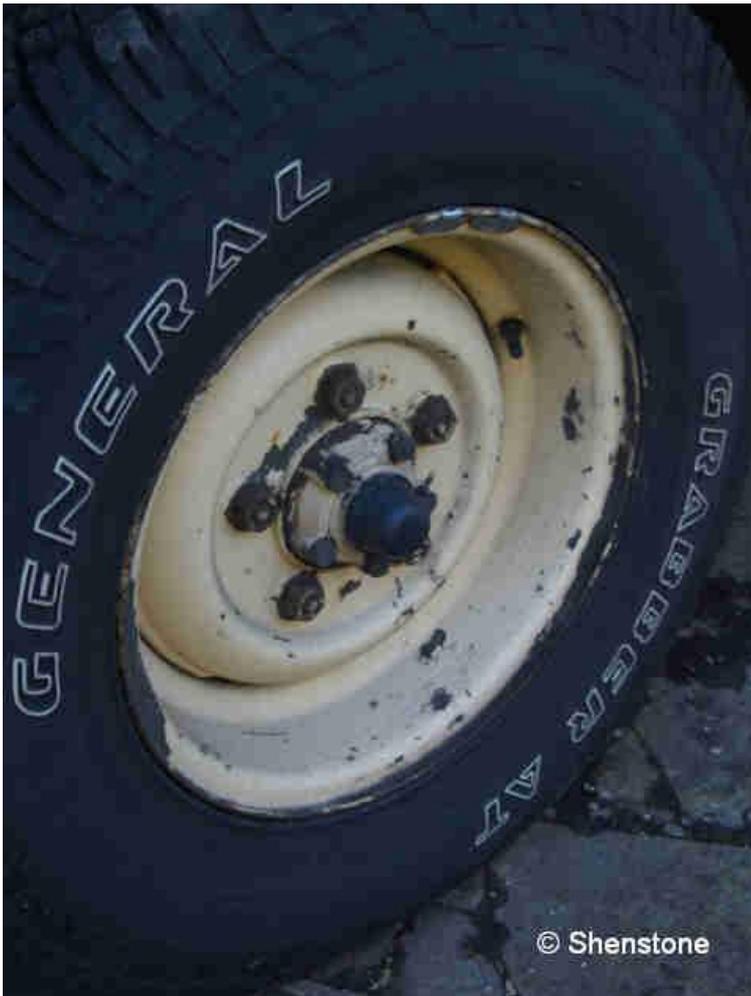
He was really good as well and they spent effort balancing the wheels using weights only on the back to make the wheels look their best, and they carefully replaced the wheels where they had been and kept the unused spare still unused and tidy



I do like using professionals sometimes, it really makes a difference to your day when you have a job well done



So now I have three 5 1/2 rims and two 6 1/2 military rims, and 20 used, but reasonable wheel studs looking for new homes if anyone wants to make me an offer



[Speech House 2012 - 2012-09-09 21:39](#)

Having put the new wheels on it was time for a test drive, and what better to do than got to a classic car show

I had found that there was a show at Speech House in the Forest of Dean today so headed up there this morning for a look around

As usual at these things there was a good show of Land Rovers, mostly belonging to the [Forest of Dean Land Rover Group](#) including this tidy piece of Limestone



However probably the star of the whole show was this superbly restored Series 1 which has been done out as an RAC van. Speaking to the owner he'd seen a few AA Vans, but never an RAC one so he decided to do it in that style.



It was very busy in the car park but I couldn't resist getting a picture of Katy with her new wheels on in a Lay-by in the Forest. She was driving well - every little improvement seems to be helping. I'm not sure about the black wheels they may yet get painted cream like the rest of her



Shenstone (2012-12-26 12:53:24)

There has just been a really good write-up of the RAC rebuilt Land Rover with many more pictures in the February 2013 of Land Rover Owner International.

[Tredegar Show 2012 - 2012-09-16 20:54](#)

[Last year at the Tredegar Vintage Car show](#) I met a bunch of ~~nutters~~ really nice people called the [South Wales Land Rover Club](#)

I joined them and have stated having adventures with them

I went on Saturday night to set-up the stand with some of the guys and when they all went home, Katy and I stayed on our own on the field. I mean when The wife is away and you have a campervan, some bottles of beer and a sleeping bag what's the point in going home

So this morning we awoke to a dewy and empty field



It wasn't too long before the gang arrived and in very short order we had the stand looking very professional. Katy seems to have taken a liking to holding up flagpoles as you can see from this picture



One of the Highlights of this year's show was definitely the Toy Landrover that Dave has made. It's not complete, but is already in a drivable state as you can see from the gang having a ride on it below



We also had our tame mechanic working on the broken Landy which was the centerpiece of the stand. His work rate isn't that good as he was under there all day and didn't manage to fix it. He's quite a quiet chap though and not demanding of cups of tea like most mechanics I've met



All in all the weather was OK and we had a great time, and from the number of people who stopped to ask questions I think Katy is becoming a firm favorite at these shows.

She's still the only Marshalls Ambulance I've seen at any of them so quite a rare sight. I'm trying to find how many were made and if I do find it out I'll add it to the story

### Nothing is simple - 2012-10-20 15:55

It's been quiet on the Katy Front for a while as work has got in the way again

I finally found some time to start again. I was going to replace the front springs and shocks, but in the end I thought I'd take on a few small jobs as I only had a small amount of time

The 1st job was to look into a rattle on the front - it turned out to be the front brake disc mud shield where a small bracket had broken off. These are expensive for a small bit of metal so I'll see how I can repair it and give pictures then

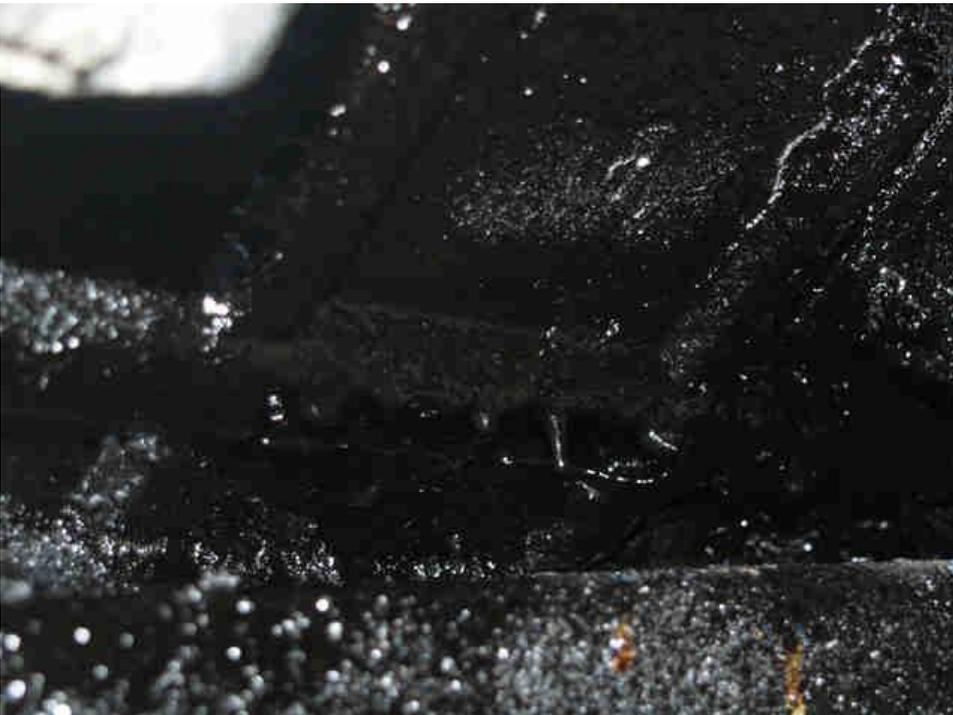
Whilst the wheels were off I noted a patch of rust that needed dealing with on the bulkhead. It started small so I started with the rust killer



But as I worked on it I kept finding more ...



In the end there was about 6 inches that had to be rust killed and then for now it's been undersealed.as It isn't structural at that point



Next was to fit the nice new mudflaps which once I got the old ones off turned out not to be the right shape as you can see



Also, the old ones look riveted to the frame which is a pain





Even if I cut them they are not going to fit ..



So I'm posting here so I can link to these pictures and ask for help on the forums before buying more.  
Not a successful session

Crash - 2012-10-24 20:26

Not Katy before you worry...

Unfortunately right outside our house tonight we had a bump (a lady passed out at the wheel (medical not alcohol) and hit someone head on. Luckily she had slowed to about 20 MPH when it happened and the other car was slowing hard as well so no-one badly hurt and once the paramedics had done their job every walked away.



The paramedic who turned up did so in a very fast looking Landy ...



@ Shenstone.me.uk

With a lot of expensive kit in the back



Tidy snorkel

And lights everywhere





Good to see a Landy doing a good job

All ended well which is even nicer

Boing (Part 2) - 2012-10-

25 21:14

[Back in July I spent a day fitting new rear suspension](#) to Katy. Now was the opportunity for finishing of the job

I had done quite a bit of preparation for this one by loosening off all the nuts and bolts and identifying the things you needed to move in order to get at other things

Steve's workshop was full of a series 2 chassis that he's rebuilding for a client so I had planned to work outside. It was a cold day so Steve suggested I work in front of the hay barn which was out of the prevailing wind and sheltered if it came on to rain. It felt right... a natural home for a Land Rover



First the wheels came off for access and Katy was resting on the new axle stands I bought recently. This allowed the wheels to drop and take the compression out of the springs, but you need to be careful not to allow them to drop too far or the brake lines will be damaged, so I kept Steve's trolley jack under the axle for control and adjustment.



It was then then a relatively simple job of unscrewing the bottom of the shock absorber (damper) which needs the shock to be held in place or it just turns. A flexible strap is a great tool for this and the job was quickly done.





Then the suspension turret nuts came off using ratchet spanners and a socket as shown below



Removing the access panels in the engine bay to get at the top of the shock absorbers. In Katy this meant moving the coolant expansion tank first so I could get at one of them. The Drivers side came off easily, but the passenger side was well rusted on and it needed 2 of us (me holding on the flexible strap and Phil pulling on a long socket bar for leverage, but within a few minutes the old shocks and springs could be lifted out





Before rebuild began I took the opportunity to clean a few things up and put some liquid grease on the brake pipes and into the corners behind the springs that had not been east to get to when I was doing the waxolyling



The new springs and shocks simply slotted into place and I had a spot of help from Dan who dropped by and showed me something I hadn't spotted (that the shock have a pair of flat sides at the top of the screw thread which you can put a set of mole grips or in this case a 9 mm spanner on. If you look back to the top of this post you can see them clearly, and realise what a dope I felt

Compressing the springs by lifting the axle up on the trolley jack allowed the bottom bush and nut to be put on and the job was done..



Wheels back on and time for a test drive ...

#### [Katy's History again - 2012-11-01 22:00](#)

I've recently had some information regarding Katy's history that I would love to look into further and try and get to the bottom of

As is stated on the [About Katy](#) page there is a question regarding whether she served in the former Yugoslavia. This has been commented upon by Clive who left a [useful comment](#) on the [Anti Roll Bar Linkages](#) page which put that possibility at even more question as he did not remember 127 ambulances when he served

Purely by chance this weekend I was reading a book called **Land Rover 90, 110 & Defender 83-94 Gold Portfolio** by R M Clarke from [Brooklands publishers](#) which included a picture of a 127 in full UN paint stating it was taken in Bosnia by Carl Schulze who I find mentioned on the Internet as a photojournalist .

The print is not sharp, but I think the registration is 63-KG-63 whereas Katy is 63-KG-65, but it looks like real confirmation that 127 ambulances were out there, and if one was... maybe another was

I've sent the publisher an email but if you know any contact details for the Author or for Carl himself I would be really pleased if you could pass on this post in the hope he may get in contact with me

### [Mud Flaps - 2012-11-11 20:51](#)

You would think my 100th post on this blog would be something profound.... it's not going to be

Nothing exciting you may think, but quite an exercise in itself, and another job completed so a bit more self satisfaction

As I commented in the post [Nothing-is-simple](#) the new rear flaps I had bought were not going to fit. After doing some checking the easiest thing was to buy some new front ones and cut them to shape.



However also in the last post you can see the state of the fasteners that held the old ones onto the brackets. These were not going to come off without serious effort and I ended up brealing them off with a long spanner cutting them off with a cutting disc on a battery operated Dremmel hand tool



To complete this work 22 nuts & bolts or rivets had to be addressed. 20 of them ended up being cut off.

I now have 22 nice new copper greased and undersealed ones holding the new flaps in place, so in 25 years when this set wears out it should be easier for someone to replace them. Maybe that someone will be me. As that point Katy will be my current age (50) and I'll be what the 2 of us add up to now (75) so I'll need the jobs to be easier

At least there is less mud hitting the underside all the time now

### [Boing \(Part 3\) - 2012-11-18 17:25](#)

In prior posts I wrote about my attempts to stop the Body Roll when cornering and driving on uneven roads

I [changed the rear springs and shocks](#), and I [changed the front ones too](#), and I replaced the Anti Roll bar linkages with new stiffer ones and polybushes

Everything made a little difference, but nothing made enough of a difference so I have continued with the improvements so today I fitted a new 28mm thick [Anti Roll Bar with Polybushes from Extreme 4x4](#) to the back of Katy

Here is how it looked when I started (there is a very similar shot of after the upgrade later on in the post)



The 1st job as usual was to get the old one off which was fairly straightforward as I'd been oiling all the nuts and bolts in preparation for this job and everything came off easily



As you can see



Next there was some adjustment as the new bars are narrower across than the old ones so the linkages needed turning around to fit. As I had fitted new ones [recently](#) with new polybushes these were not being replaced. it was a simple case of knocking them out...



And turning them around ...



Soon the new bars were in place. If you compare this to the one at the top you can see it;s much thicker as it has a larger hole in the bushes) as well as the different bar profile



And everything looked good for a test drive



Which went very well and I really do think these have made a lot of difference (maybe I should have started here, but I'm happy with all the upgrades)

I have a new bar for the front which has not had one before. Whilst the difference has been significant I will still fit the front bar because I am told that it improves steering responsiveness and I still think everything that can help should be done

Frankly I'm surprised that Land Rover ever let these go out with just the standard Anti Roll Bar given the size and weight

steve mole (2014-02-25 13:03:43)

Can these be fitted to a defender with a 2 inch lift?

Shenstone (2014-02-25 19:26:41)

I would have said in principle yes, but they will reduce articulation which your lift added. If you only did that for carrying then Ok, but you need to be sure. Also the standard bars may not fit - I suggest you talk to someone like Extreme 4x4 for proper advice

Regards

Andy

Solihull - 2012-11-24 16:21



It was a 5:45 am start and Katy wasn't invited I'm afraid because we were going to be travelling at high speed and I needed to seat 4 people

The destination Lode Lane, home of Land Rover and the manufacturing site of the still iconic Defender. A grey morning, but we were soon feeling welcome as they had put up a sign to say so.



Our guides for the day were Graham and Sam. He's got about 46 year in with Land Rover, She's not 46 yet, but both were superb hosts and we had a lot of fun with them and we all thanked them both

for the time they spent making sure we had a fantastic time



The spanners and hammers putting the Defenders together were a wonderful counterpoint to the new multimillion pound presses that create a whole half of a Range Rover in about 45 seconds.

Unfortunately they don't allow photography inside the plant, but I would love to do so if I could ever get the chance because the sparks coming off the new robots were wonderful

back in the shop we had another treat. Roger Crathorn Author of 'Born in Lode Lane' was passing through the shop and he was happy to sign a few books for the team



And pose for a picture with the team...



Back outside we shared some sunshine before heading off to a local hostelry for lunch



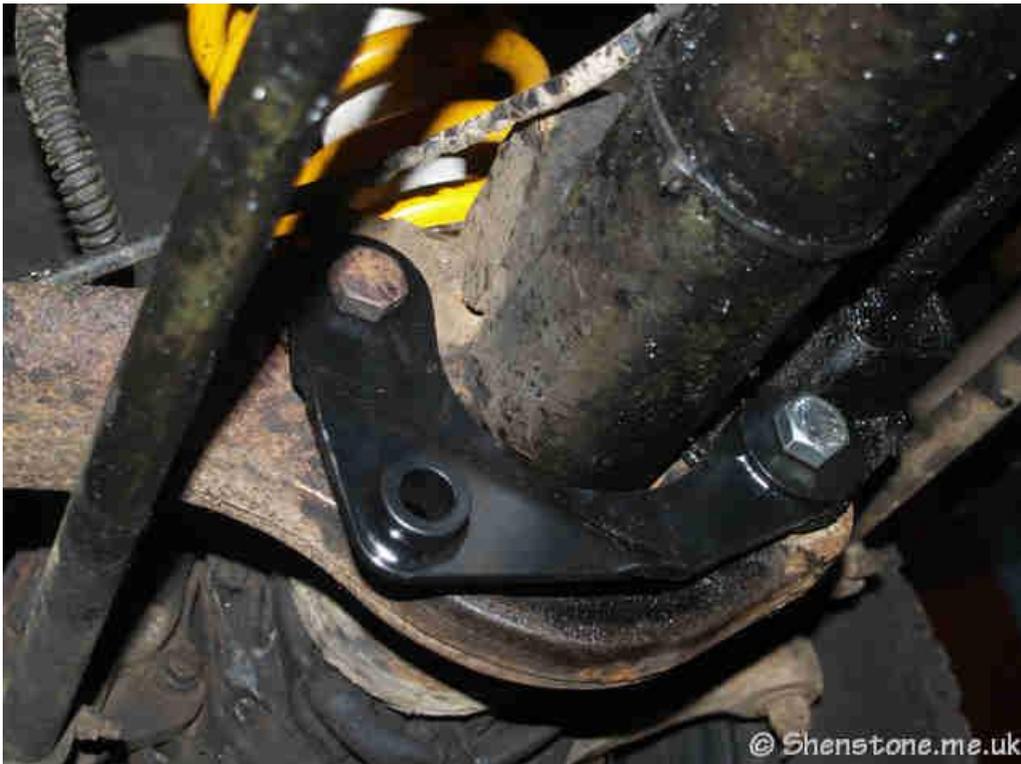
There we met up with some of the guys from the Defender line, shift supervisors and managers who were as passionate about the car we all are. It was fantastic to chat with them and exchange information and opinions on how great the car is. They were a great advert for the marque (as was the whole day) and we had a wonderful day out

[Boing \(Part 4\) - 2012-12-08 11:28](#)

The final frontier ... not space, but the Front Anti Roll Bar

Katy didn't have a Front bar so a whole fixing kit was needed

The first part was fairly easy - undo the Drop link and bolt on the bracket. Only one problem the bolt at the front would have had the nut just half on so we decided that a new shiny longer one would be better.



Then as we would be needing the spacing to decide where to fix things the next job was to assemble the bar and fittings loosely. This is the new 25mm bar in all it's glory, and the last time it will be clean



The bar was held in place with the front drop links and a bottle jack as you can see. The kit came with rivet nuts (more about that later which needed holes so we set off and drilled them

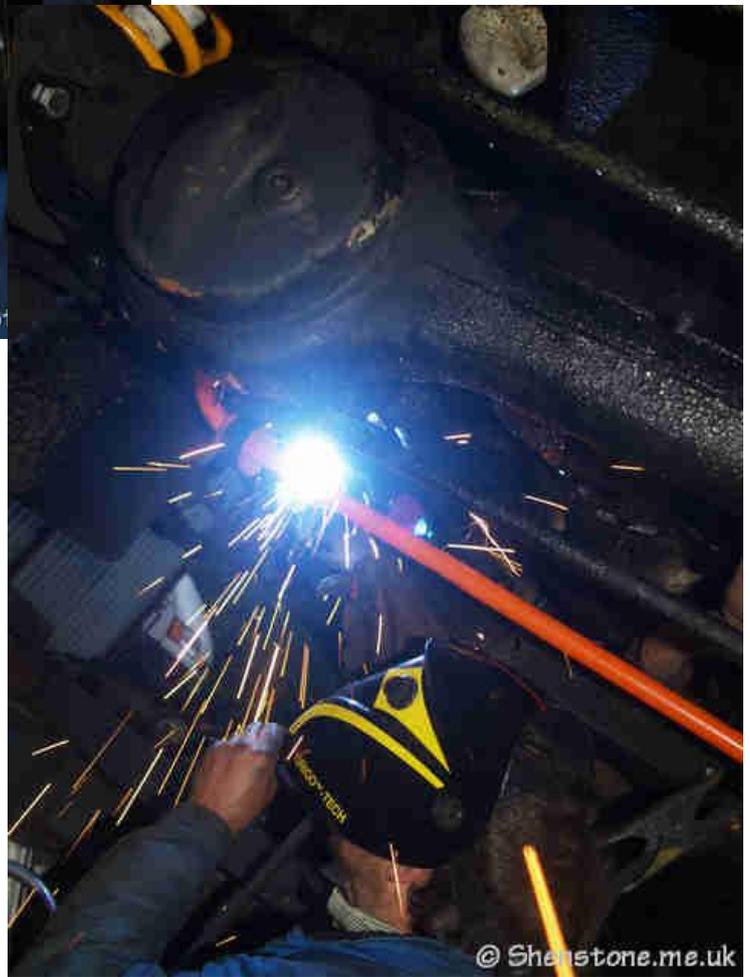


Unfortunately we discovered that the rivet nuts were just not going to work on Katy's Chassis.

The chassis has been plated with extra re-enforcing along it's full length as part of the strengthening to create a 127 chassis. It made the section too thick, and probably meant we could have actually tapped it and screwed straight into it, but we'd already drilled larger holes than would have been wanted for that so

After consideration of whether to go and try and find some even larger rivet nuts and tools (and the cost and delay) it was decided that the best option was to weld these brackets in place as they were never going to be moved anyway

Luckily Steve is a wizard with a welder so all I had to do was sit back and take pictures of the nice pretty sparks whilst waiting with a water spray just in case (Katy leaks oil and we were not going to be able to clean it all up)





So here it is in place, just a job of going over all the nuts and bolts and tightening them all up

So hopefully that's the end of the suspension upgrades. The improvement has been significant already and I feel that it's been really worthwhile.

The cost of the whole exercise has been about £1200 as I've gone for high end components that should really stand the test of time. I've learned a lot I'm a lot more confident in being able to work on the suspension should we have any trouble again and most importantly the driving experience is already significantly improved so I can enjoy the view out of the window rather than worrying about every bump in the road

Gareth Ellis (2013-07-22 19:37:21)

Looks good! Which kit did you go for? Mine never had one fitted at front so I need same as you, but can't see anywhere that sells the rivnut bracket and the bit that goes on your hockey stick!

Shenstone (2013-07-22 20:00:57)

Hi Gareth

I think this is what you are looking for the "hockey stick"

[http://extreme4x4.co.uk/acatalog/AXLE\\_ANTI\\_ROLL\\_BAR\\_FIXING\\_KITS.html](http://extreme4x4.co.uk/acatalog/AXLE_ANTI_ROLL_BAR_FIXING_KITS.html)

[http://extreme4x4.co.uk/acatalog/CHASSIS\\_ANTI\\_ROL\\_BAR\\_FIXING\\_KITS.html](http://extreme4x4.co.uk/acatalog/CHASSIS_ANTI_ROL_BAR_FIXING_KITS.html)

To be honest the best way to be sure was to give them a ring and email them some pictures from underneath so they can be sure. I was well advised by the guys at Extreme 4x4 and although we found the chassis was just too thick for the rivnuts the kit worked fine in general

Just remembered we needed longer bolts to go through the radius arms ("hockey sticks") as mentioned above - if you give them a call best you mention it

Hope that helps

Regards

Andy

### 2012 Summary - 2013-01-01 00:30

Well it's been another fun year. One in which I've learned a lot more, made some new friends and got a lot more things sorted to the point that Katy is becoming a pleasure to drive

**January** stated with tyre troubles. I was having to use Katy as a daily drive because Suzuki were unable to get my car serviced. A bit of a pain having those punctures, but I learned something and solved a problem

**February** was MOT time, the first in our ownership and quite a worry as there was a lot still to do. we were amazed and delighted when she passed 1st time. In **March** we stated preparing for the camping year with a new fridge (still to be properly fitted) and a whole load of cleaning and repainting. She will need a respray some time, but more mechanical aspects to sort out first

We headed out for real adventures in **April** with a tour to Scarborough and back down through the welsh borders meeting up with a fellow 127 owner. Both were a real delight and it showed us what fun we could look forward to

**May** was the first Car show we attended as part of the South Wales Land Rover Club. It was a real fun day out and about the last sunshine we had this summer. We also had a bit of a moment on the Mendip roads (it's amazing how much body roll an undulating road can induce) which made us decide that we really did need to upgrade the suspension

Whilst I was researching what suspension to get I fitted some new seats in **June**. Rhian fixed some ones I got from one of the SWLRC guys and I discovered that the original colour of the carpet lining in the cab had been pink

Then it was back to full blown mechanical work in **July** with the rear springs and dampers being replaced with upgraded ones. **August** should have been a month of getting out and about, but one of the wettest summers on record meant that all I was doing was doing on-line shopping for wheels. I thought I had found a set of original military wheels until we attended the Eastnor mud fest which was a place I got some really good advice on wheels and plans changed again

In **September** the new Wolf wheels and studs arrived and we got out to some more car shows which

was fun. It's such fun meeting up with like minded people and having good times.

Refurbishment continued in **October** as the suspension upgrades continued with the front springs and dampers, but the driving experience still wasn't what I wanted it to be so in **November** a new 28mm rear anti-roll bar was fitted.

The final job was in **December** when the front anti-roll bar was fitted, she drives a lot better so we're ready for fun and games

What we are all hoping for is a year of adventures rather than refurbishment. There is more refurbishment to do as we noted the track rod ends needed replacing when doing the front anti roll bar, and in January she's going to be booked in to get the fridge finally fitted in properly, after that I still have leaks to resolve - both oil and water, but we really are hoping for more driving and less time at the workshop.

Only time will tell

David J Mallinson (2013-01-18 04:44:54)

Hello Andy, thanks for another year's entertaining and informative Land Rover Katy blogging, hopefully all your hard work has now paid off and you will get more on and off road experiences in, and not so much in the shop. Looks like the ride and handling will be much nicer from now on. Last year I somewhat reluctantly traded in the Jeep Wrangler for a Grand Cherokee (my third since being in the US) as there were quite a few issues with the Wrangler not befitting a "trail rated" vehicle, such as the transmission fluid overheating on a very tame off road trail and removing the hard top taking 3 people and an entire afternoon. Looking forward to more adventures, all the best Dave

2013

It's Official - 2013-01-25 22:56

It's Official

Katy did do military service and I have photographs to prove it :-)

I found some old information that commented on an ambulance 63-KG-65 being featured in a book Land Rover Military Portfolio by Bob Morrison. This was Katy's military registration so I had to get a copy of that book. I ordered it, but the weather in the UK has been dreadful and delivery was delayed which was quite frustrating.

Anyway it arrived today and on page 90 and 91 there is an article reprinted from a Land Rover Owner International magazine in October 1992 (where it was pages 38-9 if you have an old copy and want to look).

It has pictures taken by Laurie Manton (former assistant editor of Soldier Magazine) and in the article there is a front view and a rear view of a Marshall's 127 Crash Rescue Ambulance and in both pictures the registration number is clear and it reads the magic 63-KG-65

**I am so happy to have confirmation of this. I've always hoped I would find definitive evidence that she was a true working ambulance and I now have it**

In the article it states that the 127's were being taken out there to replace the "worn out" 101's that had originally been deployed. The Article say that they were deployed to 24 Field Ambulance, RAMC which according to [one military history website](#) was deployed 24/6/1992 to Croatia. Operation Hanwood 1992 Zagreb, Knin Split, Sarajevo and various other locations. The date is consistent with the questionable date on [Katy's Military History card](#)

In the picture you can definitely see she had no side window on the Passenger side which was one thing that had confused me about the camper conversion as the camper windows are smaller and I could not see a logical reason why to replace them. It is now clear it wasn't a replacement.

I know that inside Katy there were brave men (and women I don't know, but the officer in charge of the unit was a woman so I don't see why not) doing hard duties in an extremely difficult places, I'd like to think in looking after her and doing this research I've done a little to help keep the memory of that hard work alive

There is a lot more in the book than this simple picture as there are a number of articles by Bob that talk about stockpiled 127's and political intervention from Paddy Ashdown to get them released. There is clearly a lot more to learn about this

I would of course like to thank Bob and Laurie for taking the pictures and writing the article. Without that I would still be in the dark on this

Nigerian 110 joins UN peacekeeping force in Croatia



UK MAAS 110 at Sarajevo Airport



130 Ambulance



# While bullets fly

UN FORCES

WELL, either the bureaucrats listen to Paddy Ashdown, or they read LRO. As you'll see from the photos, last month's issue had hardly hit the news stands when the fleet of 127 ambulances was dispatched to Croatia to replace the battle weary 101s.

This batch of 127 ambulances, now-days redesignated 130 by Solihull, are from the 63KG\*\* Series and date from 1987/8. One of this Series was photographed by myself in the Central Vehicle Depot for a 1988 feature in LRO, and it is probable that this entire batch is from reserve stocks. It appears that they will replace the 101 fleet on a one-for-one basis, but with the official UN decision to deploy further British troops imminent as I write, for one am not betting that all the 101s will be returned to the UK for some time.

Designed primarily as Airfield Crash Rescue Ambulances to work alongside the six wheel Range Rover TACR 2, this fleet is powered by the V8 and has superb performance on and off road. Unlike the 101 FC and the old 109 44-stretcher ambulances, road holding at speed is second to none and casualty comfort on rough roads is better than many conventional ambulances due to the coil suspension of the Defender family.

A common sight on all RAF and RN airfields, the 127 can carry either three stretcher cases or six to eight sitting patients or a combination load of two stretchers and four seating. In addition, there is a fold down seat for the attendant, which can be used by a casualty if the medic sits up front. This particular specification did not require a walk-through facil-

ity, but the casualty compartment is open to the cab almost to full width.

Internally, the ambulance has plentiful locker and stretcher stowage space beneath the seats and an overhead rack for blankets and the like, plus secure cabinets for medical supplies. The area above the cab is used mainly to stow the crew's kit. The large roof rack is primarily for the stowage of camouflage nets, but casualties' personal kit can be carried here if the ambulance has a full complement.

As far as I can determine from the photos, the only non-standard fitting on this batch is a radio communications kit. When Lt Col Lois Lodge, the Commanding Officer of 24 Armoured Field Ambulance was reaching the original fleet of ambulances in the UK, she insisted that all her medics must be able to have radio contact with

their base and supporting troops. Believe it or not, military ambulances seldom carry even basic communications equipment in the field.

In addition to the medics, engineers and signaller already mentioned in past issues of LRO, many other units have Land Rover men working on Operation Hammer. Typical of this are the team from the Mobile Air Movement Squadron (UMAMS) who unload the relief planes at Sarajevo Airport, when they get through. Often overlooked by the media, the Movers are right at the front line unloading aircraft in the sights of the sniper with mortar and howitzer fire an ever present danger.

Other nationalities are also using Land Rovers in United Nations colours in the former Yugoslavia, with the Kenyans even holding locally produced 110s. In addition

EEC monitors and UNHCR workers are also holding Solihull's products, with the lead vehicle of the relief convoy into Gorazde being an armoured UN Range Rover.

All British military vehicles in Croatia and Bosnia at present are soft skin, but the BBC are using at least one, possibly two, fully armoured 110s. When Martin Bell got fringed in Sarajevo, he was outside his Glover Webb APV at the time, and radio reports of Kate Adie's tow-bruising encounter with a bullet suggested that it had bounced off her armoured Land Rover. A French TV team is running around in a Glover Webb Hornet and it is believed that other armoured Land Rovers are in use by the media.

Why am I not out in Sarajevo you may ask. I've got no armoured Land Rover and a big yellow stripe running down my back.

This is a war where the Press are regarded as a better target than the opposition as hundreds of journalists with little military experience have found out to their cost.

The photos accompanying this article were kindly loaned by my good friend Laurie Manton who spent 10 days in the area for Soldier Magazine. In addition to being Assistant Editor of Soldier, Laurie is also one of the Territorial Army pool of Public Information Officers (TAPIO) and a keen amateur photographer. He recently won an Award of Excellence in the National Editing for Industry Awards for his Gulf War coverage.

Bob Morrison.

UN FORCES



130 and 101 ambulances side by side

The BBC's armoured Land Rover 110



## 130 Ambulance





Yorkshire - 2013-02-09 14:05

We made it up to the Yorkshire Dales

The new suspension really made a difference on the country roads. We can now go into corners with some confidence and the whole driving experience is improved

Katy only blotted her record once with a loose connection to the starter motor - another fix for the list, but once wobbled we were able to get out for some adventures

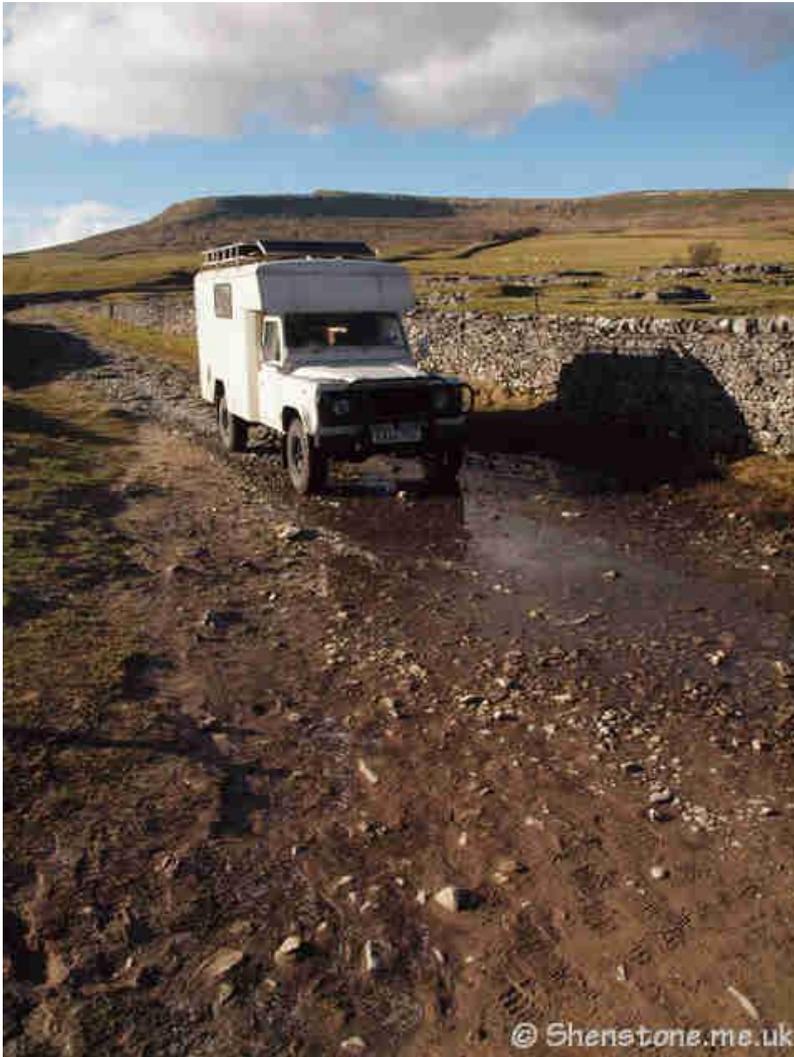
This is some classic British engineering in front of more of the same. Katy parked near the Ribble Head Viaduct a real train spotters place of worship. It was being planned to be demolished until Michael Portillo stopped those plans and made them refurbish it



We managed a bit of off-roading on the lane up to Alum Pot which is a real cavers place.. it's got dry bits



And damp bits...



