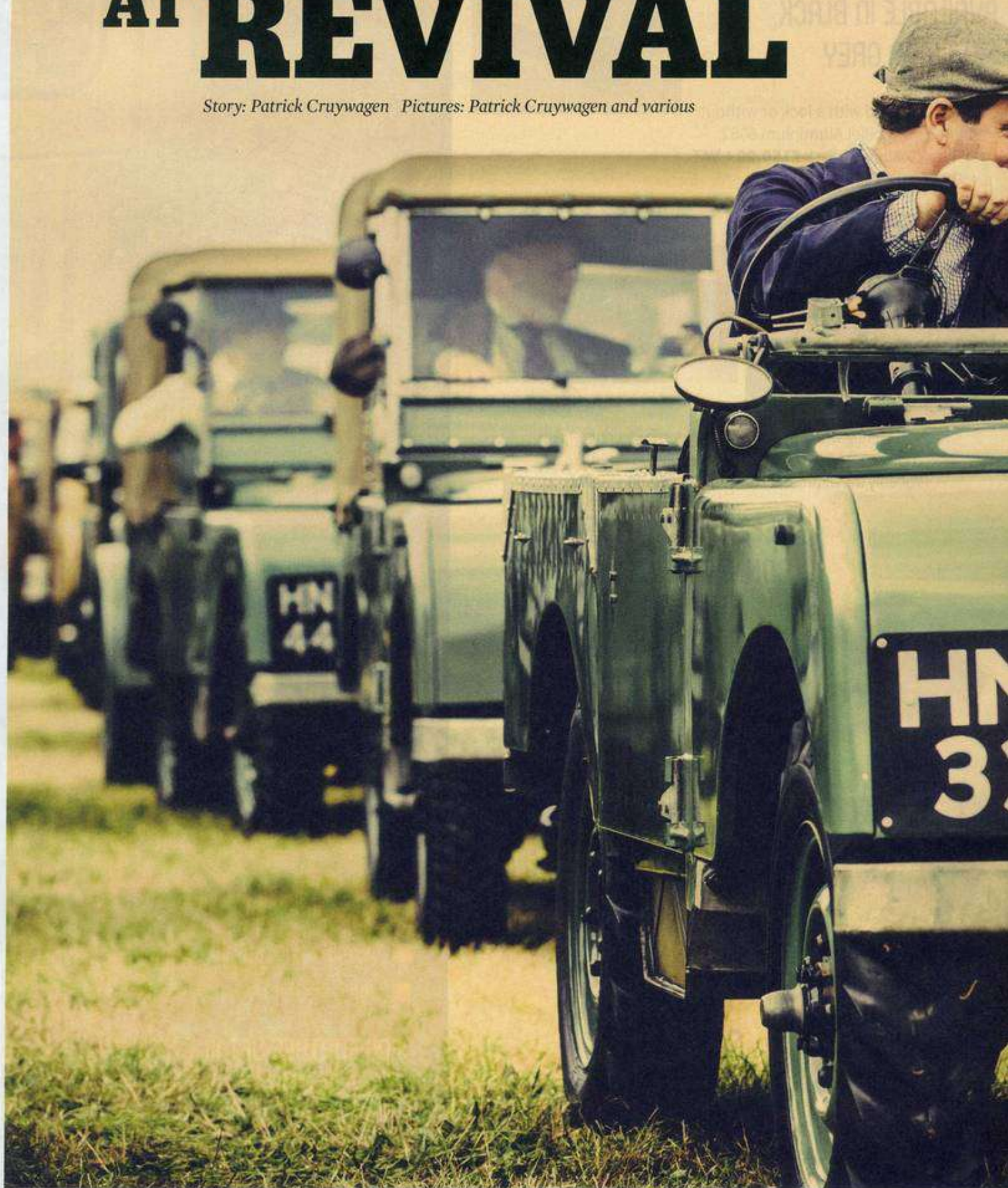


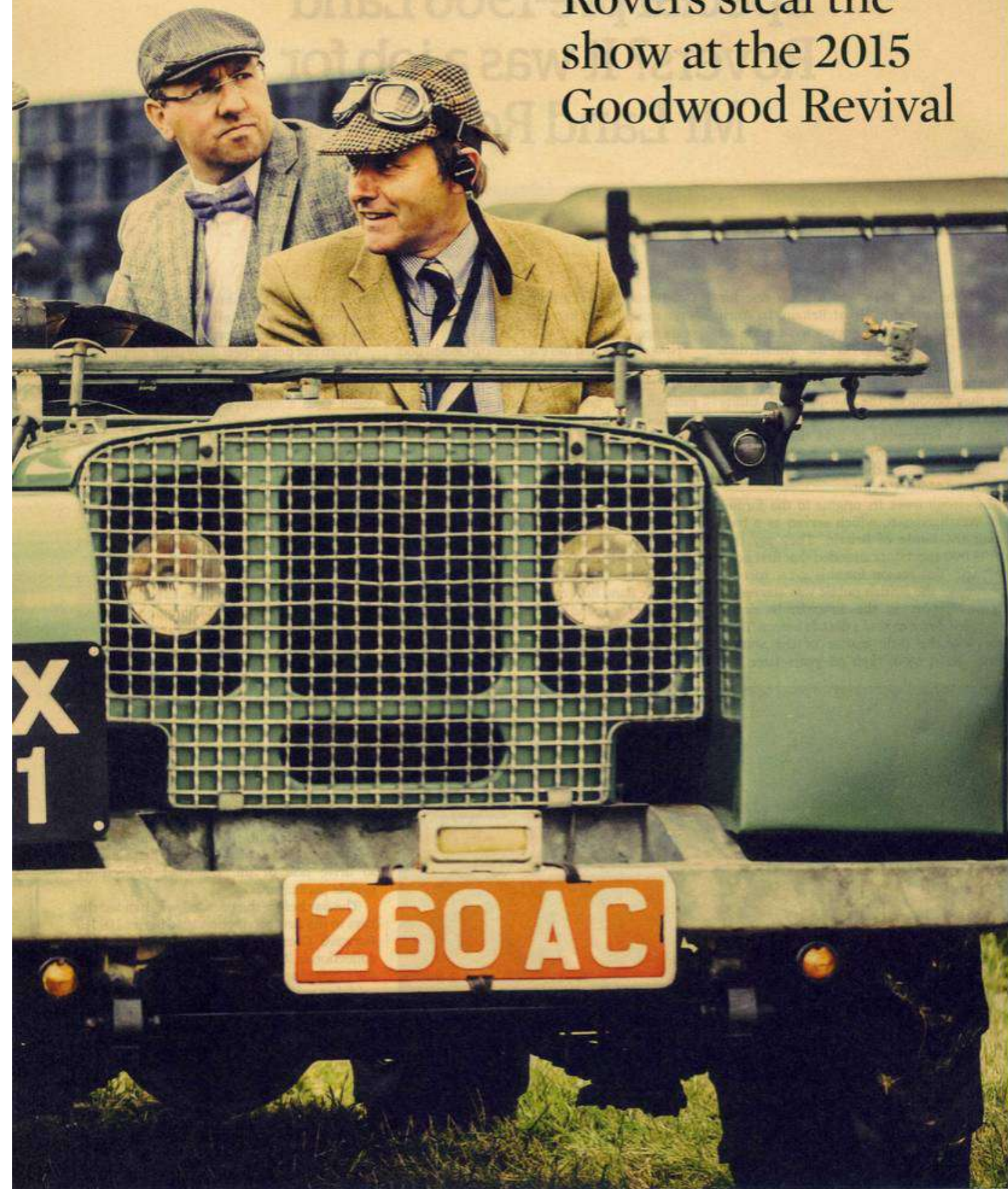
# ROVERS AT REVIVAL

Story: Patrick Cruywagen Pictures: Patrick Cruywagen and various





Fifty very special  
pre-1966 Land  
Rovers steal the  
show at the 2015  
Goodwood Revival





# "How do you pick 50 special pre-1966 Land Rovers? It was a job for Mr Land Rover..."

**T**he year 1948 was a great one for motoring in Great Britain. In April the first Land Rovers were unveiled to the world at the Amsterdam Motor Show. We all know what happened after that; it was just the other day that they produced the two-millionth utility Land Rover.

