Range Rover Classic

Range Rover Classic
Land-Rover Range Rover Classic
Latest updates

Range Rover Classic Theme
Range Rover 1970's
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Range Rover Classic - Conversions
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Auto Kugel GmbH - GE
Automagination - Australia
Brinck GmbH - GE
Car + Driver GmbH - GE
Caravagon Ltd - UK

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Land-Rover Series S1 S2 S3 Land Rover Defender

1947 Land-Rover Prototype with Centre Steering

Replica of the Centre Steer prototype Land-Rover at Gaydon in 2010

Clearly visible is the chain solution of the Centre Steering Land-Rover

If there had not been any Land-Rover, there would not been any Range Rover launched in 1970, either.

Carbodies Ltd - UK
Carmichael Ltd - UK
Chameleon Ltd - UK
Chris Humberstone - UK
Con-Moda GmbH - GE
Duncan Hamilton Ltd - UK
Elektiar Ltd - UK
Emil Frey - CF
FLM Panelcraft Ltd - UK
Garage Boursault - FR
Glenfrome Ltd - UK
Gloster Saro Ltd - UK
Grand Prix Metalcraft Ltd - UK
Heinel Specialbilar AB - SW
Herbert Lomas Ltd - UK
Janspeed Ltd - UK
J E Motors Ltd - UK
JNR Motors Group Ltd - UK
Lahav Inc - US
Lichfield TVR Ltd - UK
MacNeillie - Armoured
Merlin Automotive Ltd - UK
Monteverdi - CF
Nova Swiss Turbo - CH
Overfinch Ltd - UK
Panther Westwinds Ltd - UK
PAO Allard Turbo - UK
Penman Hotspur Ltd - UK
Pilcher-Greene Ltd - UK
Pullman Ltd - UK
Range Rover - Police
Rapport Ltd - UK
Schuler Presses Ltd - UK
Scottorn Trailers Ltd - UK
S.M.C. Engineering Ltd - UK
Spencer Abbott & Co - UK
SVC Ltd - UK

Symbol Ltd - UK
Townley Ltd - UK

After the WWII there were a need for all kind of products, and especially the need for vehicles were huge. There was rationing of steel because the war industry had spent nearly all iron and steel that were obtainable. However, there was a lot of aluminum plates available after warplanes industry.

The British government demanded that automakers started making cars for export, in order to bring in badly needed foreign currency to England. If automakers did not manage to sell abroad, they were not assigned quotas of steel and iron, which they needed for production.

Aluminum has very special characteristics in that it is strong, lighter than steel and resists corrosion better than steel. At the end of 40-years were needed, however, a strong steel chassis to mount the aluminum plates on and it was not the same ration of aluminum as it was on steel.

Rover needed to come up with a model that they could produce over a shorter period of time and suitable for sale overseas. The nearby was looking at the possibility of a tool suitable for use in agriculture, industry and craftsmen. Something close to a tractor that could be used both for use in the field, used as a power station for various equipment, and to be used for regular use on the road, as a "Land Rover ".....

The Rover Company's managing director Maurice Wilks and his brother Spencer Wilks had an ex-military Jeep at their estate in Anglesey which they used almost everything with of work at the farm. The Jeep needed a replacement and the legend told that it was in the spring of 1947 that the idea that Rover could build a vehicle like the Jeep was born.

Within 1947 a centre steer prototype based on the frame of a Jeep but with with the later Land-Rover shapes were built. In fact the first protype had so much of the later Land-Rover that very much additional developement were not needed. The centre steering has gone on the production model and the prototypes were scrapped.
This replica belongs to Dunsfold Museum in UK.

An agricultural driving position with Centre Steer

1948 Land-Rover Series 1

TWR Special Vehicles - UK
Vantagefield of London - UK
Wadham Stringer Ltd - UK
Wood & Pickett Ltd - UK

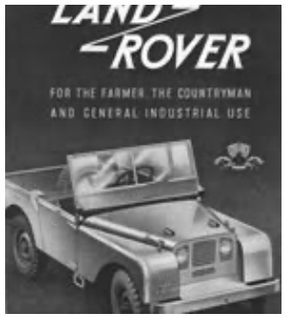
Range Rover Classic Special Theme

Don Safety Trophy - 1971
Range Rover Conversions
Range Rover Advertisement
Range Rover Camel Trophy
Range Rover CKD Assembly
Range Rover Darien Gap
Darien Breakthrough
Land-Rover Series S1 S2 S3 Land Rover Defender

