



ALL PHOTOS ON PAGES 32-33 BY JOHN HALLETT

LILY

John and Heather Freeman detail an extensive 1949 rebuild

WORDS AND BUILD PHOTOS **HEATHER & JOHN FREEMAN,** ANDREW COATHUPE COMPLETION PHOTOS **JOHN HALLETT**

On 4 December 2020 Andrew Coathupe and John Freeman saw 'Lily' (CCF 125) for the first time. This barn find had been in the same spot for 15 years as the owner, John Keeling, had been intending to restore it along with another Series One belonging to a friend. Eventually, how-

ever, he decided to sell instead. When the vehicle was found it had been kept nice and dry in a barn surrounded by other vintage vehicles. It was immediately obvious that this was a restoration project with huge potential.

The Land Rover was dragged out of Terry Park's barn using the Free-

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mans' Defender, then Gareth Coathupe winched it carefully onto the DAF flatbed truck. It was then taken to Freemans of Telford where it spent Christmas 2020. Freemans have operated with Land Rovers since the company began in 1961. John decided to celebrate its 60th birthday by rebuilding an early Series One throughout the anniversary year.

Mark Taylor was responsible for the chassis and bodywork, Andrew Coathupe completely restored the engine and running gear and Steve Lawley of S&P Paint Shop was responsible for all the paintwork. Together with the Freeman's team, a stunning result was achieved. Many



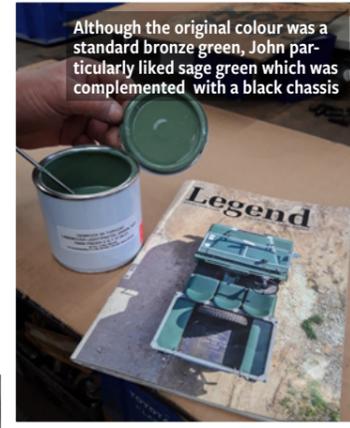
The project as first seen

aspects of the vehicle were now better than new, and the paintwork in sage green looks very sharp. The team had to overcome an extraordinary amount of technical issues and source many very specialised parts to complete the job. It was amazing to discover that the specific skills and resources are still around to enable an authentic, high-quality result.

On Saturday 4 December 2021, exactly a year to the day since first seeing the Land Rover, the restoration was complete. The small team had performed an immaculate rebuild with extraordinary expertise and dedication. John Hallett was commissioned to do a celebratory photoshoot which was great fun. His images really show off the extremely high standard of restoration as well as Steve's fantastic paint finish. **L**



Original August 1949 date stamp and manufacturer's plate



Although the original colour was a standard bronze green, John particularly liked sage green which was complemented with a black chassis



The Rover 1,600cc was rebuilt using new bearings, gaskets and seals. Also included was a skim of the flywheel for the new clutch assembly



Original radiator was fitted with a new core



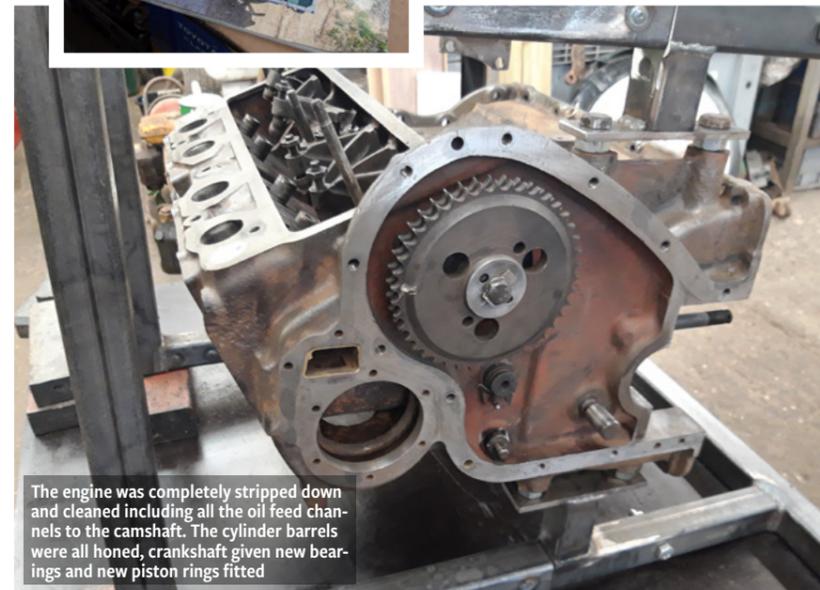
The chassis was sent for shotblasting



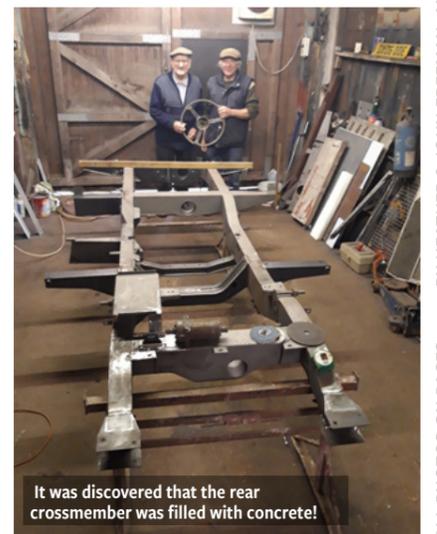
Arriving at Mark Taylor's workshop for the strip down. The engine and gearbox were returned to the Halesfield workshop for Andrew Coathupe's attention.



Mark worked on the bulkhead, wings, bonnet and doors



The engine was completely stripped down and cleaned including all the oil feed channels to the camshaft. The cylinder barrels were all honed, crankshaft given new bearings and new piston rings fitted



It was discovered that the rear crossmember was filled with concrete!



The brake drums and axles were extremely worn and corroded but restorable



The steering wheel was initially deemed unrecoverable but was ultimately restored to better than new.

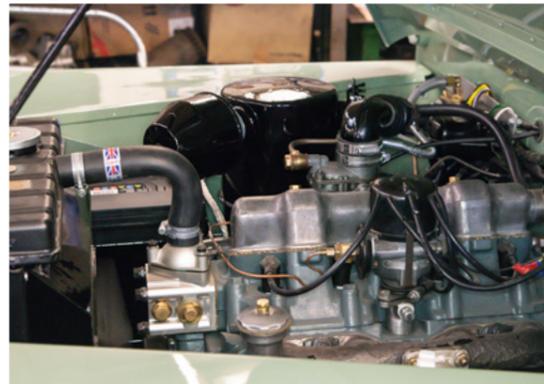


The rear tub received a new aluminium floor and repairs to the wings

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