To finish the Cave Rescue Organization based in Clapham where we were staying had a practice on Sunday morning so we just had to move along and join the line-up for a picture



A wonderful part of the world well worth a visit

[MOT 2013 - 2013-03-01 07:59](#)

Happy St Davids day to you all, especially anyone in Wales of course

A good day to be happy in many ways

**1. We had a wonderful meal last night to celebrate that Rhian and I met 20 years ago yesterday.**

We met up with the people who had organized that event which was a photo-shoot in an abandoned mine. Rhian always says the best way to appreciate me is to not be able to see me properly :-)

**2. Katy passed her MOT again**

I'd dropped her off with Steve with a few small jobs I'd not had time to do - Trackrod ends which I'm told were a real pain as they were seized, and he identified in a pre-check that the rear brakes were weeping so needed to change the master cylinder and pads as they had been contaminated, but legal for another 12 months is a great place to be

Here's the new parts in place at the front. No pics of the rear as it's all internal and I wasn't there



David J Mallinson (2013-03-10 20:07:47)

Dear Andy, In response to Rhian's comment, there is clearly more to you than meets the eye, as I'm sure she knows by now. Some of my favourite remembered incidents / quotes circa 1989-1992... "I'm just one of life's Compos", and the trick you used to do with the wire coat hanger (has to be witnessed), going caving without sufficient charge in the batteries of the lighting equipment (we survived), the long hours of conversations during many hours of car sharing Cardiff<>Bristol (especially if the Severn crossing was closed) and the choice of vehicular transport (Ford Escort 1.1 / Lada Samara (you) and mini Metro (me). Nowadays we both have much classier transport, but those were the days! looking forward to more Land Rover upgrades and adventures. all the best Dave. P.S. will have to visit you in St Mellons next time I am back there.

Shenstone (2013-03-13 21:03:57)

Hello Dave

Many thanks for the comment. Some interesting times we had back then, as you say we moved on to nicer cars and you should know I don't fit through a coat hanger any more. It was many of your over landing tales that inspired me to want to give it a go.

If you are ever coming back over here, or just fancy a chat drop me a line to [lrkaty@shenstone.me](mailto:lrkaty@shenstone.me). Me. UK and we can share private contact details

Regards

Andy

[Saundersfoot - 2013-04-21 16:06](#)

We've just had a fabulous weekend away with the South Wales Land Rover Club.

Katy did her best to stay at home with a split fuel pipe dumping diesel on the drive, and allowing air to get in and stop the engine running, but a quick fix by James Holt in his local garage got us going and we were away

The weather for once in wales was superb and we had some real fun looking at the geology on Amroth beach and also in Landyspotting a fun challenge set for us to get our picture with as many Land Rovers as possible in the day

So here's a set of me looking gormless with the 1st of the day being Katy of course and the rest around and about





This last one was in Tenby where the dealer who's forecourt it was on said he'd not has so much interest shown in that vehicles for ages. Sorry mate - Just tyre kickers no buyers today

[Beer - 2013-05-07 03:41](#)

The place not the liquid

Beer is a fabulous little fishing village in southern England, East Dorset to be precise where there's a nice campsite we often visit

Parked up there on Saturday night we had a visit from Ruthie who was excited to see us an had tales of Amble a former GPO work vehicle / camper conversion

Here's a picture of Amble



and here is a picture showing just what she's capable of as a true Land Rover



One of the reasons for having Katy was to have adventures and meeting people like Ruthie is a big part of that. Pictures courtesy of Ruthie

And if you doubt we were there

Here is Katy



Pencoed 2013 - 2013-06-10 20:37

Once again the SWLRC team attended the Pencoed Car show

Once again we had an impressive stand with many excellent and varied vehicles



However the weather was not with us this year and the horizontal rain put paid to pleasant car viewing

I did have a nice chat with the owner of this paramedic vehicle. Not a full ambulance, but a nice addition to my collection of Land Rover Ambulance variants. This one has been fitted with many radio's for display



### [Building an Extension - 2013-06-30 18:35](#)

What Katy has needed for a while is an extension to give us a bit more space when we're parked up and somewhere to have some shade if its hot

After some research I worked out that a Sunncamp ultima 180 should fit so we bought a second hand one and I've fashioned a rail to fit it so instead of a land rover item for many hundreds we have a solution for about £50. Here it is at the first trial fit



You can see from this shot that this is just tied onto the roof rack which putt it a bit out of position and too high



There was this three inch gap at the bottom which should be sorted out when I get some awning roof rail properly installed, and also one of the doors is going to be a problem with the gas canister cupboard, but that we'll have to live with as I'm not moving it



So all in all it looks positive. Some awning rail and some brackets to hold it at the right place on the back of Katy and make the canvas reach the ground and some sharp edges on the gas cupboard to sort out so we don't tear it

There's a lot more to do, but every little. We do is a step forward towards a really useable camper

### [Cardiff to Langorse for the Air Ambulance - 2013-07-08 11:36](#)

Getting Katy was about many things and fun was high on the list

This event was all about that, and making money for charity too. It was a road run from Cardiff to Langorse for the Air Ambulance charity

The team from SWLRC gathered at the start, minus us at first because Katy would not start with a flat battery so I am now the proud owner of a new Ring battery charger purchased from our Local Halfords (thank goodness they had it on stock) with instant charge so you can start your vehicle from the mains - wonderful gadget so I have no worries recommending it



picture from Halfords web page - used as fair use, get in touch if you disagree and I'll take a picture of my unit

We did make it in time for the group picture. Rhian and Misty at the front there on the left



With all the vehicles at the side of the road we looked a wonderful sight. Stratstone have never had so many excellent vehicles on show



Including Chris's excellent ex-military Land Rover fully decked out and ready for action



There was of course plenty of opportunity for people to admire the new offerings from Land Rover, no-one succumbed, but I think Martyn was tempted



But we were soon off on the run which you can watch highlights of on Vimeo



<https://vimeo.com/album/2410792/video/69853033>

Another stop at Likes of Brecon where some of the team took on the off-rad course to get their tyres dirty including Wayne and Amanda's "Wobble" still looking good after the photo shoot at Blaenavon they did for Classic Land Rover Magazine



And then to the fun and games at the lake including the Knobbly knees competition

Here we have our Chairman Edwin and Noel Harper our guest for the day and Chairman of the Land Rover Enthusiasts club from Dunedin, Otago (in the black T Shirt) comparing. Neither won!



Many people admiring Peter's wonderful Series 1 and he even let people do things in the engine bay whilst we were there (Brave man)



And just to prove we were still enjoying ourselves as the sun went down





## Alps 2013

### Cardiff to Arras - 2013-07-31 19:22

Our first real adventure. People keep asking where we've taken Katy so it was about time and we booked with [Alpine Rovers](#) to do green laning in the Italian Alps

The next set of posts are being added retrospectively as we did not have enough Internet access to post them at the time.

We'd taken Katy on a few runs so the trip to Dover didn't really hold any concerns and it went as smoothly as expected, with just a stop at the services where we had a meal and bought Rhian a new charger for her phone as the multi outlet one I had brought along wasn't giving enough power. We ran so well that we arrived at the ferry terminal an hour earlier than planned and the nice people at P&O put us on an earlier boat.

The request that I turn her hazards on was the first problem. It was so long since I'd tried it I could not remember which switch it was, but soon rectified and we sailed into the priority lane for departure off the boat and parked up proudly showing off the plate from the charity road run we did recently



A chilled out time in the club lounge above with the “complimentary” fizz (do they think we don't realise that we've paid for it?) and we came back to see her just as we'd left her, well nearly the same. 2 small drops of Oil on the deck.

Up and out and we were in France, a whole new Katy experience

A quick run down the Peage to Arras and we settled for our first night in France which was so warm we had all the doors windows open, but peaceful and a good start



### **What have we learned so far.**

- 1 There are different types of USB car chargers with [different levels of output](#). The one I had bought would not charge Rhian's phone so we had to get another. We need to consider this when we install more power outlets
- 2 The information I brought on things like the fridge working was inadequate and I need to write a manual for all key equipment with simple fault finding and resolution not have to wade through detail that's not useful. E.g. I should know more about the fridge and split charger unit. I need to understand how to troubleshoot it more effectively

### **Damage / Problems so far**

- 1 I'm not happy with the fridge on gas it's not getting as cold as expected. I should have done more testing
- 2 There is a clicking in the relay that has been fitted for the split charger unit. I have a concern that this may mean some current draw from the main battery so we'll need to keep an eye on it.

[Arras to Meursault \(Dijon\) - 2013-08-01 19:43](#)

It was a really hot day and we decided to try out the Route Nationale instead of the Peage in the hope we could stand having the windows open at lower speeds, but when we'd done about 3 hours and only managed about 90 miles we realised it was going to be just too slow and Peage it was to be.

Because of the heat we were regularly stopping at the rest area's, but even so we were now averaging 50 miles per hour and starting to get somewhere. According to the Map we had there were camp-sites in the area south of Dijon which is a fine wine producing area so we headed to the [Camping Grappe d'Ore at Meursault](#) directed by the Sat Nav.



Horror.... at the gate hung a sign "Complete" (full) and we were out of luck, or so we thought.

Sitting there trying to decide what to do a nice lady (Juliette as I later found out) walked towards us and said I bet you need somewhere to stay. We agreed we did and before we could ask if she could recommend somewhere else she said they could find us a place to park because they had a rule they always tried to help... Cyclists, VW campers and especially Land Rovers.

We were shown into a wonderful secluded secure courtyard and were able to stay there for the night.

A nice meal with a truly superb Chardonnay white and the day ended very well



In the morning after a nice breakfast Juliette showed me the pictures of her and her friends out in their Land Rovers including her 1980 Series III 109, and we were told we would always be welcome.

They must have known of my prior exploits in Spain because at the gate there hung a sign...



**What have we learned so far.**

- 1 I need to do more of the heatproofing of the cab area as we were getting quite hit from the heat coming in from below.
- 2 We should create some net curtains for the windows and rear door to have insect free maximum ventilation when it's really hot

- 3 The Sat Nav is good for finding campsites, but we should have called ahead even though in this case it worked out

### **Damage / Problems so far**

- 1 None

### **Meursault (Dijon) - Salbertrand (Gran Bosco) - 2013-08-03 19:48**

From Dijon to Chamberey where we stopped to the night of the 2<sup>nd</sup> was easy driving if it had not been for the ferocious headwinds and side winds which meant we had to keep the speed down and decided to stay in France for the night.

It was very hot and we made good use of our new awning which we had fitted in preparation for nights in hot places



The next day we were to meet our guides for the week ahead Mike and Mandy Stringer of Alpine Rovers.

Fate was to delay the meeting as there was a long delay at the Du Frejus tunnel so we spent a frustrating 2 hours moving uphill to the pay booths about 50 foot at a time.



The Tunnel itself was a serious downhill journey and quite warm so I'm wondering how Katy will cope with that as an uphill run.

Eventually we were through it and a quick run, down to Salbertrand and into the camp-site where we were directed to the "special area" reserved for Alpine Rovers.

Bouncing up to us was a small red headed lady with a big beaming smile ... it took less than one second to realise that this was Mandy and we were in the right place.

Introductions were soon made and we were introduced to the group we would be with for the next few days which consisted of the [Alpine Rovers](#) crew of Mandy, Mike & German Mike and co-tourists Chris and Gillian and the "Italians" who went chasing girls in the town instead of joining us for a meal for the night

We had a really nice chat with Chris and Gillian who have a superbly outfitted Land Cruiser with Maggiolina roof tent which they have taken to some really interesting places in groups and on their own. A really nice comment from Chris when I said how we were feeling somewhat apprehensive.. "you'll be fine. I can see where we were about 5 years ago just starting out". Well they all look in control to me, hope we get there one day.

### **What have we learned so far.**

- 1 Mandy can talk for the Olympics, but she is as nice as she'd seemed on the forum so it's OK ☐

## Damage / Problems so far

- 1 None

### Day 1 on the mountains Salbertrand to Mt Jafferau - 2013-08-04 18:57

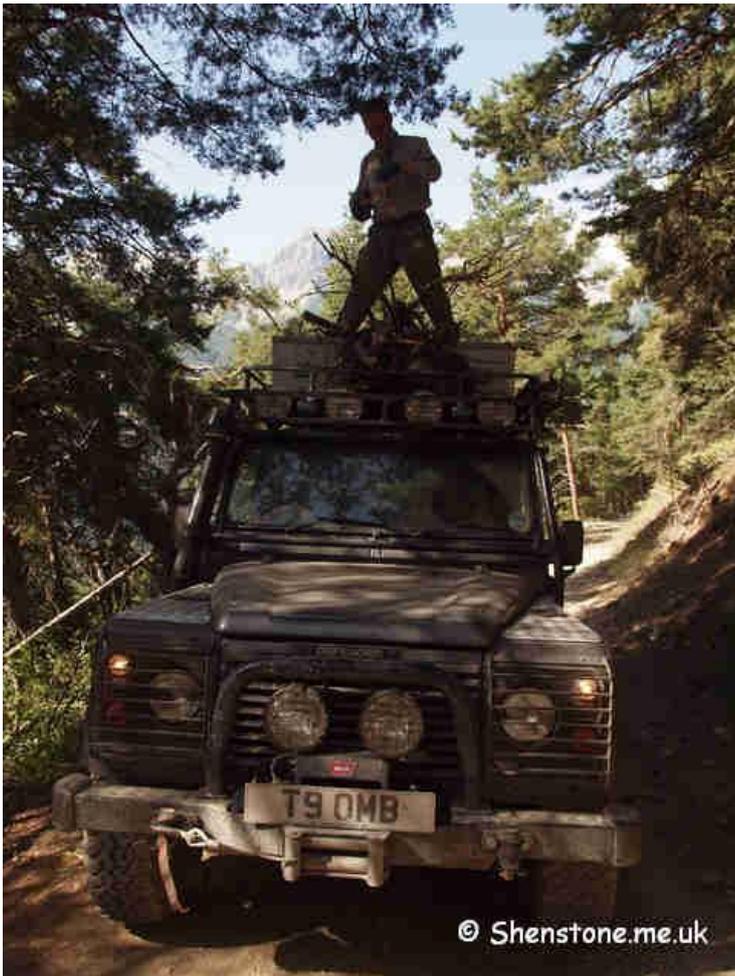
I made a check of all the fluids before we set off and all were fine. German Mike lent us a spare plug in CB so we could be in contact and we fitted the aerial on the roof.

A trip to the supermarket and we were off. The convoy was formed as follows

- 1 German Mike in his Series III soft top which was also his accommodation
- 2 Chris and Gillian in their excellently specced out Land Cruiser
- 3 Us in Katy
- 4 Mike and Mandy in their Tomb Raider 90 and their Oz tent

I was very nervous as to how Katy would cope with the steep tracks to come. Mike advised 2<sup>nd</sup> gear, Low Ratio and difflock for the loose stuff, avoid having to change gear when on anything steep. All of that was good advice so we took it.

Up the steep hills and into the trees where we made our 1<sup>st</sup> stop for wood for the camp fire, which was duly loaded on top of the Tombraider 90



On to our next stop for mountain spring water where we filled up the new carrier we had from GO Outdoors. I stowed it carefully in the back, but about 2 minutes later there was a call on the CB,

"Andy you are leaking water" and the carrier had split. We emptied what was left so as not to get our gear soaking and checked what we had on board. It was about 10 litres anyway so we continued.

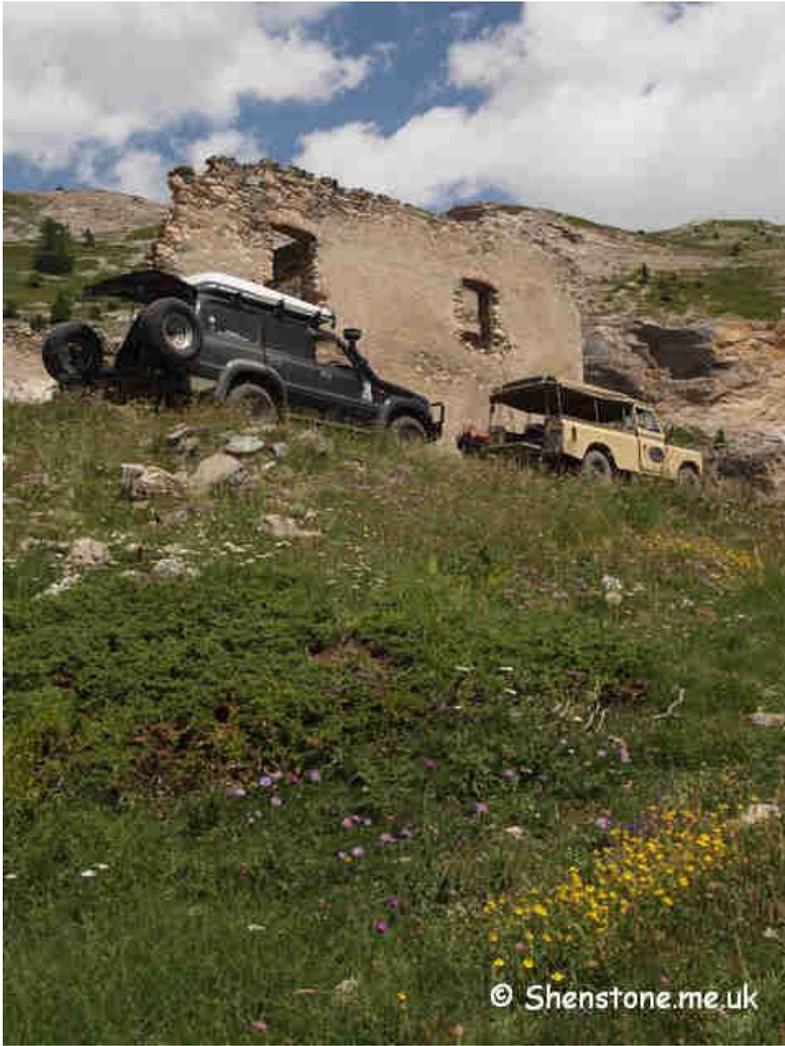
By this time we had done a lot of climbing and the tracks were levelling out and we were making it into 3<sup>rd</sup> gear (low) on the flatter sections.

Through some more woodlands we found our first problem with Katy that she was larger than most of the vehicles that come up here and therefore was collecting branches from trees as we went which did the awning rail no good at all and I had to bend it back into shape to use it this evening.

The tracks levelled off in places and we got into 3<sup>rd</sup> gear before arriving at the first fort of the day. Spectacular cliffs and a superb place for lunch.







On the top of the Rochers de l'Aigle it became more lunar in nature and we made our way carefully up to the ridge

We then headed up to the summit of Mount Jafferau which was about 9200 ft (about 3000m) and took a look at some more forts at the summit where I saw Mike put rocks under each wheel despite us being parked on the level. His reason seemed sensible "I don't trust Land Rovers"



The views from there were superb and we spent quite a few minutes looking around and down on the tracks we had already followed





Before returning to our small convoy of vehicles which were just as we'd left them with the rocks still in place

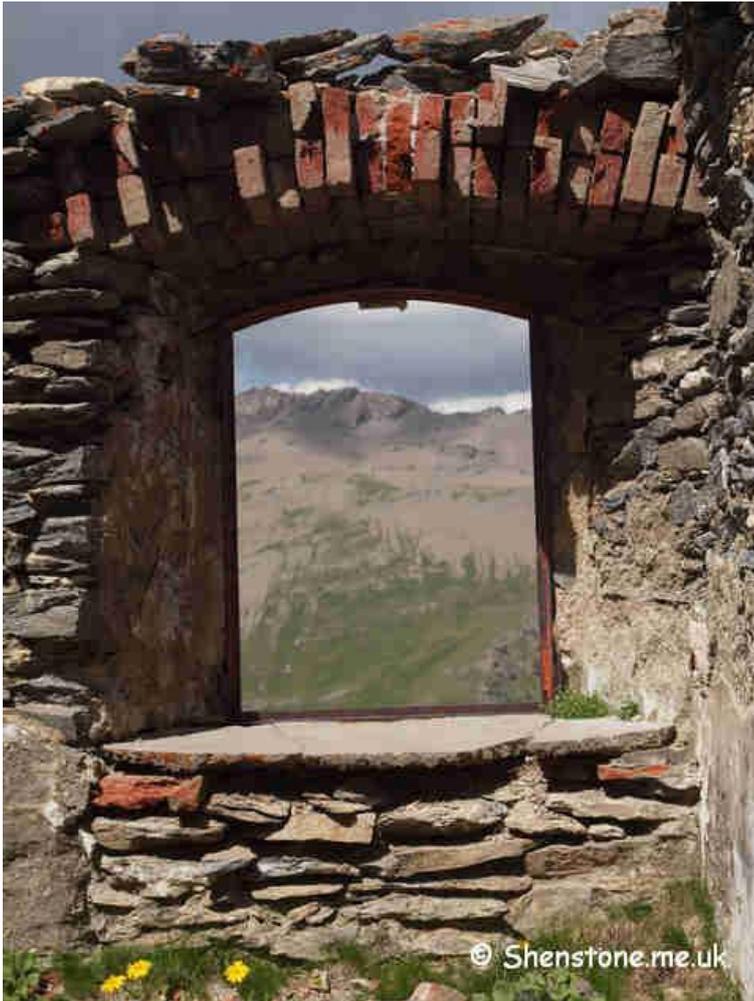


From there it was a simple descent to get a chance of the wonderful Edelweiss flowers which are now quite rare in the mountains



Below the summit there was another large fort with many windows with excellent views and there was a superb silver Unimog/caravan combo parked up which we duly admired.





© Shenstone.me.uk



© Shenstone.me.uk



Finally we headed back down to our final fort of the day for tea and camp fire chat. I was quite surprised when we got a map and were able to check out the distance we had covered this first day.





All in all a really good day I was shattered, but exhilarated , about 50km (30 Miles) off tarmac roads in total according to my measurements.

### **What have we learned so far.**

- 1 Katy is very capable off road
- 2 She does roll a bit and is not as good as shorter vehicles at going around corners (as expected)
- 3 The Anti Roll Bar and suspension upgrade was worth every penny
- 4 You use a lot less fuel than I had thought the gauge is showing full at the end of the full days driving
- 5 Even more needs to be tied down than we thought. The jar of honey made a bid for freedom and we nearly had a very messy bed
- 6 Looking at Chris's Land Cruiser with 2 spare wheels makes me think I really should have brought both of ours. It's no use to us at home if we'd had a problem. We'd been warned about weight, but weight on important things is not wasted
- 7 Learn from Mike and don't trust Land Rover brakes

### **Damage / Problems so far**

- 1 We bent the awning rail coming through the woods- it needs to be put on properly some time
- 2 Nesting USB and other devices in a single charger socket didn't work as we had devices that needed more power. We need more proper connections
- 3 Don't buy cheap water carriers in GO Outdoors they split and you lose all the water you have carefully collected

### **Day 2 on the mountains Mt Jafferai to Argentiera - 2013-08-05 15:02**

A wonderful sunny dawn at the fort and a leisurely start of the day with hot water for our tea from Mike's Kelley Kettle (I've fancied one, but they are quite bulky), and we made our way back down Mt Jafferai being treated to excellent views all the way.

We've got the packing up down to about 20 minutes even including the awning so we're good to go when our leaders are ready, something I think they were concerned about when they saw it.

We went back the way we came up and Katy behaved as well downhill as she had going up, for control a mix of 3<sup>rd</sup>, 2<sup>nd</sup> and 1<sup>st</sup> gears were used with very little use of the brakes other than stopping for the obligatory three point turns. Mike asked us to stop at one location to check the CB aerial which was coming loose having been battered by the trees. A good lesson for when we get our own in thinking carefully about where we fit it, and we collected some more wood whilst we could (that Tombraider is starting to look like a real working Land Rover).



As we came down we were treated to some superb views though



We then made our way across to Claviere via the highways which involved a steep uphill section and a lesson on different gearing as we were going at a speed that had me changing between 2nd and 3rd all the way and we had to take a quick stop for Katy to cool down before turning off and taking to a set of really nice woodland tracks with a lakeside stop for lunch. In the tunnels it was noted one of our headlights was dim so we need to check on that later.

Even though the track became a little dusty at times we could still see Chris and Gillian's Land Cruiser following German Mike's Series III



But finally a stop for lunch



From Claviere we made our way to the Argentiera valley which is a long gentle run up in the main as can be determined by the number of road cars making it a good distance, eventually it thinned out and we past the last few cars (the final being the obligatory fiat panda 4x4 which get everywhere)



Finally we headed up into open space and our wonderful camp-site at the head of the valley near a wonderful waterfall, looking back from the end of the trip this was my favourite campsite of the ones we used.

As we arrived early we spent ½ an hour sorting and cleaning to remove as much dust as possible and

also put things in better places for storage before Rhian cooked us a wonderful pasta bolognaise supper.



Here you can see Mike and Mandy's Oz tent. I was quite interested to see how they work and how fast they are to put up. I can see that the basic tent is quick but the awning takes time and even when packed they are very bulky so it does depend on what you want as to whether they are good for you



Here's the view from our front door from that campsite





Whilst out strolling Rhian spotted this wonderful [Apollo Butterfly](#)



And it really didn't matter which Land Rover you put into your pictures they seemed somehow to look in place and picturesque







Another 49k (30 Miles) of non tarmac roads and some more experience in overland driving. I now feel comfortable in most up and downhill situations as long as there is room to manoeuvre.

### **What more have we learned**

- 1 We should have closed the vents to keep (some of) the dust out
- 2 We need to think about dust proofing the bedding storage
- 3 We attract a lot of waves and smiles – that's always good ☐
- 4 We need to fit spot lights and fog lights. It will give us more options if we have a lighting failure
- 5 Chris explained how his second fan was fitted on the outside of his radiator / intercooler and controlled by a manual switch and with a gauge inside so he could decide when to put it on and control it as needed – sounds a good idea
- 6 We nearly lost the top of the CB because of the trees so need to think of better fitting when we buy one

### **Damage / Problems so far**

- 1 Katy's right headlamp and sidelight are dim. Probably an electrical poor connection I need to sort out before we head home

### Day 3 on the mountains Argentiera to Gran Bosco - 2013-08-06 19:10

A leisurely day (not)

We stated with a trip to the top of the valley to see the sights which included our first three wheel moment as Katy's suspension articulation proved a little wanting (not surprising given the strenth of the springs and anti-roll bar I've fitted. **Rhian said it was her scariest moment so far**, but I knew she could do it and with a little more shuffling were back on an even keel to appropriate comments of "I've got three wheels on my wagon – on the ground at least" from me and "at least you're still rolling along" from Mandy



It was worth it though because the views at the top of the valley were well worth standing and admiring for a while





Soon we were on our way down again. As the runners came past us there were strange approving noises coming from Mandy's car. I really do think this chap could have covered himself up so as not to embarrass old & overweight people like me



Back down the hairpins and no trouble this time, just watch the line that Chris takes and take one a little wider if we can without needing to do a 3 point turn. I think in this case even he had to have another go to round the corner



And it wasn't long before we were looking down over last night's campsite



Through the trees and along the tracks it was. Mike and Mandy's Tombraider was really starting to look limestone coloured by now



Back down again to the main roads passing a really nice Series III in real Limestone colour and with a safari roof (my perfect car for retirement) we got a good smile as they went past us. Clearly people who can admire class.



We headed up to the ski resort of Torino and off for a long track which snaked across the ridge from Siestre to Usseaux.

[Back on day 1](#) we'd seen a super Unimog and guess what was coming towards us on one of the narrowest sections. It was the same one . Mike and then Chris passed with care and then it was my turn. I was very unsure so asked Rhian to step out just as Mike Stringer came forward and stated directing me so we inched closer and closer and almost made it before it was decided that we were not going to make it. We reversed and then the Unimog reversed to a slightly wider section and then we had another go.

This time Rhian was videoing it and as you can see we were through and mike said to pull forwards and just at that point the rear wheel dropped into a hole.. **My scariest moment so far!**

[Passing a Unimog](#) from [Andy Kendall](#) on [Vimeo](#).

But it was not long before we had more enjoyment on the roads



We continued on the lane for ages getting wonderful views and Rhian recording loads of it for the video we will produce



© Shenstone.me.uk



© Shenstone.me.uk



We then planned to visit the Alpini memorial, but it was so foggy by that time there was nothing to see and then dropped down to the Alpe Pintas Restaurant in Pian Dell'Alpe where we stopped for an excellent meal of cheese and salami followed by super cake.

We were warned off asking for the Apple cake before the Mikes got there, and indeed they were so concerned that they ordered their first pudding before their main course just to be sure. Of course pudding had to follow main so they sampled another cake later just to be sure it tasted right after a meal



In the car park we noted a panda setting off with one tyre flat. Waved the driver down who said I know the tyres are bad I haven't had time to get them changed.

Bad! The 2 front tyres were through to the metal and she was lucky that it had gone in a car park and not on one of the lethal bends. We watched the floundering for a few moments and then our team swung into action to do it for her.



The space saver tyre was flat so Chris used his air compressor to pump it up, and we were off again. We've seen it used for many cleaning jobs and now for real. Gillian told us they had a lower power one before and it was not up to the job, Chris showed me the compressor and talked about how the air tank can be fitted underneath



A quick trip back up to the top from there and then a long winding road back down to the valley below. 3rd/2nd all the way and no difflock as soon as were on tarmac. We had a couple of cars fly past us, but I would not have wanted to rely on their brakes at the bottom. Back to Gran Bosco for showers and a late supper after a long day with some fabulous views.

On route we spotted the headlight was working again. German mikes comment was “it’s probably just a loose connection... just a "Land Rover thing”

This day had been a massive amount of non tarmac roads with 71km (44 Miles) in total which had included many wonderful sights and some excellent adventures

### **What more have we learned**

- 1 A compressor is a must I have seen one used for cleaning and repairs so many ways.
- 2 Get to the puddings 1st if you want one when the Mikes are around
- 3 Don't trust Land Rover guides when it comes to getting past Unimogs and they tell you it's OK now

### **Damage / Problems so far**

- 1 The headlight is working again so I'll not mess with it just now

Anonymous (2013-08-17 18:22:24)

Enjoying reading this - great pictures as well. Will look forward to further instalments!

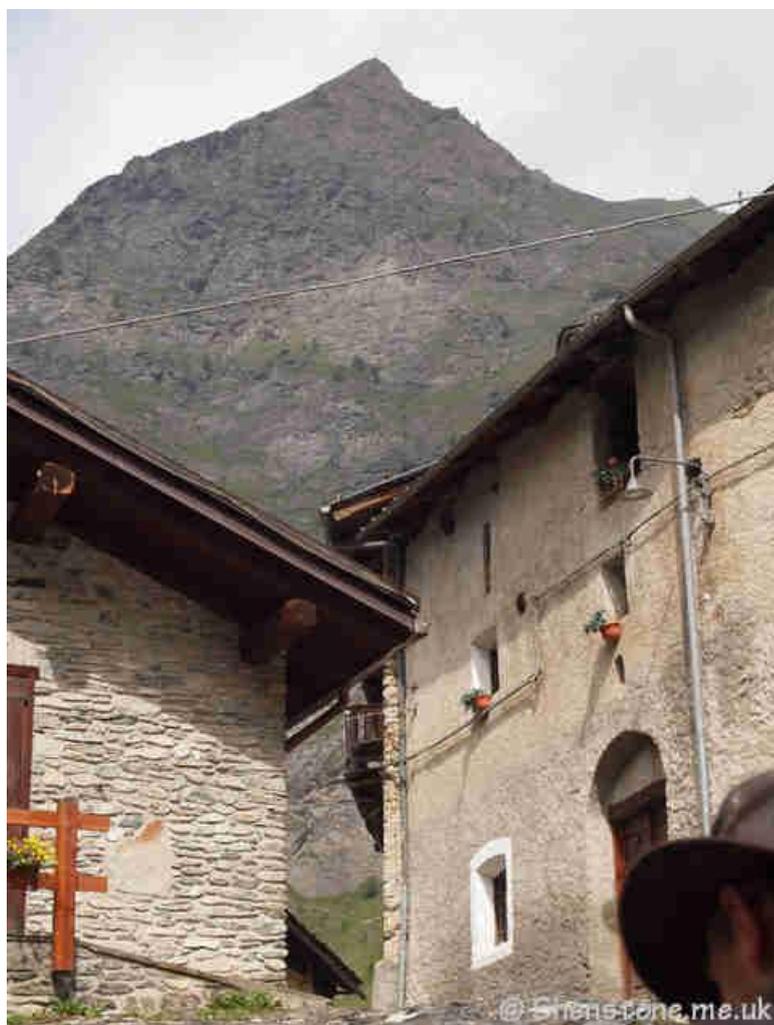
Shenstone (2013-08-17 19:55:24)

Many thanks for the comment. I'm working on the next installment now

#### [Day 4 on the mountains Gran Bosco to Rochemolles - 2013-08-07 15:17](#)

Day 4 we started out clean from the well appreciated showers the night before and took the tarmac up the valley to the old village of Rochemolles. We made our way up the valley on tarmac/tight bends so 3rd gear low / no difflock was the order of the day.

There we had a nice stroll and took some pictures in the church and around the village before heading off for the highpoint of our trip.





Stopping off at Scarfiotti Refuge to take lunch up in the Colle del Sommeiller where excellent ice

creams are served and off again to the high pass.





Up the road from the refuge It was turn, after turn, after turn and the clouds closed in. At the refuge there had been a geological display and there was a geological itinerary we could have walked if we'd had time. We may come back again.

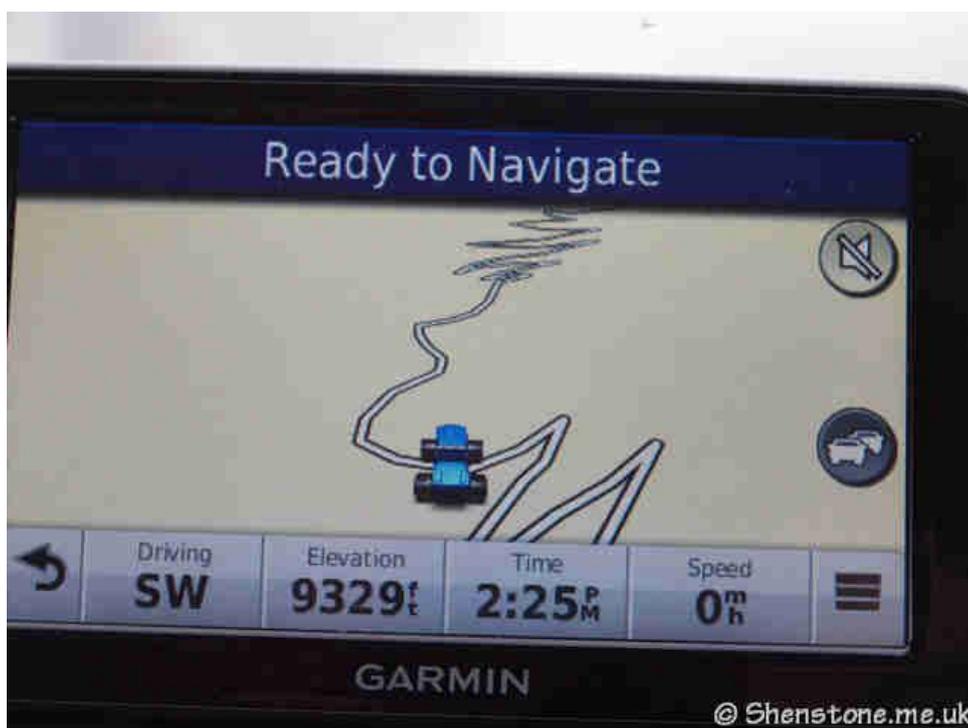


Going up there were sequences of marbles, slates verging on schist's and large iron stained sections that looked like dolomites from a distance.(see this picture take on the way down)



We topped out at 9329 ft (2843m) according to the Sat Nav and were unable to go further because the road was blocked, so not quite the 10000 ft, but still one major achievement for a 25 year old vehicle and a not very expert 50 year old driver.

Mike presented us with [Alpine Rovers](#) stickers to celebrate the achievement.



Unfortunately the heavens opened when we were there and we had to head back which was no mean feat as the visibility was awful by then. I had to ask Rhian to get out in the rain and watch me back around a boulder because I was struggling to see where the road was. Being the star she is she helped Chris make the same maneuver before we set off.



