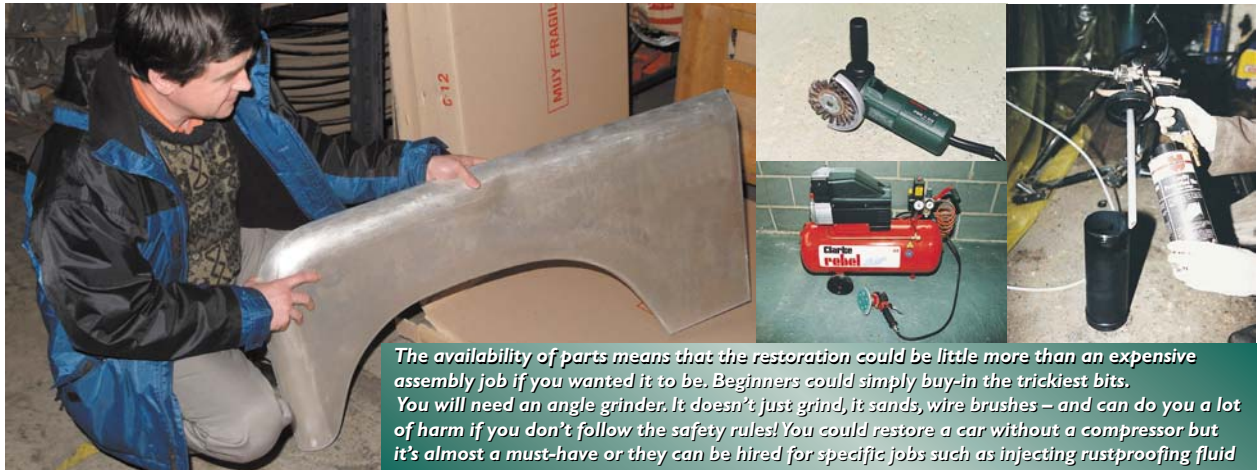


# restoring a classic



# getting started

If you are thinking of restoring a classic Land Rover, but you don't know where to start, then Lindsay Porter has got some advice



*The availability of parts means that the restoration could be little more than an expensive assembly job if you wanted it to be. Beginners could simply buy-in the trickiest bits. You will need an angle grinder. It doesn't just grind, it sands, wire brushes – and can do you a lot of harm if you don't follow the safety rules! You could restore a car without a compressor but it's almost a must-have or they can be hired for specific jobs such as injecting rustproofing fluid*

I ASKED Ken, a friend of mine restoring a IIA, how he was getting on. His face lit up. "Great," he said. "The chassis is restored and I've just got to start putting it all back together." Then I asked him if he was enjoying it. His face dropped a little, he paused and said, "W-e-e-e-ll, I wouldn't exactly say enjoying it." Then he brightened. "But it won't be long till it's on the road..."

I dunno why I asked him that, I really don't. It was a daft question. Can you imagine speaking to a round-the-world sailor on the satellite phone as she clears the Cape of Good Hope in a Force nine gale: "Hello, Ellen MacArthur? We hear you've just pulled through, against all odds. Are you enjoying it....?"

It really was the wrong question to ask, at the wrong time. You do these things for

satisfaction, for the challenge and because you know one thing: You'll always think you've enjoyed it when it's finished. Actually, there's not much in common between our Ellen's exploits and those of a Land Rover restorer – apart from a touch of harmless insanity, but it's true to say that not every Land Rover restoration makes it without foundering in the attempt. So what can you do to see your Land Rover restoration through to completion?

### first things first

I reckon that there are three main reasons for abandoned restorations:

- Not enough money.
- Not enough determination.
- Starting with the wrong vehicle.

The key to making sure that you don't over-extend yourself is to carry out a complete breakdown of the work required and put together a list of parts you need and their costs, and then to over, rather than under, estimate the amount of work you'll have to do. This, in itself, will take more than a day's work and probably several days. But if you haven't got the drive to push yourself through this stage, face facts – you ain't going to want to keep sailing when the sea gets rough.

The second is simply a matter of being honest with yourself. On the other hand, it's also important, in my opinion, not to set yourself a timescale. The best way is to work steadily, not frantically, over an extended period of time. Do you have that commitment?



*Overhauling an engine is satisfying but you won't necessarily save money over having a specialist do it for you*

*Chassis repairs mean that you need to fold steel - this is a Clarke bench folder - but you can make your own folder out of angle iron*

