

PICS BY LAND ROVER LEGENDS



Dunsfold Collection's Stage 188 prototype took part in the Parade on Saturday

Legends leads the way!

It was a wonderful way to end a frustrating year or more of lockdown, and those who went to Land Rover Legends were treated to an exceptional weekend...

FREEDOM! That's what it felt like. For the first time in over a year, Land Rover enthusiasts were able to enjoy the simple pleasure of once again doing something that we'd all taken for granted before the pandemic stopped play: driving to a Land Rover show in our vehicles, meeting old friends, wandering around club displays and enjoying a beer in the sunshine. It certainly felt good, although as I was getting ready to leave home I realised it had been so long since I'd last gone away for a show weekend that I couldn't remember where I'd put my overnight bag!

Land Rover Legends was a Covid casualty last year, like so many events, and it must have been a risky business planning to run the event this year, given the uncertainties and the

unpredictable nature of the on-off-on-off lockdown restrictions. But it all came together perfectly, and the third Legends show took place on June 12 and 13 at Thruxton in Hampshire. It was the first major Land Rover show of the year and everyone I spoke to was pleased to be out and about, and extremely happy to be attending an event again.

The weather gods also seemed happy, and the show was blessed with cloudless blue skies and a cooling breeze throughout the weekend.

Thruxton was an operational RAF and USAAF station from 1942 until 1946 and remains an active airfield today. It is also home to the UK's fastest motor racing circuit and the location of a relatively new classic motor racing event known as the Thruxton Historic.

The decision to host Land Rover Legends over the same weekend as the classic car racing raised a few eyebrows, but in fact it went down very well indeed and the two events complemented each other nicely. Legends show visitors were able to enjoy the additional attraction of the motor racing throughout the weekend, and there were more than a few race goers exploring the Land Rover displays as well. And as you'd expect there were plenty of Land Rover products to be seen in the paddock in use as tow vehicles for exotic racing machinery.

When Legends show goers realised that the lunchtime Land Rover parade would involve two laps of the circuit behind a bright orange Jaguar F-Pace Course Car provided by JLR, there was a clamour to apply for one of the 30 available places!

As well as supporting the racing, JLR also brought along their Land Rover Classic team who fielded some incredible vehicles, including one of the renowned Defender 110 Icelandic Bigfoots, which was for sale.

Getting into the swing of things with the Shire Land Rover Club



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Examples of every Land Rover model were on display



PopBangColour is always popular with show visitors

Mission Motorsport provided passenger rides on the purpose-built off-road circuit through the weekend



CVC P38A Pre-pro and Press Fleet vehicles on display

Bowler Bulldog and Works V8 Trophy lead the parade



Making its first public appearance was the new 110 Works V8 Trophy in eye-catching Eastnor Yellow (Camel Trophy Sandglow to you and me). With a 399 bhp 5.0 litre engine under the bonnet and 8-speed automatic transmission, it could have been yours for a smidge under £200,000 and came with a free entry to the mini-Camel Trophy event that JLR will be hosting at Eastnor Castle in February next year.

JLR subsidiary Bowler were also at the show with an example of their Fast Road Defender 110 conversion and their impressive Bulldog rally car. The Bulldog and the Works V8 Trophy led the lunchtime Land Rover parade on both the Saturday and Sunday. Clubs were invited to nominate one vehicle each for the parade, and finalists in the Land Rover National Awards were also eligible to join together with vehicles from other exhibitors such as the Dunsfold Collection.

Dunsfold have been enthusiastic supporters of the Legends event since its first edition in 2018 at Bicester Heritage, and this year were displaying their ever-popular Range Rover Linley, which is still the rarest production Range Rover ever built, their last-off-line Range Rover P38A, a Stage 1 109 inch truck cab

prototype, and an immaculate and totally original 1990 Discovery 1. The two surviving prototype Stage 1 88 inch station wagons were also making their show debut. Dunsfold trustee Richard Beddall provided his usual excellent commentary for the Land Rover parade and, to show what a multi-talented chap he is, also covered the classic car parade and was rewarded with a well-deserved round of applause for his efforts!

The National Awards were launched at the first Land Rover Legends event and continue to go from strength to strength. This year several new awards categories were introduced and the three finalists in each category must have given the judging panel more than a few sleepless nights!

Judges this year were Philip Bashall of the Dunsfold Collection; TV presenter, vet, science explorer and petrolhead Mark Evans; Doug Hill, manager and chief engineer of the National Motor Museum, Beaulieu; well-known photographer, writer and LRM contributor Nick Dimbleby; motoring historian and author James Taylor, who has written over 40 books on Land Rover, and our very own editor Patrick Cruywagen.

The winners are summarised opposite, and all were truly



The parade proved a very popular attraction



Sunshine put a smile on everyone's faces!



Range Rover drivable chassis represented the Range Rover Register in the Parade

Land Rover Legends National Awards Winners 2021



Nick Parr won Most Original Utility Award



Martin Port (second left) won Best Publication Award; Julian Shoolheifer (second right) won the Brian Bashall Memorial Award



Series One Club took the Best Club Stand Award

Zoe, Rachel and Robert Sergeant won Best Bespoke category



exceptional vehicles. It is worth calling-out the decision by the Bashall family to award the prestigious Brian Bashall Memorial Award to Julian Shoolheifer for the pioneering and fascinating preservation and renovation of JUE 477, Land Rover chassis Number One. Martin Port's wonderful book telling the story of this remarkable survivor and its eventual resurrection won the Best Publication category.

Thurxton also has an off-road driving centre that is open all year round but during the Legends weekend it was taken over by Mission Motorsport, the charity set up to help those affected by military operations, who were offering passenger rides around the circuit in a variety of Land Rover vehicles.

The Legends event is unique in terms of the atmosphere it generates and the interesting locations it chooses, which always have an inspiring sense of history and a place in time. The show attracts the leading Land Rover clubs with consistently impressive displays, and the National Awards showcase the very best examples of the marque. Make sure you add it to your diary next year!

MOST ORIGINAL UTILITY

1986 110 Station Wagon
D110 LBO, Nick Parr

MOST ORIGINAL RANGE ROVER

1973 Range Rover
WEY 72M, Gary Wilton

MOST ORIGINAL FREELANDER

1998 Freelander
Camel Trophy
R581 HAB, Helen Jacks-Hewett

BEST RESTORATION

1972 Series IIB Forward Control
WTM 755K, Stuart Keeves

BEST MILITARY

1961 Rover 8, PVW 967K
FFR Series Ila, 55DM83, Matthew Lawrence

BEST BESPOKE

1956 Series I 107 inch
433 VAC, Rachel Sergeant

BEST PUBLICATION

JUE 477 published by Porter Press International, Martin Port

BEST CLUB STAND

Land Rover Series One Club

HIGHLY COMMENDED CLUB STAND

Camel Trophy Club

BRIAN BASHALL MEMORIAL AWARD

For the restoration of JUE 477, Land Rover chassis Number One, Julian Shoolheifer