Back down was almost as hard work as going up and I was glad to make the bottom where we headed straight for camp whilst there was a break in the clouds.







Just in time as the heavens soon opened and I settled down for a serious nap before making tea which was some excellent sausage spirals, onions and followed by the Berry Bosco.





Early night tonight given the weather, which was spectacular thunder and lightning with heavy rain lashing down. Some of the lighting/thunder was really close as there was very little time between so probably hitting the hills around. I would not have liked to be camping much higher tonight

#### **What more have we learned**

- 1 We really do need a rear facing camera. Mike told us we were leaving a lot of space on corners when we reversed making then 5 point instead of 3 point turns and increasing the work on me.
- 2 It's nice having a camper in bad weather
- 3 Rhian suggested more catches on the cupboard doors which is a good idea as they were taking a hammering
- 4 Dust gets in the gas safety vent holes in the bottom which is probably why they were blocked up when we got Katy. I need to think of a safe way of dust proofing them
- 5 We talked about the things we could have brought from home that should be on the going away list because I've forgotten them in the past e.g. Tea, UHT Milk, Dried Milk, etc.

#### **Damage / Problems so far**

- 1 None

#### **Day 5 on the mountains Rochemolles to Lac du Mont Cenis - 2013-08-08 16:32**

We started the day in Rain and we packed up our camp looking out on our fellow campers who were in tents whilst we were drinking tea inside. I took this from our side window having not had to get out of the camper at that point of the day



From the camp site we had to cross the river we had crossed to get here last night. Not a deep one thank goodness because we would have got our bed wet. First across was German Mike who took Rhian with a camera so she could record Chris doing the crossing in his Land Cruiser



And then it was my turn in Katy



Then Mike and Mandy came across so fast it was hard to get a picture

We were also rained out of the high tracks today as they would have been miserable in low cloud like that below so with our agreement we descended and spent the first part of the day in Susa town playing tourist around the Roman remains.



First stop was to find a nice coffee shop (not the one below) and have lunch, but before we could do that we lost Mike and Mike again, and where were they ... a cake shop of course.





Then it was back in time for the Porta Savoia Roman walls and amphitheatre





After that we headed north from the town into France and around the Lac du Mont Cenis reservoir where the weather improved a little and we stopped to investigate some really interesting underground gun emplacements and tunnels





From there it was a quick downhill run to the camp site and on route we stopped again for firewood.

Rhian drove the last section into campsite and did a really great job in her first experience of Katy offroad driving in Italy





We made camp at a lower than planned camp-site because of the remaining low cloud and settled in for our last night of wild camping on this trip to a nice pork & onion risotto cooked by Rhian

Whilst Rhian did the cooking I spent 5 minutes cleaning up the back cupboard and affixing the Alpine Rovers stickers we had been given. When I told Mandy what I was doing she said "Katy was the type of vehicle she was proud to have her company name on." I was really touched by this generous comment

Because of the rain only 3km (2 Miles) non tarmac roads today

### **What more have we learned**

- 1 Gardening gloves would be useful for firewood collection as would have been the jungle knife I have, both will be added to the going away list

### **Damage / Problems so far / Things to do**

- 1 None

### **Day 6 on the mountains Lac du Mont Cenis to Gran Bosco - 2013-08-09 17:15**

A cold morning after another rainy night, but the day did look better so We started with a brief trip over the reservoir at the end of the lake to get some breakfast at one of the excellent cafes overlooking the reservoir,



Expresso & Croque-monsieur was welcome after a cold evening / night and then up into France for a look-see/shopping trip.



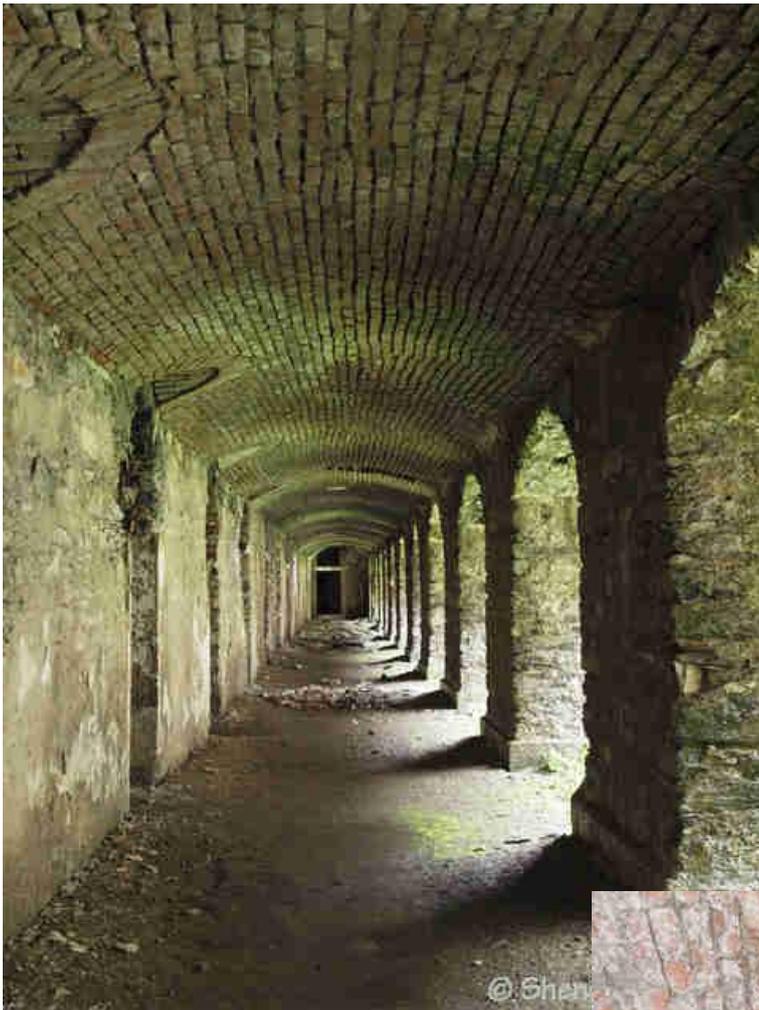
The next stop was one of the most impressive forts on the trip. Good drive back towards our last nights campsite, and then Mike, Chris, Rhian and I went for a stiff walk up the hill whilst German Mike went to check what would be our last green lane of the trip for suitability as the guys were aware of some rocks that needed to be climbed over.

Fort de Variselle was truly stunning with multiple levels and rooms to explore once you had

navigated the drawbridge which was some very flimsy looking beams in my opinion.









On our return German Mike had returned and declared that the trip was probably ok for Chris and Gillian, but we were simply not going to make it over the rocks on the track without removing some of Katy's underside.

So the party was split and we headed off with Mike and Mandy. Once they had been spotted as having made it past the obstacle we went to do the old Roman road they call Jurassic from the other end to meet the rest of the team for lunch. A real cracking route and a real highlight of the trip even if we only did part of it, and took more video on that run than pictures so you will need to wait for the video if you want to see more of it than I have here

We stopped on the way back for a couple of pictures



and whilst we did Mandy located some really nice wild strawberries

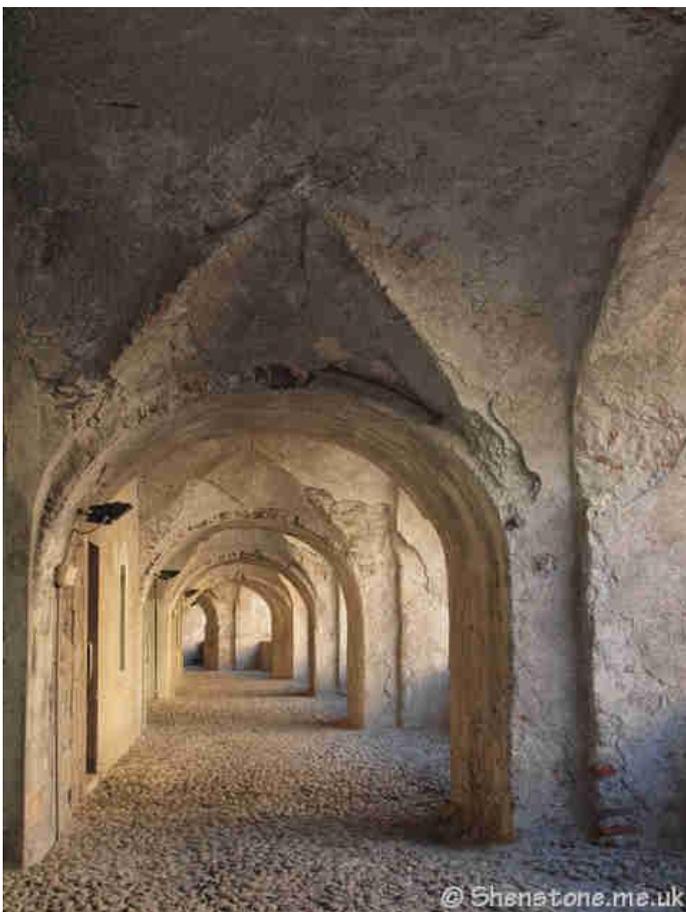


Then back through Susa and up the hill where we passed a personal milestone for Katy 150,000 miles on the clock. [As I've noted before](#) this mileage may not be real and she may well have done about 50,000 miles less than this figure



We then went to Fort Excilles on the way back to the campsite as it was on-route and enjoyed the lifts up rather than the long walk up the old roadway, It's probably best if I don't mention who locked who into the loo or the castle.. The guilty know who they are.

A few pictures of some obscure parts of the castle



Like many old buildings the lime mortar was being redeposited



One thing they had done really well was these shadow graphics. this one showed the Alpini's practicing rope work on the mountains



And this one their emblem, the Eagles soaring



Back then to campsite where the formal bit ended and we enjoyed a meal with the group and shared thoughts and experiences.

### So what more have we learned in summary

- 1 **We can do it – a total of about 216 Km / 134 Miles on green lanes with no serious issues**
- 2 Travelling with people who know the capabilities of people and vehicles was really useful. Mandy related how the Mikes take a close look at people on day 1 and decide from there what they are capable of. They were impressed with how well Katy coped and I take that as a compliment on the work and upgrade we've done, because she would not have made this in the state we got her
- 3 Picking a tour company based on how much you trust them to look after you is important. I'd got a head-start because I'd talked to Mandy on the Land Rover Addict and Land Rover Scene forums.
- 4 We have things we want to do to improve Katy, but we need to take German Mike's advice seriously "only add things that add value, knowledge of how to cope & fix things is more useful than any gadget". I think he was approving when I said my most important things on board were a toolkit and a Defender Haynes manual
- 5 We really need to look into fridges again. Chris and Mandy both gave us advice on compressor fridges and I'll take a look into that again
- 6 German Mike offered advice on the relay problem I had identified and agreed that this really did look like it was allowing current to flow even when the ignition was supposed to be off. A typical Land Rover fault apparently is the ignition switch allows some current through (post trip review has identified that there is definitely something wrong with this

as the switched feed is permanently live and causing battery drain) - Need to add multi-meter to the going away kit list

- 7 The only negative was we had in the week was 2 camp fire nights washed out – nothing anyone could have done, and not enough to spoil what had been a fantastic adventure

### **Damage / Problems so far**

- 1 None

### **Credits**

We had some more adventures and saw some more scenery on the way home through France which I'll add, but this was the end of our mountain adventures so I would like to thank

- 1 Mandy, Mike and Mike from [Alpine Rovers](#) for looking after us and all the positive comments and advice
- 2 Chris and Gillian for being good company along the way and their good advice
- 3 Rhian for putting up with me and taking many of the pictures and all the video which I still have to cut into something watchable
- 4 Steve Walford back in Cardiff for the work he put in to help me get Katy ready for this first adventure
- 5 John, Toby and all the other people who used to own Katy, but let her move on to us so we could have these adventures
- 6 All the people who dropped by to marvel at the strange apparition that is Katy as we wended our way back and fore

Anonymous (2013-08-19 18:16:11)

Enjoyed reading that lot. The holiday firm you went with should link to this thread as free advertising for their trips!

Are you going to Eastnor Castle next w/e? Might pop up to look for some bits.

M (from caving club)

Shenstone (2013-08-19 20:48:05)

Hello M

Thanks for that nice comment.

I will indeed be at Eastnor and can be found on the SWLRC club stand. You won't be able to miss us no-one else drives a big Cream Landy as far as I know

p.s. I hope to have the 1st cut of the video by then

regards

A

### [Heading home in the Mountains and Onwards - 2013-08-12 11:52](#)

Saturday. It had been a wonderful time, but it was time to say goodbye to the team we had spent the last week with and head off again on our own.

The De Frejus Tunnel had been a nightmare on the way here and we would have to face the 13 km (8.1 mi) going uphill this time so we were keen to hear about alternatives.

Mandy recommended the route through Briancon to Grenoble as being one worth considering for the views if nothing else. We had plenty of time for the route home so we decided that a gentle start would be good to calm our nerves from all the driving we'd been doing, I mean, roads have got to be simple after all the things we'd taken on.

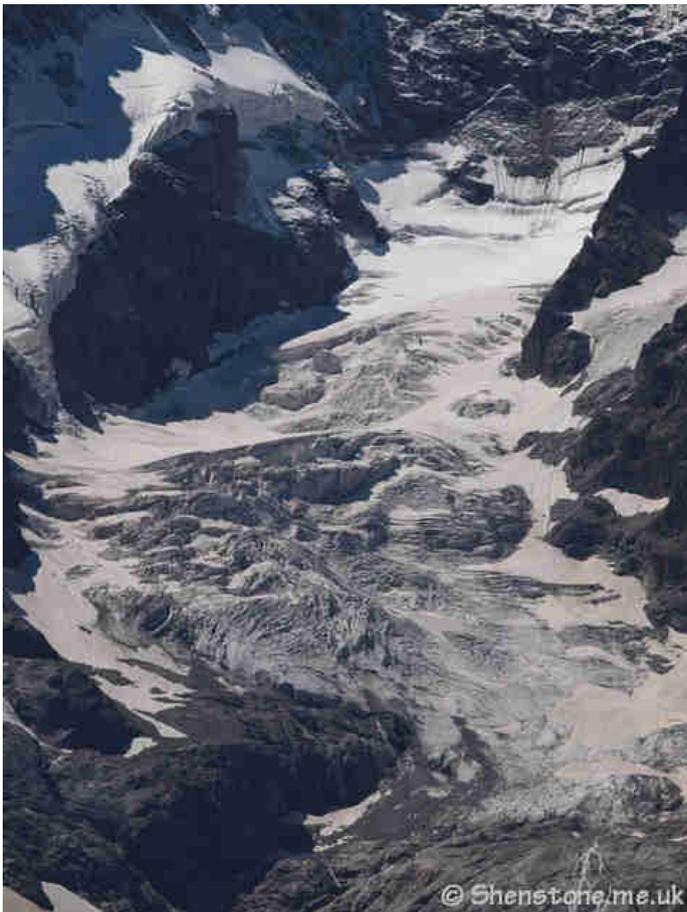
We waved goodbye to the Chris, Gillian, Mandy and the Mikes and set off up the valley from the camp site and up to the French border just past Claviere. From there a right towards Briancon where we stopped for a browse around the antiques market that was open. Rhian decided she had enough old things with Katy and me so we headed off again.



From Briancon the roads heads up through the Col du Lautaret (2058 m.) past some wonderful peaks with hanging glaciers. It just cried out to be admired in the sunshine so we stopped for a coffee and relaxed in the sun.



I didn't climb up I used a long lens





Here we stopped and took a picture of the third member of our crew, Cosgrove, who had come along to give us moral support at critical moments.

He'd hidden away a bit because of the marauding hounds (actually they were well behaved, but he may have been too tempting)



From there down to Grenoble was down, down, deeper and down until we levelled off nearer the status quo of sea level.

With the route we had taken it was nice to have an early stop so we headed just north and selected a campsite from the Sat Nav and settled down for a nice meal and bottle of wine.

The next day was Sunday and we planned for a long drive. In retrospect this was a wonderful idea because the number of Lorries on the road was much reduced, which reduced the amount of overtaking we had to do and made for a much nicer drive. With no bad headwinds we were able to get to our cruising speed of about 65 and stay there for miles on end

We'd decided to visit the Royal Palace of Fontainebleau on our way home as it was somewhere Rhian had always hoped to visit so we picked a camp site just south of there in the Fontainebleau forest which was really nice and a good place to spend a quite night





Apart from the nice door and library the Palace did not live up to expectations as it was expensive, noisy, busy and frankly could have done with a good clean so we were soon on our way again north to our last planned stop of the trip...

#### [Quiet Thoughts and home - 2013-08-12 16:54](#)

Our last stop in France was somewhere I had wanted to visit for a while and I felt that Katy should visit as well it was the [Thiepval Memorial](#) in the Somme area.

The Thiepval Memorial is to the 72,191 missing British and South African men who died in the Battles of the Somme of the First World War between 1915 and 1918 with no known grave.



My personal reason for wanting to visit was to see the inscription on the memorial to one of my ancestors [Sergeant William Allison Barnett](#). He was recommended for the medal just 2 days before he was killed in action.

Even as we pulled up we gathered interest from visitors who understood what she was and I was really happy to be able to tell them [that she had been saving lives in Croatia](#) when she did active duty.



There is a new visitor centre and I was amazed when they printed a summary of information of Uncle Bill as he was known in our family.

The spotless nature of the war graves in France is Testament to the work of the CWGC and to the people of France who maintain them in this way in partnership with them



What I had never known until I read the exhibition was that he had been killed on the first day that British Tanks had been used in action and that this day was a major offensive for the British Army. No wonder he was lost somewhere in combat that day it must have been horrible

Thiepval is one of those places that everyone responsible for sending people to war should go. Imagine if we sent every politician to sit and think for a day on the possible consequences

After that we needed something nice to end the day and so we stopped at a local store to pick-up some fresh produce for tea and settled down to our last night in France

Up early the next morning and some shopping on the way and then another uneventful day on the road and we were finally home by the evening of the 14th

### **So the trip in summary**

**We met some really fabulous people, especially the Alpine rovers crew, Mike, Mike and Mandy**

**A major achievement for all of us and a set of memories to treasure**

**About 50 hours driving in total across 2 weeks**

**No significant breakdowns**

**A lot of learning so we do it better and easier next time**

**A sense of capability that will remain with us whenever we venture off-road in Katy again**

**Some fun with some very nice people, and stories to tell**

### **Some Stats**

**2020 miles round trip**

**481 Litres / 105 gallons of diesel**

**19.3 mpg on the runs and 19.4 on the mountain days (which did include road work)**

**Total cost in Diesel £655 approx. I haven't taken into account all the exchange rates and charges**

**To end This Adventure...**

I've often been asked if we've taken Katy on any adventures and I feel I can now look people in the eye and say

Yes. She's been over the Alps and I don't mean on the Tarmac, I mean up and down mountain tracks, and it won't be the last adventure we have. Just watch this space.

### [Alps 2013 The Movie - 2013-08-15 07:01](#)

During our wonderful holiday Through France and up the Italian alps Rhian was filming scenes for me. I've now had time to download it all and edit into a video which is offered here for your entertainment

It starts with an introduction about our trip through France and the rest is the over landing scenes from about 4:25 in if you just want to get to Land Rover's off tarmac.

[Alpine Overlanding 2013](#) from [Andy Kendall](#) on [Vimeo](#).

Sorry it's only SD resolution I only have a basic Vimeo account so am limited on the file sizes I can upload. if you want to see an HD copy please get in touch.

I would love to know what people think of it so please do leave a comment here or on Vimeo so I can learn more about what I'm doing well and what I need to think about working harder on for future video's

Anonymous (2013-09-05 20:37:22)

Good - enjoyed that, looked like some great driving.

David J Mallinson (2013-09-13 05:08:56)

Hello Andy, I thoroughly enjoyed every minute of the video, especially that hairy moment passing the chap in the Unimog! By coincidence last week I was on a short holiday in Moab Utah which is about 6 hours drive from Denver, a bit of a Mecca in the USA for off-roading so I was trying out the Jeep Grand Cherokee there. It has the off road package with skid plates and air suspension so you can get up to 11 inches of ground clearance, it had no trouble at all, but looks like the roads you were on were a bit more rocky. But we did not try any of the 'technical' off road trails. Great to see you got Katy off the tarmac and with no bother by the look of it. I'm still jealous of you having a proper Land Rover though, I still miss the 1963 Series II A which my Dad sold in 1986. Must be great to have your own accommodation without the hassle of a tent and much more comfortable as well. Look forward to more adventures, all the best Dave

Shenstone (2013-09-13 16:22:29)

Moab.. my favorite place in the US

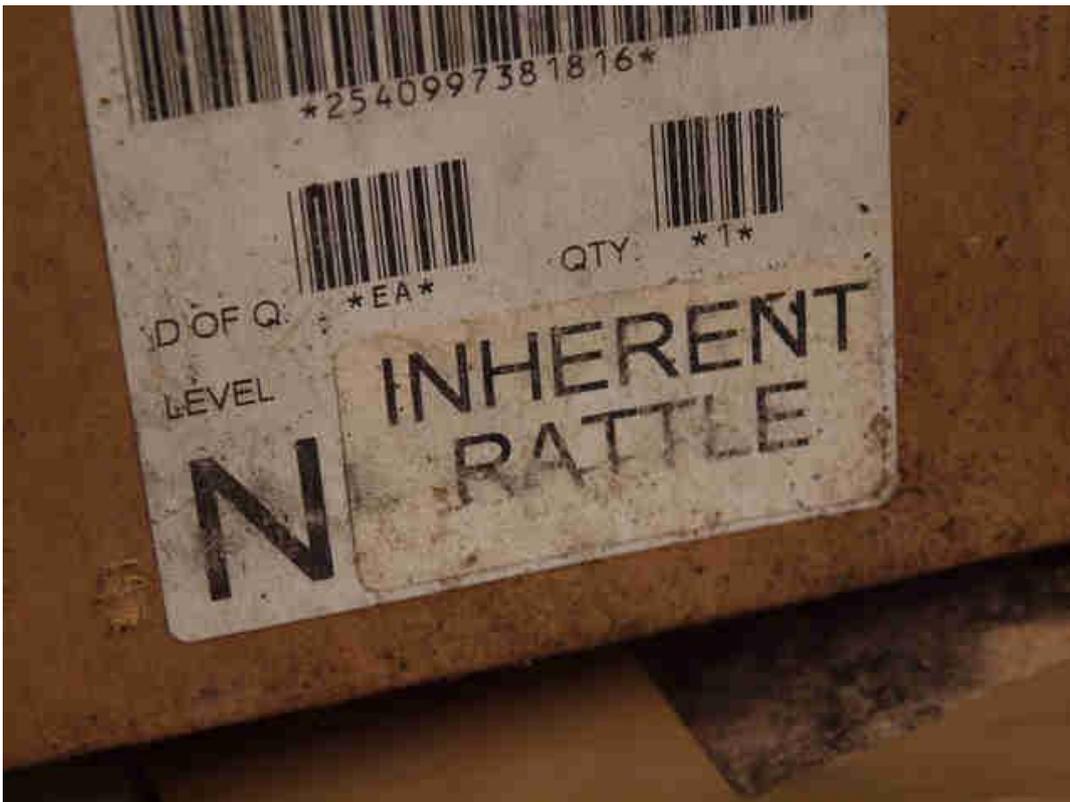
Last time we were there one of the US Land Rover clubs was in town and despite us having a rental Chevy Trailblazer adopted us .. wonderful fun look forward to meeting you for another run there some time

## 2013 Continues

Eastnor 2013 - 2013-08-26 19:27

We were full of ideas of things we wanted to do following the Alps trip so we headed to Eastnor with anticipation of finding loads of toys to buy and some parts to resolve some of the things that have been needing sorting out for some time (and one bent bumper which is a more recent addition)

We found a new bumper, but not the other items we were looking for. I did find this very important part that is factory fitted to all new Land Rovers so it was good to see a large pile of them available for those who need a replacement



Katy as usual took her place on the club stand and attracted a lot of attention from people and we had a lot of visitors wanting to look over her insides and her undergarments (suspension) as there are quite a number of people out there who are either working on or thinking about a similar venture



One thing we were really happy to see was Katy's Great Great Grandpa Huey. [HUE 166](#) is the first series 1 Land Rover and held in great reverence by all enthusiasts and this is probably the most sought after seating position in all Land Rover circles. Sadly it was out of bounds, but nice to take a look at it anyway.



Here's HUE166 in it's full glory



And here it is in the open air as it should be seen



Our club did a line up in the center ring, including us



and one of our members won a prize for his efforts in the twist off competition and for his enthusiasm for Land Rovers which shone through... Well Done Ryan



Back at home today I've stripped and painted the new bumper and the bull bars ready for refitting when the paint has dried



### Lights, Camera, Action - 2013-09-30 19:28

By the end of [our Alps Trip](#) we had identified a number of upgrades that were needed

- 1 A CB had been useful and fun travelling in convoy
- 2 We'd had headlights problems and spots/fogs would be useful extra's
- 3 We wanted more charging points in the front and back and had learned about differences in USB performance
- 4 The fridge fitting had caused some problems with lights and battery discharge, and we were not happy with it's performance

All of this means a good sort out of the electrics so I made an arrangement to get an Auto Electrician to give me some advice and I've now been on a shopping spree and I've now got a whole bunch of new parts in the front room ready to fit.

I would put some pictures of all of that, but we went away for the weekend and we were "spotted" by an artist friend of ours so I thought I would give you his quick rendition of us parked up and enjoying ourselves instead



I think his scribbly style of his field sketches fits the dilapidated state of Katy's paintwork very well

THANKS PETE !

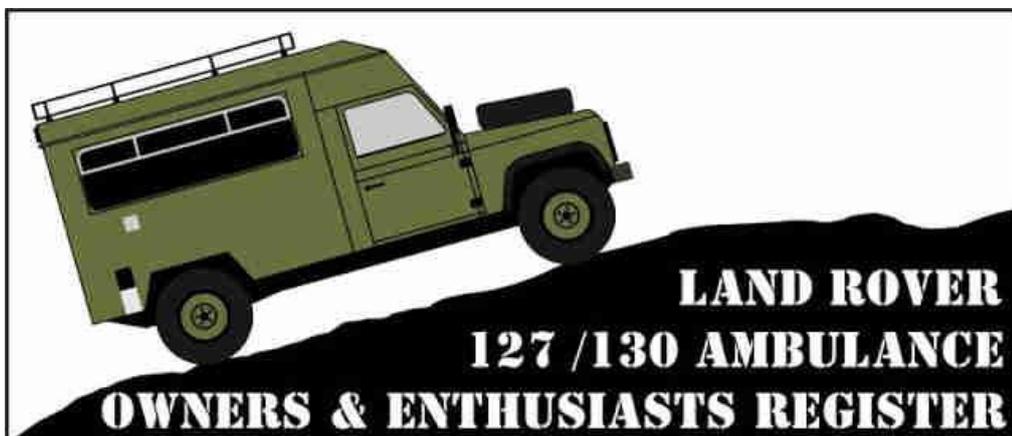
Lastly the [South Wales Land Rover club](#) was featured in Land Rover Owner this month. We even got a mention which is not entirely surprising as I wrote the article

#### [Inspiration in the Rain - 2013-10-27 17:11](#)

I tried working outside this morning, but it was awful. There's a storm forecast in the UK. It's said to be one of the works in about 30 years, but who believes the Met office

So I'm spending some time looking things up on the internet and I thought that some of the people who drop in here may find some of the sites I look at from time to time useful as an inspiration

These are people in the 127 group who have made some wonderful trips and updates to their vehicles



John and Jean's wonderful Locomotors 127 <http://southlow.co.uk/landrover.html> has one of the nicest looking interiors I have seen

John and Edith Diggles adventures in "Liberator" <http://www.balticandbeyond.org.uk/> give me something to look forward to doing when I get close to retirement and have more time

Joe and Jeanette seem to have loads of wonderful adventures in their well put together "Soletraveller" <http://soletraveller.com/en/>

Ash and Gill in their well traveled Florence (and Joe) <http://www.loonytoone.co.uk/florence.html>

Have fun reading :-)

p.s. I've bought loads of new toys to fit to Katy so when I get some decent weather there is lots to say

[Gaydon - 2013-11-23 21:37](#)

Last year SWLRC had a day out to the home of Land Rover, [Solihull](#).

This year we decided to go to the [Design and Engineering centre at Gaydon](#) which is also the home of the [Heritage Motor Museum](#)

I had worried that this day out would not be half as interesting and fun as the Solihill trip, but my fears were unfounded because this was a wonderful day out.

The 1/2 day tour started with a look at the the (in)famous DC-100 and included a visit to the 3D cave where we saw models at all sorts of angles and it's certainly a lot easier to maintain a car in virtual reality than in real life

After that the competitor tear down area where other cars are taken apart to see how they work and see if there are any innovative new ideas that can give "inspiration"

Then onto the rapid prototyping area where 3D printers are used to generate realistic parts for mocking up cars.

but the highlight of the day had to be the sessions on the proving ground. The first stop was the breaking straights where we took a 2.7 ton Discovery up to about 120 miles per hour and then threw the anchors on in emergency stop mode. I have to say it was impressive how short the stopping distance was. The ABS system did a great job of making us feel like we were stopping safely even if a few of us felt a bit of terror on the way.

Then, after a trip into the old conning tower, we headed off onto the main track and had the into the Dynamic Stability Control (DSC) allowed us to survive some full throttle cornering safely

And finally into the off road area where we sampled some rough road driving  
All whilst looking out at the many prototype Land Rovers

Unfortunately we were not permitted to film or photograph any of the above, so all my pictures are from the heritage museum which included [HUE166 which we saw at Eastnor](#)

Here we are arriving back with Tim and Chris the <strike>nutters</strike> drivers who belted us around the tracks at well over a ton, both very knowledgeable about Land Rovers and their

development and really nice hosts for the day



The original Tombrailer Land Rover (sorry no Lara Croft / Angelina Jolie in sight)



Judge Dredd Taxi (no Sly in sight thank goodness)



Post Skyfall remains

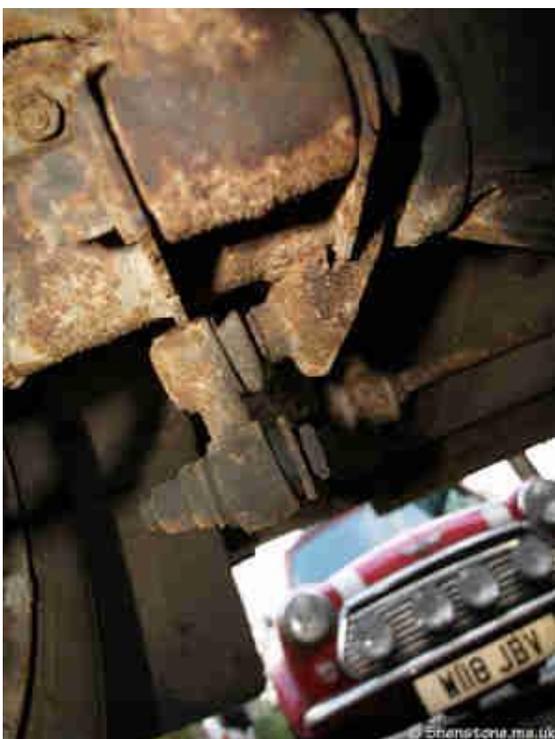


And finally presentation of our club plaque to John Bishop – Heritage Motor Centre Clubs & Groups Co-ordinator and from our brief chat a real Land Rover fan. He said that many more events were planned for the museum and we really do look forward to going back



In addition to the stuff above the Heritage museum had the first and last Mini's and the last one was exactly the same trip as Rhian's (with the exception her's has the webasto Roof) which was fun.

This being a Land Rover Blog I Can't really go around just including pictures of random Mini's so here's Rhian's with a large bit of Katy in the foreground



It's well worth a visit if you are in the area and from the look of the planned expansion to display another 250 cars it's will be even better next year

2013 Summary - 2013-12-30 09:08

**2013 was at last a year of adventures.**

That's not to say that there was no maintenance, or that there isn't more to do, in fact more was planned by now and I have the parts at home, but some work things came up which means I've had to postpone the installations until 2014

### **So what have we done**

In **January** I was finally able to confirm that Katy had been an active ambulance on active duty in relation to Op Hanwood when we discovered [a picture in a book of her parked in Bosnia](#)

In **February** she let us down on our first trip for the year which was up to the [Yorkshire Dales](#), but I'm glad to say that was the last time she let us down in 2013 (well almost)

By **March** it was time for another MOT and this year as well as the [track rod ends](#) that were advised last year it was the brakes that failed and needs some work, but Steve soon sorted it for me and I have to say the braking has been much better since, so it clearly needed doing

By this time I had committed us to going to the Alps so we needed to get some miles in to increase our confidence in her running so in **April** we headed off with the SWLRC and made our way to [Pembrokeshire](#) where we had some walks and some Land Rover themed fun. We were really glad of Katy as those in tents did complain about the cold.

Off again in **May** we went to the South Coast to Beer to see an old friend of ours who lives down there for the summer in her palacial caravan, and we had wonderful fun on the narrow lanes of the Jurassic coast. We also [met a kindred soul](#) who absolutely loved Katy, and then we made it to the [Pencoed Show](#), but so did the clouds and rain so we all packed up and came home again.

By **June** I was starting to really get into the swing of preparation and [I sourced an awning through gumtree](#) which fitted (just about) on the back to give us some much needed extra room and a means of keeping the door open in hot or wet weather, and we hosted a wonderful visitor Noel from the New Zealand Land Rover Enthusiasts who joined the club on our inaugural [Cardiff to Langorse Road Run](#) I'm not sure Katy actually wanted to do the trip as she let us down and it was only the purchase of an instant start charger from Halfords that saved the day, we arrived in time for the big set-off and had a wonderful day

**July** was to be the big month, but I started it badly. I had good intentions, get her serviced early so there was time to shake down any issues and then take her for some runs to make sure the battery was now in good shape. The trouble was on my first run after the service there was a small red car that stopped in traffic and I wasn't quick enough so I rear ended it. Net damage to Katy was just a bent bumper as you can see below



Net damage to the Vauxhall - write off.



I didn't blog this at the time as it was inappropriate, but now things are settled I can say thank goodness all that was truly hurt was my pride and my insurance premiums.

**So then it was the Alps trip.**

This was to be an important milestone. I wanted to be able to say we had done over-landing and I wanted to do it without a major breakdown if possible. After some running repairs following the bump, we got enough confidence to set off. Our first aim was Dover. If we made it beyond the ferry and broke down we were at least on foreign soil and would just holiday where we landed.

[The run down was faultless](#) and we even made time to be put on an earlier ferry which was superb. [Day 2](#) which was the first of **August** was probably the hardest days driving I have ever experienced. it was into a strong headwind and we were making about 5 MPH better than the large lorries and passing them was hell as the buffeting was really bad, but with such a long journey we felt we had to keep pushing. The day ended with at the wonderful camp-site at [Camping Grappe d'Ore at Meursault](#)

[Day 3 and Day 4](#) were driving again, and we finally arrived in Italy quite exhausted and ready for a rest, but of course that was not to be as the very next morning we were on our way from [Salbertrand to Mt Jafferau](#) for our first day's green lane driving in the Alps.

The experience was almost indescribably wonderful as we set off in trepidation and ended the day in success having achieved everything we had wanted to in terms of proving to ourselves that we could do this type of overland style driving.

From then on everything was a bonus and we had wonderful fun on the following days, going from [Mt Jafferau to Argentiera](#) the next day and then from [Argentiera to Gran Bosco](#) via a wonderful high level track on the third day. Every day we faced another challenge and every day we overcame it and our confidence in Katy and ourselves grew.



The second part of the week was to take us to our [highest point](#), but unfortunately the weather was not to be so nice and we found ourselves dealing with snow fog & rain and being forced to take a lower route as we went from there back down again and over into France to [Lac du Monte](#).

