



LAND ROVER LEGENDS

Land Rover 101 Forward Control General Specification

Registered as UFC208P

Old Military Registration No. 67FL61

Built February 1976

Received by Army January 1976 (Good old Records)

Colour

Bronze Green + IRR Camouflage (Infra Red Reflective)

Present Owner

Alasdair Worsley (28)



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Truck General Service 1 Tonne 4 x 4 Rover 12 Volt

Date of Birth 3rd February 1976. Date of Release 3rd February 1997

Nickname: Goliath on good days.

Technical Specification:

Engine Capacity	3528cc (215 cu Inches)
Minimum Bhp at Clutch	120 @ 5000rpm
Maximum Tractive Effort	3365lb/tonne (bottom gear)
Wheelbase	101"
Overall Length	170.5"
Overall width	72.5"
Overall Height	90"
Turning Circle	37'
Ground Clearance	10"
Fuel Tank	24 Gallons
Fuel Consumption	Interesting
0-132MPH	6 Seconds
132-0MPH	3"
Horizontal Top Speed	79MPH
Maximum Gradient	>60 Degrees (driver chickened out)
Top gear ratio (Hi box)	6.54:1 (79 MPH at 5,300 RPM)
Low gear ratio (Lo box)	75.0:1 (7 MPH at 5,300 RPM)

Optional Extras: Winch Fitted and Trailer drive not fitted.



Roughly a year ago, I had saved up enough money to be able to buy and restore a reasonable condition Land Rover 101. I was lucky enough to find one that was going for £2500 which, whilst not having had any new bodies on it, was in a reasonable condition. Most panels were straight, all but some small parts were there and the thing started on a handle. What sealed it though was the chassis number 23, my date of birth, the 23rd of April. It also arrived at the auction exactly 21 years after the army received it and was marked for casting 21 years after it was built.

The monster was delivered home and the body was removed for some respray work and a general tidy up. Some had been camouflaged but not all. As I started to check things over, with a view to replacing safety items like brake seals, my suspicions grew. With 5,407km on the clock, I had expected it to have completed at least one lap of honour, but it had new brake shoes, a solid chassis, a shiny gear knob and many other "new" parts that should have perished. Shock absorbers were stamped 1975. An expert came to have a look and based on the state of the brake pedals confirmed my suspicion that the mileage was correct.

A vast rethink took place with the aim to preserve as much as possible, renewing safety and perished parts but leaving or restoring anything possible. In terms of authenticity, even the tyres (Greeks were fitted at the factory) were maintained although a spare was required. The problem though came that if it was concours, I would be afraid to use it so in the end the outside was merely enhanced with some new paint (Land-Rover bronze green.)

The rebuild took 6 weeks, a fortnight solid booked as holiday helped no end as did the ease with which parts came off. Did it pass its MOT? No! The original factory fitted LHD lights were deemed to be wrong, as was a drag end that was considered to be excessively loose. I had overhauled them all. The brand



new one was also deemed too loose, at this point, someone pointed out to the young MOT'er that old ones are sprung loaded and do move! Obviously not a Land Rover person.

Once running, the first trip was back home to the 101 AGM at Solihull. Thus the round trip was complete. It then visited Gaydon for the 50th and then went to the ARC rally at Eastnor. Here for probably the first time, Goliath ventured into the mud, visiting twice the Safari (oops scenic) drive along the Brecons. I tried out various features but still wonder what the diff locks for, In places where Series Land Rovers failed, Discoveries drove round and Camel Trophy vehicles made repeated attempts, mine just seemed to plod along, happy in 3rd or 2nd low. I suspect I'll need to find something a bit steeper to try it out on. It does work though; I tried it out on a downhill to stop the backend skipping. Interestingly though, whilst there was nothing stopping other marques driving, only Land Rovers seemed happy to play in the mud.

Freedom	Well except from petrol stations
Adventure	It has possibly seen its fair share based on the Rhine
Individualism	Well you need to be an "individual" (wives run!)
Authenticity	I've repainted it the original line colour
Guts	Try turning its steering wheel
Supremacy	Everyone knows the 1 tonnes reputation, the only successful way to destroy one is to forget to attach the parachute!

Ahh yes, and the local parts department (Hartwells Land Rover, Cumnor) know me well. I've my own parts manual, use only genuine parts or originals and order some parts that probably last were ordered 20 years ago. Oh and if your wondering what my "normal" car is.... It's a Series III LWB Diesel with 280,800 miles on the clock and second engine



(although the 2 falls off!) I don't know how far the rest of its been.