Range Rover Classic by Year

Range Rover 1970
Range Rover 1971
Range Rover 1972
Range Rover 1973
Range Rover 1974
Range Rover 1975
Range Rover 1976
Range Rover 1977
Range Rover 1978
Range Rover 1979
Range Rover 1980
Range Rover 1981
Range Rover 1982
Range Rover 1983
Range Rover 1984
Range Rover 1985
Range Rover 1986
Range Rover 1987

Range Rover 1988
Range Rover 1989



Link to brochure:
1948 Land-Rover

Highlights from 1948:

- Production of Land-Rover began in July 1948
- First public show at Amsterdam Auto Exhibition
- 80" inches wheelbase
- Tickford Land-Rover Station Wagon introduced Oct 1948

Engine 4 cylinder Petrol, Solex carburettor type:
- 1.6 ltr R4, Compression ratio: 6.8:1, Three-bearing crankshaft
1595 cc IOE R4, 69,5mm bore x 105mm stroke
Max power: 50 bhp (net) at 4000 rpm. Max torque: 80 lb/ft at 2000 rpm

Manual Transmission with permanent four-wheel drive with freewheel in front driveline:
- 4 speed and transfer box, high (1.148) and low (2.89) ratio. Central differential lockable
Gear ratios:
1st. 3.00; 2nd. 2.04; 3rd. 1.47; 4th. 1.0; R. 2,54 - Syncromesh on 3rd and 4th gear
Front and rear differentials ratio: 4.88:1 (4.7:1 from mid-1948)

Price of Land-Rover 80" in July 1948: £ 450 in UK
Land-Rover 80" in Oct 1948: £ 540 in UK

1948 Land-Rover at the RRC 40 Anniversary Heritage Run in May 2010

Highlights from 1949:

Range Rover 1990
Range Rover 1991
Range Rover 1992
Range Rover 1993
Range Rover 1994
Range Rover 1995
Range Rover 1996

Range Rover Classic US by Year

Range Rover US 1987
Range Rover US 1988
Range Rover US 1989
Range Rover US 1990
Range Rover US 1994

Land Rover - Special

Land Rover-Leyland Group
Range Rover 1985 Salesman

Highlights from 1949:

- New option: Single fresh air vent available

Engine 4 cylinder Petrol, Solex carburettor type:
- 1.6 ltr R4, Compression ratio: 6.8:1, Three-bearing crankshaft
  1595 cc IOE R4, 69,5mm bore x 105mm stroke
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  Front and rear differentials ratio: 4.7:1

The original Land-Rover Station Wagon remain rare, due to high price

Highlights from 1950:

- Front lights through the wire mesh grille (May 1950)
- Removeable metal hardtop available
- Improved seats
- The freewheel deleted and replaced by a dog clutch type

Engine 4 cylinder Petrol, Solex carburettor type:
- 1.6 ltr R4, Compression ratio: 6.8:1, Three-bearing crankshaft
  1595 cc IOE R4, 69,5mm bore x 105mm stroke
  Max power: 50 bhp (net) at 4000 rpm. Max torque: 80 lb/ft at 2000 rpm

Manual Transmission - Selectable four-wheel or two-wheel drive in high range, four-wheel drive only in low range:
- 4 speed and transfer box, high (1.148) and low (2.89) ratio. Central differential lockable
  Gear ratios:
  1st. 3.00; 2nd. 2.04; 3rd. 1.38; 4th. 1.0; R. 2,54 - Syncromesh on 3rd and 4th gear
  Front and rear differentials ratio: 4.7:1

From

May 1950 the front lamps got cut outs in the wire mesh

Highlights from 1951:

- New 2.0 litre engine replaced the 1.6 ltr type (August '51)
- Marker sidelights moved from bulkhead, just below front windscreen to front wings

- Production of Tickford Station Wagon ended

Engine 4 cylinder Petrol, Solex carburettor type:
- 2.0 ltr R4, Compression ratio: 6.8:1, Three-bearing crankshaft
  1997 cc IOE R4, 77.8mm bore x 105mm stroke, iron cast cylinder head
  Max power: 52 bhp (net) at 4000 rpm. Max torque: 101 lb/ft at 1500 rpm

Manual Transmission - Selectable four-wheel or two-wheel drive in high range, four-wheel drive only in low range:
- 4 speed and transfer box, high (1.148) and low (2.89) ratio. Central differential lockable
  Gear ratios:
  1st. 3.00; 2nd. 2.04; 3rd. 1.38; 4th. 1.0; R. 2,54 - Syncromesh on 3rd and 4th gear
  Front and rear differentials ratio: 4.7:1