Our Last day was to take us on a wonderful high level route and back again as we wended our way

back from France into Italy and to our [final night at the Grand Bosco campsite](#)

As we made our way back [though the Alps into France](#) and then we made [a personal pilgrimage to the Thiepval memorial](#) to see my relatives's commemoration on the memorial. It's an incredible place and if you are ever in the area I would encourage you to visit to understand the scale of the horror that took place.

All in all that trip was a wonderful experience and I've gained an immense amount from it

Since then things have been quieter

By the end of **August** we were able to join our friends of the South Wales Land Rover Club on the stand at the [Eastnor Land Rover Show](#) where we were able to source a new bumper to replace the one I bent in July. It was also an opportunity to see the great granddaddy of all land Rovers HUE 166

In **September** we went to the Hidden Earth Caving conference and we were spotted by our Friend Pete who did this wonderful drawing for us, and we also went to the Tredegar show in **November** we used her as a camper van again whilst visiting friends



Since then things have been really quiet which is disappointing. I have done some leak proofing which so far has not been 100% successful so more work is needed.

Inspired by the Alps Trip I have loads of new equipment ready to fit to Katy, but some other things have got in the way of actually doing that fitting. If you are interested in new lighting, rear view cameras, CB and more then please come back again in 2014 when it will all get fitted

In the mean time I've been adding a few things to this website with the [Refurb log](#) getting an update, a [Technical page](#) to keep the major rebuild items in one place, and last, but not least a [History of Land Rover Ambulances](#) which I am starting to research when I get time.

There is still a proposed respray to be done some time when I've got all the mechanical stuff sorted out.

Until then I hope that anyone dropping in to read this stuff is still finding it interesting

**In 2014 I'll be 52 and she'll be 26 so that is 1/2 my age.**

**Happy New Year**

**Regards  
Andy**

2014

[MOT 2014 - 2014-02-17 22:13](#)

She passed !

Not even any advises !

Despite the brakes being B\*\*\*\*\* Awful

I think the rear adjuster is the problem - you have to press twice then the braking is good, but I don't like any vehicle where there brakes are not 100%

So she's not going anywhere more until this is sorted!

[Stopping Would Be Nice - 2014-03-12 12:24](#)

I recently noted a new undesirable feature of the brakes.

It took two presses of the pedal to come to a stop. Some advice suggested this would be one of two things, master cylinder or brake adjuster.

The last time the brakes were adjusted for the [MOT](#) Steve had commented they did not feel quite right so that was the obvious place to start

It's an easy job to remove the hub cover



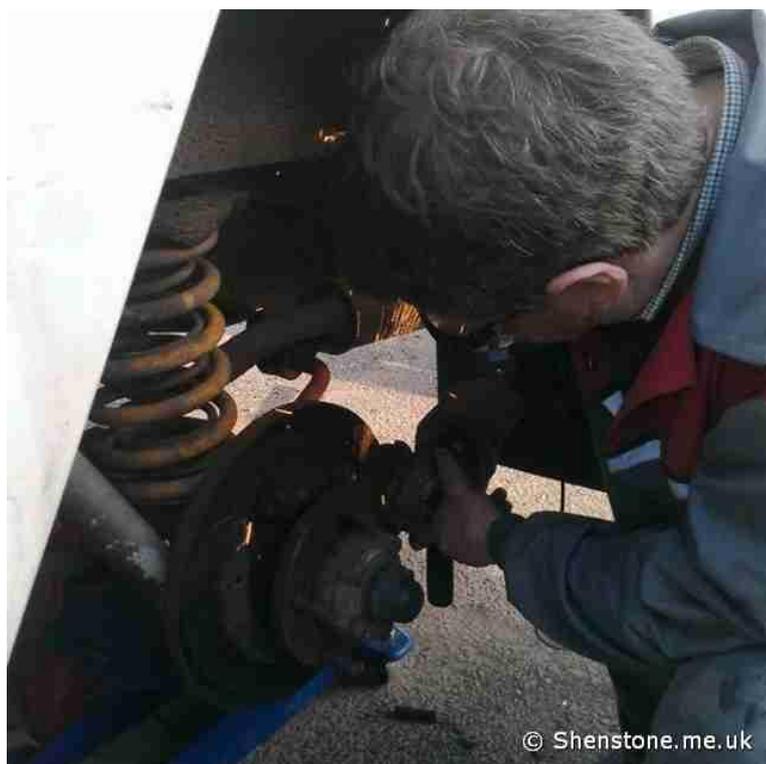
And you can see the corroded adjusters in the wheel - everything felt a bit unmoving or smoothed off so it had to be cut-off



Then we hit the problem the kit provided did not seem to fit as the bolts in the front hit the brake pads. There seemed to be no sensible combination of the washers that could be made to fit with the adjuster so we made up a new next of washers that got the cam in the right place

But even then the bolt on the front still hit the pads so it was decided to resort to an angle grinder to

get the final setting



Since fitting them I have found [this useful instruction leaflet](#) which does indeed say that you need to file down the bolt on the front of the kit so we were not too far off

#### [Some time to work on her - 2014-06-08 11:27](#)

It's been really slow here recently. pressure of work and frequent trips away have meant that I've had little or no time to work on Katy or even to enjoy driving her

Some work that is needed for use this year is to replace the awing rail, the one I fitted was damaged going under a tree (it was on a bracket on the roof rack) and I need to do it properly so we can use the awing this year.

Also I got around to removing the [3 way fridge](#) I had fitted in Katy today and I discovered one of the problems in that the flue was never sealed by the "supposedly professional" camper van maintenance company that did the fitting - hence the fume smell that we had that meant I had to turn it off all the time we were in it, especially overnight

BTW the company mentioned above was the ones who fitted an electrical system that drained the battery nearly leading me to missing the [road run last year](#), I'm not going to post their name here, but if you are in South Wales and want to get in touch please do and I'll not recommend any aspect of their work

#### [True Colours - 2014-07-06 20:04](#)

The [SWLRC](#) Road Run this year was for St John's Ambulance

So the theme of the run was Medical and therefore there was only one real option - put Katy back to her Bosnian military colours. We know these from the pictures we

[found http://landroverkaty.blogspot.co.uk/2013/01/its-official.html](http://landroverkaty.blogspot.co.uk/2013/01/its-official.html)

A full respray was out of the question for a single day out so some rather amateurish printing took place late on Friday night and we left with a collection of symbols and letters to be put in appropriate places once the bodywork had dried out from the overnight rain

Saturday morning was a bit of a rush as I decided to fit the CB I bought some time ago. It was just jury rigged in time and we grabbed some fuel and headed out to meet the team just in time for the 11:00 meeting time.

The inevitable faffing around took place which gave me time to put the signs on.



The first part of the trip was through the coast road from Cardiff to Ogmere which meant a keeping an eye out for pedestrians as we went through the villages. It did generate some looks and some comments, and one couple who were waiting for a bus came up as we stopped for the lights and had a right natter with the nurse in the passenger seat of the rather strange ambulance to try and find out what was going on

Ogmere on sea was our lunch stop and it was an opportunity at last to have a wander around with a camera and take a look at some of the old timers. This shot includes a Lightweight, a Series 1 (1952) and a Series 2A (abait with a 200TDI engine)



Then on with the route that took us through a very small lane (spied out by the series drivers !)

The reason for taking this route became very clear however when we reached this very photogenic ford. A perfect place for getting a few action shots.

If you want to see all the water spraying type shots then head over to SWLRC where those who had sealed vehicles and were not planning to sleep in them had some right fun, but for us it was a more sedate and "proper overlanding style" approach



© Shenstone.me.uk



© Shenstone.me.uk



With success as we rejoined the rest of the convoy.



With fantastic directions coming from "Dave at the front" via the CB we had fitted, we had no problems keeping up and enjoying the drive. Finally arriving at Happy Jakes Campsite just before 5pm.

We finished the day with a final gathering of the cars in the campsite



Which we had to have 2 goes at because we missed a vehicle (mind you we lost 2 more in this version)



The organizers had done a wonderful job and we all had a great day out. Katy and "Sister Jones" (Rhian in her Mom's old uniform) included

## Crystal Skies - 2014-07-06 20:21

We spend the afternoon fitting a new crystal clear skylight to replace the cracked and yellowed plastic one we've been looking at each morning we wake up

It should be a lot more starry from now on

## Chatsworth - 2014-07-12 19:35

With a few days off [after the SWLRC 2014 road run](#) we headed north to Derbyshire for a few days to wind down from a period of very hard work for us both

The first nice thing that happened to us was when we pulled in to the car park of our first stop and found this Locomotors 127 parked in the car park. if you look carefully you can just see Katy on the left hand side of the picture with the back door open.

It was according to the sticker on it's back door sold/converted by foley, but from the brief chat with the current owner it's had a series of ongoing changes and has just had a wood-burner removed to make it a bit more child friendly. This one also has a 300Tdi replacing the original V8 petrol engine



I left that note on the windscreen and the owner called me when we were wandering around the gardens .. so you are wondering where we were... This famous fountain was one of the reasons for going.



The fountain is powered by the pressure of the water dropping 122 meters, through a 40 centimeter iron pipe made from a man-made lake. The fountain can reach a height of 90 meters although it is usually to half that height to conserve water (as in the picture)

So for those who don't know it's the Emperor fountain in the grounds of Chatsworth House



And just to prove we were really there in Katy



The interior is just as wonderful as the gardens with many works of art. One of my favorites is the Crouching Lion (by Francesco Benaglia) in the Sculpture Gallery. It is a copy of the one by Canova, which forms part of the Rezzonico Monument in St. Peter's, Rome. It weighs 3.5 tons which is just a bit more than Katy fully laden and probably just as tough if you run into it.



## Rusty Doors - 2014-07-20 20:01

Katy has some bimetallic corrosion on the doors and I wondered what the state of the frames was so I took the cards off and had a look today

Actually they are in pretty good shape for LR doors so I applied some rust killer to the few spots that were rusty, put lithium grease on the winder and handle mechanism and put them all back together again

Not a big job, but every bit helps keep her going

## Undercover Land Rovers - 2014-08-02 19:46

When I went [with the SWLRC to Gaydon](#) last year we saw lots of strangely coloured vehicles

Out today I spotted one near home

all the driver (who did not want to be in the pictures) would say is "I am German and I can tell you nothing about this car"

Definitely taped on body kit in the pictures



it is clearly vinyl wrapped, but definitively some of the body kit was held on with duck tape and then vinyl over the top some of it was coming loose which I think is why he had stopped



Paddy Edwards (2014-11-18 10:42:39)

Wow, such an awesome design, I love it! I fell in love with Land Rovers after renting one for the weekend with 4x4 Vehicle Hire . I am definitely going to keep up to date on your blog, I really like it! :)

#### [Security upgrade - 2014-08-08 11:08](#)

Many people have told me that having the bonnet just held closed by 2 springs was not a good idea so I drilled through the bonnet and inner wings and fitted 2 key operated bonnet catches

OK they are not fancy, but a visible and practical deterrent

#### [Caving Conference - 2014-11-24 17:19](#)

Sometimes Katy is just a camper van

Sometimes she misbehaves, sometimes I make bad decisions

I have excerpted this from a letter I had published in [Decent Magazine](#)

Hidden Earth was quite an adventure this year which started well in Cardiff, but a faulty headlight caused us to stop in the services and then the Landy failed to start again so we had to sort out the electrics (good old British Engineering) and arrived really late just as the Bar closed ☐

Having found somewhere quiet to park (more later) we had a wonderful restful night and were up early to start enjoying the event properly and how enjoyable a conference it was this year.

...

Regarding unfortunate turns of events we found that our quiet parking place on Friday was next to the Stomp on Saturday, so no point in going early to bed and we were “forced” to hang around in the bar until closing time.

Still best regards to the BEC who got a “BEC get everywhere” sticker right on the top whilst we were sleeping (I think). Just one thing I plan a re-spray, so can someone send me another to put back when I’ve done that.

...

And finally I’d like to thank all who worked on conference to give us such a nice weekend and also to those who had to get out of the way when we left and had to watch my 3 point turn in a large Land Rover ambulance in a cramped car park.

We’d decided to head off in the daylight given the fun on the way up and I know caused quite some entertainment

[Its been too Long - 2014-12-05 17:34](#)

It's been way too long since I had a Katy adventure and even longer since I wrote about it

The reason - work, more work, oh and work! so today as things were going well and the team had everything under control and didn't need me I took a day off (well most of it had calls and emails to make)

So a day to explore my 3 favorite things (after the wife of course)

## **1. Land Rovers**

We found the RAMC parked up .. asleep they were (bless) so we didn't wake them. We were spotted taking this picture by one of the army guys in another picture, but as soon as he saw what I was driving he was really cool about it and wanted to inspect my "old bus". Not up to Army standards of maintenance sorry



A few minutes later when we were parked up for me to put my boots on the ambulance came up to see us and I had a wonderful chat with the driver who was really appreciative of the efforts to keep one of their old vehicles on the road.

The extra 8" width and over cab storage combined with the "Wolf" air vents in the wings do make quite an impression compared to the rounded look to Katy. I hate to say it, but the Army do a better job of cleaning their vehicles

## **2. Walking up a decent hill**

A really nice start to the walk which went quite well until I hit the cloud base. Actually I went up into it for a while, before dropping back down for these pictures

## **3, Photography**

Enough said. Just enjoy some pictures sorry no Land Rovers in the rest



**Cracking Scenery Gromit !**

**if you want to see more of these hills they are [here](#)**

[Ice Cold in Cardiff - 2014-12-26 09:39](#)

OK well it's not really, but it is time for my annual round up, but this year I quite admit that it's been a bit boring

The reason - simply work a change in the ownership of the company I work for, and changes in responsibilities meant that I really needed to focus on that for a while so plans got put on hold

Incredibly this meant that I have spare parts here ready to be fitted since November 2012 and I still don't have them out of their boxes

**OK so what have we done ..**

Actually there has been little maintenance because of the lack of use, but i was not happy with the brakes even though they passed and MOT and therefore in **February**, with Help from Steve I [changed the brake adjuster on one of the rear wheels](#)

I took out the fridge I had fitted in **June** and isolated the electrics that were causing me problems

In July we dressed up and also [dressed Katy up for the SWLRC Road run](#). I like the idea of putting these markings back on when she has a respray even if just ghosted in. Also that month we managed to get away for a week and had nice views through the [new skylight](#) and a nice time camping at Chatsworth House campsite, and [visiting the house](#) where we met a kindred spirit

Since then I've fitted some [bonnet security](#) in **September** before using her to visit the [2014 Hidden Earth Caving Conference](#) where we managed to cause quite some chaos

Since then in early December I managed to meet up with [an active service Pulse ambulance in the Brecon Beacons](#)

For Christmas I had some more Land Rover information and amongst them was another copy of a picture that I have seen before, but this time in colour.

In the book *Modern Military Land Rovers: In Colour, 1971-1994* by James Taylor & Bob Morrison there is a copy of a picture that I had only seen in Black and white [as reported in January 2013](#) this time it is clearly printed and it is possible to see a number of details not visible in the B&W copy



This isn't my picture but I've field to be able to confirm who's it is and get a proper copy. If it's yours and you can supply such I would love to hear from you or if you want it removed I will

From this I can now be sure that Katy had a window on the drivers side and that the panel that has been riveted on that side is clearly a new panel added during the conversion to a camper as the camper window is a lot smaller than the original window would have been

So finally summary. Not much of a successful year, in terms of adventures, however plans are being made for more fun next year

#### And the [Ice Cold in Alex](#) reference

I had not seen it for many years, but this classic British WWII film was on again over Christmas

I had not realised that the ambulance in that Film is called Katy They apparently mounted a body off an Austin K2/Y ( Officially "Ambulance 4x2) and stuck it on a Canadian Military Pattern 4x4 chassis so it would be more capable during filming in the sandy conditions. These Austin Ambulances were known as Katies which is fairly obvious reading the K2/Y definition

Nice to know the name has some heritage as an ambulance. Harry Andrews claims in that film "Katy weighs two tons!" whereas the actual weight of the K2 exceeded three tons. Nice to know ours is a bit lighter

If you want to see the actual Ambulance used in that film it's in the hands of the [Ambulance Heritage Society](#)

As this is a Land Rover Blog this screen-grab I have found from the film shows a classic continuity error that a Series I Land Rover is parked up in the closing few seconds of the film. In the foreground is Anthony Quayle - a Lancastrian of Manx Heritage playing a German posing as a South African ...



If you want to see the Land Rover in moving pictures look at the last 15 seconds of this (about 7:13) [HERE](#)

2015

[Thanks to all the readers - 2015-01-23 09:44](#)

I just spotted in the traffic log for this site  
Page Views all time history 44,000  
I hope people find it useful and interesting  
Regards  
Andy

Anonymous (2015-01-23 17:47:48)

keep up the good work Andy!  
best wishes  
Jon

[From Green to White and back to Green and Green and Pink and White - 2015-02-01 18:24](#)

Sometimes you have to just stand back and take a look  
That was the best way to look at Katy this morning as the winter weather has not been kind  
The trouble is the quality of her paintwork, it's matt, and flaky and is a perfect home for the slimiest  
of algae



So out with the pressure washer and up on the roof (no point in starting at the bottom is there) and from there on inch by inch i washed the green slime off.

You would think that's where the white comes in and it does for a few minutes, but then the really poor state of the paintwork comes in to play and the layers below start appearing as sections of white are literally blasted off to reveal a multitude of layers beneath.

Dark NATO Green in places  
Light NATO undercoat where that also flakes off  
White where we've reached some of the UN layer  
Pink where some form of modern undercoat was used as some form of barrier paint

It's all going to have to come off some time for a proper respray

### [Did Katy go to Rwanda? - 2015-02-22 13:32](#)

When I bought Katy there were a couple of the eBay pictures that leapt out

The ones that were obviously from Africa, but a question arises below as to whether this was her first time on "The Dark Continent"





As readers of this blog will be aware it's not just this post conversion history that I've been researching, but also her Military history and I've been able to confirm that [she was used as an actual ambulance in Croatia](#)

Since then I have been looking into another event on her history card which says from 29th July 1994 to 29th November 1994 she was allocated to 23 PARA FIELD AMBULANCE

I have determined that 23 PARACHUTE FIELD AMBULANCE RAMC did humanitarian work in Rwanda in 1994 in OPERATION GABRIEL in what sounds like an awful situation. It is recorded here <http://www.paradata.org.uk/units/23-parachute-field-ambulance-ramc> and with a fuller write up <http://www.paradata.org.uk/events/rwanda-operation-gabriel>.

in that write-up it is noted that

On 30 July, after only 5 days preparation in Aldershot, the advance elements of the contingent, arrived at Kigali airport on the outskirts of the capital.

and later

Op GABRIEL lasted until November 1994, after which it was withdrawn

The dates of that action ties up well with the date of Katy's allocation to that unit. It would be wonderful if she was involved there as well.

Just like Croatia the actual events seem horrible, but to know that Katy was a lifesaver makes it even more important that she's on the road and that in places like this humble blog there is continued recognition of the humanitarian works our Armed forces have done

If anyone reading this has any actual information please leave a comment or use the contact form on the right if you would prefer to make a personal rather than a public comment

## Rwanda again - 2015-02-28 10:40

Just a few days ago I posted <http://landroverkaty.blogspot.co.uk/2015/02/did-katy-go-to-rwanda.html>

I got a reply, and after an email chat this is the summary I was sent

I saw your blog by accident whilst researching some facts about the tour of duty we did. I was with the Infantry Unit (2 PWRR) that supported 23PFA during the deployment. I remember they had several field Ambulances with them.

We also had some 4 tonne Bedford's which were left behind and given to the local authorities. I think some vehicles were returned home afterwards either by airfreight or via boats, but cannot be sure. I suspect yours would have been returned as it was an Ambulance. Those dates are certainly correct for the deployment for that tour. The vehicles were likely allocated to 23 PFA from a pool on permanent 'Standby' for such Operations at the time (21 yrs ago, how time flies)

We were all in 5 Airborne Brigade at the time and went on very short notice, with summer leave cancelled and straight after 7 months in N Ireland !! It was one of those tours that wasn't really public knowledge, although the circumstances of what had happened were.

We didn't mind though as we were doing our job, and thrived on it.

For the first few weeks, The Ambulances were used in various locations, going out from our patrol bases at Cyanguu (close to the Burundi border) and Kigali (The capital) on daily convoys to various refugee camps, where aid stations were set up and many thousands of people treated. We also went to Zaire (Now The DR of Congo) several times.

Aid stations were set up daily for the first few weeks, going to the more rural locations where the medics did their bit for 3-6 hours before we packed up and returned to our base. After about a month, we only went to about 3 big refugee camps each day, each with thousands of people in. A convoy of about 6 vehicles to each camp.

**I'm sure your vehicle had helped many thousands of people during that tour. They were often treated inside the ambulances. I saw some remarkable field surgery myself, and although there in an Infantry role (Protecting the medics etc etc) we were allowed to get hands on and help the medics with most things. The medics were all brilliant, as were the Royal Engineers who rebuilt schools, bridges etc etc ...**

What was the military registration number of your vehicle? I'll have a look through my photos as you never know I may have a pic !!! I'll dig them out and have a look.



I hope that gives you a slight insight into what we did out there. An interesting tour to say the least !!

**It did give quite a bit of insight .. wonderful thing this world wide web and I thank Justin for his input**

[What Katy Did Next - 2015-03-12 19:06](#)

Do you read Total Off Road ?

If you do we (Katy and me) would love to know what you thought of the article

# WHAT KATY DID NEXT...



**Katy is a 127" Land Rover who started life as a military ambulance before being turned into a camper. A camper with a ropy gearbox and transfer case, as her latest owner found out – but he wasn't about to let that stop him from making her right in preparation for a new life of overland adventures. This is what Katy did next...**

WORDS AND PICTURES: ANDREW KENDALL



**D**riving to Italy in an ambulance seems rather silly on face value. When the ambulance in question is more than a quarter century old, you'd perhaps think the driver has gone a little mad.

But this ambulance, who goes by the name of Katy, has been enjoying retirement by gallivanting over to the Italian Alps to explore the countryside and continental trails. She's a big old girl, and that's because she's a Land Rover ambulance.

I'd seen a converted 127" ambulance while on a camping holiday in Iceland, while I spent two weeks in the rain in a small tent.

'What a wonderful idea,' I thought. 'How do you build one of those?' Back home, I did some research and found I didn't need to build one – they already existed.

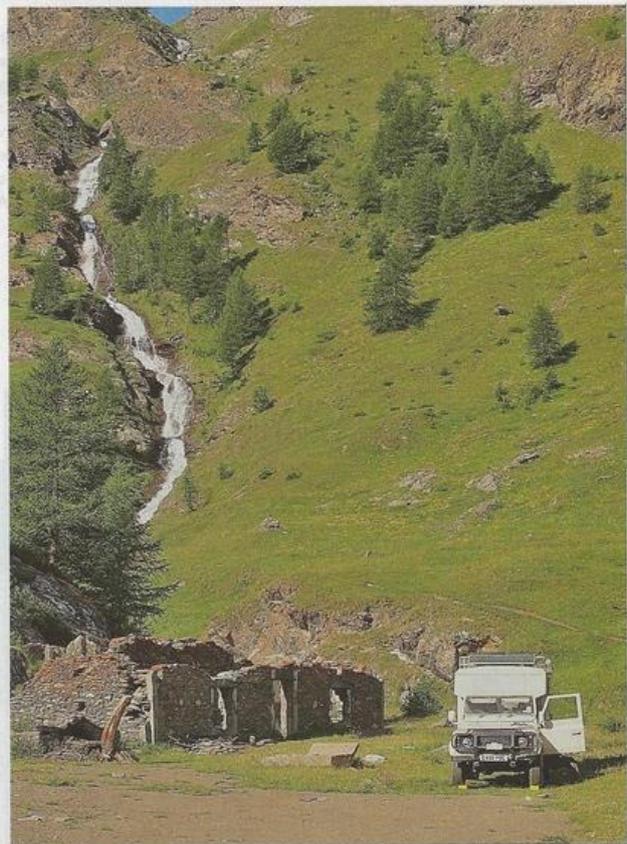
I'd been browsing eBay for a while when we purchased Katy, our 127, on a bit of a whim. I had just attended the funeral of a good friend who was always up for an adventure and sharing some good tales over a beer, so it seemed appropriate.

That was in February 2011.

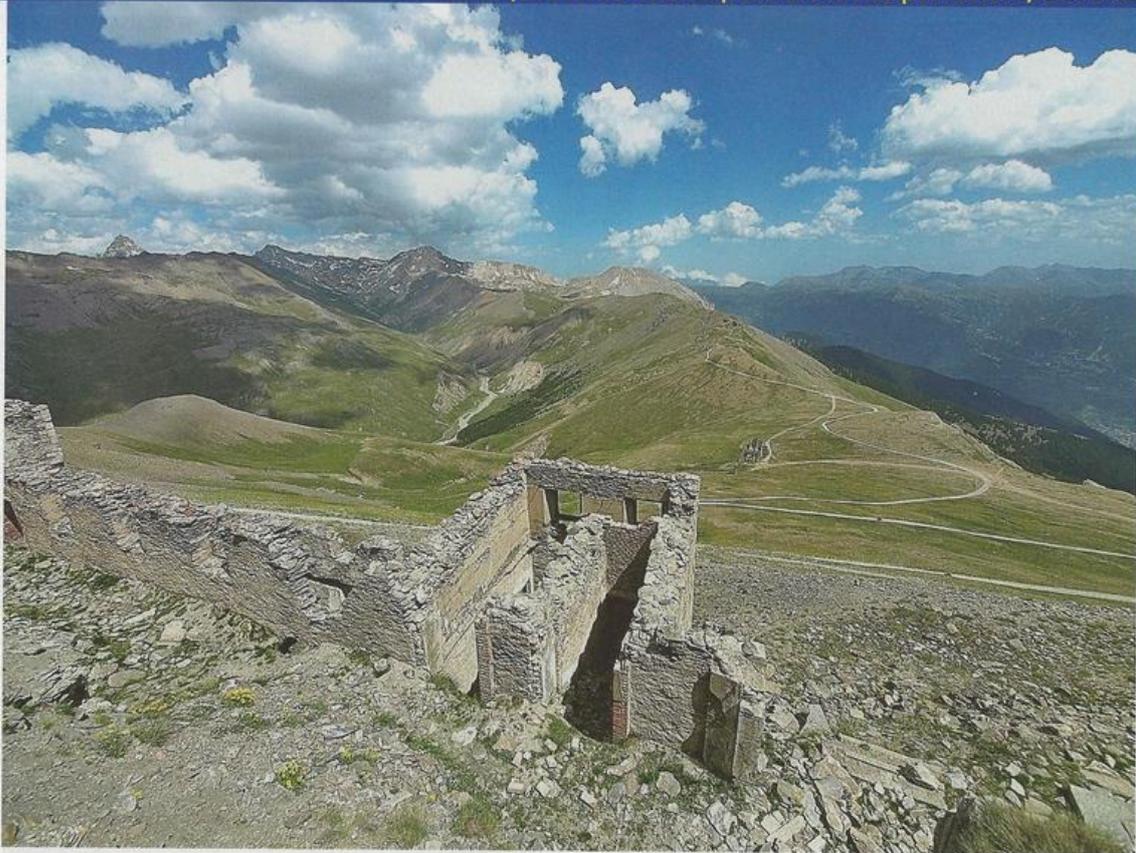
She was described as 'a Land Rover ex-military ambulance conversion with a solar panel to charge the second battery, on-board water tank, fridge, stove, toilet, hand-held shower' and as a vehicle that 'goes well and pulls like a steam train.'

That wasn't all. 'There are many, many years of happy camping here and don't forget it will go just about anywhere,' said the listing. So what could go wrong? We bought her, cleaned her up and almost immediately set off to visit family in Yorkshire.

We soon had niggles, though. Well, major issues, really. A catastrophic failure of the gearbox and transfer case on the M42 was a bit of a sign. So we went and got some nice refurbished units from Ashcroft. While we were at it, we shifted the ratio from the military 1:1.67 to the standard Defender 1:1.4. This allowed us to move out of the horse-drawn carriage lanes on



TOTAL OFF-ROAD



motorways and into the flow of regular vehicles with actual internal combustion engines.

A couple of tester trips in the UK were enough to persuade us to invest in a full suspension upgrade, with Azalai 130 Camper springs and new 25mm front and 28mm rear Extreme 4x4 anti-roll bars. These proved to be quite literally a life-saving upgrade on our trip to Italy.

We wanted a good introduction to proper overlanding with a view to it providing good experience for the longer trips we'd like to do in the future. I had come across Alpine Rovers on a couple of forums, and we decided to join them for a number of reasons: they only took small groups, their tour was on mainland Europe and the destination in the Alps was somewhere we

would be interested in as my wife Rhian and I are both geologists.

The equipment we had on board consisted of a fold-down double bed, various cupboards and a shower.

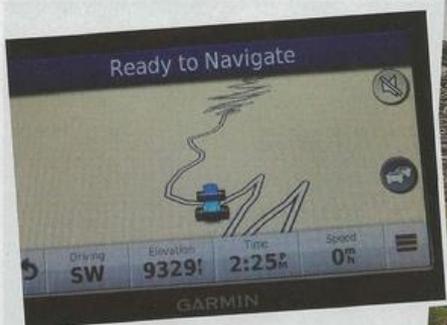
There was also a portaloos in the truck when we got her, but we've taken it out as we don't fancy driving the contents around!

**Top:** The majesty of the Alps is there for anyone who wants to go looking. Stick to public tracks, and the opportunities are endless

**Right:** This is where joining an organised tour pays for itself. River crossings can be the most dangerous part of an expedition, but when you've got a guide from Alpine Rovers who's been there before, you can point your truck into the water without fear



**TOTAL OFF-ROAD**



When your sat nav is showing you a road like this, you know you're having fun. Unless a fully prepped Unimog motorhome comes the other way on one of the narrow bits, that is, at which point the 2000-foot drop to one side will start looking scarier than ever

Katy also has a three-burner stove, 50-litre water tank with electric pump, electric hook-up, which can power the water heater and shower, large solar panel charging a leisure battery, two Calor bottles and the usual array of spare parts and manuals just in case.

We headed to the Camping Grappe d'Or at Meursault, directed by our sat nav. To our horror, though, at the gate hung a sign saying 'Comple' (full). We were out of luck... or so we thought.

says they always try to help cyclists, Volkswagen campers and Land Rovers!

We were shown into a wonderful, secluded, secure courtyard where we were able to stay the night. A nice meal with a truly superb Chardonnay white and the day ended very well.

In the morning, after a nice breakfast, Juliette showed me pictures of her and her friends out in their Land Rovers, including her 1980 Series III, and told us we would always be welcome. And on to Italy we travelled.

The Alpine Rovers team consisted of Mandy and Mike Springer in their Tomb Raider 90, and also 'German Mike' in his 109' Series III. Their first reaction to Katy was interesting: 'That's bigger than we imagined!' Clearly 127s are an uncommon sight on such trips.

## 'You don't wish to comment too much on a lady's size, but Katy was collecting all the trees as she passed them by'

We booked on to Alpine Rovers' one-week tour around the Susa valley in Northern Italy just to the West of Turin, but took enough leave to make it a full two-week holiday. Leaving from home in Cardiff at the end of July last year, we made our way down to Dover to catch the ferry and onwards to Arras. At this point, anything beyond the UK was considered a success.

It was a really hot day and running at 65mph meant Katy was in danger of looking like a panting dog, so we were regularly stopping at rest areas to let her cool down. According to the map we had, there were campsites in the area south of Dijon, which is a fine wine producing area - so naturally we had to investigate!

As we sat trying to decide what we could do, a nice lady (Juliette, as I later found out) came walking towards us. 'I bet you need somewhere to stay?'

Yes, we said, we did. And before we could ask if she could recommend somewhere else, she said they could find us a place to park because they have a rule there - which

To be honest, a 130 wouldn't be many people's first choice of Land Rover for mountain trails with regular tight switchbacks. But when you arrive at your camp site and, while everyone else is battling with their tents, you're already making a cup of tea, everything else is forgiven



The next day, we set off into the mountains on the north side of the Susa Valley, up to Mount Jafferau. I was very nervous as to how Katy would cope with the steep tracks to come. Mike advised second gear, low ratio and diff-lock engaged for the loose stuff, and to avoid changing gear on anything steep.

We took his advice.

By the time we had done a fair chunk of climbing and the tracks were levelling out, we were making it into third or even fourth gear (still in low box, of course) on the flatter sections and running easily with almost no smoke, even at this high altitude.

Through some more woodland, we found our first problem with Katy's proportions. You don't wish to comment too much on a lady's size, but she was collecting the trees as she passed them and the awning rail soon needing a spot of bending back into shape.

Through the rest of the tracks, though, we had no significant issues. We found ourselves able to keep up well with the group, though we did have to take a few more shunts at the tight hairpins. Mind you, with Katy's wider offset Wolf wheels, we were actually not doing much worse than German Mike's 109.

The following day took us back down from that high point and across the valley to Argentiera. Nothing too extreme in that, but the scenery remained magnificent – and there were some washed-out corners that had us carefully balancing on three wheels as we eased our way through them. I believe the Americans describe these as 'butt puckers...'



Our reward was a wonderful campsite, with no-one else in sight and a huge waterfall tumbling down the mountain in the background.

Our next leg took us along the high route from Siestre to Usseaux. Back on day one we had seen a superb Unimog that had been converted into a camper van, and guess what was coming towards us on one of the narrowest sections with a 2000ft drop to the right...? The Unimog was still superb, but the prospect of trying to squeeze past it was anything but.

I was very unsure, so I asked Rhian to step out of the vehicle while Mike came forward and started directing me as we inched closer and closer. Just as we were through and Mike said to pull forward, my rear wheel dropped into a hole on the edge of the precipice. All I could do was power on, terrified of what might be happening. It was my scariest moment – but in hindsight, it's also the one I talk about the most!

For day four, we intended to top out the trip at 10,000 feet at Rochemolles – but the weather was to

beat us. There was still late snow across the road and we were limited on time and places to turn around, so we beat a retreat at 9329 feet and headed back down to find our camp site. This involved our first river crossing, but the route was well known to the guides and proved easy.

It was at this campsite that the benefits of having a 127 became clear. It was lashing down with rain and the mist had set in – and we were able to just pull up and put the kettle on while the rest of the team struggled with their tents. We did offer cups of tea all round, though!

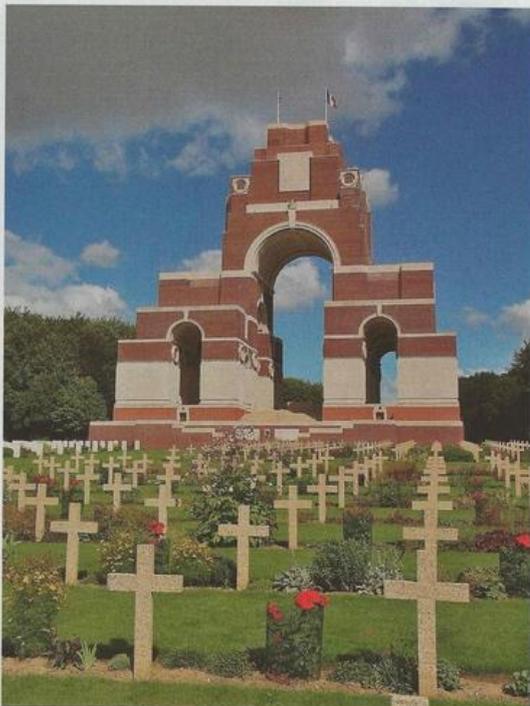
With the rain making the high mountains rather an unpleasant place to be, we dropped down to the lower altitudes for some gentle lanes and a bit of touristy stuff. The next day we finished our adventure by doing part of a wonderful route on an old Roman road heading back towards Susa.

We only did part of that route, though, because there had been a landslide and there were rocks to climb over which our guides thought would be a problem for Katy with her extra-long wheelbase. That's clearly a compromise you have to consider in one of these vehicles.

