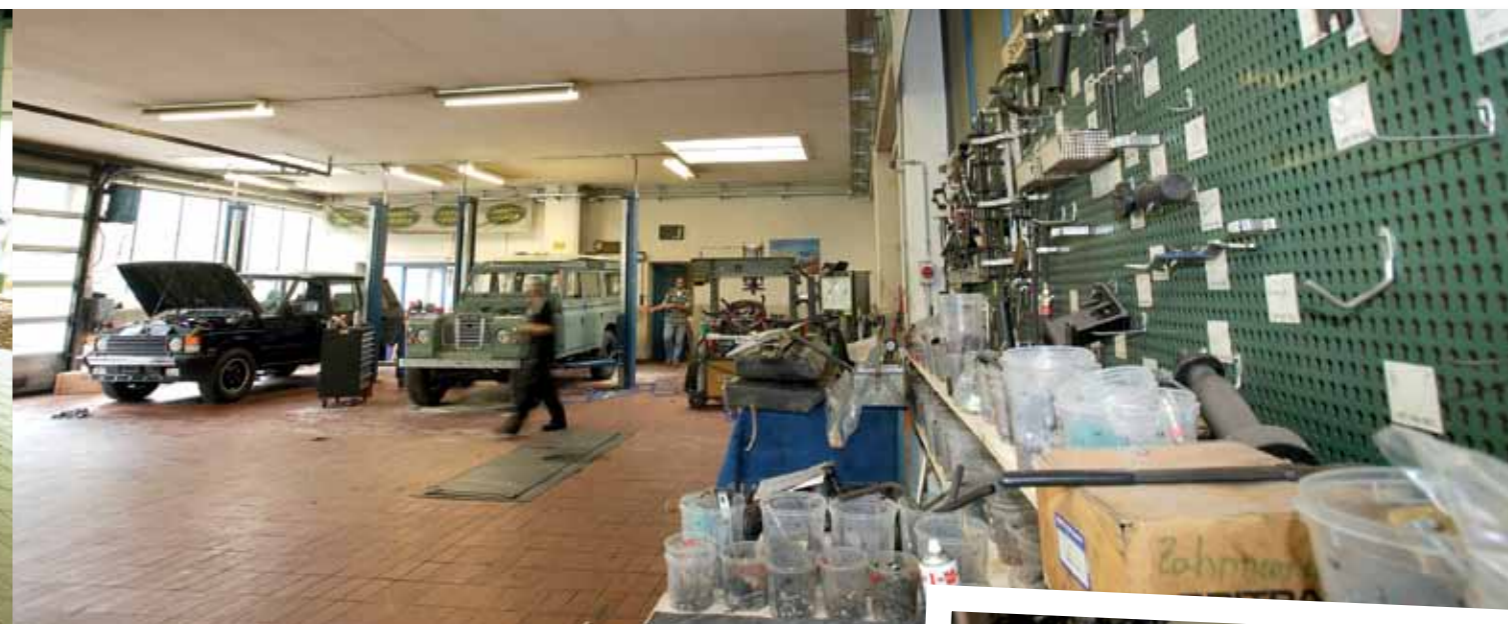


# CLASSIC HEAVEN

760 miles from the Solihull factory, LandyPoint GmbH's showroom and workshops in Beuron, Germany are an unmissable shrine to classic Land Rovers  
Words by Kev Mills Photography by Simon Hipperson



Above:  
Urs Stiegler in his home  
- part of which is the  
LandyPoint showroom  
and offices. Yellow 88  
was his first Land Rover;  
Series memorabilia  
abounds



**IF** I ran a Land Rover specialist, I would want it to look like this place. LandyPoint GmbH's premises at Beuron, south west Germany have become a mecca for Series-mad Europeans, who either buy vehicles from the company's impressive stock, take advantage of the excellent workshop facilities or simply call in for a coffee. And it is easy to see why; Urs Stiegler and his team are not only extremely friendly, but they have created a kind of heaven for anyone interested in old Land Rovers.

"We have been running for around 15 years", says Urs. "And since moving from the city to here we have gone from strength to strength, employing a team of 15 and enjoy a very busy workflow."

The company are based in a service station on the main D-88631, between the villages of Beuron and Neidingen. You can't really miss it – the lines of Series Landies outside and surrounding the buildings are a dead giveaway. This is usually the sales stock, with much of it coming from nearby Switzerland. "There has always been a lot of municipal or governmental Land Rovers in Switzerland which tend to be low mileage and well looked after; even private vehicles are usually a good buy," explains Urs. Several are ex-postal service or local emergency service machines, a couple bear snow ploughs and a high proportion have all sorts of interesting modifications and additions which are alien to our British eyes.

Lined up alongside these well-preserved originals and standard vehicles are examples of LandyPoint's 'high end' restorations. We saw their V8

Series One and fabulous 4.2-litre, Jaguar XK powered Series II Station Wagon in our August 2011 issue, and these are typical of the quality and workmanship which emerges from the workshops. There's also a few Land Rovers sourced by LandyPoint on behalf of customers, and awaiting repair or modification to their requirements. One of these is a lovely Series One 107 Station Wagon in grey which I was sure I recognised; I later realised it was a well-known vehicle in the Series One Club and had been imported to Germany from Sussex a few months before.

The workshops stand at the far end of the site. Going in, the first thing that strikes you is how clean and tidy the place is. You then notice the array of vehicle lifts and an amazing collection of Land Rover special tools (no jokes about big hammers) on a smart, branded rack on the wall... Landy automobilia at its finest.