Then in September of 1948 they held the first post-war motor race meeting at a permanent venue, the West Sussex-based Goodwood Motor Circuit.

The circuit owes its origins to the former RAF Westhampnett, which served as a base during the Battle of Britain. They say that over 15,000 spectators attended that first post-war race. The reason for this great turnout was simple: the British public was starved of live motorsport as the Brooklands circuit had closed down almost a decade before. Then there was the little matter of the war of course. Now, more than 65 years later, the

Goodwood Revival attracts crowds of 150,000 – ten times more than that first meet all those years ago.

Now anyone that has ever been to Goodwood Revival will tell you that there is more to it than the 15 hotly-contested races; it's a gathering of period petrolheads, with the emphasis on period. This 18th Goodwood Revival was a little more special than previous events. Allow me to substantiate this sweeping statement with several very legitimate Land Rover reasons.

The revival weekend was a celebration of the iconic Land Rover and each day of the event 50 specially selected pre-1966 Land Rovers, slowly made their way around the 2.4-mile circuit. The slowly bit was not by choice as classic Land Rovers were built to last forever and not race round a circuit. This impressive Land Rover parade was done as a celebration of the current Defender, because as we all by now know, production of this icon at Solihull is

about to cease. It just breaks my heart to type that, but let's not get all emotional as this is supposed to be a celebration.

When not doing their daily jaunt around the circuit, the 50 Land Rovers were parked up on the inner field so that the 150,000 attendees could take a closer look at them. I could probably write a book about the 50 but unfortunately I've only been given a couple of pages. So how do you pick 50 special pre-1966 Land Rovers? It was a job for the man they call Mr Land Rover, Roger Crathorne, and helping him was the Land Rover historian, Michael Bishop. They tackled this tough selection task at the Dunsfold Collection Open Weekend held earlier in the summer. I asked Roger about his selection strategy. "The aim was to try and get as many derivatives as possible. The one area where we did fall short is conversions though we do have a few here."

When Roger and Michael saw something that they liked at the Dunsfold Collection Open weekend, they would put a golden ticket on its windscreen. This was to alert owners that they had been picked for this very special parade. We all know that the Dunsfold Collection is the best private collection of Land Rovers in the world and so it came as no surprise that 11 of the 124 Land Rovers in the collection would form part of this parade. Those that have met me will know that I'm not one who likes to stand on the sidelines and so I was chuffed when selected to drive one of the Dunsfold Collection's parade participants.

The day before the parade I was handed the keys to the first production 1966 Series IIB 110 Forward Control. It was purchased by the collection in 2004 and they fully restored it to the original specification. Somebody famously said that you would be stirring soup for about 20 minutes before you find first gear in a Forward Control. I silently prayed that this would not be the case as I did not want to make a fool of myself, be left behind, or both.

Fortunately I was given a demonstration of its start-up process. You first had to turn the key halfway until the red charge light and the green oil pressure light came on. I then had to wait 20 seconds to let the glow plugs warm up. Only then could I turn the key the whole way











**LAND  
ROVER**

## WHERE WE STAYED

### Snooze Box

These mobile hotels can be found at most major motoring and sporting events. They are normally only a few minutes away from the venue so no traffic issues. Yes you are sleeping in a container, but the beds are comfy and each room has a shower and toilet. For more info see [www.snoozeboxhotel.co.uk](http://www.snoozeboxhotel.co.uk)





## "These never to be repeated experiences are like gold dust"

to fire it up. Its 2.25 diesel engine roared to life and I was good to go.

Before we set off on the Saturday I was lucky enough to chat to Tim Dines, the owner of the pre-production Series I number 3. Incredibly Tim has had it since it he was 16 and he bought it from a chicken farmer. His was the Land Rover used at the 1948 Amsterdam Motor Show. Seeing all 50 pre-1966 on the start line of the Goodwood Circuit is something that will forever be etched in my memory. These never to be repeated experiences are like gold dust to the enthusiast. You just want to take in as many of them as possible in your lifetime.