Rear view of a 1950 Land-Rover at Solihull UK at Heritage Run in 2010

Highlights from 1952:

- External door handles
- Alloy truck cab available
- Land-Rover Fire Engine introduced

Engine 4 cylinder Petrol, Solex carburettor type:
- 2.0 ltr R4, Compression ratio: 6.8:1, Three-bearing crankshaft
  1997 cc IOE R4, 77.8mm bore x 105mm stroke, iron cast cylinder head
  Max power: 52 bhp (net) at 4000 rpm. Max torque: 101 lb/ft at 1500 rpm

Manual Transmission - Selectable four-wheel or two-wheel drive in high range, four-wheel drive only in low range:
- 4 speed and transfer box, high (1.148) and low (2.89) ratio. Central differential lockable
  Gear ratios:
  1st. 3.00; 2nd. 2.04; 3rd. 1.38; 4th. 1.0; R. 2,54 - Syncromesh on 3rd and 4th gear
  Front and rear differentials ratio: 4.7:1

Land-Rover Fire Engine, one of many conversions

Highlights from 1954:

Link to brochure:
1954 Land-Rover

Link to brochure:
1954 Land-Rover "No Road"

- New 2.0 ltr engine with revised cylinder bore arrangement (Oct. 1953)
- Land-Rover 86" model introduced with extra 9" in load area totally 25% increase of load space.
- Twin fresh air vents introduced
- New facia with bigger instruments
- Improved brake system
- New 7-seats Station Wagon introduced
- Safari roof standard on SW and optional on other models

Engine 4 cylinder Petrol, Solex carburettor type:
- 2.0 ltr R4, Compression ratio: 6.8:1, Three-bearing crankshaft
  1997 cc IOE R4, 77.8mm bore x 105mm stroke, alloy cylinder head
  Max power: 52 bhp (net) at 4000 rpm. Max torque: 101 lb/ft at 1500 rpm

Manual Transmission - Selectable four-wheel or two-wheel drive in high range, four-wheel drive only in low range:
- 4 speed and transfer box, high (1.148) and low (2.89) ratio. Central differential lockable
  Gear ratios:
  1st. 3.00; 2nd. 2.04; 3rd. 1.38; 4th. 1.0; R. 2,54 - Syncromesh on 3rd and 4th gear
  Front and rear differentials ratio: 4.7:1

1954

Land-Rover with longer wheelbase 86" and new mesh grille

Highlights from 1955:

Link to brochure:
1955 507 Land-Rover

- Land-Rover 107" Pick-up long wheel base model introduced
- Blue and Grey colour available in addition to the original dark green.
- Glass in side screens instead of Perspex
- 10-seats 107" Station Wagon introduced
- Safari roof standard on SW and optional on other models

Engine 4 cylinder Petrol, Solex carburettor type:
- 2.0 ltr R4, Compression ratio: 6.8:1, Three-bearing crankshaft
  1997 cc IOE R4, 77.8mm bore x 105mm stroke, alloy cylinder head
  Max power: 52 bhp (net) at 4000 rpm. Max torque: 101 lb/ft at 1500 rpm

Manual Transmission - Selectable four-wheel or two-wheel drive in high range, four-wheel drive only in low range:
- 4 speed and transfer box, high (1.148) and low (2.89) ratio. Central differential lockable
  Gear ratios:
  1st. 3.00; 2nd. 2.04; 3rd. 1.38; 4th. 1.0; R. 2,54 - Syncromesh on 3rd and 4th gear
  Front and rear differentials ratio: 4.7:1

In 1955 the Oxford & Cambridge to Singapore Expedition were held

Highlights from 1956:

Engine 4 cylinder Petrol, Solex carburettor type:
- 2.0 ltr R4, Compression ratio: 6.8:1, Three-bearing crankshaft
  1997 cc IOE R4, 77.8mm bore x 105mm stroke, alloy cylinder head
  Max power: 52 bhp (net) at 4000 rpm. Max torque: 101 lb/ft at 1500 rpm

Manual Transmission - Selectable four-wheel or two-wheel drive in high range, four-wheel drive only in low range:

- 4 speed and transfer box, high (1.148) and low (2.89) ratio. Central differential lockable
  Gear ratios:
  1st. 3.00; 2nd. 2.04; 3rd. 1.38; 4th. 1.0; R. 2,54 - Syncromesh on 3rd and 4th gear
  Front and rear differentials ratio: 4.7:1