We set off for home after several wonderful days of mountainous trail riding, having gained an immense amount of confidence both in our Land Rover and in our abilities to use it properly. The run back north through France was rather less eventful, though we did make one stop at a place I had wanted to visit for a while.

This was the Thiepval Memorial, in the Somme region. The memorial is to the 72,191 missing British and South African men who died between 1915 and 1918 in the Battles of the Somme, who have no known grave.

**A poignant stop-off on the way home: the Thiepval Memorial commemorates the lives of the 72,191 British and South African soldiers who died in the Somme between 1915 and 1918 and have no known grave**





I have a great uncle, Sergeant William Allison Barnett MM, remembered on the memorial. He was recommended for the medal just two days before he was killed in action on 15 September 1916, which was the first day that British tanks were used in action.

Thiepval is one of those places that everyone responsible for sending people to war should visit. Imagine if every politician were forced to sit here and think for a day on the possible consequences of their actions.

The memorial is visited by a lot of old soldiers, and we were only in the car park for about a minute before we had a crowd around us. A military ambulance seemed like an appropriate vehicle aboard which to have travelled here; it felt as if Katy was paying her respects, too.

We made it home to Cardiff in mid-August, with no issues having cropped up during our 2020-mile round trip. Katy impressed all the tour group, ourselves included – though she certainly wouldn't have managed the trip in the state she was in when we bought her.

We have things we want to do to improve Katy. But we intend to take German Mike's advice seriously: 'Only add things that add value. Knowledge of how to cope and fix things is more useful than any gadget.' I think he approved when I said the most important things I carried on-board were a tool kit and a Haynes manual for the Defender!

Do we want to go on other adventures? Clearly, yes is the answer. But there is work to do – more electrics to sort out, and the bulkhead needs repairing or replacing. I do want to make

some more improvements to the interior, too, and Katy definitely deserves a respray.

As so often happens, though, work has got in the way this year and I've had to put things on hold. My perfect adventure would be into Uganda, where my Gran lived for ten years, but we'll probably do a few more shakedown trips to places like the Pyrenees or Morocco before trying anything like that.

I'm often asked if we've taken Katy on any adventures, and now at last I feel I can look people in the eye and say yes. 'She's been over the Alps,' I tell them. 'And I don't mean on tarmac. I mean up and down the mountains. And it won't be the last adventure we have together, either.'



**TOTAL OFF-ROAD**

If you don't get the magazine, but are interested and want to get a copy to allow you to read the whole 6 page article with many "excellent" photographs here is a link to the publishers website

<http://toronline.co.uk/products/266857--december-2014.aspx>

MOT 2015 - 2015-04-01 14:22

This year's MOT has not gone without cost and hassle

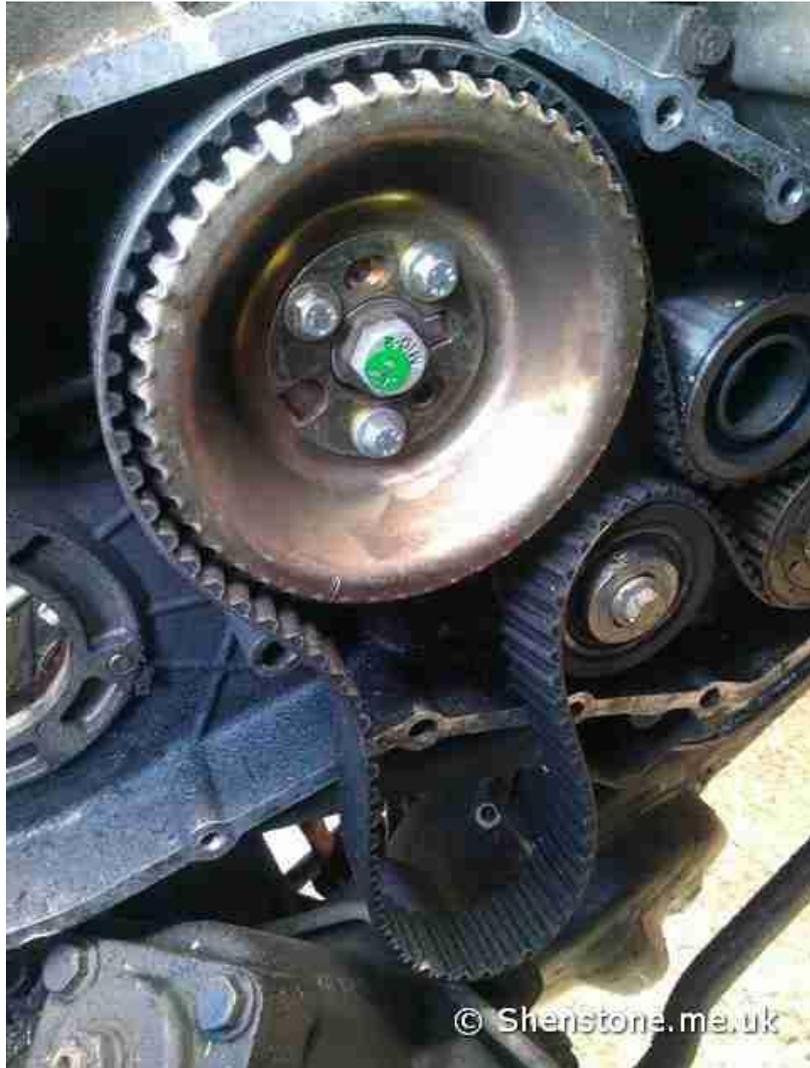
What's missing from this picture is the injector pump which has had to go off for refurbishment as the seals were leaking and that means diesel is getting out into the engine bay which I am sure you can agree is not a good thing



But in doing that, it was noted that the tensioner pulley for the fan belt was seized and that means a new one so that's off as well, a nice and simple job of removing the single bolt that holds it in and it wasn't even seized or anything and came off really easily



It was also noted that the bearing in the timing plate cover was rumbling and it would be a major cost and hassle if that failed and sent parts of the engine crashing into each other so that's been replaced as well



Luckily all the other bits that were exposed during the exercise look to be in good condition and will be able to be reused along with a new set of seals and a nice new gasket to keep it all sealed and clean

[Katy's NSN - 2015-04-10 19:46](#)

On the Katy information page it has for the last 3 years said

"NSN 2310998937291 (I don't know what this means)"

Today that changes as I had some information from a contact [on the UK Olympus e-group website](#)

I can answer your query as to what a NSN is. It's a Nato Stock Number.

I worked in military electronics for most of my career and every single item of equipment, component and consumable item (eg fuel/lubricants ) used by any Nato service and many NATO supported services has to be codified with a 13 digit NSN.

This gives a common logistic system so that all NATO and associated forces can work together and provide support and maintenance for each other.

Katy's NSN would normally be written as 2310-99-893-7291.

2310 indicates she is a "Passenger Motor Vehicle". If she was a motor cycle or bicycle it would be 2340. 99 indicates she was made in the UK.

The remaining seven digits are the unique code for this particular model/variant allocated by the UK Codification Authority.

We had a whole department that had to check every component we used to see if it already had a NSN and if not arrange a new number from the UKCA and also arrange codification for every sub assembly and equipment we designed. Every item used by Nato forces from soldiers boot laces to aircraft carriers and nuclear weapons has a NSN.

Thanks Peter

The page has now been updated...

[Katy in Uniform - 2015-04-11 20:06](#)

Some time ago [I wrote about finding pictures of Katy in a book called Land Rover Military Portfolio by Bob Morrison](#). On page 90 and 91 there is an article reprinted from a Land Rover Owner International magazine in October 1992 (where it was pages 38-9 if you have an old copy and want to look).

More recently I found one of the pictures in a colour form in Modern Military Land Rovers: In Colour, 1971-1994 by James Taylor and Bob Morrison

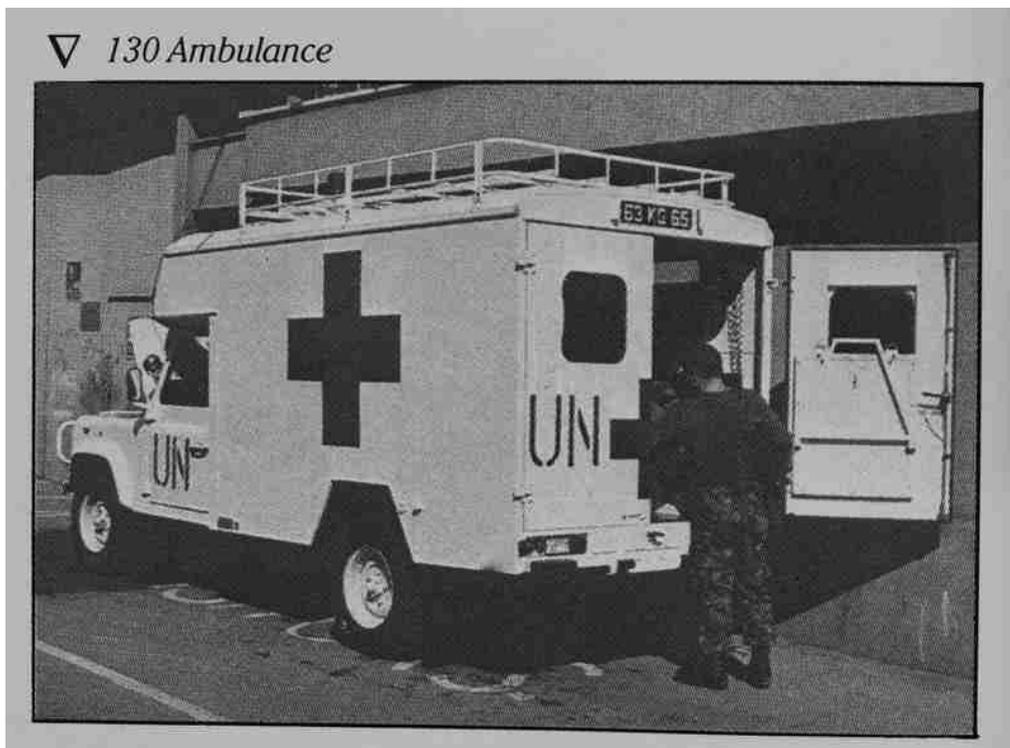
**I have had recent correspondence with the Photographer (Laurie Manton) and I am extremely pleased to say that I now have permission to share these pictures on-line... So here they are...**

This first picture shows Katy side by side with one of the 101's she was replacing. The 101's were excellent vehicles, but starting to show their age

What is clear in this picture is the bonnet mounted spare and the fact that the bull bars are original and with blue lights fitted to them. The UN lettering is clear on the front doors



In this rear view you can see a number of features, but they are better seen in the colour version below.



In this you can see through the rear roof and also through the window on the drivers side that has been removed. The cable on the front window is leading to the radio aerial (the medical commander had insisted all ambulances were FFR - Fitted For Radio)

Once again UN lettering on the rear doors and also the red crosses on the sides and rear.



**I clearly thank Laurie for his kind permission to share these pictures here on my blog.**

[Cardiff 2015 - 2015-05-21 16:11](#)

The Pencoed car show having been washed out from the field it was in too often has resulted in a change of location to the Cardiff City Football Club Car park

Good for the road cars, but I'm not so sure that Land Rovers look so good on tarmac

Here's Katy in the Line up



And another view showing we are really at the football ground



Gutted - 2015-05-21 16:11

We went to open up Katy for the year and had a really nasty shock

The roof was black with mould all around the skylight I fitted last year :-)

After some rapid removal of the mould we were left with the view below. The insulation was sopping wet so all around the skylight it I took it out as well



Something to note was that there were 2 ceilings, the original Ambulance ceiling which can be seen on the left below, covered in grab adhesive, and the "tidy" roof as you can see from the section that is still up



Up above the original ceiling I found the original air vent. I don't know why that space wasn't used

After a lot of hard work including an awful lot of sealant and filler to block every possible space it now looks like this. We are trying to decide whether to varnish it and leave it wood colour or whether to paint it white



**It's been a learning - when drilling holes don't apply twice as much sealant as you think you need, apply four times as much**



You can read it at a proper resolution here [http://issuu.com/thelandy/docs/the\\_landy\\_july\\_15/34](http://issuu.com/thelandy/docs/the_landy_july_15/34)

### Raptors - 2015-07-27 12:3

For those who don't know the unofficial [National bird of Wales](#) is the Red Kite. It is of course a Raptor

What has that got to do with land Rovers I can hear you saying.

Well recently we had a Red Kite fly over our house and it reminded me I had a job to do .. So out with the old and in with the new

When we went to the Malvern Show this year we stopped by the [Raptor Engineering](#) stand we purchased one of their binnacle mounts and binnacles to replace the tatty and rattly one we had. We opted for both the binnacle and the mount in metal as the standard Land Rover parts are famous for breaking

The instructions from Raptor had been fairly simple - look for the multiconnectors and undo them.

That seemed simple enough so we started with the instrument lights unit which were held in with 2 screws and it was easy to reach in and disconnect the 2 white connectors



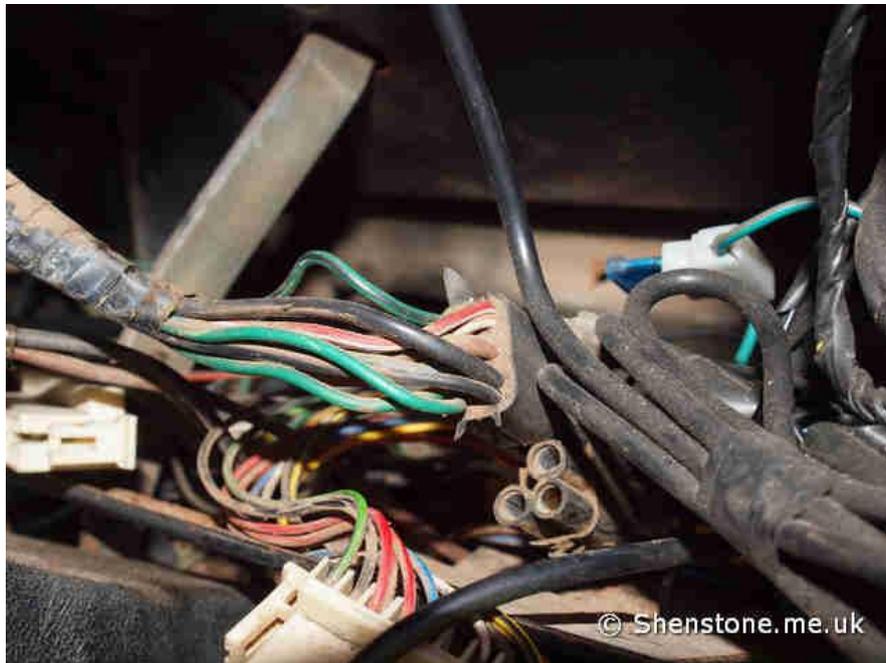
Then we undid the screws on the side of the binnacle (only one was actually holding it in) and we could pull it carefully and see the wires.

At this point we could disconnect the speedo cable. It was a simple job to press both sides of the connector cable and pull the cable backwards

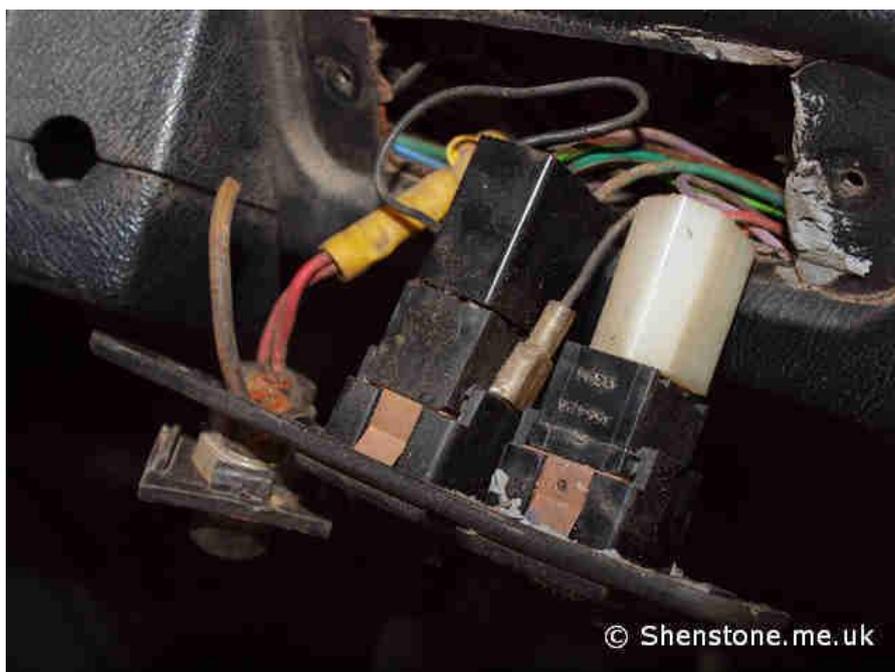


We had been told not to connect these from the back of the speedo/fuel gauge and temperature gauge bit to go behind them and find another multiconnector, which is the black one in the picture below. It

was really stiff, but once freed, the units would have come out had not a previous owner had an alarm fitted which was spliced in in places, but with a modicum of labelling of wires carefully and a set of photographs taken at each stage it wasn't too bad a job.



The only problem was the cable to the pre-heat button which was attached to the gauge wiring the wrong side of the connector and the screw that held it in was rusted solid. After quite some deliberation I decided to cut that one and fit a new connection in so it would be simple if I ever needed to take it out again



After that it was the removal of the bolts holding the binnacle mount to the dashboard and then slowly and methodically a case of refitting every bolt and screw where it came from (except where new ones had come with the Kit of course). Small hands were an asset with this so Rhian helped doing the hard work



The Speedo cable plugged in as easy as it came out so that was easy and we upgraded the bulbs to new LED's as well, and the result. ... clean instruments that work and do not rattle around when you are driving and I can see at night



All in about three hours for us. I am sure someone more experienced could do it faster, but it's done and hopefully something we never need to worry about again



[True Colours Again - 2015-08-23 14:21](#)

Since we found pictures of [Katy in uniform](#) I have been considering adding some markings back to her

The decision was helped by the reaction we got when we dressed her up for the [South Wales Land Rover club annual road run last year](#)

Actually she needs a full respray which may happen this winter, but as there is another road run coming up we wanted to do something a bit better than we did last year. So we went to see Dave and Wendy of [Designs and Signs Cardiff](#) and they made us some adhesive vinyl stickers to replace the originals that would have been on there

We decided not to go for the full red cross and the word Ambulance on the front panel as this could confuse people who saw her on the road. Therefore we have opted for the outline of a red cross and her name across the front instead, but still the UN letters on the doors.

You can see that the cross is smaller than the original and placed in a different place. The crosses can't go where they were originally as the windows have been put in



There is a similar problem on the back door as one door has been removed and the gas bottle cupboard has been added. So this is a compromise



We think that she looks great and we are looking forwards to showing her off properly on the Road Run

## Chocks Away - 2015-09-06 18:45

Yesterday was the day for the Annual South Wales Land Rover Club Road run,

A great event for which we were "promised" good weather so you can imagine our delight to be standing waiting for the start at Asda Dowlais top in the rain

I'm not sure whether it was the delays, but I think we were all very happy to jump into warm cars (well most of us) when we were given the off.



The first part of the route took up up past Pontsticill and Talybont reservoirs, but with the rain there was not really much point in stopping so the first stop we had for a picture was this "convoy collection" location as we came out of Brecon town



After that it was a nice run up through to the Eppynt Ranges where we stopped at one of the entrances for a photo shoot with the Reg Danger flag flying behind us



The new decals looked good apart from the front one I messed up applying (another one is on order)



And we took the opportunity for a picture with Rhian looking on as a WAAF and me in an RAF boiler suit fixing things underneath (nothing actually wrong).

BTW the Series to the left is wearing a "Red Arrow" suit for the event... the event was fund raising for the Welsh Air Ambulance hence the RAF in particular and general military theme.



From there it was up to Builth Wells for lunch where we saw an impromptu rocker cover gasket re-sealing and then back to base via a very narrow bridge on the old road from Bwlch to Llangynidr.

All back safely it was time for some pictures so I started with a simple picture of Katy in her new decals



And then with Rhian and Wendy in their WAAF outfits



I was then asked to do a photoshoot with our three Land Army girls and with Peter's Series 1 Land Rover



Which looked really good being a farmyard vehicle again



It wasn't just the Series that ended up in pictures as this nice 110 was posed in the sun



And this Series II (A I think) made a nice picture driving into the field in the sun



All in all a wonderful time and hopefully we have raised a decent sum for the Welsh Air Ambulance

[Margam 2015 - 2015-09-21 19:59](#)

With the demise of the Tredegar House car show last year the petrolheads of South Wales had to find somewhere else to go.

Margam Park has proved to be the place and we had a fun day out with the SWLRC

Here's a picture of part of our stand



And Katy looking even better with her new front sign

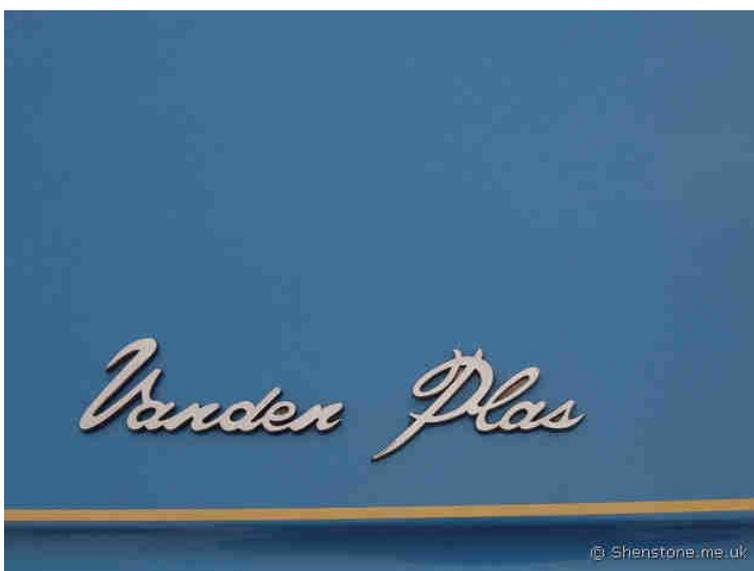
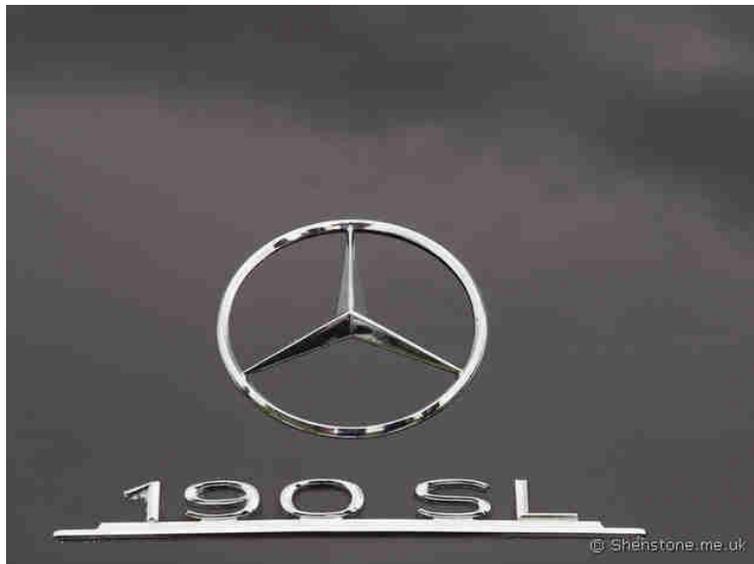


We ended up as the site "tea stall" as the proper ones ran out. Not selling mind - up to people to donate to our charity bucket.



There were other cars there as well.. some worth a picture, as it's always too crammed in at these shows to take a decent picture of a whole car here are some samples of details





And I saw this nice MMBi rebuilt 110 Ambulance/camper - it's ex St Sohns Ambulance with a full body refurbishment



The original plate has been retained in the rebuilt body



[Working Window \(nearly\) - 2015-10-03 19:30](#)

The passenger side window mechanism has been getting worse and worse and it's not usable any more as there is the risk that we won't be able to secure Katy

So today I made a start on refurbishing it (I had meant to do the whole job, but read on)

Once you take off the inner panel you can see the whole mechanism. It's not complex, but to do

anything with the window you need to remove that steel panel



There was plenty of surface rust, but overall it was not too bad for something over 25 years old



Once I had removed the glass I removed the channels (as I had bought some new plastic ones from the Series 3 Club)



And then after some work with a wire brush there was plenty of rust killer painted all over anything that did not look like decent green paint





Whilst I was there I added some more insulation. She is a camper after all so every bit helps



And then the rebuild started



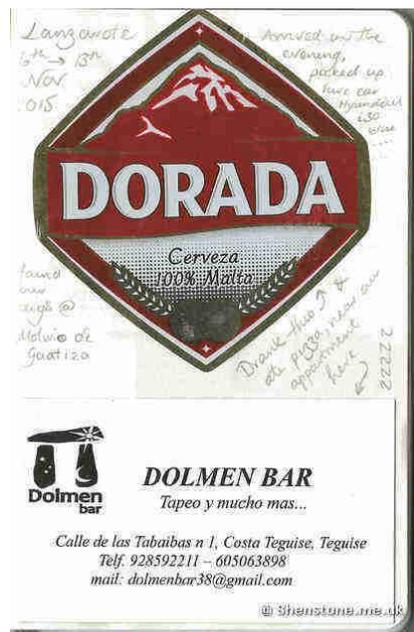
and back to a nearly useful door



The problem is that the bottom door regulator channel was a lot more rotten than I thought it was so I am going to purchase a new one and then the job will be done properly instead of my bodging it with adhesive

### Saved by "Jeep1" - 2015-11-15 13:26

It was time for some sunshine and we headed off to Lanzarote (not using Katy) and settled in for a few days of relaxation as can be determined by this page from Rhian's diary



After a couple of days we found a way to have some Land Rover time by booking onto [a birdwatching trip with Lanzarote Active Club](#) who's leaflet stated we would be being taken around in

a **Land Rover Defender**. I have to admit that I quite expected a **Santana** to come and pick us up but it was a Defender even if it was referred to by the owner in a most apologetic way as "**Jeep 1**"

We did not mind at all how they referred to it as we had been robbed that morning by someone sneaking into our apartment through a window and stealing all our cash so it was just nice to see a friendly face.

The hotel had not been very helpful so we were delighted when Tom our driver called his boss Carmen and she agreed to help us process things with the Guarda (Police). so this first picture is at the Costa Teguisse Guarda station where I was inside doing paper work and Rhian was watching Hoopoe's displaying their crests



With all the messing around we missed the best part of the day, but with excellent service the LAC team agreed that they would run the trip for us on Thursday which was our last day. So that morning with cash in our pocket we were happy when tom turned up and we were able to head off on our adventures.



The first area was the "desert" of Soo where we actually did some spotting so here are Tom and Rhian scanning the ground for birds



In this area the LAC team put out some watering stations for the birds which is an excellent conservation feature and a means to monitor things as they can see the amount of footprints

In this area (please ignore this if you are not into wildlife, but given the events above I am very happy to advertise the excellent birdwatching services of LAC) we saw.

Cream Coloured Courser, Berthelot's pipit, Wheatear, lesser Short toed Lark, Kestrel, lesser Black Back gulls, Cattle Egret, Linnets, Great Grey Shrike, Trumpeter Finch, Barbary Partridge and Houbara Bustard (2 males and a female)



On route to our next stop we saw Storm Petrels and then we went to Peñas del Chache where we were treated to the sight and sound of about 37 (it was hard to count) wild canaries flitting around

Finally on our route home we had wonderful views of an Eleonora's falcon swooping gracefully over the tops of the bushes hunting for prey, An absolutely delightful day out and a nice ride in a nice TD5 Defender

If you want to read more about LAC

Their home page is <http://www.lanzaroteactiveclub.com/lanzaroteactiveclub/home/>

Their facebook page is <https://www.facebook.com/lanzaroteactiveclubfanpage>

### Stamp collecting - 2015-11-29 15:14

It's a typical cold autumn day here in Cardiff with the wind blowing the rain strongly from seemingly all directions and one fence panel has come down

As many people who read this blog are aware the enjoyment I have had from owning Katy has extended to researching the history of Katy and of Land Rover Ambulances in general. [See link above](#)

So, it's onto the computer for some amusement and up comes an interesting post on one of the ebay searches I have running for a stamp with a Land Rover Ambulance on it. That got me thinking and given the weather, sitting here was more enjoyable than going outside so I've done some research



That stamp is part of this set of 33 MT (Mozambican Metical) stamp (about 44p UK in 2015) stamps issued in 2009



It also appeared on this stamp (about £2.35 UK in 2015) I note the date on this is 1956, but I think this must be a mistake as the 101 ambulances were not built until 1976



So that had me hunting for some more. ... This one from Lebanon in 1969 looks like a Pilchers Ambulance to me



This Kenyan 1980 Stamp clearly shows something that looks like the Series II dispensary sold by Pilchers from about 1958



This Jersey 1977 stamp has been said by some stamp collectors to feature a Land Rover Ambulance, but I am not sure about it, St Johns have had quite a few Land Rover Ambulances, but this looks a bit more like a sherpa van to me.



However best of all is this [Pitcairn Islands](#) stamp from 1995 featuring the Marshalls 127 Ambulance in UN colours. I can just about make out 63 KG on the number plate, but the last 2 digits are too indistinct. I have no evidence that Katy ever made it to that far away, but it is clear that at least one 127 did make an impact on the island even if it didn't get there in person



If you are into Land Rover stamps these are the most useful links I found (the links contain searches to land rover topics)

<http://www.stampcommunity.org/>

<http://www.avionstamps.com/>

<http://www.delcampe.net/i>

2016

2015 summary - 2016-01-02 17:48

It's been a quiet year in the Land Rover Katy world as my work has taken me all over the world and has left little time for Land Rover fun, Even when I have been here the weather has been awful

Back in January I bemoaned that [Katy was going Green](#) because of algae growing on her poor paintwork - well, it's as bad as ever and given the state of the year we have had even our white house looks like it needs a full Jetwash.

Then [in February](#) I pondered and was answered on the question of whether Katy went to Rwanda

We [hit the press twice last year](#) as I had an article in March when our Alps adventures were published in Total Off Road, and again in the Landy magazine in may

In June I had the pleasure of being able to share [pictures of Katy in Croatia](#) on this blog

In preparation for [the SWLRC Road run in September](#) we had decals made of her original markings and we showed these off again on the club stand at the [Margam Classic Car Show](#)

Refurbishments were in the main fixing things I had done badly with a leaking roof and a non working window to be sorted out, but there are plans in place for some more refurbishments and improvements in 2016

As a point in trivia I exported this blog and the Ambulances research page into MS Word format and given some reformatting they come out at 362 and 171 A4 pages each and at 54422 and 18216 words respectively which means I have written 533 pages and 72638 words in total.

I only stated it as something for me to be able to remember the work I had done and somewhere to share some information with a few friends. When I did this review at the start of the year the page reads on this blog were just 44,000, now they stand at just below 60,000. I really do hope that people have found this blog useful, from the comments and emails I have received I do think that is the case, but if you have any comments or feedback I would appreciate hearing from you via the comments options at the bottom of every post or page, or failing that via the email link on the right hand side of the blog

## Do Land Rovers Dream of Electric Sheep Part 1 - 2016-03-04 21:36

It was a bright sunny morning today which was excellent news because I had taken up a friend's offer of help. Last year at the [Margam car show](#) Dave Kilburn kindly offered to help me sort out the electrics I wanted to do on Katy.

Dave had been an Auto Electrics instructor in the RAF so was the absolutely perfect person to help with this sort out.

To set the scene Katy has three sets of Electrics

- 1 Normal Land Rover Electrics
- 2 Military Electrics
- 3 Camper Electrics

The problem is that some were disconnected when she came out of service and some were cross linked when she was converted to a camper. Back when we first had her [the lights were so unreliable](#) I had to spend quite a bit to get the basic [Land Rover lighting sorted](#) out

Since then we decided in the Alps that we needed more lights as a backup as one failed on us but then was working again - spots and fogs are not strictly needed at the speed we go, but are valuable backup to the main lights. The trouble was which switch works which?

There were cables at the front from previously fitted lamps, but no power in the wires so Dave and I started our investigations and quickly identified that without power to the military fuse box none of the yellow (military) wires worked



Once we did it we were able to take a close look at the switches and identify what switch worked which wires



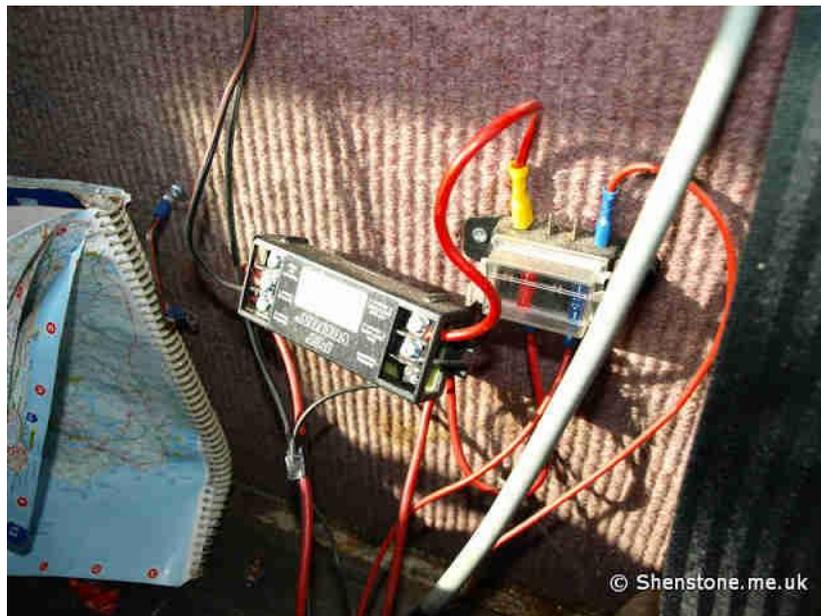
Soon they were labelled up and ready to go



Then whilst I drilled and ran a proper cable to that fuse box, Dave made a start sorting out the mess behind the passenger seat put in as a prior project and removes about half of the rats nest in the following picture



And all of this mess



One downside - it seems the large Solar Panel is not working which needs to be investigated as the leisure battery will run down as it's not connected to the main battery any more

So we decided to end the day on a high and Dave kindly wired up one of the spots and one of the fogs whilst I drilled some holes and prepared cables with spiral wrap and he connected them up and we were able to finish with 2 working new lights



A really successful day and I could not have done it without his expertise

BTW the power to the Military box has one very non subtle addition... Nee Naww,, Nee Naw.. strictly for use at shows only of course

Thanks Dave !

## Patrick and Jenny's Barn Find - 2016-03-10 02:05

Howdy folk...

Travelling in the US you never know what you will find, and as I sat inside Uncle Viniie's Clam Bar in Raritan NJ I was pleased to see this little beauty pulling up outside.

The owners seemed pleased to see a kindred spirit so we spent a few moments exchanging information about our shared passion for Land Rovers before we all went back into what is reputed to be one of the best places in town to go and eat.

Well folk, It looks a "mighty fine soft top" and well suited to the warm evening we were sharing



One of the really nice things about Land Rovers is when you find someone in a strange place the people driving it are almost certainly nice people

I hope you had a nice meal folk....

## "Blue Light" Adventures - 2016-03-18 17:55

My friend Dave helped me again with some work on the electrics today

It was quite a successful day before it started getting cold so we decided to halt and do a test of the new features. The reversing camera cables were run underneath the vehicle and in through an existing gromit in the battery bx and then up to the plate I had fitted to hold the screen. A switch was added as we used a feed from the leisure battery rather than messing with wiring to the ignition

The reversing camera works just as expected..



The connections to the leisure battery and camera were all tidied up..



The Fog lights work just as expected..



The Spotlights however have been wired into a spare switch on the dashboard and when we turned them on this was the result (Click the picture or the link below)



["Blue" Lights on my Land Rover Ambulance](#)

That will be great for car shows, but we will need to make an adjustment before they are useful at other times.