I bumped into Philip Bashall, another Dunsfold Collection trustee and popular *LRM* columnist. Philip and his team had worked tirelessly to ensure that not only their vehicles, but also some of the other parade Land Rovers, were in perfect working order. All I had to do was show up and turn the key. I was bringing up the rear of the parade as we were driving in chronological order and as my seating position was almost in the clouds I had the most incredible views of it all unfolding before my very eyes. The only thing that I had to do was keep up, of course. I am happy to report that I was able to do this rather comfortably on the Saturday because by then my gear changes were as smooth as those on a modern auto box Land Rover.

Next to me in the parade I had Stuart Hibberd and his wife Ruby. They bought the first SIIA 109 Forward Control to be sold to the public in 1962. Back then Stuart was so excited about his purchase that he personally





drove to the factory to go and pick it up. Throughout the weekend Stuart was on hand to advise and help me with the Forward Control, the man was a walking Forward Control Encyclopaedia.

This was probably one of my favourite parts of the weekend. I was able to tap into living Land Rover history. While some criticised the diesel engine in my big Series IIB 110 Forward Control for being a bit flat, we were driving in a slow convoy and it was more than up to the task. Some of the other noteworthy Dunsfold Collection parade participants included the 1950 Series 1 Bertram Mills Circus Elephant Car (featured on page 38), the well-known 1947 Centre Steer Replica, the 1958 Series 11 88 hard top chassis number two, the 1965 OTAL One Ton Amphibious Land Rover and the 1965

Shorland Armoured Car prototype. All guaranteed crowd pleasers. The parade had everything including fire engines, rescue vehicles, air-portable lightweights, elevator-equipped vehicles and forestry vehicles. This was a parade to display the simplicity and versatility of these iconic cars.

You know you are part of something very special when the Jaguar Land Rover bigwigs are in attendance. JLR CEO Dr Ralf Speth was amongst the crowds taking a closer look at these historically significant Land Rovers. Nick Rogers, the JLR Director Group Engineering, drove his Series I in the parade. It was great to see two of the most senior JLR staffers enjoying themselves.

Just when I thought that things could not get any better, 94-year-old Arthur Goddard,

Land Rover's first engineer, showed up to take part in Saturday's parade. Arthur now lives in Brisbane, Australia, and if you want to learn more about the rather important role that he played in shaping Land Rover's early history, then you have to read Michael Bishop's book *They found our Engineer: The Story of Arthur Goddard*. Arthur is like Land Rover royalty and so he was seated in the most famous and oldest Land Rover of them all, HUE 166, for the parade, with Roger Crathorne as the designated driver. HUE166 was one of the 11 pre-production Series Is in the parade. Never before have we ever seen 11 pre-production Series Is moving together. We were witnessing Land Rover history.

While the parade was happening, Richard Beddall, a Dunsfold Collection trustee and classic Land Rover connoisseur, was in the commentary box, delighting the crowds with his knowledge and stories. When not with mic in hand, Richard and his son William had a very important role to fulfill: they run the tow lane at the Goodwood Revival using Josephine, their 1948 Series I to tow start the pre war cars. "I joined the Land Rover Series One Club when I was eight and have been working at the Goodwood Revival for as long as I can remember. We work hard and by the end of each day I'm tired" explains Richard.

During the evening the Dunsfold Collection drivers were treated to a BBQ at Richard's Airstream camper. His friends Sharon and Simon MacAllen and wife Sue ensured that glasses remained topped up and plates were never empty. As a man from a country where we sometimes BBQ twice a day, I was impressed with Simon's skills.

Those in the know say that this is the first time that we have seen a Land Rover parade of this magnitude at the Goodwood Revival. I am hoping that it won't be the last. If I'm still about for the next one then I'll be the first to volunteer my driver services and if it's in the first production Series IIB 110 Forward Control, then even better. The crowds will go mad when I fly past at 45 mph while waving like the Queen.





This Page:  
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"The man was a walking Forward  
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