1956 Land-Rover is beautiful and fun to drive, as this Norwegian 86" shows

Highlights from 1957:

- Land-Rover 88" regular wheelbase introduced as "Regular" (Autumn '56)
- Land-Rover 109" long wheel base model introduced as "Long" (Autumn '56)
- Land-Rover 107" Station wagon stayed in production untill Sept. 1958
- Diesel engine available

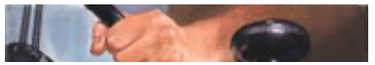
Engine 4 cylinder Petrol, Solex carburettor type:
- 2.0 ltr R4, Compression ratio: 6.8:1, Three-bearing crankshaft
  1997 cc IOE R4, 77.8mm bore x 105mm stroke, alloy cylinder head
  Max power: 52 bhp (net) at 4000 rpm. Max torque: 101 lb/ft at 1500 rpm

Engine 4 cylinder Diesel, CAV fuel injection type:
- 2.0 ltr R4, Compression ratio: 22.5:1, Three-bearing crankshaft
  2052 cc OHV R4, 85.7mm bore x 88.7mm stroke
  Max power: 51 bhp (net) at 3500 rpm. Max torque: 87 lb/ft at 2000 rpm

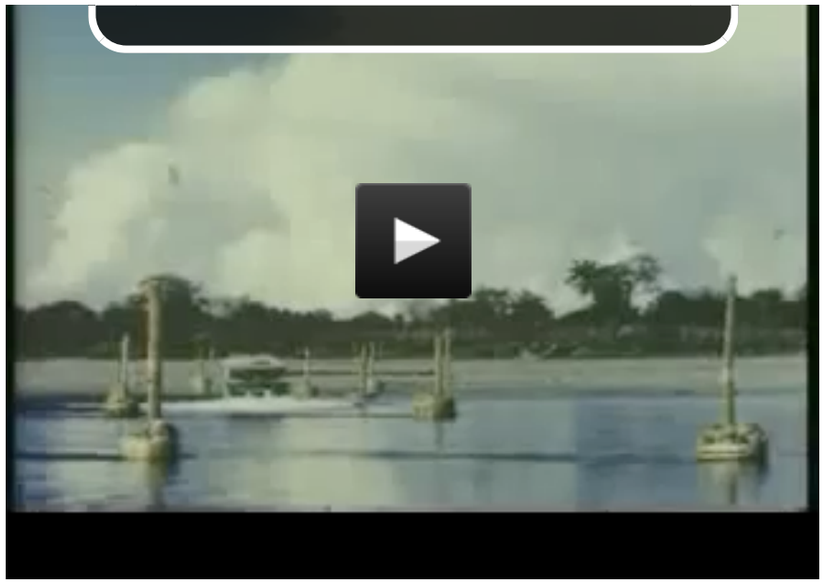
Manual Transmission - Selectable four-wheel or two-wheel drive in high range, four-wheel drive only in low range:
- 4 speed and transfer box, high (1.148) and low (2.89) ratio. Central differential lockable
  Gear ratios:
  1st. 3.00; 2nd. 2.04; 3rd. 1.38; 4th. 1.0; R. 2,54 - Syncromesh on 3rd and 4th gear
  Front and rear differentials ratio: 4.7:1

Original 107" Land-Rover Station Wagon from 1957 from Norway

1958 Land-Rover Series 2



Link to brochure:
[1959 568_Land-Rover]



The new Land-Rover SII 88" with soft top and capstan winch

Nearly 70% of the Land-Rovers were exported to the whole world

Publicity picture shows 88" Truck Cab from British Colombia in 1959

Link to brochure:
1961 609/D Land-Rover

Land Rover 2.25 litre Diesel Engine - Towing and Power Supply

"The 2.25 litre diesel engine gives much increased pulling power which will be of great advantage in the hauling of heavy trailers. In the arrangements shown here, in use by the Birmingham Mass Radiography Service, a long wheelbase diesel Land-Rover tows a trailer fully equipped with the X-ray photographic equipment.

Power supply for the X-ray equipment is supplied by a large alternator driven from the Land-Rover power take-off. The total payload of the trailer and alternator installation in the Land-Rover is approximately 3.5 tons. The 2.25 litre diesel engine applied to such a purpose will give much improved road performance together with econmy whilst towing and also during the long hours of stationary running whilst power is generated."