## [New Roof, New MOT, New start - 2016-05-06 21:20](#)

Old metal rusts...

I'd spotted a small hole and some rust patches on the floor of Katy and so did the MOT tester. so 2 new patches and she's right as rain and ready to go.

Talking of rain ...

We had some right disasters with the roof last year with the leak at the start of the year meaning a complete rebuild and then it leaked again, and then again...

So I stripped it out again and then with both of us working a lot at the moment and not getting time to play we decided the best thing was to take Katy to an expert and therefore she has just come back from Newport Caravans where she has had a new skylight fitted and a new inner roof



Hopefully that's it sorted properly now and we can be off to have a lot of fun!

## [This is the BBC calling... – 2016-17-05 21:58](#)

Whoever fitted the centre console cubby box did me no favours.

The radio aerial wasn't connected and the bolt holding it down were underneath part of the box frame

After about an hour cutting and felting I was able to plug it in..



© Shenstone.me.uk

Now after all those years the BBC can be heard

(In terms of impartiality I should point out that other radio stations are available)

#### [Katy in Green 2016-18-05 20:38](#)

This is a very clean and new looking Katy taken alongside a set of civilian ambulances on what looks like a parade ground. It has been suggested this could have been during an ambulance drivers strike in 1989-1990



If you recognise the place or the event and know where or when it was taken I would love to hear from you via either the comments form or the email contact form on the right of the blog

I do not normally post pictures that I am not sure about the provenance of, but I am doing this in the hope that someone may see it and be able to help me, and I am very willing to remove it from this post if the owner does find it and is not happy for me to show it in this context

[You can read an update to this post here](#)

---

Toby (2016-05-19 17:12:41)

I'm pretty certain that's Keogh Barracks in Ash Vale, which is now the home of the Army Medical Services Museum (and you often spot modern LR Ambulances parked up there from the train). Oh, and I might be berk responsible for that aerial cable - sorry... Toby

Shenstone (2016-05-19 20:53:42)

Hi Toby

Good to hear from you again and many thanks for the information. Who would ever have thought that the phone call we had when you told me there was an information file would have led to all this

A bit of searching and I have confirmed that it is that parade ground at Keogh Barracks. So that looks like a trip to plan to see if we can get a pictures of Katy in white alongside a fleet of pulse ambulances in green. That would be a fun day out

So Consider yourself forgiven for the cable. I should have done it sooner anyway, and if you are ever in the Cardiff area I still owe you a pint for the information you provided before

Regards

Andy

Toby (2016-05-20 06:43:11)

Hehe... that cubby was put in for me, not by me, so I'll have to take the responsibility :-)) I'm travelling past Keogh right now on the train, parking spaces are still there so you should be able to blag your way to a re-take of the same picture. Let me know if you do that trip, I'd love to see what you've done with the old thing.

Shenstone (2016-06-14 21:07:15)

Well I had this from a very reliable source today

The photo of Katy was taken in Bourlon Barracks Catterick , I currently command HQ Coy 4 SCOTS who now occupy the Barracks and can see the image minus Katy from my window.

[Cardiff Classic Show 2016 - 2016-05-23 20:41](#)

The clouds were threatening and the skies were grey, but there was a bit of sun in the sky as well so it was not long before we were going to see a rainbow.

Of course, when you park most old Land Rovers on some wet ground that is the inevitable result.



But it was not long before the sun came out and we could start admiring the new blue covers for the spotlights that I have on Katy to reflect how she would have been in service.



I tried not to be too antisocial using the siren, but I have to say that the spotlight covers from [www.spotlightprotection.com.au](http://www.spotlightprotection.com.au) look absolutely wonderful, they are just the right colour to give the impression of proper blue lights and are easy to fit and remove so the police won't get upset with me on the open roads (as long as I do remember to take them off)

If you are looking for spotlight covers in colours then I can fully recommend the service from Ashely at [www.spotlightprotection.com.au](http://www.spotlightprotection.com.au). The delivery service from half way around the world was better than some UK companies can give!



Of course we were there with the South Wales Land Rover Club and the team did their normal excellent job of getting the marquee up and getting the kettle on so we could offer a real sense of hospitality to those who came along and maybe even persuade some of the Land Rover Owners to join us,



Talking of which I was really pleased to see my first Carmichael TACR Range Rover which parked up alongside the club stand and we made every effort to feel welcome. TACR stands for Truck Aircraft Crash rescue and you can read all about them on the [TACR register web site](http://www.tacrregister.com)



It really is a beast of a Range Rover with the extra pair of wheels and truly visibly outstanding with its brand new red paint job



Like Katy it had fully functional blue lights and sirens. It pleases the child in me if not everyone else

### [Out and about in the Sunshine - 2016-06-11 13:58](#)

Rhian's Classic Mini has "caught rust", OK you can't catch rust, but it is an occupational hazard of classic vehicles so Rhian had to use Katy to get to work the other day.

It was the girls first time out together unsupervised and by all reports of being waved at by other Land Rover owners and smiles from Rhian it went very well.

The reversing camera was used to full effect getting Katy neatly in the white lines and right back close into the plants - good parking girls!



The next weekend we headed off to Cheddar to do some fun caving with [Robin Gray the famous cave artist](#) and the rest of our [ISSA](#) friends and stopped off on the way back for a wonderful picnic in the gorge



And tonight, we are celebrating a 50th birthday which is exactly what a portable bed (camper) is useful for

#### [Not a Bodge job - 2016-07-10 10:15](#)

The Exhaust had an annoying rattle and I had looked about 5 times and decided the only way forward was some steel cable ties to damp down some movement in the exhaust

The 6th time when I went to do it, having invested my whole £3.00, I instantly spotted the loose nut and tightened it up - rattle gone

I don't know whether to be pleased I sorted it or annoyed at myself

#### [ATTENNN SHUN! - 2016-08-20 19:32](#)

[A few weeks ago](#) I took the unusual step of posting a picture I did not own in the hope of finding out where it was taken as it had katy in it.



Some suggestions were made on line and via email, but finally I had to write an actual letter. A few days later I got this wonderful response from Major Hunter officer commanding the 4th Scots

---

*Good afternoon Andy ,*

*The photo of Katy was taken in Burlon Barracks Catterick , I currently command HQ Coy 4 SCOTS who now occupy the Barracks and can see the image minus Katy from my window.*

*I don't see why we cannot organise a visit for you to take a similar photo of Katy in the same position, let me know if this is something you would like to do and I will try my best to facilitate.*

---

So, we took him up on his offer, sadly he was not there to meet in person, but the guards on the gate were very helpful and we were able to get in as promised. First, we drove around to find roughly the right place



Then we dressed her with her original number plate we have for display use.



And were able to re-create the original picture minus of course all the civilian ambulances in the background



We all had a wonderful visit with the guard team having a good look around (I think they were more checking the quality of the bedding than the security aspects, but we all know soldiers have a hard life at times)

If any of the team read this all we can say is the same we said on the day - Many thanks!

I would like to visit the remaining places she was stationed some time, [Manston](#) is non operational but is the home of the Spitfire Museum so that is as good a reason as any, Croatia is possible, but I think at the moment [Rwanda](#) is not possible

### [Margam Again - 2016-09-21 21:23](#)

A lovely day out with the SWLRC at a classic British location  
Here we are lined up with some friends on our club stand



Katy looking good with the blue lights flashing and her original number plate, both for show use only of course

At the end of the day we took all the vehicles up to the front of the castle for a group shot



And as I was faffing around more than everyone else we had a personal shot to finish the day back in her on road configuration and ready for off



### [Feeling deflated ... and reflatd - 2016-10-14 15:31](#)

2 tyres with faulty valves in 1 month... time for some action as that leaves no working spare tyres. Me with a bad arm so not capable of dealing with it

Many thanks to Pete from SWLRC and Steve from Discount Tyres Cardiff for their prompt and efficient help and we are back to the full set of working wheels

### [2017](#)

#### [2016 Round Up - 2017-01-08 19:49](#)

2016 was a fun if slow year with Katy the Land Rover. I can't entirely call it quiet as you will read. below

At the start of the year there was definitely a need for some sort outs which I needed some help for. I was working out of the country a lot in January and February so it was not until **March** when i got started

The first was some electrics which I definitely needed my friend Dave's help with over the course of a couple of excellent days we got the [lights](#) and the [reversing camera](#) working, but we did have an unexpected result with the lights as you can see in [the video](#)

After that it was off to Newport caravans in **May** for [a new skylight](#) and then some work I did myself [getting the Radio to work properly](#) and we attended our first show of the year with the [SWLRC](#)

Then a real mystery came in when a Geoff Fletcher author of British Military Land Rovers sent me [an interesting picture](#) Katy then became a regular commuter as Rhian's Mini was in for some work in **June and July** and she definitely got some attention in the [BGS car park](#) and in Cheddar gorge

I eventually tracked down that picture and Rhian and I were made welcome by the Scots Guards at the [Bourlon Barracks at Catterick camp](#) in **August** after a trip to Scarborough

Then it was off to [Margam with the SWLRC](#) again in **September** before a year end put away in **November** because I knew I would be working away a lot again in the run up to the end of the year. This year I invested in an [intelligent charger](#) and so far the investment has been worthwhile as it's been very good to have it on and the battery looked after

The final Land Rover event of the year was our trip with the SWLRC to the [Land Rover Reborn](#) tour at Solihull

The final event for 2016 came in as a complete surprise when we were listed on [getoffroad.com](#) as one of the best Land Rover blogs to read. I need to add that I have not used them as a supplier, but as they have been so nice I am happy to give them a link back

All in all not a bad year for being so busy doing other things, but I do hope to be out and about more often and doing a few more upgrades in 2017

### [Pilchers Military Defender Turns up - 2017-03-30 09:30](#)

In my Ambulance history page I have noted the Pilcher Greene defender 110 ambulances in the civilian section ... However I saw this recently <http://www.ebay.co.uk/itm/Land-Rover-Ambulance-camper-defender-110-2-25-petrol-/162445506648?>





Interestingly the final picture had a military contract number, so I may need to add another section to the pages. If anyone knows more please feel free to contact me via a comment below or via the contact form

If you are interested, the vendor can be contacted through his email address [hhroadss@gmail.com](mailto:hhroadss@gmail.com). My thanks to him for permission to post his pictures, and for keeping another piece of Land Rover history on the road

#### [MOT 2017 - 2017-04-22 10:10](#)

**PASSED !** Tyre valves were the only advise, annoying as they were replaced when I had new Wolf wheel rims only 5 years ago and I have actually had 2 fail - so definitely not a good batch of rubber used to make them

But the fix is cheap and I will get it done soon before any big runs

#### [Cardiff Car Show 2017 - 2017-05-26 19:31](#)

With a successful MOT and a cleaned Katy I planned to head out for the Cardiff Car Show early, to meet up with the rest of SWLRC and then drive in together.

Two problems delayed me from doing that: -

- **Server / network maintenance had over run at work**
- **I could not find my keys anywhere**

The latter was the biggest issue as the lost keys had the house key on and I had worries about leaving in case someone had picked them up.

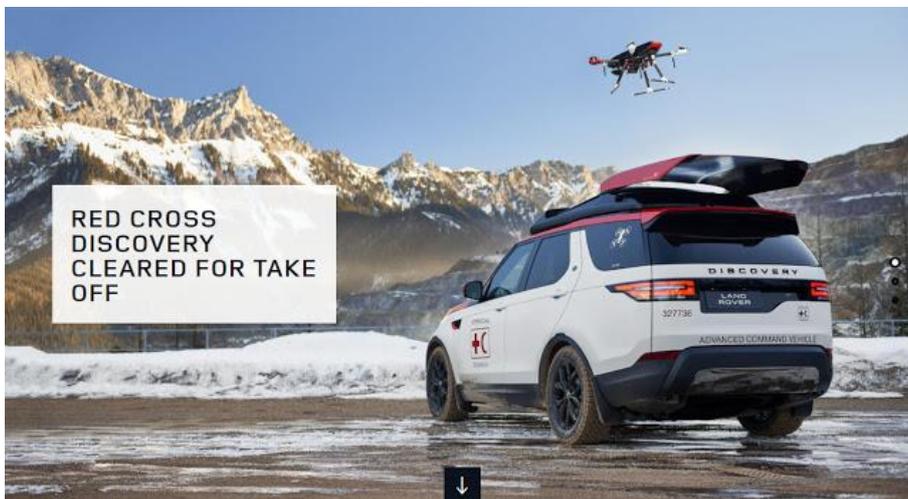
A full 2 hours later I found the keys in the garage where I had obviously put them and was finally able to set off and belatedly join the team at the event.

Overall it was a good show, better than 2 years ago certainly, I think the new location is starting to gather people in or maybe that was just the excellent weather

The SWLRC highlight of the day had to be Pete Phillips entry in the main ring, which I was able to record with my new camera

### [Not Quite an Ambulance - 2017-06-01 21:46](#)

As this blog is Ambulance focussed and as Land Rover have created an ambulance related vehicle it only seems fitting to share it. As they want their news shared I am sure they won't mind too much if I borrow an image



### [Land Rover BAR - 2017-06-14 19:18](#)

Well we didn't win the Americas Cup, and last week's crisis at my work meant I could not be doing more prep that I wanted to be doing on Katy, but none of that stopped the Land Rover BAR team putting on a good show down at the Cardiff Bay Yacht Club

I dropped in to see what was on show and as expected it was the new stuff.

First of all to look at is the new Velar. it's a smooth looking vehicle and comes heavily loaded with a lot of driver facilities and I am sure it's got a decent processor inside (do car reviews need to start listing that like PC reviews ?)



It was open and I was invited in.. so even if I can't afford one I now have at least sat in one.

It seemed a bit roomier than the Evoque which is good in my mind, but I would still have the seats a little less bucketed if it was me. The multiple displays with movable controls (you can drag and drop controls and displays between them) really do make it feel like something for the Star Trek generation (thank goodness that's me)



Its not released yet of course, but I hear that orders are coming in well and that's got to be good for the company to keep it looking after people like me driving its "heritage range". Thanks to James for the fascinating overview.



The key item for the day was all the children being taken out sailing and that was really good to see, I was over age for that part of the event, but it was a good chance for me get some pictures anyway, and a really nice chat with the CBYC team.. they nearly convinced me to get back on the water and do some more sailing



And finally I got taken for a ride in a Discovery 5 on the display circuit. Its larger and roomier again of course and an incredibly capable vehicle with some obvious Land Rover Heritage

As you can tell from my inane questions I'm not up to speed on the modern Land Rovers... of course if they want to lend me one I can practise :-)

Here's the video (click on the picture and it will open a new window) with some static pictures below







Overall an entertaining couple of hours, some truly impressive vehicles, and good luck to the Land Rover BAR team next year

Up Up and Away... - 2017-06-16 21:12

2:00 pm CD doesn't work...  
2:30 pm It does ...





not me ... good customer service so I'll happily give them a plug

#### Anglesey Unplanned - 2017-06-22 17:47

The plan was simple - head to Anglesey in convoy with [SWLRC](#), No plan other than that  
The start wasn't so simple it took a new top hose and ...



Plenty of cleaning up to get us going



It was a wonderful night camping in Builth Wells



And they all looked as good in the morning



Then we went to Claerwen Reservoir Dam. Scene of [the famous 1986 Land Rover Advert](#)





And on through the lanes, sometimes taking the correct route ...



All to end on Anglesey where Land Rover was apparently thought up by [Maurice Wilks](#) and his brother [Spencer Wilks](#)



And a quick trip to Red Wharf Bay where the first design was drawn in the sand



Sadly Katy had had electrical gremlins all the way up so after I managed to start her I decided on a non-stopping (of the engine) run back

I did stop just south of Snowdonia as the view was so wonderful - here she is with the engine Running



### Be Positive - 2017-07-01 21:14

On the recent trip to Anglesey, and afterwards as well Katy suffered from a slew of electrical issues I chased loads and loads of symptoms

All the advice I got was "check your earth".

Well I did and it wasn't a problem, but what eventually was identified as being the problem thanks to a mate in the SWLRC was in the positive connection.. so here is a shiny new one and all is well with the world (well Katy's electrics anyway)



[Proud as Punch - Kelmarsh 2017 - 2017-07-24 20:43](#)

You have to arrive before 8pm said the instructions for the Kelmarsh show and despite that being a real challenge to get there after work, we made it in time for the last of the sunshine, so here we are in the evening golden glow of the last hour of light



The next day the dawn broke not so sunny but it was still a fine day as long as you avoided PC's Rhys and Huw who would give you any number of tickets as they buzzed around in their 'Mini Me'



The organisers tried hard to avoid fact that the weather was getting windier, and even had a go at launching the Land Rover balloon. I'm sure it made it at least a foot off the ground, but was fun to

watch all the same



Later on the sun did come out and the SWLRC stand looked excellent even if our awning was a little sad (it did cost £35.00 after all). We had quite a few visitors and it was really nice to meet Les and Jane from the 127 club and listen to all the excellent work they have done on their vehicle.



Events in the main ring tended to feature either mud, or shiny things like below and were variously watchable depending on the weather, but given the level of interest we had in Katy it was not that easy to get to watch things on the weekend days (Friday there were not so many people there)



Out of the arena one of our members was saved from disappointment by the [Challenge South West](#) team. Thanks guys if you ever need a jump start in South Wales I am sure we will do our best to return the favour!



In my area of interest there were some lovely ambulance vehicles.

Too many to show here, but I highlight 2 absolutely top notch camper conversions based on Pulse Land Rovers in the North Wales Land Rover club, and this pristine looking one (on the outside at least, it is also a camper)



And in the stand next to us this cracking Locomotors - also a camper conversion with LPG conversion to feed the original V8 which is still in place



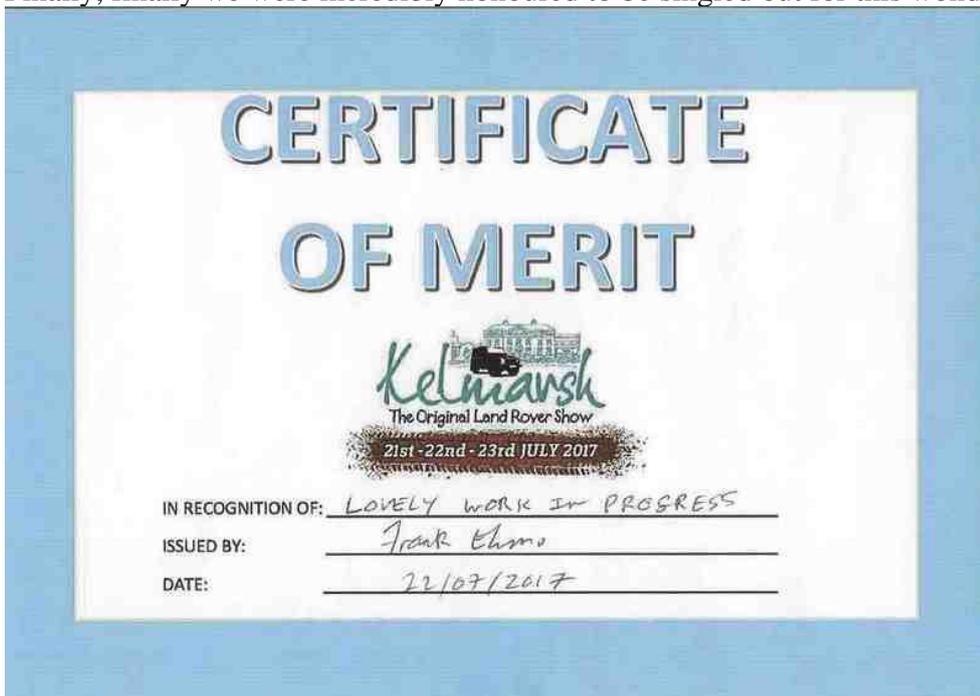
Finally we had a team photo at the front of Kelmarsh Hall



And then one just of Katy



Finally, finally we were incredibly honoured to be singled out for this wonderful certificate



As she is a work in progress I came home armed with a load of spares and even more ideas on how we should improve her so my To Do list is even longer. All in all a fun weekend was had by all of us and I am sure that we will make a return journey at some time future

2018

[Welsh Festival of Land Rovers - 2018-02-05 13:44](#)

Here is an event which Land Rover Katy will be at and we are happy to support



**Calling all Land Rover Owners**

**Would you or your club like to be part of a 'Welsh Festival of Land Rovers' at the Royal Welsh Agricultural Society Spring Festival in May 2018?**

The Festival's committee has asked South Wales Land Rover Club (SWLRC) to co-ordinate a Land Rover exhibit, including a 30-minute arena display to commemorate LR's 70<sup>th</sup> Birthday, so the Club is currently seeking expressions of interest from clubs and individuals. They are especially interested in vehicles which portray the heritage of the marque, both past and present, but also in vehicles modified to a high standard; and are in discussion with Jaguar Land Rover about including one or more of the Land Rover Heritage vehicles too.

The Spring Show averages 22,000 visitors over the two days; if the Festival of Land Rovers is a success, there's talk of adding it to the main Welsh Show in future, which runs over 5 days and averages over 240,000 visitors. SWLRC already has interest from a number of clubs and is working on finalising details.

**If you'd like to join in, please contact Marc Andrews on [marc@swlrc.co.uk](mailto:marc@swlrc.co.uk) or via [www.swlrc.co.uk](http://www.swlrc.co.uk)**

**Spring Festival: May, 19 & 20; Royal Welsh Showground, Llanelwedd. [www.rwas.wales/spring-festival](http://www.rwas.wales/spring-festival)**



If you would like to bring a vehicle please contact Marc and complete [an entry form](#)

[Audio Killed the Radio Star - 2018-03-20 11:17](#)

It's been quiet on here, but busy in the background because I have been working hard with friends from the South Wales Land Rover Club on preparation for the [Welsh Festival Of Land Rovers](#)

As part of that two of us (Tom and myself) were invited to present a short interview on the [DRIVETIME](#) program hosted by Ian Edwards about Land Rovers on the GTFM local radio station.

It was fun, Ian was an excellent host and had a good laugh at my use of visuals in the studio which if course did not come across on Radio. We were able to give the event a good plug which is what we were aiming for

If you want to listen to it just [CLICK HERE](#) to play the MP3 file

## Welsh Festival of Land Rovers - 2018-04-24 20:11

We are proud to be helping to arrange the inaugural Welsh Festival of Land Rovers hosted by the South Wales Land Rover club

The poster says it all ... click for a bigger version to print and share ...



**Welsh Festival of Land Rovers**

Held in conjunction with the Royal Welsh Spring Festival, a two-day festival, with its action-packed programme of entertainment, have-a-go educational activities, talks, workshops, displays and performances, offers the perfect family day out.

In homage to Land Rovers 70th anniversary the South Wales Land Rover club have brought together a large gathering of Land Rovers. From early Series 1's through to the present day with many incarnations in between.

Our chosen charity will be the Central Beacons Mountain Rescue Team who recently suffered a devastating fire at their base in South Wales

It's an event not to be missed so put the date in your diary.  
Spring Festival 19/20 May at the Royal Welsh Showground, Llanelwedd, LD2 3SY

For more information:  
[www.rwas.wales/spring-festival](http://www.rwas.wales/spring-festival)  
<http://www.swlrc.co.uk/royal-welsh.html>  
[marc@swlrc.co.uk](mailto:marc@swlrc.co.uk)



## The Landy April 2018 - 2018-04-30 15:00

Thanks to The Landy magazine for featuring our SWLRC and friends event in the April 2018 edition

# Clubbing Together



## **Words and Pic: Andy Kendall**

Would you or your club like to be involved in a 'Welsh Festival of Land Rovers'? If so, you're in luck. There will be just such an event at the Royal Welsh Showground over the weekend of the 19 and 20 May as part of the Royal Welsh Agricultural Society's (RWAS) Spring Festival.

South Wales Land Rover Club (SWLRC) are co-ordinating a Land

Rover display and 30-minute parade and are seeking expressions of interest from clubs who are based in Wales, or national clubs with members based in Wales. They are especially interested in vehicles which portray the heritage of the Land Rovers, past and present, and also in vehicles modified to a high standard.

The Spring Show averages 22,000 visitors over the two days; if the Festival of Welsh Land Rovers is

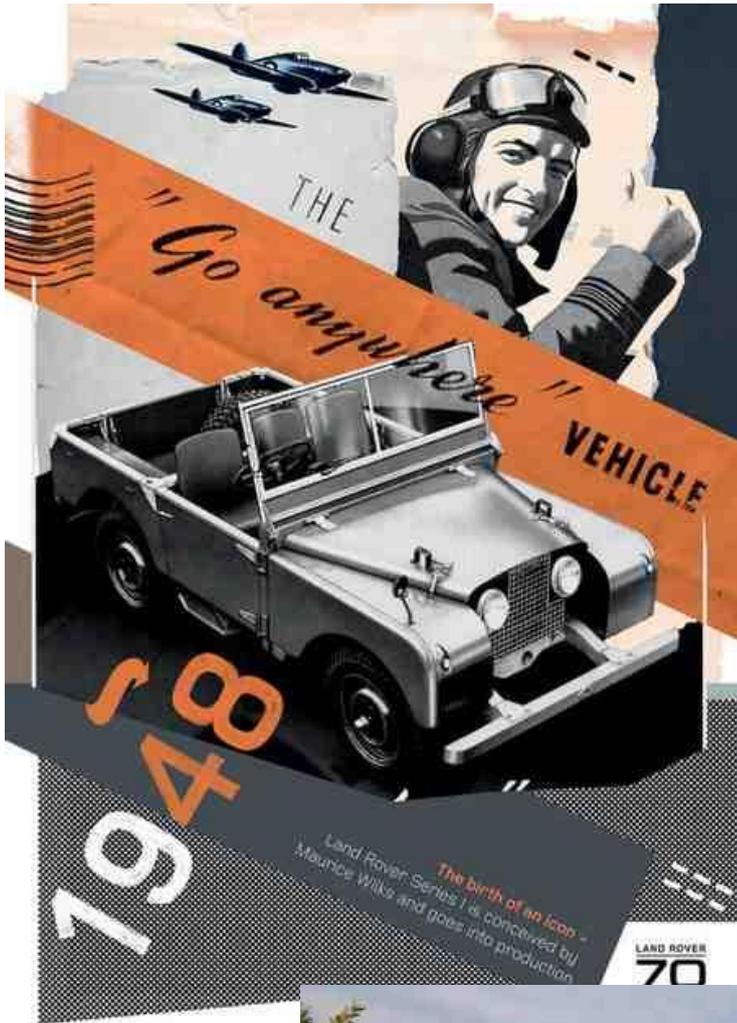
a success, there's talk of adding something to the main Welsh Show in future, which runs over five days and averages over 240,000 visitors.

SWLRC already has interest from a number of clubs and is working on finalising details. If you'd like to join in, please contact Marc Andrews at [marc@swlrc.co.uk](mailto:marc@swlrc.co.uk), or for general information about the event please contact Andy Kendall [andy@swlrc.co.uk](mailto:andy@swlrc.co.uk) [www.rwas.wales/spring-festival](http://www.rwas.wales/spring-festival)

To read the whole issue (which is excellent value as it's free to download or pick up in Land Rover shops) click here [https://issuu.com/thelandy/docs/the\\_landy\\_april\\_18/38](https://issuu.com/thelandy/docs/the_landy_april_18/38)

## **Spitfires were still in the air - 2018-04-30 21:45**

1948. Spitfires were still in the air and the Land Rover was launched on April the 30th in Amsterdam



Picture from Land Rover media collections used under license

We re-created this post wartime theme on a SWLRC Road Run a few years ago with three stunning Women's Land Army girls.

for the doubters out there... The WLA lasted until its official disbandment on 21 October 1949



## Welsh Festival of Land Rovers 2018 - 2018-05-24 20:52

A wonderful display of Land Rovers were on display at the Royal Welsh Showground on the weekend of the 19th & 20th of March

This was the Welsh Festival of Land Rovers 2018, an event which I was proud to be one of the organisers of.

The idea originated last year and after some discussions with both the club and the Royal Welsh Agricultural Society it was agreed early this year that we (the [South Wales Land Rover Club](#)) would organize and host an event as part of the Gŵyl Wanwyn Frenhinol Cymru / Royal Welsh Spring Festival.

Something like that does not happen overnight and it took a lot of work from the members of the SWLRC and it turned out to be a fantastic event.

Katy was there of course and we were proud to be parked next to "Lola" who was one of the original Land Rover owned 110 demonstrators for the duration of the event. Two definitely disreputable ladies (well if you consider occasional breakdowns to be disreputable!).

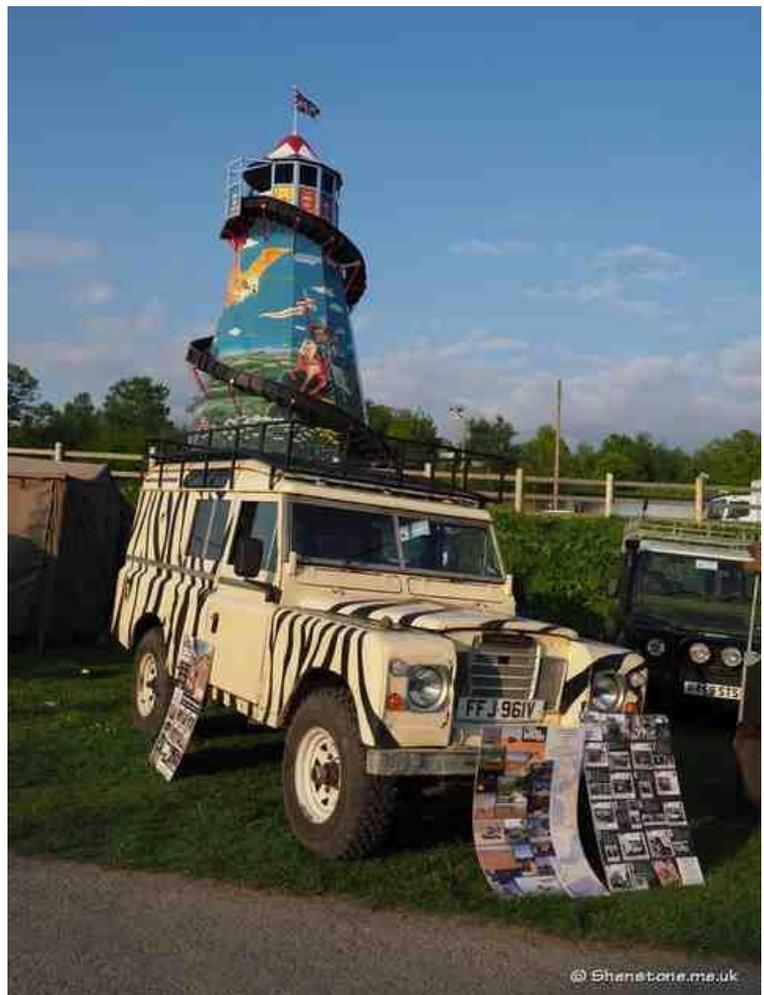


We were not the only specialist camping vehicle on show and there were many fine interpretations of what makes a good camper from a massive 6x6 vehicle that has been designed for an upcoming round the world tour, to this excellent camel styled Discovery conversion created by Richard of the SWLRC.



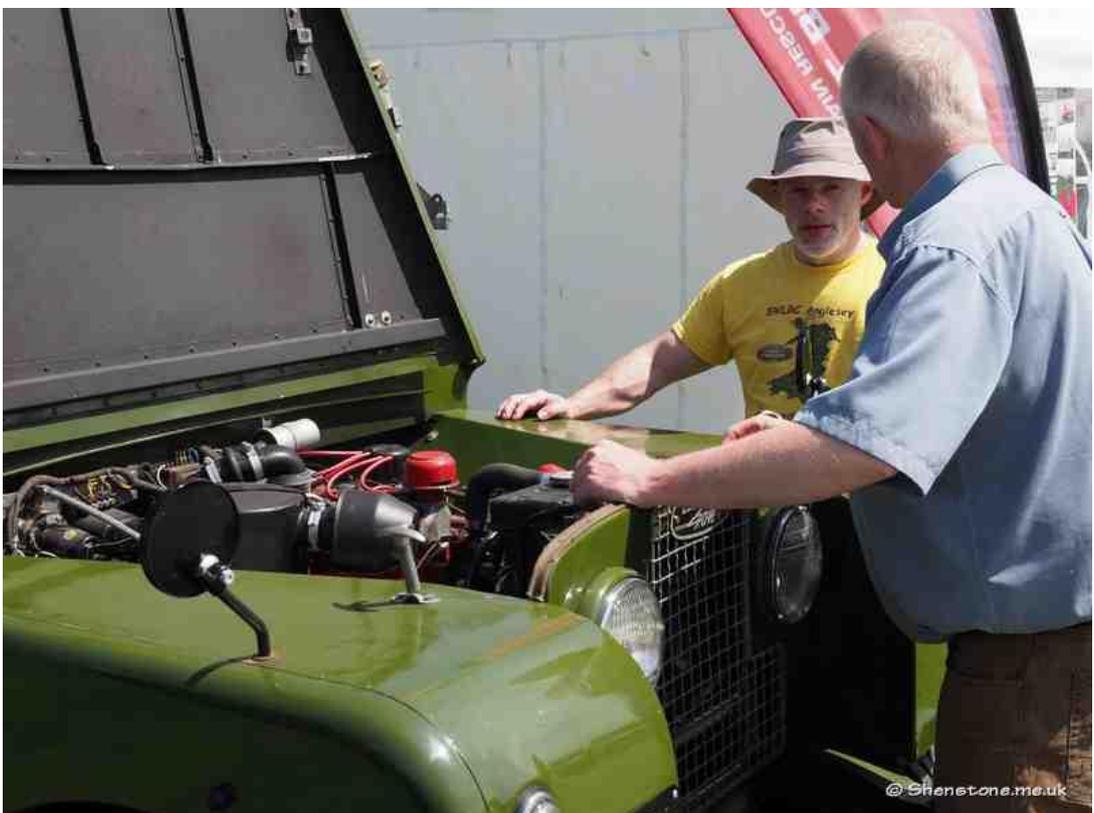
There were some strange vehicles on show and nothing looked more strange than this which is the [Classic Land Rover](#) magazine Marrakesh Express. It wasn't sporting a new style of roof tent (although nothing would seem more normal on such an already outlandish vehicle), that was the helter-skelter in the fairground behind us.

The main theme of the event was to show the variety of Land Rovers and how they had developed through the last 70 years since they were launched. We would have liked to have a 1948 vehicle, but had not been able to source one in time, but we were very happy to have this 1949 Series 1 which was the first Land Rover to be registered in Radnorshire and therefore a most appropriate vehicle to take place in our display.

