



The Dunsfold Collection Land Rover Show will return in June 2019. You can support the collection by visiting [dunsfoldcollection.co.uk/get-involved](http://dunsfoldcollection.co.uk/get-involved)

**THE DUNSFOLD COLLECTION 2017 LAND ROVER SHOW**  
JUNE 10-11, THE SPRINGBOK ESTATE, ALFOLD, CRANLEIGH, SURREY

# Biennial brilliance!

Jérôme André couldn't miss out on the rare chance to visit Dunsfold's extraordinary line-up of Land Rovers

If you've ever started a collection of scale-model Land Rovers, you'll know how difficult it can be to stop. Same applies to full-size vehicles, apparently, if the Dunsfold collection is anything to go by.

Following the late Brian Bashall's initial compilation of rare Land Rovers, his son Philip and fellow trustees continue to discover extraordinary vehicles to join the 140-plus collection. And every two years, they open their toy box for Land Rover fanatics to enjoy – and drool over.

This year's Dunsfold open day was the first since Brian left us. He started it all in 1968, with an extremely rare APGP Series III and several pre-production and engineering specials. The rest is history, as the collection was able to show with 130 of its vehicles – every one with a special place in Green Oval history.

With another 200 Land Rovers of all generations from selected clubs on site, the show may have hosted fewer vehicles than many traditional Land Rover gatherings. But here, every one was of special

importance to the brand, most being superbly restored, some retaining their patina and scars.

For many one-of-a-kind owners, this is the sole event they will take their vehicle to, while others keep their freshly restored Land Rovers under wraps to show off here.

This was the case for Rob Maude and his selection of classic Land Rovers – his Harrier (see p114) taking best in show – while Mike Rivett brought a superb mixture of Series vehicles. Another rare sight was 'R04', the National Motor Museum's stunning fourth pre-production Series I built – and that hardly ever leaves Beaulieu.

## 'BEST SHOW EVER'

There was plenty of food and drink during the weekend, along

**'The time-capsule 1990 Discovery brought back fond memories – a 200Tdi was my first Land Rover'**

with trade stands, an autojumble and a charity auction. With new vehicles joining the ranks, there was the general feeling that this year was the best Dunsfold ever.

As an entirely static show, however, its supporter, Jaguar Land Rover, organised a special presentation of vehicles.

Among them was YVB 151H, aka Chassis N°1, built in November and December 1969. Built as a Velar, the pre-production Range Rover Classic was superbly restored by Chris and Scott Greenwood when original parts were still available. It's just a shame that the Olive Green paint didn't make it to the production colour palette.

Another fantastic star of the show was VAC 265, the 86in 2.25-litre Series I. This exceptional Land Rover started life as a January 1956 station wagon before being fitted with the then new petrol Rover engine for evaluation. It was sold on in December that year.

Next in line was B169 NEC, built in 1984, the year the Ninety was introduced to replace the short-wheelbase SIII. This example is

unusual as it sports the Series III 2.25-litre petrol engine – fitted to a limited number of 90s, because the 2.5-litre soon replaced it once production had started. Superbly maintained since new, this is a rare, unmolested example. Its typically '80s brown fabric upholstery is still mint, its chassis shows no rust and the body has its original untouched paint. Just don't expect to break speed records with this, even with the five-speed gearbox!

The last vehicle chosen by Philip Bashall was the time-capsule-blue 1990 Discovery. It brought back fond memories for me, as a 200Tdi Disco 1 was my first Land Rover back in the late '90s.

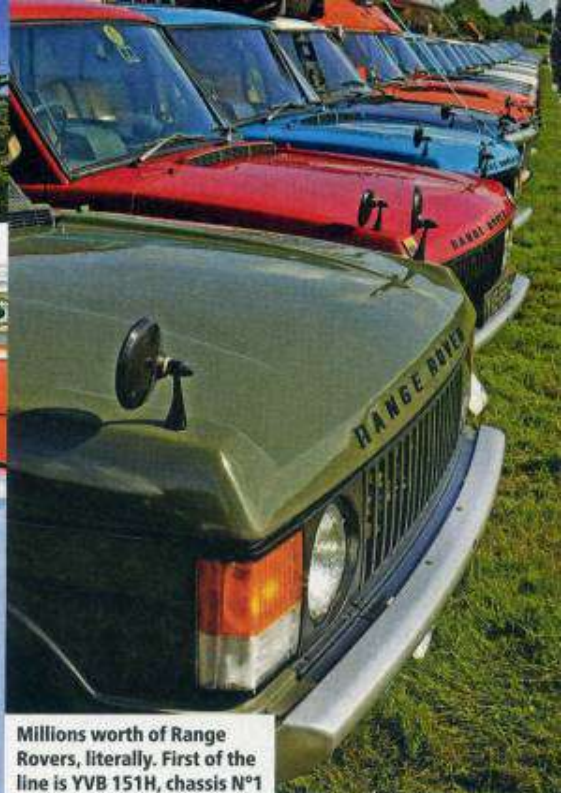
Its airy, bright cabin is a fantastic place to be, its diesel engine as torquey as it ever was, and the quarter-of-a-century-old Terence Conran interior is now becoming seriously cool, with its 'golf ball' details, manual windows and cassette player. A certain classic.

Who'd have thought early D1s would become sought-after? A perfect, one-owner example such as this one would make any Land Rover fan fall in love. It certainly made me miss my first one [Note to self: resist the urge to check the Discos in the classifieds; starts p164 this issue]. LRO





G4 and Silk Road co-ordinator David Sneath gives a fascinating talk about the incredible challenges these adventures brought



Millions worth of Range Rovers, literally. First of the line is YVB 151H, chassis N°1



Where else can you find a pre-prod, a Trans-Sahara and an ambulance prototype 101 casually parked together?



Jérôme relives the early Discovery 1 experience



'Who are you?' Both are Disco Sport in disguise



Sotos Stephanou and Mike Rivett's selections were a mini Dunsfold show on their own! Mike's mega-rare Tempo Series I is ex-West German Border Police