

FIRST built in 1948, the Land Rover quickly established a reputation for ruggedness and durability, and became the vehicle of choice in unforgiving terrain such as Australia and Africa.

The Series I (1948-1958), Series II (1958-1970) and Series III (1971-1983) models sold in huge numbers and it is said that over 70% of these Series Land Rovers are still on the road today. Although, after recent reliability problems, a joke has developed that goes: "Did you know that 70% of Series Land Rovers are still on the road today? The rest made it home."

Even so, Series Land Rovers are in huge demand and hundreds can be seen tackling the wilds of Africa. Good examples, however, are becoming more difficult to find, although every now and again, a truly special one pops out of the woodwork. Like the one pictured, belonging to the Berjak family of Pietermaritzburg.

There are a number of things that make this Landy special. Firstly, it is 42 years old but has only covered 55 510 km. That's only 1 321 kilometres a year.

Second is the fact that this Landy has been in one family for its whole life, having been bought new from the factory by Dr Julius Berjak in 1963 and then passed on to his family when he stopped driving. But the most interesting thing about this Landy is the Dormobile conversion done by Martin-Walter Ltd.

It was made to order and is a five-door stationwagon, with a pop-up roof. The seats fold down into a double bed, while there are also two bunks in the roof, a sink and stove section on one side of the cargo area, and a hanging closet on the other.

It is estimated that fewer than 500 of these Land Rover Dormobiles were ever made, although Martin-Walter made large numbers of similar campers based on other vehicles. Two hundred Land Rover Dormobiles made it to the U.S., so that means that only 300-odd are

CLASSIC CAR: 1963 Series IIA Land Rover Dormobile

No vehicle ever made manages to capture the spirit of African adventure quite like the indomitable Land Rover. For decades it has been the iconic African 4x4, leading expedition after expedition into the Dark Continent and building a huge following at the same time, writes **STEPHEN SMITH**.



As of this week *Witness Motoring* will be featuring an article on Transport of Yesteryear in the Wednesday supplement as and when we can find them. This is where you, the public, come into it. If you have an item of interest, get in touch.

scattered around the rest of the world. So the odds of ever seeing another one in such superb, original condition are virtually nil.

The Berjaks' Dormobile is in near perfect condition, having been meticulously maintained. The

engine is still entirely original and runs as new (and it should, considering the low mileage), and the interior is still as it was when it left the factory. An observation that I made was how much more comfortable the Dormobile version is compared

to the standard Series IIA, on which it is based. Unfortunately, though, it's still as thirsty as any other old 2,25-litre petrol Landy and swallows petrol at an alarming rate.

Every now and again one comes across a classic car full of charac-

ter and that is virtually one of a kind. This is one of those cars.

I'm sure that all you classic fanatics and Landy enthusiasts are salivating at the thought of owning this vehicle but the owners are adamant that it's not for sale.

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Supplement to The Witness