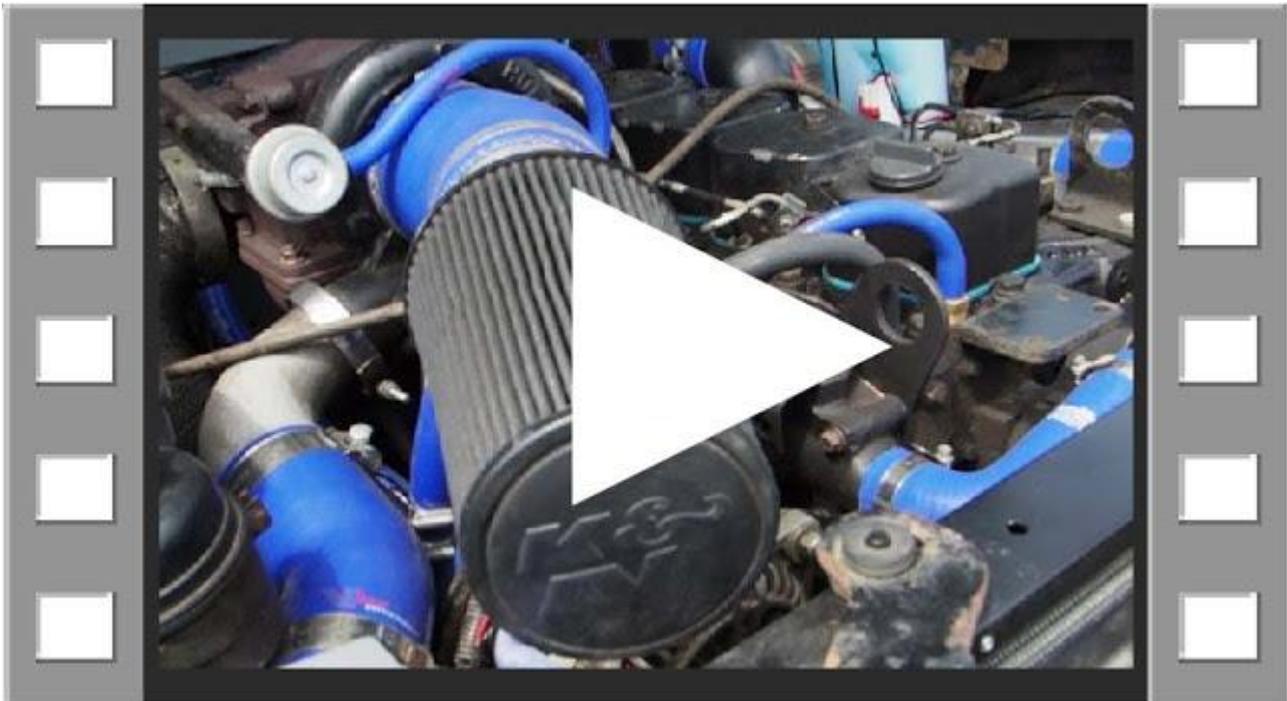




There were other fine old vehicles on show as well. Here is Pete from SWLRC explaining the intricacies of the Series 1 engine to yet another interested visitor.



Not all the Land Rovers were old. There were some excellent rebuilds and conversions and not just for camping purposes. This one had had an engine replacement and was a superb sounding vehicle even when standing still as you can hear in this short video clip



Even when parked it was quite a superb looking vehicle as you can see with its twin exhaust setup showing. It came up in the pickup bed behind the truck cab



And at the heart of it the SWLRC stand which was visited by literally hundreds of visitors across the weekend.



The one aspect I am unable to share pictures of is the wonderful parade of land Rovers which took place on the Saturday afternoon. That's for the simple reason that I was the host and commentator for the event and therefore I was unable to take pictures or video. The premise was to show the development of the vehicles through the last 70 years from the Series 1 shown above right up to a brand new Evoque

The earliest production vehicle was Colin Pugh's 1949 Series 1 which was the first land Rover to be sold in Radnorshire to the then Major ( Later Lord ) David Gibson Watt (note – a real war hero if you want to look him up <https://www.telegraph.co.uk/news/obituaries/1384646/Lord-Gibson-Watt.html>). It has undergone a full, but sensitive restoration in recent years and really does look in good condition.

With a 1951 and then 86" 1955 following it was easy to show the changes that came along even in these early years.

Series 2's were represented by a wonderful 2A pickup which had been a complete rebuild and a very rare 2A Shorland Northern Ireland Police border patrol. Having this at the show was a real highlight and was only possible because of the wonderful weather as its owner Clive Elliott explained "The vision out of it's small bullet proof viewing port (it's too small to call it a windscreen) is so bad in the wet it is not safe to drive in those conditions".

Amongst the Series 3's we had Bryn Jones' 1972, still used as a working vehicle and still with it's original engine. Coiled Sprung models were led off by "Lola" - An original Land Rover demonstrator for the 110 and with a number of special conversions including Tony Johnson's superb 6x6 vehicle designed for an upcoming world tour, and "Katy" one of only 48 Marshall's 127 Ambulances made (see the Landy issue 17).

Discovery and Freelander's interspersed the Defenders and the parade was completed with a brand new Evoque which the local Land Rover dealer [Likes of Hay on Wye](#) which was complete with a 70th anniversary design.

Many thousands of people came to see the display and as with all such events the success would not have happened without a lot of hard work from the members of the SWLRC.

Suffice to say that this was a great success and one that we hope to be able to repeat in a future year - or maybe even something bigger and better :-)

## Getting into the Festival Spirit - 2018-07-31 20:25

Another excellent publication has featured our work - well to be honest they were given the opportunity on a plate as I wrote the words and took the pictures

[The Landy](#) is a free Land Rover magazine which is as good a reason as any to give it a plug.

So in the [September 2018](#) issue on Page 8 you will find this article (Click the picture below for full sized image)



# Getting into the Festival Spirit

Words: Andy Kendall  
Picture: Shenstone Photography

All true Land Rover fans know, the inspiration for the original Land Rover design was drawn in sand on a Welsh beach. So, it seemed most appropriate to have a celebration in Wales for the 70th anniversary of the Land Rover launch.

Having spawned the idea, the South Wales Land Rover Club made arrangements to host a 'Welsh Festival of Land Rovers' in association with the Royal Welsh Show Spring Festival in Builth Wells. And having done so, it put out an appeal for suitable show vehicles to participate across the weekend of 19 and 20 April.

Space was limited, but there was enough room for 45 high class vehicles to be put out on display.

The number of visitors to the display was impressive and it was obvious from talking to people that the vehicles brought back many excellent memories, especially for the farming communities. Information was on-hand from Green Lane Association, promoting sensible green farming, and there was also a display by the Central Brecon Mountain Rescue Team, who sadly lost their Land Rover in a devastating fire at their premises.

A highlight of the event was the parade of Land Rovers, featuring 18 special vehicles and led off by the SWLRC's youngest drivers, Huw and Rhys, in their police Toylander.

The earliest production vehicle was Colin Pugh's 1949 Series I, which was the first Land Rover to be sold in Radnorshire to the then Major (later Lord) David Gibson Watt. It has undergone a full, but sensitive restoration in recent years and really does look spectacular.

Models followed in chronological order, so it became easy to spot the evolution of the Land Rover brand.

Series I's were represented by a wonderful IIA pick-up, which had been through a complete rebuild, and a very rare IIA Shorland armoured vehicle, as used by the Northern Ireland police border patrol.

Amongst the Series IIs, we had Bryn Jones' 1972, still on its original engine and used as a working vehicle. Colours were led off by 'Lola', an original Land Rover demonstrator for the 110 and with a number of special conversions including Tony Jones's superb 6x6 vehicle, designed for an upcoming world tour, and 'Katy', one of only 48 Marshall 127 Ambulances made (previously featured in [The Landy](#)).

Discoverys and Freelanders interspersed the Defenders and the parade was completed with a brand new Evoque, which the local Land Rover dealer,



Likes of Becon, had complete with a 70th anniversary design.

Thousands of people came to the event, which would not have happened without a lot of hard work from the members of the SWLRC. The club would like to host further events in Wales and are in discussions with the Royal Welsh Show committee. If you would like to get involved and keep up to date with regards to possible future events, please drop an email to [andy@swlrc.org](mailto:andy@swlrc.org) or [andy@swlrc.org](mailto:andy@swlrc.org) and you can be added to a mailing list.

The event was so successful that we have been asked to organise another display and parade at the Usk Show .. watch this space

## The Unknown North - 2018-09-16 17:17

Rhian had always wanted to visit Northumberland, but for various reasons it had not happened

So this was the year for the adventure. Northumberland is a wonderful and mostly under populated county. After a number of castles, one of the classic places to visit is Holy Island so we did, and here is some evidence.



We did not stop there other than for the picture and that was when there was no traffic coming onto the island so we were not in anyone's way while we did.

The way you get there (and back) is the tidal causeway which we had plenty of time to admire because we were not daft enough to leave it until the last minute to try and get off the island



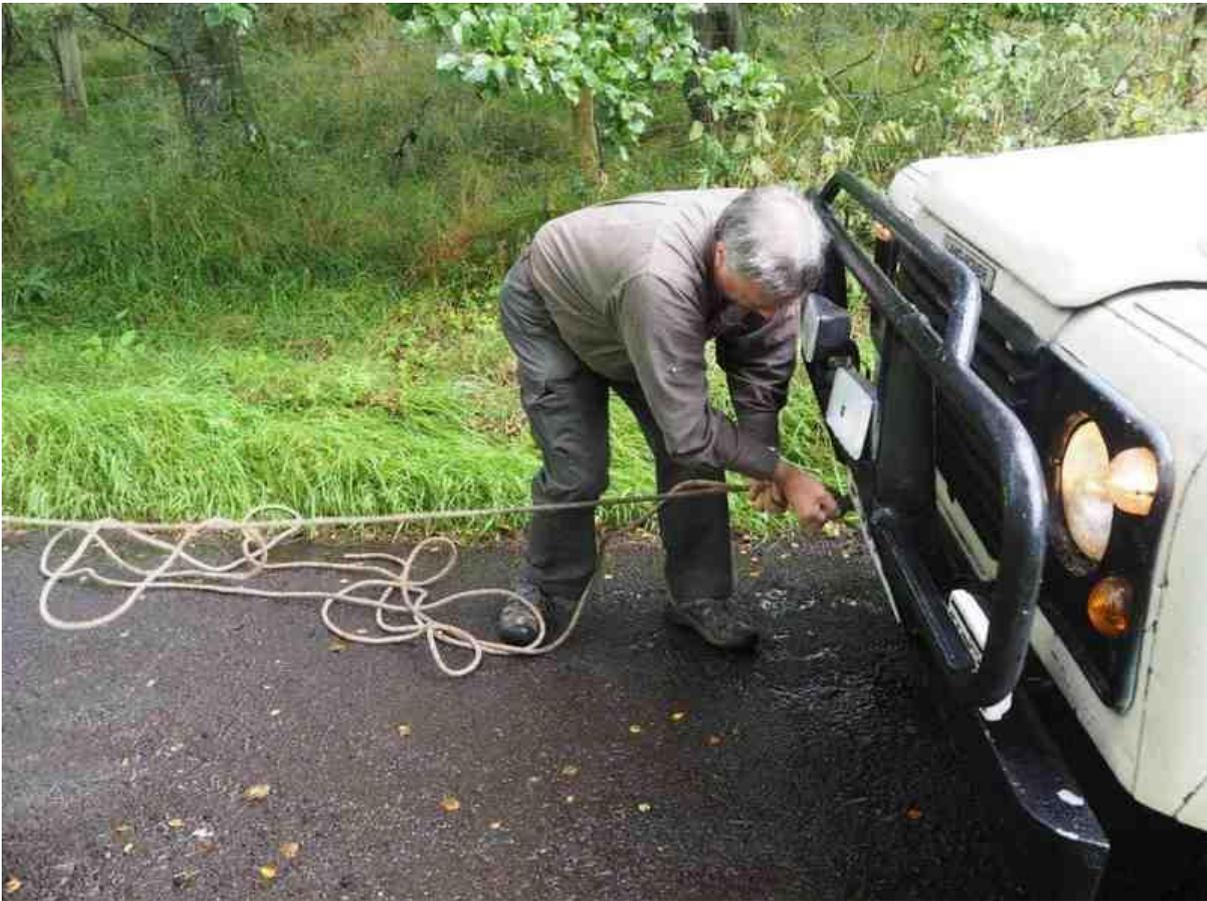
It only took a few minutes for a "baby Land Rover" to come and obey parking rules ... its amazing how small a Discovery looks next to Katy.



After some days at the coast we headed inland and our next stop was Kielder first where the only rain we had on the trip interrupted our planning a little. There was a crash on the main road to the

forest and lucky for the owner of a Mercedes camper van we were directed onto the back roads

They had tried to be nice and gone onto the verge to let someone past which is not a good idea in a 3 ton 2 wheel drive vehicle with road tyres. The people trying to push it were getting nowhere fast and it was just digging in so they were really pleased to see us arrive with Katy and a suitably strong piece of rope.



Knots done..



A bit of reverse gear...



out it popped..



The owner was really happy to have been rescued by the UN!

After that we made our way down to Hadrian's Wall where some almost unbroken sunshine made up for the poor weather we had just had. No Katy in these as she had to stay in the car parks... nice bit of walling though



And the obligatory picture of Sycamore gap. I'm almost shocked there is not a post in the ground

stating "take picture from here" the number of people who must have done so



---

davefb (2018-09-19 10:06:56)

Hurray for Katy! Thanks again :)

Seems you got the better weather as well, because we went across the north pennines in low cloud.

---

Shenstone19 September 2018 at 22:41

Hi Dave - many thanks for the thanks..

I take it you are the owner of that fine blue vehicle as I forgot to ask your name in the rush to get that mess sorted. It all worked out fine and I'm sorry for the poor weather in the Pennines if you would like copies of the picture give me an email via the contact form at the top right of the blog and I will be happy to send you some

Regards

Andy

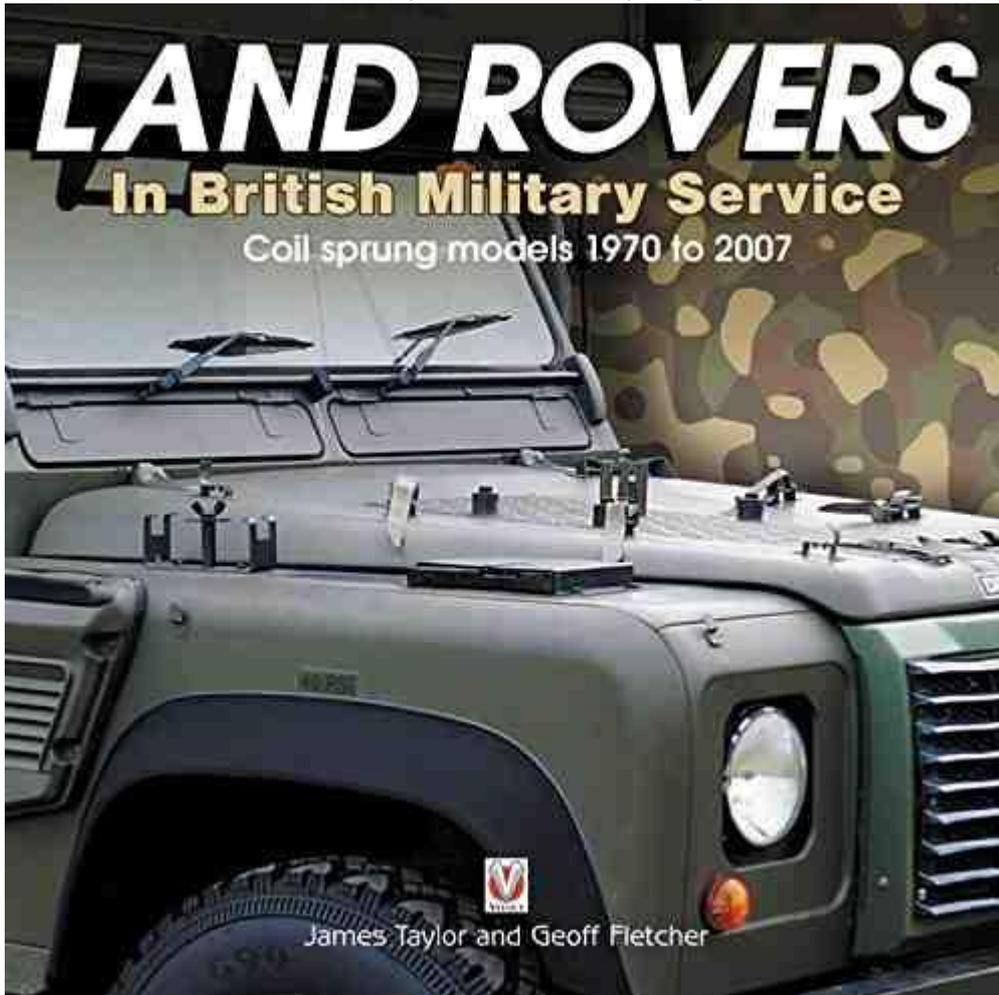
[Katy goes to Blackpool Rd!!! - 2018-09-16 17:20](#)

This post is for Ceris and Jim

Excellent hosts with a drive that is JUST big enough!



Katy is in a lot better condition and was a lot better behaved than [last time she was in Preston, the day after we bought her](#)



### From Amazon

“For anyone interested in the coil-sprung Land Rovers that have served (and still serve) with the British armed forces, this book is a must. It covers first-generation Range Rover and Discovery models, as well as the One Ten, Ninety and **One Two Seven**, their Defender successors and, of course the Wolf XD derivatives. Coverage deliberately ends at 2007 to respect current military sensibilities. This unique and extensively illustrated book describes and illustrates British military use and adaptations of these vehicles, and also contains comprehensive vehicle lists and contract details. The book is a sequel to British Military Land Rovers, the leaf-sprung models, by the same two authors (published by Herridge & Sons in 2015).”

### From Me

**The first book clarified a lot of the history of Land Rover Ambulances and I had the privilege of getting some advanced information from the Authors which I was able to use on the Land Rover Ambulance History page.**

Now I have received the book and it looks to have even more wonderful information that I am sure will compliment and clarify the details .. I need to read it cover to cover now and then do an update which will be in line with fair use principals - if you want to read it all I highly recommend the book

## To Purchase

Land Rover Katy is not a money making project, if you are going to purchase this book from Amazon ( not a specific recommendation as it may not be the cheapest), [THIS LINK](#) benefits the UK Olympus camera user forum (not for profit user group). We would appreciate your support by clicking through that link

[127 club meeting - 2018-10-05 19:40](#)

Last weekend was a wonderful meeting for the [127 130 Owners Group](#) in Shropshire at the Farm of Tony and Ruth

There was so much fun to be had looking at the other vehicles and sharing build ideas and adventure stories that we did not leave the campsite on Saturday

Here we are parked next to Ash and Gill's excellent Locomotors - they have wonderful adventures in it as can be read on their travel blog <http://loonytoone.co.uk/>



When it comes to vehicles we were a bit outclassed by the Ex Military "going to the pub" vehicle which the owner found out did 4 gallons to the mile and has sat in the field since



it was a good job we spent the day on site because there was a constant stream of extra's turning up such as Heim and Mel's excellent Pulse conversion with the additional roof height - the second one of these I have seen and it's an excellent idea on a flat roofed 127





Joe's Paella was another highlight of the weekend - Yum... I went back for thirds :)



The next day we went about 9 miles to a cafe... about 1 of that on Tarmac which is excellent. Tony

and Ruths "Cambulance" in the lead, Les and Jane's "Dreamcatcher" and us bringing up the rear.  
Here is a selection of the pictures







### Discovery 5 Red Cross car - 2018-10-15 20:57

Last year [I wrote](#) about something I called "close to an ambulance", a Red Cross vehicle under development by Land Rover referred to at the time as the Project Hero concept car.. well it certainly looks impressive now

**LAND ROVER DISCOVERY  
EMERGENCY RESPONSE VEHICLE**  
UNIQUE, LIFE-SAVING, MOBILE COMMAND CENTRE JOINS RED CROSS EMERGENCY FLEET

**INTEGRATED COMMAND CENTRE**  
Touchscreen computer, allowing improved mission planning and emergency response.  
The housing and slide-out table are constructed from lightweight, yet durable carbon-fibre.

**8-ROTOR OCTOCOPTER**  
With a long-range, thermal-imaging camera able to detect a vehicle from almost 1km away and a person from 400 metres.

**GEO-LOCK**  
Function gives precise coordinates of anything seen on the touchscreen. Moving objects can be selected and the drone will automatically follow it.

**EXPEDITION ROOF RACK**  
Carries the drone, 4 multiple frequency radio antennas, 2 mobile WiFi hotspots and an automatic satellite phone.

**HIGH-INTENSITY SPOT LIGHTS**  
in the front bumper and roof rack

**360-DEGREE emergency blue lights**

**3.0-LITRE TD6 engine produces 258PS and 600Nm**

**255/55 R20 Goodyear Wrangler Duratrac M&S Tyres**

**4-CORNER air suspension**

**CTEK BATTERY MONITORING SYSTEM**

**6 USB charging points**

**COBHAM SATELLITE PHONE HANDSET**

**MULTIPLE POWER SUPPLY POINTS**  
accepts plugs from different regions

From the Land Rover media pages ...

The vehicle, developed from the original Project Hero concept car is the result of an 18-month collaboration between Land Rover Special Vehicle Operations and the Austrian Red Cross.

The specially designed and engineered Discovery has the latest communications equipment, including an advanced eight-rotor drone. A long-range thermal imaging camera fitted to the drone is capable of spotting a person from 440m and can identify a vehicle at almost 1,000m



Based on a 258PS 3.0-litre TD6 Land Rover Discovery, it allows emergency crews to reach remote disaster zones quickly in all conditions, then provide instant updates to improve response times and co-ordinate emergency planning



And they include a video of Ed Stafford (excellent "nutter" to watch on TV) doing a training run...



### [Favourite Corner Shops - 2018-11-23 14:33](#)

We all have our favourite corner shops.

- The places where to get your sweets when you are young,
- The place where you can get a drink when you are 18 or above (or close to that)
- The place where you can pick up something nice for the lady in your life
- The place where you can get something for your Landy

I'm lucky enough to have somewhere in the last category just around the corner (OK a few corners).



They are now quite used to me going in and asking for something odd and it not being the standard catalogue part. In fact, my attempt (successful in the end) to purchase an exhaust is still remembered by the guys who kindly brought a whole selection until we found the one that fitted

2019

## Welsh Festival of Land Rovers 2019 Bookings open - 2019-02-09 17:32

As readers here will note we were proud to have inaugurated and taken part in the Welsh Festival of Land Rovers 2018. It's a display type event hosted by the [South Wales Land Rover Club](#) with limited spaces and we have booked our place for 2019 as the bookings are now open



## Welsh Festival of Land Rovers 2019 - Still a few places - 2019-03-16 15:35

**Welsh Festival of Land Rovers 2019**  
[www.swlrc.co.uk](http://www.swlrc.co.uk)

Following the inaugural Welsh Festival of Land Rovers at the 2018 Royal Welsh Spring Festival we have been invited back to the 2019 show!

SWLRC has teamed up with the Royal Welsh Agricultural Society to bring you the Welsh Festival of Land Rovers event held in conjunction with the 2019 Royal Welsh Smallholding and Countryside Festival. We saw some spectacular vehicles register for the 2018 event and we'd love nothing more than to have your vehicle on display helping make it bigger & better than 2018

The two day event with its action packed programme of entertainment, have a go educational activities, talks, workshops, displays and performances together with the popular street food area complete with live music which will be returning to keep us all fed, watered and entertained throughout the weekend is just a perfect family day out.

It is an event not to be missed and spaces are limited so put the dates in your diary now:  
Welsh Festival of Land Rovers 18th & 19th May held at the Royal Welsh Smallholding and Countryside Festival.

For further information please contact:  
[www.welshfestivaloflandrovers.com](http://www.welshfestivaloflandrovers.com)  
[www.rwas.wales/spring-festival](http://www.rwas.wales/spring-festival)

CAFC RWAS

SOUTH WALES LAND ROVER CLUB

<http://welshfestivaloflandrovers.com/event/welsh-festival-of-land-rovers/>

## Welsh Festival of Land Rovers 2019 - 2019-05-19 08:25

Here we are at the festival flying the flag for Wales. More to follow



### [Welsh festival of Land Rovers 2019 - 2019-05-20 20:31](#)

The [South Wales Land Rover Club](#) were once again the hosts at the [Welsh Festival of Land Rovers](#) and we had a fine selection of vehicles on show and a good crowd coming to look at them as you can see



We were there as usual - all setup for camping and a good night's sleep



There were plenty of kindred spirits as you can tell



We had an excellent parade of vehicles on both days, but I only have pictures from the Saturday because I was commentating as you can see (I'm the one in the low-vis jacket) and on Sunday Rhian was driving Katy around the ring.



Nigel's lovely Series 1



John's equally nice Series 1 107



An incredibly capable vehicle from North West Flex



From the incredible Jones family a selection including this which looks so much like the toy Defenders



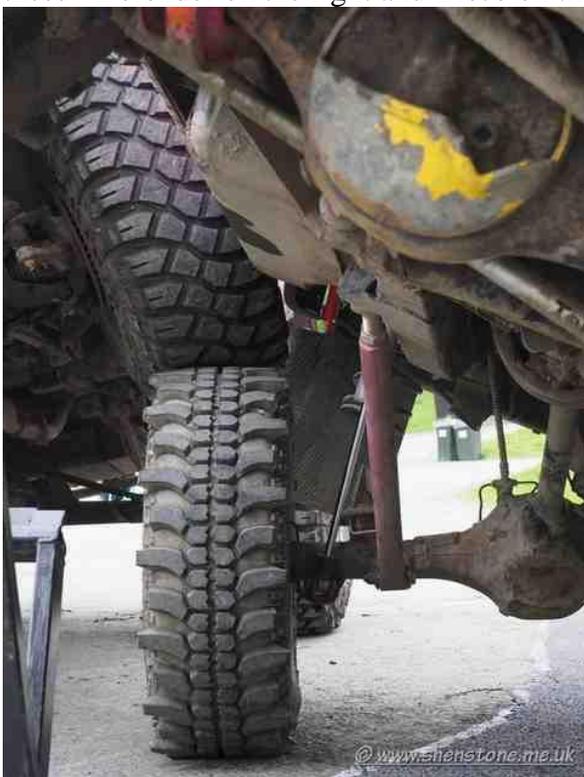
Phil's lovely Series 2A



And Bryn in the wonderful fire tender with Sam Tan waving out of the window



As always an event like this is a nice opportunity for taking pictures like the suspension work on these - Defender on the right and Disco on the left.



Talk about flex...



Clive's wonderful wolf. rebuilt after its "explosive" time in Afghanistan





and to top it all our own transformer.. none other than **Difflock, Defender of the Universe**



Who was helping us raffle off this toy Defender



### [Do Land Rovers Dream of Electric Sheep Part II? - 2019-06-02 15:17](#)

Maybe not, but I was dreaming of a better solar panel setup than the one that she arrived with which was a 10 watt panel installed in 2001 and probably not very efficient at all any more

The first thing to do was remove the old panel I have to admit that she looks a lot better without the panel on the top, but it will be coming back as you will see later



What we have purchased is an [80W flexible panel](#) which fits exactly over the rigid panel that the old 10W panel was made into. I would have like to go for a 100-150W panel, but this makes refitting an awful lot easier



I also bought a new [Victron MPPT controller](#) which feeds the leisure battery. This is more efficient than the old controller and being modern technology also has the capability of being linked to a smartphone app via bluetooth to give me some details on the charge profile of the battery. That's going to be a later addition when I find the bluetooth dongle at a reasonable price probably second hand.



I also bought a [heavy duty cable with fuse](#) to go from the controller to the leisure battery and some [solar panel cable](#) to connect from the panel to the controller – I bought the shortest cable because all I really wanted was the connections because I was connecting this into the grey cable which was already in place through the roof.

The previous owner had run a cable with two black cores which was not clear once I had disconnected the old panel so Rhian helped me test with the circuit tester. The one I bought is designed to be cut in  $\frac{1}{2}$  so you need twice the length that you have between the panel connections and the controller. It was the same for me with the battery cable – I only needed a couple of feet, but the spare will come in useful some time.



The new connections were all made in a waterproof housing which had grommets where the cable came through



But for "belt and braces" the whole connection box was sealed with flexible sealant as well



I would have liked to have virtually no loose wires, but that would have meant cutting the connections off the solar panel so I arranged them on the rear. it will mean there is spare cable if I need to adjust things so maybe not a bad thing



From this last picture you can see the old frame which was bolted to the roof-rack and to the blue light bracket on the roof. Once it was connected, I took the cardboard I had temporarily put over the

cells and things worked first time. I now have more reliable power and a basis of a modern system with reliable wiring which I need for the next 2 projects

Here she is sporting the new panel at the Welsh Festival of Land Rovers



### [Cold Beer - Second attempt - 2019-06-03 10:02](#)

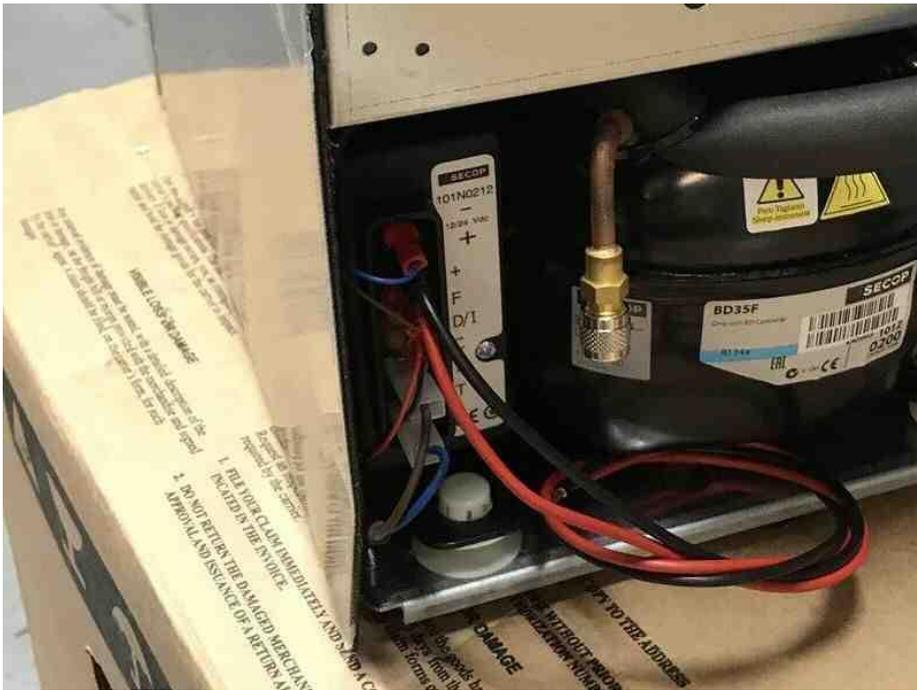
Back in 2012 I reported on the work I had done to [install a 3 way fridge](#), and then I briefly reported on the issues we had had with smelling gas fumes whilst sleeping in her. This made me decide that I would never use a gas powered fridge and we [removed the 3 way fridge](#)

Since then we have been using an electric cool box, but that has limitations and the performance is not very good and I have been wanting to get a decent front opening fridge installed for a while. Part of the project needed to be upgraded power and key to that was the [new solar panel](#) reported in the last posting

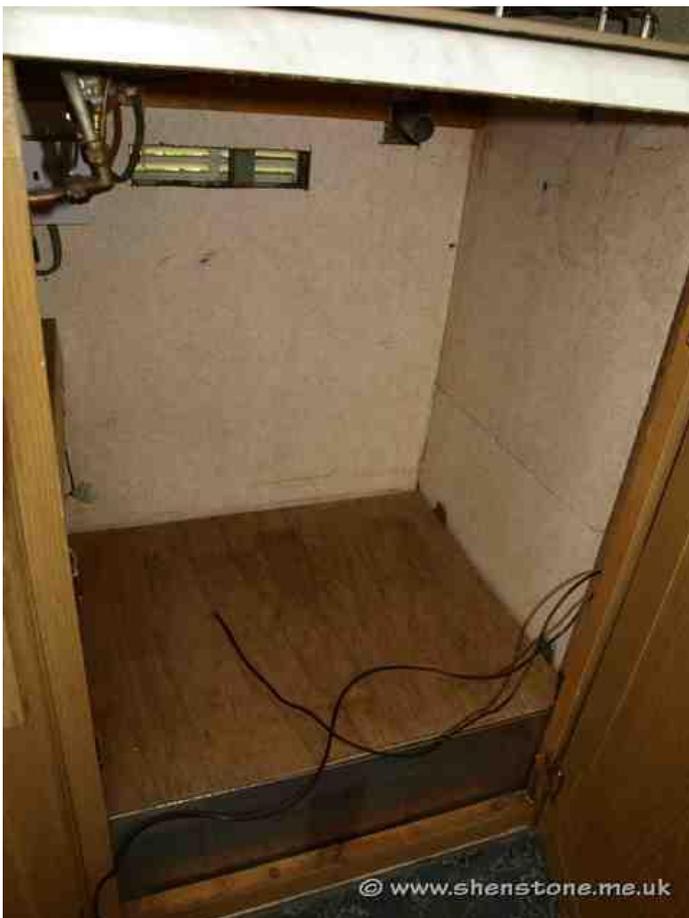
The issue is cost. Strangely the decent over-landing type fridges are hugely expensive and it's taken a while to find one at a decent price. I finally tracked down a new Vitrifrigo c39i 12/24 and 240v capable unit at about half price with a minor cosmetic defect that would not even be seen once it was installed.



You can just about see the minor damage on the panel at the bottom left of this picture. I checked that it was not touching any components on the inside and all was fine.



The first phase was to clear out the space and feed some wires from the 12v feed from the leisure battery



Then I installed the 240v - 24v automatic converter



Finally, being a yorkshireman and tight with money, and because of the position inside a cupboard, instead of purchasing some expensive kit to fasten it in I used a couple of brackets fastened into the lower door fittings which were unused from another project



And added another couple of brackets fastened to a screw in the frame on the top of the fridge to ensure that it is 100% firm in place



And we are good to go. I've tested it on the 240v/24v feed and from the 12v feed and all seems well.

The initial testing proved that the Danfoss compressor is as quiet as I had hoped. The final phase of this will be to add the split charge system, but in the mean time it's ready and **it's time for some cold beer!**

2020

### Solar Success 2020-01-09 11:55

Its been a while since I posted on here, but there has been some progress recently I have finished fitting the dual charge system into Katy and have left her over Christmas and the new year without the intelligent battery charger running during which time I would have expected the alarm etc. to have drawn down the battery enough to make the starting at least a little sluggish However, the new split charge system seems to have done its's work well and she started on first turnover

This is the next phase of the system I described installing in the post [do-land-rovers-dream-of-electric-sheep](#) and consists of an intelligent device between the main and leisure battery



Admittedly the wiring looks a little untidy at the moment, its out of sight, but will be sorted finally once I am 100% sure that the new system is working fully as I want. in the mean time all I need to do is pull the passenger seat forwards to get at all of this...



Another addition has been the installation of a bluetooth controller monitoring system so I can see the state of the system on my phone. It was a very easy install.. plug it in, connect via bluetooth, **Change Default Password!** and use it.

I put that bit in bold because it's a key step that anyone installing any form of computer equipment should do. it's got a bit too much cable and I need to find a tidier way to deal with that, but it is all working



This is what I see on my phone, the state of the voltages at any point in time and what mode the charger is using (in this case float because the batteries are full)



And I can look at the last 30 days to see what it did.. not much because there has not been much drawn from the batteries, but useful when we get going and use the system for real

There is an option in the system where you can connect both batteries to help start in an emergency. I have not as yet put this in because if both are fully charged why would I need it? Time will tell if that is the correct decision

### Series 1 Ambulance Reborn - 2020-01-21 17:56

Some readers will have heard of [Land Rover Reborn](#) which is a service offered by Jaguar Land Rover and something that the SWLRC team visited back in 2016 and was written up [HERE](#) at the time

Well it's not just JLR who can do a wonderful job in bringing a piece of history back to life in a totally wonderful manner

Back in 2015 I came across a set of photographs that had been taken by a team who had found what remained of a Series 1 Ambulance rotting in a junk pile.



At the time a brief comment was made in the Series 1 club forum part of which is paraphrased here

This is a Bonalack and Sons ambulance bodied 1956 series one Land Rover 107". It is believed these ambulances were built to fill three RAF contracts totaling 35 vehicles and this is the second one ever built being serial No. 870600013 (the run started at 00012) **and is believed to be the only surviving example certainly in the UK, but possibly the world, so is a very rare vehicle.**

It has been standing since 1969.. Due to this long period of standing, all the steel work is in very poor condition/non existent.

The chassis (a 107" station wagon chassis) is completely gone from the seat box forward and what is left under the body is fairly thin. The bulkhead I think was removed as the only parts I have from it are the vent flaps and the VIN plate (luckily).