There's a mix of general servicing, customer repairs and full-on rebuilds going on in here, including two beautiful Range Rover Classics. "Range Rovers are the latest big thing in Germany", says Urs. "We have restored several for very wealthy customers who already have a garage full of classic cars, and want a stylish dual-purpose vehicle they can use all year round. Restoration bills of over €15,000 are not unusual."

A black 3.5-litre Vogue SE is in the final stages of a total rebuild and truly does look brand new. The V8 is being prepared for its first start up, under the watchful eye of in-house Rover V8 guru Peter Bernhard. On the other side of the building, workshop manager Ole

Faust shows us round a two-door V8 which has had the full treatment; completely stripped to a bare-metal shell and chassis and rebuilt from the ground up, with a 3.9 injected engine fitted along with a five-speed gearbox. "Finding parts can be a problem", admits Ole. "Especially for the older Range Rovers, and we have constant headaches with the quality of some replacement parts from the UK... but I guess I don't need to tell you that?" No, Ole, we've all been there.

Ole is extremely hands on and during our visit is seen working on pretty much every vehicle in the workshop; often offering advice or another pair of hands to one of his staff. A mint 4.2 LSE Classic is up on a ramp having some attention to the air suspension, and next

amount of work to get the 90 rear body looking like a Series one is immense. Not only are the fuel filler and rear lights different, the wheel arch is a totally different shape. And speaking of wheel arches, you'll notice that it doesn't have arch eyebrows – using 5.5" wide, narrow-offset wheels from a Series II 109 brings the wheels just within the width of the bodywork.

The Series/90 is finished in limestone, a terrific paint job courtesy of painter Aflons Zagermann, whose booth is at the rear of the workshop. Beyond here is the spares department – a true Aladdin's cave of Series and Range Rover Classic parts, with probably enough bits stacked up to build several complete vehicles. Then we are through into the offices



**Above:** Well equipped workshop fed by an Aladdin's cave of spares

**Below:** Looks like a Series IIA, but it's actually a 200Tdi 90 given a retro look for a Swiss customer

## The showroom feels more like a theme pub than a Land Rover dealership

to it stands one of Ole's favourite vehicles – a remarkable Defender 90 which has been converted to look exactly like a Series IIA.

"It belongs to one of our Swiss customers, and that's the reason for the funny front end, with the lights in the wings and the blanked-out centre panel – once it has been registered, the usual Series IIA front will go on", Ole explains. "The base vehicle is a 200Tdi 90. The customer wanted a retro look, with the Series body and dash and the running gear and suspension of a Defender. A lot of work went into getting it to look right." This is obvious on even the quickest look round the vehicle; just the

– suitably 'old' in feel, with big wooden desks and comfy chairs – and finally through into the main showroom building.

This is in two parts, all glass-fronted. The first half you can see on our opening spread and it feels more like a theme pub than a Land Rover dealership – there's even crates of beer. The huge L-shaped shop counter only adds to the pub-like feel.

Urs laughs at our wonderment. "We wanted to create somewhere where customers, friends and enthusiasts would feel instantly at home, at the same time expressing the rugged vintage appeal of old Land Rovers. People can come in, ➤



**Top:** On site 'museum' includes 1948 80", ex-Dunford Series II, UAA 392, restored Stage One and now the ex-Norway, ex-Craddock's Cuthbertson



► get a coffee, look at the automobila we have collected, warm up by the log burner and hopefully be inspired by the pictures and artifacts we have laying around."

In Germany, like many other parts of Europe, classic Land Rovers have a cult following, with the 'Britishness', romance of adventure and nostalgia for the 1950s, 60s and 70s playing a big part in the appeal. This is reflected in the decor of the LandyPoint building... old posters, magazines, parts packaging, dealership signs and battered body panels are strategically placed around various comfy chairs and tables.

The other half of this building is the showroom proper and is true 'dream garage' fodder. Urs also sells the odd classic British sports car, and a tweaked MGB and Midget nestle behind the door. Parked up behind these are a few interesting projects-in-progress – an early four-door Range Rover, a Series III County – and dotted around the floor are various tasty parts and accessories including some new or reconditioned engines on pallets.

Next comes the 'LandyPoint museum'. This is in the main a collection of vehicles which have been sourced by Urs for a customer who chooses to keep them at LandyPoint



– and why not? Nice and safe in a heated garage. There's a few familiar faces; an amazing Series II 109 truck cab which had been acquired from the Land Rover Centre in Huddersfield, and another ex-UK motor which had caused a bit of a stir when it left the country. UAA 392 is Series II 88 number 3 and was for many years a well-known member of the Dunsfold Collection, appearing in many books and magazines and even official Land Rover publicity material. It was good to see it again. This rubbed shoulders with a nicely restored 107 truck cab and one of the best Stage One V8s I have ever seen.

LandyPoint have a reputation for being 'reassuringly expensive' but seeing first-hand the work they do and the passion involved, you can see where the money goes. The stock changes constantly as does the flow of vehicles through the workshop and the 'museum' – recent arrivals include a mint 80" from the Land Rover Centre, Huddersfield, and the Cuthbertson tracked 109 from the John Craddock Norway sale.

If you find yourself in the south west of Germany, take a detour to Envy Inger Street 41, D-88 631-Beuron envy Willingen; you'll have a great time and be made very welcome. It's truly a unique place – I'm just gutted that it is so far from home.

[www.landypoint.com](http://www.landypoint.com) **LRM**

The sheer 'Britishness' and romance of adventure plays a big part in the European appeal of old Land Rovers

