



IN CONTROL. ALMOST...

Taking part in any Goodwood parade is a real privilege – even when they put you in the most unlikely vehicle

WORDS Patrick Cruywagen

EVERYBODY LOVES an old Land Rover, which is what makes the 18th Goodwood Revival perhaps a little more special than previous ones. On each day of the event, 50 specially selected pre-1966 Land Rovers gingerly make their way around the 2.4-mile circuit. Gingerly? Well, classic Land Rovers were built to outlive their owners, and off-road doesn't necessarily translate to on-track.

Why all this Land Rover fuss? This impressive parade is a celebration of the Defender, as production of this global icon is about to end. It's the only Land Rover currently produced that remotely resembles anything in this pre-1966 parade.

My drive for the event is the first production 1966 Series IIB 110 Forward Control. The Dunsfold Collection – easily the best private collection of Land Rovers in the world – bought the vehicle in 2004 and fully restored it to original specification. It was built to carry massive loads over rough terrain and would always look hopelessly out of place on a racing

circuit. But that doesn't bother me at all because all I have to do is keep up with the other slow-coaches.

It has been said that trying to find first gear in a Forward Control is like stirring soup for 20 minutes, and I pray this won't be the case as I don't want to make a fool of myself. Its start-



Top and above
Fifty pre-1966 Land Rovers process around the circuit to a rapturous reaction from the crowds; Land Rover Monthly's Patrick Cruywagen in the 110 Forward Control.

up procedure is a reminder of how far diesel technology has come in the last 50 years. First you turn the key halfway, which makes the red charge light and green oil pressure light come on, then you wait 20 seconds to let the glow plugs warm up. Only then can you turn the key the whole way. The 2.25-litre diesel engine roars into life and I'm good to go.

We're driving in chronological order so I find myself bringing up the rear of the Land Rover parade. I'm happy to report that the gearchanges do not me take 20 minutes; two minutes is nearer the mark and, fortunately, we never stray beyond 45mph so no-one notices. Driving around Goodwood Circuit in the first production Series IIB 110 Forward Control is like watching the world go by in super-slow-motion. Even the waving crowds seem to slow their hand movements respectfully – or maybe the diesel fumes in the cab are to blame.

From my seat in the sky I have the most incredible view of the whole parade unfolding before my eyes. I stay in fourth gear for most of the way but have to shift down to third for the chicane. Fair enough, this is probably the most unlikely vehicle ever to have been driven through it. Cue lots of arm-twirling as I steer the 110 through the tightest part of the circuit.

The lap done, all 50 Land Rovers park on the infield so that the 150,000 visitors can take a closer look. And I'm happy to report that the big Forward Control 110 attracts just as much attention as the other 49 Land Rovers. **Good**