**The main ambulance body, which is really the rare bit, is of aluminium construction so has largely survived, it's not without it's knocks and scrapes, but is certainly savable, which is why I think this could be a worthwhile project.** Also included are the original front doors, front wings, single piece floor/gearbox tunnel, windscreen and bonnet. The engine and gearbox had, unfortunately, been removed long ago, and despite my best efforts, could not be located anywhere on the property. The back axle is still fitted, and amazingly still turns freely, so moving it around and loading it on and off of trailers is relatively easy, the front axle, however, is not present.

Paperwork wise, there is the original Buff log book, stating date of first registration as 10 July 1963, There is also an original MOT certificate dated 1969,

I heard little more until June 2019 when I was contacted by Mike, one of the project team who had come across the [Land Rover Katy Ambulance Pages](#) and had contacted me to see if I had more pictures that could help the project.

I shared what I had, but I think that they had already found most of them through the links provided or elsewhere and wished them well. We discussed a visit, but I was not able to join them at the time due to my work commitments so I wished them well ...

The team were clearly very busy and it was not until October when Mike got in contact again saying that they had completed the bulk of the work and they would now be happy to share some pictures of their finished and really wonderfully looking vehicle





(Pictures reproduced with permission)

I am sure that there will still be the odd job that they find needs doing for some time to come, just like any Land Rover maintenance jobs "just occur".

There is an in depth article in the December 2019 issue of Land Rover Monthly which is a wonderful story of discovery and dedication. I won't repeat it here, but would recommend it as a good read. and to say that it beat the new Defender in space on the cover is something to shout about!



I've not managed to see it in person yet, but for me the nicest part of the discussions with the team was the wonderful comment from Mike which I really appreciated: -

*"Thank you for your help along the way, your blog was the first point of reference we came across and helped a lot! And gave us some leads! we are grateful for people like yourself who spend time researching and writing about history.*

*Kind regards*

*Michael Tokley"*

**I'm grateful that there are excellent mechanics who can do such good work out there keeping history alive!**

**Welsh Festival of Land Rovers 2020 - 2020-01-23 08:47**

**EVENT CANCELLED BECAUSE OF COVID-19**

As part of the [South Wales Land Rover Club](#) we are pleased to be supporting the 2020 Welsh Festival of Land Rovers

From what we already know there will be some superb vehicles on show, at least 3 ambulances, a Land Rover Hearse (presumably in case the ambulances are not successful) and a really wonderful set of Series and Later Vehicles.

There are only 70 places available for display vehicles so click the pictures or this link to go direct to <http://welshfestivaloflandrovers.com/> if you want to register to be on the display

# Welsh Festival of Land Rovers 2020



[www.swlrc.co.uk](http://www.swlrc.co.uk)

For the third year running now, the Welsh Festival of Land Rovers has been invited back to the Royal Welsh Smallholding and countryside Festival 2020!

SWLRC has teamed up with the Royal Welsh Agricultural Society to bring you the Welsh Festival of Land Rovers event held in conjunction with the Royal Welsh Smallholding and Countryside Festival 2020. We saw some spectacular vehicles register for the 2018 & 2019 event and we'd love nothing more than to have your vehicle on display helping make it bigger & better than 2019.

The two day event with its action packed programme of entertainment, have a go educational activities, talks, workshops, displays and performances together with the popular street food area complete with live music which will be returning to keep us all fed, watered and entertained throughout the weekend is just a perfect family day out.

It is an event not to be missed and spaces are limited so put the dates in your diary now:  
Welsh Festival of Land Rovers 16th & 17th May held at the Royal Welsh Smallholding and Countryside Festival.

**2019-2020 is a special time for South Wales Land Rover Club too as we celebrate our 21st Birthday!**

*For further information please contact:*

[www.welshfestivaloflandrovers.com](http://www.welshfestivaloflandrovers.com)  
[www.rwas.wales/spring-festival](http://www.rwas.wales/spring-festival)



Staying at home - 2020-04-12 15:26

We've all be asked to stay at home and we are doing as requested.

I've added some rather amateur artwork to Rhian's excellent crochet work of the NHS Bear inspired by her mom (hence it's in sisters' colours) and it's all on display in the front of our ambulance now...



Katy needs a clean (no real excuses are there) and I will get to that, but we have already had our first appreciative audience in the 2 little girls on their bikes coming past as we were finishing installing the bear. #stayathome #welovetheNHS



The bear does know how to wear his PPE properly :)



## Land Rover Katy Celebrating the Clap for the NHS & Carers April 2020 - 2020-04-16 20:44

If you were anywhere near our house tonight you got quite a bit of noise.. We had smiles all round from the neighbours (from an appropriate distance of course!)

## Repainting Part 1.. the stripping - 2020-05-27 21:31

Its time to deal with the old paintwork on Katy. it's had at least 4 different colour schemes when in service because I have photo's of it in NATO green and in UN white and there is definitely camouflage on it as well and then the cream current top coat. I've made a start on the work by removing the roof rack (with help from the boss) and am starting on the roof because less people will see that if I am not so good during practice



That can go on the patio.. who's going to need that for a party for a while ...



Now you can see remnants of the original red cross, sadly not in good enough shape to be worth saving



Much of the paint is so badly attached it comes in sheets with a scraper. this is not usual for automotive paint so I suspect that the final cream coat is more of a house paint than what is normally on a vehicle which is typically harder



In places it just peels off to the original undercoat



Then it's my three new best friends



and I am getting something like this ... I'm considering stopping here where its well attached because it's been 2 full day's work to get to this point and I think trying to get to bare metal all over will be beyond me given I will have to work outside and in bouts of good weather..



### [Repainting Part 2 ... New colour on the roof - 2020-06-07 19:03](#)

First view of the new colour on the roof. This is just the first coat and there is a lot more to go.

The preparation has been to sand with 40 and then 80 grit, then a thorough wash, wipe with panel 472

[Landroverkaty.blogspot.com](http://Landroverkaty.blogspot.com)

wipe degreaser and a wipe with a tack cloth.

Then first coat of primer which shows up the imperfections so another round of sanding and cleaning.

Repeated the primer and another clean, and then this went on...

It's finally raining here so it's going to be paused for now



### [Primer backend - 2020-06-25 10:36](#)

After an immense amount of sanding the body of the ambulance/camper area has made it into a coat of primer. I made a decision to not remove the gas cabinet and trim because I did not want to break the seal on areas that are not leaking



The rear step has been taken away for some welding.. and the ladder has been removed I will see if I can find a smaller one whilst we have this opportunity



It's a bit of a pity that there are so many vent holes from old fridges, but they are there and they will stay because I don't want to risk any leaks taking them off



Stoned at the back - 2020-07-04 13:57

first coat of the new light stone colour on the body work. The cupboard is going to be done as well, but needed some repairs first



### [My favourite corner shop is open again - 2020-07-06 17:48](#)

It's been an interesting time this lockdown. I've been keeping busy which you can see on the posts that have already happened and I'm certain I will be doing more

Today I removed the bonnet to work on that. Four of the six bolts snapped off and those were the easy ones!

The other two resisted the damaged screwhead tools that I have and had to be drilled out so new nuts and bolts would be needed. I decided to make use of the click and collect service at Bearmach and they were excellent as usual.



Glad to be supporting a local business

### [Rivet Counter - 2020-07-22 15:17](#)

Anyone who is in to Land

Rovers will know the phrase "Rivet Counter". These are knowledgeable and generally helpful people who know everything that needs to be known and is happy to help check that the right thing has been used and of course the right number of rivets have been used (especially on a Series one).

I'm not one, I'm not enough of an expert especially on series Land Rovers.

However today I have been counting them carefully and have got to the number 45 ... and what is even better is the rear step does not wobble and closes easier





#### [Brushed Aluminium - 2020-07-29 11:55](#)

As I am sure UK readers are aware it's Alumin-i-um... and people like it brushed on vehicles..

Katy's wings were covered with some old aluminium checker plate which was corroded and going to look really tatty compared to loads of nice new paint.

so I brushed it ..

Here's a before and after to see what about 30 minutes with a wire brush and steel wool will give you



And just to prove I wasn't going half hearted at this here is the finished job



[Katy naked - 2020-07-31 12:03](#)

If that title doesn't get lots of hits on the interweb nothing will!

For those of you who came here not looking for Land Rover stuff.. sorry :)

I've watched loads of videos and read lots of things which said that it would take 1-2 hours to remove a wing. Well the driver side took me almost all of the working day due to my ineptitude and some information that did not get mentioned on any of the videos I watched.

1. To get the top bolt out under the wing is a pain as most people say, but actually ignoring the advice of long bars on a socket ratchet and using a flexible ratchet spanner made it a lot easier

2. Having a long handled 13mm / 1/2 inch ring spanner was very useful for a couple of nuts

3. And this is the big one. The inner and outer wings have a gasket that glued them together so even when all the bolts were out they wouldn't separate until I prised them apart with a nailbar

Anyway success...





With the wings off I can see that the rot is not as bad as feared, but it needs doing

Another interesting features is the two tone airhorn.. fabulous noise as you can hear on the video celebrating the NHS but here they are to see as well



[Wings waiting - 2020-08-10 08:19](#)

After a strip down, some reshaping, prime and repainting the wings are waiting for the welding and then to go back on again



Horror on the screen - 2020-08-11 20:48

OK, it's the bulkhead corners that are the horror (more later), but getting the screen out was no small adventure as it took much of the day to extract recalcitrant rusted screws and bolts out and to work through finding all the small hidden ones that were still stopping things and then cutting through the seal on the 30 year old windscreen to bulkhead seal so that everything would come out.

This was the final result



And then to truly explore the horror that needs to be sorted out here are some close ups of the bulkhead corners



So tomorrow I will be returning to the scene of the horror and getting as much of the dash out as I can so that Steve the welder can do his magic

## Cutting Corners - 2020-08-21 20:48

I knew that the corners were bad, but the full extent of the rust can only be seen when the inner panels have been cut off...



It's actually a bit better than it looks because some of that is just surface rust and can be treated, but we will be replacing those bits with air instead of metal.

More panels are on route from P A Blanchard as I post this and we plan to get back to this next week

## Heavy Metal - Part 1 - 2020-09-06 13:25

Ok, it's just the start of one corner, but the rebuild has started properly now with some real metal going back in place of the fresh air and rust that was in this position just a couple of days ago.



2020 Review - What a year! - 2020-12-31 17:41

What a year!

It started with such optimism about getting out and visiting places and we had the Welsh Festival of Land Rovers to look forward to

I even got around in **January** to finishing off some of the Solar installation (however I'm still not happy with it this will be revisited in 2021 hopefully)

Then of course in **February** we started hearing that there could be something nasty going around and we learned all about Covid-10. March came and the weather got better and we were still waiting for some clarity on what was going to happen and then as march was about to leave us, we were all asked to stay at home and not meet up with anyone.

What an optimist I was..

**April** was when we started clapping and I thought it was fun to include Katy in some of the pictures, but I was so embarrassed about the way she looked



that as **May** came along I know I thought give it a quick rub down with a sander, a coat of paint and it will be good to go when things free up in the summer.

Soon everyone was debating whether to wear masks or not and it meant not a lot to me because during **June** I was wearing one for about 6 hours a day whilst sanding the multiple layers of paint off the roof and sides of Katy.



I added the first coat of the new colour to the roof and I congratulated myself (I was so over optimistic!) and by **July** I was congratulating myself on getting the sides painted as well



Things certainly moved on at pace that month because I got the rear step welded up and I moved her from our drive up to Steve's workshop where the really hard work could take place. By the end of

that month she was devoid of wings, windscreen and we could see the real state of the sections that needed attention.

In **August** the cutting started and I repaired the wings ready to go back again and then in **September** we managed to move her into the workshop proper (with the help of a Massey Ferguson industrial tractor and the cutting and welding could really get started.



Welding started we had some good progress at first

However, **later in September** we had "local lockdown" in Wales with constraints against crossing county boundaries which was a disaster for the project because despite being only 2.5 miles away, Katy was in a different county. A lazy way to restrict things IMO by politicians, and a real nonsense because I was working mainly alone could easily stay away from Steve because the workshop is a set of barns, but rules are rules and things went on hold :(

Towards the end of the year there was a brief opening of rules before we were locked down again. during that time I managed to rub down and ready for second coat some sections where Steve the welder wasn't working (social distancing managed at all times)

So in summary

Things are looking better on one corner where the welding has finished



but it's still work in progress



2021

A New Hope - 2021-01-30 20:52

Hmmm... I wonder where I've heard that before?

Well 2021 is a new hope in lots of ways, we have a new vaccine on the way and there is a lot of ex metal on the floor. Here for anyone who wants one is a self assembly kit for a Land Rover bulkhead



It's actually "a new hope" because the fact that I am sweeping up means that the bulk of the cutting and shot blasting is done (otherwise there would be little point in any cleaning) and these are the remnants of the work that Steve the welding expert has done while I've been locked away from visiting.

He's keen than I am able to get on for a while now, so has made sure that I can visit my half of his workshop in a socially distanced manner for a few visits now. Something that I am very grateful for and will take in a very responsible manner as and when I am able

### [Modern Art - 2021-02-01 21:02](#)

One of the few things that I can get on with at home is cleaning up clips and parts for the roof rack which has been safely stored at home whilst the rest of Katy has been in the workshop being welded. One of the more messy jobs was to prime and paint a set of clips to hold wooden walk rails onto the roof rack.

I think that after 2 coats of primer and 2 coats of Hammerite and leaving that all to dry on a section of old plant seeding tray I've got quite an advanced piece of modern art (Land Rover style)



Next stop the Turner prize methinks :)

## New Glass, Peeling Skins - 2021-03-01 21:17

I've had some great news that the windscreen has been fitted. I did not think that I was up to that job so happily it was done for me by Paul and Mike two experts with a lot of years' experience and who did a quality job in a very short time

Its amazing how much having a windscreen in place really makes it look like the job is progressing well. There are loads of things that I can get on with now that's done, but before I can move ahead there is actually one more welding job



(remember a couple of posts ago I said all the welding was done, actually I had forgotten something)



The door bottoms were rotten and were causing some bimetallic corrosion and the only way to resolve that is to peel open the door skin, clean up pretty much everything. put in new door frame  
Here it is part way through the process where the new frame has been put in by Steve the welder and given a quick coat of primer

After that it was a case of paint everything and then put the door skin back in place with sealant to ensure that there is a separation between the steel and

the aluminium door skin. And then where there had been corrosion on the outer surface it had to be filled, sanded and repainted.

Success ! - 2021-04-06 15:00

After all the trouble that the relatives of this little chap have caused it's time for some good news

BTW this is Cedric the Covid. He's not really dangerous because he's made out of wool if you had not guessed!



This is Katy sitting outside the MOT station waiting for the test.



And this is her at home having passed! :)



Given how much of her has been apart in the last few months and how much effort it has been to put her back together I have to admit being a little nervous that the tester would spot something I had missed. So, I was really pleased to get a pass certificate with just one minor advise on an item that had not been part of this work.

As always, a few minor things have been spotted after the shakedown cruise to home so she's actually going to stay up at the workshop for a short time longer whilst I do those (one of the minor points was a weeping oil cooler pipe) and then she will be properly home and allowed on the new drive and hopefully not drop any fluids on the new blockwork

### [Le Rouge et le Noir \(The Red and the Black\) - 2021-05-10 21:50](#)

OK it's actually pink and black. It's the colours of the two fluids that are coming from the area just inside the drivers side front wheel

The first is power steering fluid and is coming from this which is the Adwest Steering box which I have just removed.

There are a couple of things to note when doing this (which I learned the hard way) which are that the bolts holding the steering column in need to be fully removed in order to get that out and have room to manoeuvre this out, and the pipes on the top are most easily removed with a Crow Foot

socket (something I had never used before). After that it's just a job of removing the bolts holding it in and separating the ball joint on the drop arm with a splitter...

Copious amounts of the pink stuff are released when you take the pipes off so I'm glad not to have done this on the new drive at home



The black is coming from this which is the oil cooler pipe leading to the oil cooler built into the radiator. It's a simple replacement item if you don't drop the O ring and have to scramble on the floor to find it



So back to the power steering box. It needed quite some effort to get the first part of it apart, and even more of the pink to pour out. Some corrosion where the seal has let some moisture in so it's needed some time with emery paper.



If you look on the left where the round seal is you will see a couple of marks we put on regarding where it is before we take it apart. We're doing this on all the sections as we go



Something that I have noted again is how useless the Haynes and the Workshop manual both are when it comes to this type of job. There is simply not enough detail in them to see how anything is put together and is therefore taken apart. The best document for this (as has been for almost all the work done in 2020) has been the Defender Parts Catalogue a copy of which I have made available via the link (Warning if you are on limited data this is a 28Mb file!)

Thanks to [SteveParkers.Com](http://SteveParkers.Com) for helping - 2021-05-17 13:03

Hmmm Having problems ...

Here are some pictures for the really great team at [steveparkers.com](http://steveparkers.com) who are helping me solve a mystery



This is the old oil cooler pipe lined up with the edge of the machine

A bit closer in



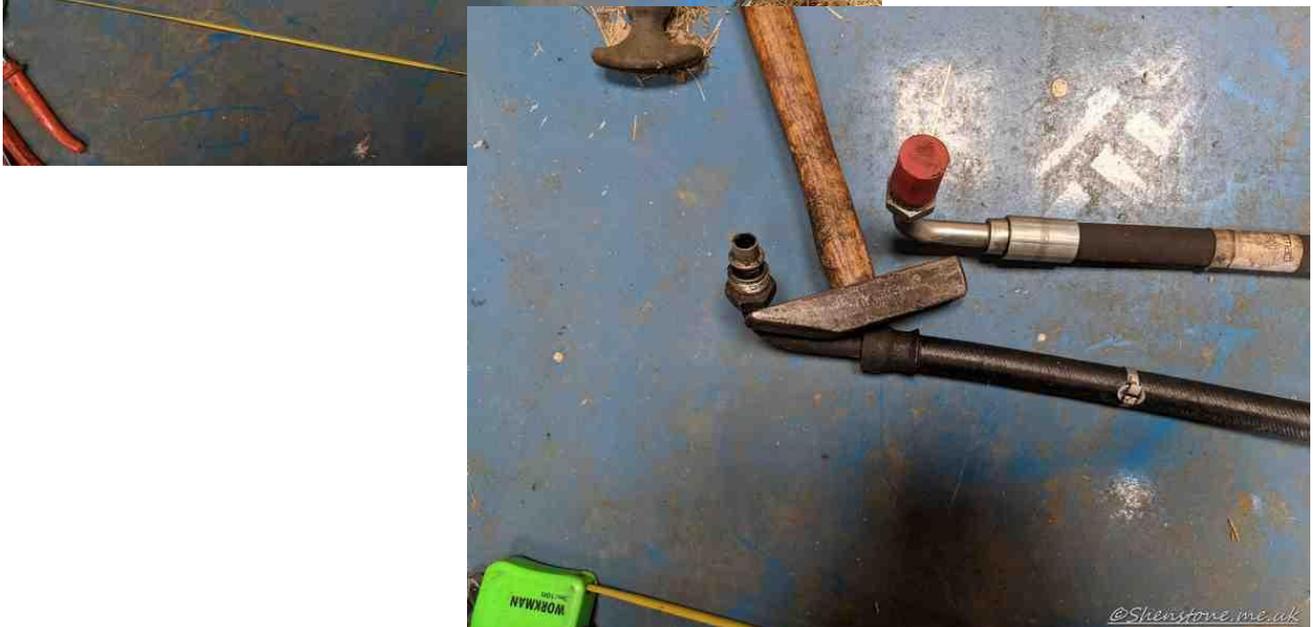
And the other end showing a length to the corner of about 77cm



Putting the other one I bought from another supplier you can see that when the one end is at the same point the other is a lot shorter



About 8 cm shorter...



## Shakedown Cruise and ablutions - 2021-06-24 12:10

After all the work of the last year it was time for a socially distanced shakedown cruise.

We decided to meet up with a friend at a campsite that was about equal distance for both of us in Llangattock, South Wales and as we were unsure of the state that the facilities were in, we determined to be as self-sufficient as possible (mind you we did opt for an electric hook-up)

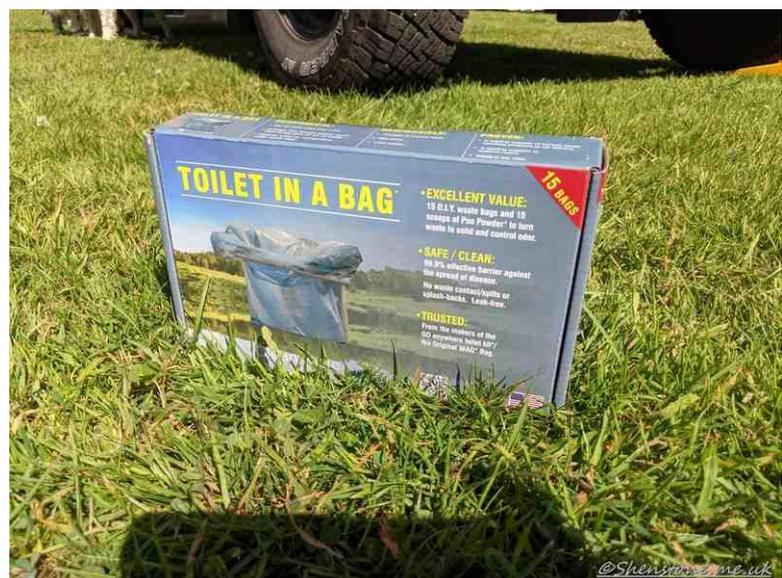
So we filled the water tank and pre-cooled the fridge and loaded up for what ended up being a fabulous weekend of weather. We also packed in our freestanding gazebo so we had shelter had the weather changed. In the end that was more useful as a sunshelter



So here we are all setup and with the gazebo in the background. This grey sky as we setup was the last we were going to see of cloud for the weekend which was wonderful

Because we were unsure of the facilities because we expected to find the campsite rammed we obtained a couple of options should we not want to use them

The simplest is this Toilet in a Bag. Open, use, seal, dispose is the idea.



The second is this folding Pett Toilet which closes to a convenient storage size

But opens to a nice "useable" height



and can be then used with a pack that turns the waste to gel for disposal



In the end the facilities were clean and tidy and we were very happy to use them but we are very happy with the purchase and especially with the supplier [www.enhancedpro.com](http://www.enhancedpro.com) who were incredibly helpful in sorting out an issue that happened in delivery. It's always nice to deal with a great supplier and I am happy to give them a recommendation should anyone be considering a purchase

In the end we did find a few issues on our shakedown cruise

1. Temperature gage was not working - turned out to be a loose connection - fixed
2. Problems with the leisure electrics and rear view camera - turned out to be a bad connection - fixed
3. Speedo cable is still sticking even after oiling it causing the dial to wobble
4. Still seems to be a minor oil leak - not from what I have already worked on I need to find it to fix it
5. The biggest problem was that we had a significant leak from the camping water system it seems to be related either to the water heater (which we never use so I have bypassed for now) or from the tap which always leaks anyway. I have decided to replace the whale taps with something that is hopefully better

Time to get ready for the next trip!

## Summer in Somerset - 2021-07-11 15:05

Shakedown cruise 1 left us with a few jobs. Most of them have been resolved and it was time for another trip away to see how we are going and to look into some history

We selected [Southfork Caravan site](#) (mind you they do tents as well) which turned out to be a very pleasant place to stay with nice level pitches and clean and tidy facilities so it made a very nice base for the adventures.



This is in the area of the Somerset levels and if you want to get a decent picture then you need to get a bit of height to take it from which is quite easy when you have a good ladder on the back and the roof-rack to sit on.



It's also the type of rural locations where you find a few friends to park up next to. This quick stop in a farm shop turned into a full tour of the barn to look at the Morris traveller, Morris Minor, Ford Prefect, Fordson tractors, Lister stationary engines and much more. The steak pies and lemon drizzle cake we went in for were just as nice as the selection of cars



We were actually hunting down some family history which meant a lot of visits to local churches which like this one from Martock, were often made of this lovely creamy limestone

So we went to [Ham Hill](#) to see the quarries that it came from



Up close (take extreme care near cliffs!) you can see the cut marks where it was taken out of the quarry to be used

It was not just used in churches it was also used in [Montacute House](#) and the surrounding villages so here we are admiring some of them Rhian says that she finally knows which stone the "Light Stone" paint that we have used on Katy is meant to camouflage her from





No more jobs to add to the list... just to complete the ones we already know about

### [Basking in the Sunshine - 2021-08-05 20:14](#)

I've been trying to get out and about with Katy in the good weather, partially to give her a good shakedown after all the work and partially to get some exercise and take some pictures now the lockdowns seem over (and just in case they come back)

This was the week that it was scorching hot and I really enjoyed the fact that the beer was being kept cool just by the power of the sun i.e. by the solar panel setup.

It lasted well for three days (after an initial cooling at home) and the leisure battery seemed still to have a good charge in it because the victron app reported it as fully charged when I looked at it when I got home

So here we are at [Cae Glas campsite](#) which is a lovely site in the upper Swansea valley with Cribarth (one of the hills I climbed that week) in the background



What I did realise was that I had forgotten to fit the USB charging point running from the leisure battery so that was remedied before this two day trip a couple of weeks later to the other end of the Brecon Beacons which has Pen Cerrig Calch (another hill I climbed) in the background



All in all, about 40 miles and nearly 9000 ft climbed in hot weather (on foot). I'm hoping that my bodywork will be as improved as Katy's if I can keep this up

2022 WFoLR now in press - 2022-03-06 11:13

Why am I promoting this when it's not got Katy in it? Well we will be there and I'm the strange one in the high vis interviewing the drivers and owners in the display ring so Katy was waiting nicely parked on the stand.

She has featured in the Landy before though so I'll give it a plug (no commercial link exists between us we just like being nice to people who are nice to us)

It's a good read about a good show! As you can see from this and other pictures on our site, we've had nearly everything you can link of at past events, all Series (including the first Land Rover sold in Wales), Defenders, Disco's Freebies, Ambulances and Fire Engines, even an ewok! At the time of writing this there are still places available via the registration link on the WFoLR site...<http://welshfestivaloflandrovers.com/>



# Entries ready to open for vehicles to be exhibited at Welsh Festival of Land Rovers



Pictures: Andy Kendall / AWRMS



...not in a show space, it's had to be stored off-site in the past. The Festival will be the first time since 2010 when 2000 and 2001 had to be parked in a storage area at a nearby camp, the club says. It has started the selection process by consulting experts who have been invited to see parts of the display at their events, saying it expects it to have more than 1000 vehicles waiting for the year-long event.



**T**he Welsh Land Rover Club has announced that it will once again be holding an exhibition of interesting Land Rovers and Range Rovers at the new Royal Welsh Showground and County Park Festival. And while entries will be open only for its own members, it's likely that members of the public will be able to join in too.

The event, which is held at the Royal Welsh Showground in Builth Wells, will take place on 21-22 May. The club is anxious to point out that it's not an off-road show, and that if your vehicle is already a registered Land Rover you'll be able to enter the competition. It's not just a show for you, but that it will be providing important advice on how you and your family should use the vehicles in looking for and Land Rovers and Range Rovers of good quality and value.

"These shows will be offered to its 2000 members, that is those of club and families who have provided support in the past. Finally, any remaining places will be offered to the public at large."

"We expect the number of people will have to drop too. The club says it will be the number of vehicles registered in slightly more than we have space for. We expect to have our selection committee who will stand by the entrance of the vehicle to the show before starting the showing."

"We will welcome all people from all over the world who have a right to see the show. This will be the last time for the club of 1 April."

"We will welcome all people from all over the world who have a right to see the show. This will be the last time for the club of 1 April."



Pictures were by me or Rhian so I should give her some credit as well :)

If you want to read more about Land rovers you can subscribe to The Landy at [TheLandy.co.uk](http://TheLandy.co.uk) where you can also read back issues and the current issue when available as online versions - it's well worth a regular read in my opinion!

## Welsh festival of Land Rovers 2022 - 2022-05-21 22:54

After a lot of disappointment in 2020 and in 2021 as well it was absolutely fantastic to meet up with good friends again at the Welsh Festival of Land Rovers at the Royal Welsh showground at Llanewydd / Builth Wells

As usual we were on display on the SWLRC stand with a very fetching mini Land Rover painted in a very close colour (OK it was camel trophy colour not NATO colours)

For once we were not the only 127 on show because there was this excellent camper conversion (nearly finished) which Ian & Elke had done using a more modern chassis and engine and a Marshalls 127 body that he purchased to go on it. The quality of work was impressive!



As usual the highlight for us on both days was the parade which was led by Huw Williams in his toylander watched on by his mom and dad (and Gary)



Given this was Queen Elizabeth II's Platinum Jubilee we decided to have a patriotic theme and we had our very own "queen of fundraising" Paulene chauffeured around by our friends from the Family Land Rover Club



But the highlight of the show had to be "Fluffy" the 101/110 and other bits hybrid who turned up on the Saturday night after a family close disaster on the way here on the Friday. **Well done Zeb!**

**The weather was good, the vehicles superb, the atmosphere was excellent and another fantastic weekend was had by all**



[Three Cliffs - 2022-07-05 22:04](#)

It's a nice place for a spot of relaxation, but I can't help feeling it's a bit posh for us because the camp site has gone an awfully long way up market since I last stayed here



Having said that we're in the original camping field and the steep slope of it has meant some serious use of the wedges and some careful driving to get me a level bed for the night.

I think the view from the back step is worth the hard work!



## Katy meets Isabella - 2022-07-12 15:50

We have been looking for an awing that will go on the back for a while. We did actually get one that was meant for a caravan which we [tried out](#) and [took to France with us on the Alps trip](#), but it was bulky, had to be taken down even for a short move and in the end because it was too short I tore the top of it with the door when I opened it one time

After a spot of recent browsing I came across this small over door porch by Isabella which was meant to be self-supporting and just needs fastening to the bodywork or holding down with 2 pegs of you are on soft ground



I had hoped to try it out on the Gower trip, however even though the sun was shining it was a bit windy to try something new so this last weekend we tried it on the drive and it is above the door which is perfect.

I also recon that if we wanted to, we could drive a short slow trip (to a local shop etc) without having to take it apart

That will certainly do for now until I can design (or even better get someone to design and build) a proper solution that can be bolted onto the roof rack and pulled out as needed with a capability to put it away in a very short time

## 24 Hours from Tebay - 2022-08-19 15:12

### **This is going to be a long post...**

This felt like the longest day, in fact the rescue and recovery took just over 24 hours, but the story starts well before this

All went well on our drive to the lake district on holiday until we decided to stop at Tebay services which has an excellent farm shop attached so sells high quality products which we thought would be a great way to start our holiday.

So we pulled off the M6 and into the services and the trouble started when Katy cut out as we were driving in on the approach road. She cut out... we were lucky to be able to coast into one of the first available parking spaces. I thought we may have inadvertently run out of Diesel because the fuel gauge has been faulty, but we had filled up before setting out and the known range was a lot more than the 250 miles or so we had driven (it's about 350 on a tank full).

To be on the safe side I went to the garage and got 10 litres at motorway prices (ouch!) and put that in, but she still would not fire up.

I had some spares, but wasn't sure so the next thing was to bring in an expert who could help me if one of those would be useful.

The rest of this tale will be told through the medium of song and pictures ( Apologies to Burt Bacharach / Hal David / Gene Pitney for butchering the obvious song ... ) and at the end are a whole bunch of thank you's to the people who helped us along the way

*Dearest Katy I had to write to say that I wasn't driving you back  
Cause something happened to you while we were driving on hols  
And you're not the same anymore*

*Oh we took 24 hours from Tebay, Ah only one hour away from our Hols*

*We saw a welcoming sight and stopped to pick up some grub  
And that is when it happened  
As we pulled in outside of a services  
You stopped your engine from running  
I bought some Diesel to feed you but you still didn't start*

*Oh we took 24 hours from Tebay, Ah only one hour away from our Hols*

*Lowes took us from Tebay to Lymm where we stayed  
Via a stop on the M6 hard shoulder*

*Oh we took 24 hours from Tebay, Ah only one hour away from our Hols*

*Oh the breakdown truck stopped  
And night time turned into day and we were still on our way  
2 Hours sleep and the next truck  
Picked us up and we went on*

*Via another stop for 4 hours at strensham*

*Oh we took 24 hours from Tebay, Ah only one hour away from our Hols*

*I hate to do this to you  
But you'll need some bits that are new  
What can I do  
We were so glad to be back home again*

Now the pictures and some real information

We stopped about 4:30

Michael from Furness identified that our injector pump was not running at all despite having power and fuel delivered from the electric fuel pump. That's not a roadside fix so a recovery was going to be needed. Given we needed a larger than average lift, he called for a truck which was about an hour and a half away



It had got dark by the time that John from Lowe's turned up and took us onboard his truck (which we have to say was the nicest of the event so thanks for that Lowes).



Soon we were off with a plan to meet another truck at Strensham services about 2:30 am.

**However** A couple of hours into the journey disaster nearly struck for us all!

John had to deal with a front tyre blow out at speed on the M6 at just after midnight and it was only through his excellent driving and the lucky situation that the motorway was so empty that he was able to bring the truck (about 12 ton with us fully laden on board). it was the drivers front wheel so as the enormous bang happened, we started drifting right before he managed to lose enough speed to get it back under control and back to the hard shoulder





We had stopped on the side just between the off-slip and on-slip of Junction 21 and I can now say from personal experience that than goodness it was not one of those awful smart motorways because the way some people came past I do not think that they would have missed us if we had actually been in a carriageway and we would not have been able to drive along to a refuge area because the tyre was hanging right off the wheel according to John (who rightly was insisting we got out and stayed safely on the verge over the crash barrier

We stopped there for about 4 1/2 hours which was no fault of Lowes there was simply no mobile tyre service willing and able to come to us so Lowes had to dispatch another of their team (Matty) who got out of bed and came to our rescue. Along with John he bravely changed the wheel with live traffic running very fast and often very close where they failed to see the problem and pull out (I mean there were only 2 trucks with full sets of warning lights flashing reflecting off a brightly painted land Rover which is in desert not motorway camouflage hmmm...)

If you don't believe how visible it was try the "Disco Katy" video out !

They finally managed to get us back on the road and it was just a short ride to the Lymm truck stop at a bit over 5am where they unloaded us in the car park and loaded one van on the other to save one of them driving home.



Of course all the plans had been abandoned at this point with no booked pick up time available so our plan was to get some sleep. We did manage to get a couple of hours before we were awoken with the news that we would be picked up again in an hour and off to Strensham as had been originally planned

An hour later as planned, Barry from BRS was our next transport I can't say a lot about that part of the journey because I know I kept nodding off At Strensham he said we needed to be parked in a spot where a truck could easily get to the front of



us so we were left in the lorry park where we made quite a comical sight, and the number of trucks that tried lining up for that parking spot before seeing us was substantial, but no-one seemed to get annoyed with us (sorry about the quality of this picture)





Sadly due to a miscommunication our next savour (Nathan) wasn't called immediately, but after another few hours delay we were incredibly glad to see him and his truck who were to be the last on the relay.

We finally arrived at Steve's workshop (which was our agreed drop off point) a little after 5:30

As I said many thanks to all who helped us from Furness, Lowes, BRS and Caldicot, but most of all our thanks to John from Lowes because we even got a text the next day to see if we had got home safely ... Excellent service !

### Bad Times - 2022-08-28 16:25

Per the [last post where we we had an awful time getting home from Tebay Services](#) It was time to start the investigation

After getting the fan out of the way it was a fairly easy process to remove the fan pulley (given everything was locked up there was no hassle stopping it moving. Simply put on a long bar and remove the nut

Then work all the way around the timing case and remove the bolts from the case and it simply pulls off with a sharp tug





What was shown was an absolute mess where the timing belt had almost fully disintegrated



Whilst some of the teeth were still in place on the belt, others had been stripped off and had been transformed into all the fluff that you can see on the inside of the case in the picture above, and between the pulleys in the picture below

The next job was to see if the injector pump was to blame (as was suspected because no fuel was coming out of it) so with the belt cut a power bar was put on the nut at the end of the pump (bottom left) and an attempt was made to move it... It was solid!

So it's got to come out to be sent off to a specialist..

That's going to be the next story