PR text from Land-Rover in 1961

Land-Rover

used as towing vehicle and power station for X-ray in 1961

Land Rover 2.25 litre Diesel Engine - Mobile Workshop

"A long wheelbase Land-Rover is shown here, converted into a mobile workshop, complete with a power take-off driven 15 c.f.m. compressor and a 10 K.V.A. alternator which supplies the main electrical services of arc welding, power tools and lighting. The vehicle is fully fitted out with tool and parts storage facilities, an external workbench, as shown, and an internal workbench for use with the folding roof elevated.

Extreme mobility and speed are the requirements of such a unit and the additional performance of the 2.25 litre diesel engine will be of great advantage thereby."

PR text from Land-Rover in 1961

Land-Rover used as mobile workshop with Dormobile elevating roof

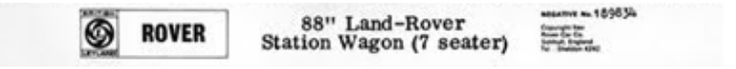
In 1962 the 12-seater Land-Rover were introduced due to Purchase Tax

To illustrate the extra pulling power with the new diesel engine in 1962

Land-Rover Series II 109 Dormobile the ultimate Camper from Solihull

British Leyland photo shows the little changes through the 60's

This



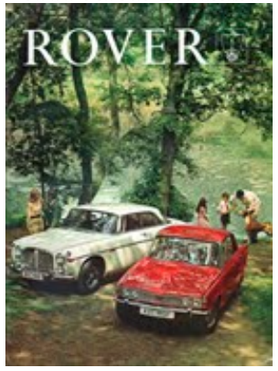
Pre-Range Rover Classic - Before the launch of June 17th 1970

Prior to the launch of Range Rover in June 1970, you find here the model range of the Rover cars as well as the utility vehicles of Land-Rover. Nearly all the publish materials before the launch of Range Rover show separate brochures of Rover cars and the Land-Rovers.

The introduction of sport utilitarien vehicle Range Rover in 1970 filled the gap in the model range between the personal cars and the workhorse Land-Rover. In many brochures in the following years the Range Rover was more often showed together with Rover, Triumph, Jaguar and Daimler; the cars for the executives, than with the Land-Rover.

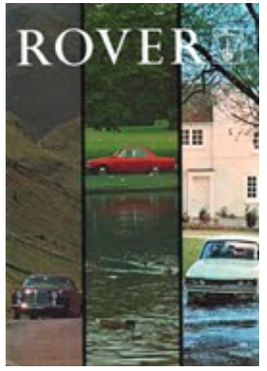
Please enjoy these fantastic brochures and PR material of Land-Rover, Range Rover and Rover through the 25 years of production of the best ever SUV; the Range Rover Classic.

1969 Rover Brochure



Link to brochure:
1969 738

1970 Rover Brochure



Link to brochure:
1970 778

1970 Land-Rover Station Wagons

Link to brochure:
1970 757

1970 Land-Rover 109" Wheelbase

Link to brochure:
1970 756

1969 British Leyland

Link to brochure:
1969 (17897) 409/11/68

1971 Land-Rover Series 3

1972 - a guide to Land-Rover expeditions

Link to brochure:
1972 828/5.72 - Land Rover expeditions

Link to brochure:
1974 R1030/4.74 Land-Rover

The new Land-Rover Series III 88 Station Wagon introduced in 1971

1971

Land-Rover Series III Station Wagon with the new grille

Part of

£6m Middle East Shipment of Land Rover/Range Rover '80

1983 Land-Rover 90 and 110

The new

Land Rover One Ten Station Wagon introduced 8. March 1983

The new

coil sprung suspension from 1983 and the V8 engine for 110

Solihull assembly line of the new Land Rover 110 in 1983

The

new Land Rover 90 County Station Wagon with coil springs

The

UNIPART LANDROVER ENTERED IN THE 1986
PARIS/DAKAR RALLY, DRIVEN BY PHILIP YOUNG,
CO-DRIVER CHRISTOPHER BRUCE. Neg. No. 6068.

1986 Unipart in Paris-Dakar Rally with Land Rover 90

PHILIP YOUNG AND CHRIS BRUCE - DRIVERS

OF THE UNIPART SPONSORED ENTRY IN THE
1986 PARIS - DAKAR RALLY. Neg. No. 6920

Philip

Young and Chris Bruce were the drivers for Unipart in 1986

1990 Land-Rover Defender

1990 Land Rover
Special Vehicle Operations

Link to brochure:
1990 LR 582 SVO

- If you have additional information of Range Rover Classic to build this site better, please send me a mail to: vidaer@gmail.com

Comments