

LAND ROVER LEGENDS

11-12 JUNE 2022

THRUXTON HISTORIC



SOUVENIR PROGRAMME

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WELCOME

LAND ROVER LEGENDS

FOLLOWING A TREMENDOUS WEEKEND AT THE THRUXTON HISTORIC IN 2021, WE ARE DELIGHTED WELCOME YOU ALL BACK HERE IN 2022 FOR THE FOURTH EDITION OF THE LAND ROVER LEGENDS SHOW.

Land Rover Legends puts the vehicles, the people behind them and their stories at centre stage, taking place in the skid pan arena here at Thruxton Circuit, alongside the Thruxton Historic race meeting.

This celebrated and historic venue provides a fabulous backdrop for the show, which includes the National Land Rover Awards, the leading Land Rover clubs, the Dunsfold Collection, the Legends Line Up! display, a dedicated Land Rover parking area, an exclusive daily Land Rover parade on the race circuit, and an on-site 4x4 course with passenger rides taking place throughout the weekend.

The daily Land Rover parade taking place on the circuit during the lunchbreak was one of the highlights of last year and will again feature expert commentary provided by Richard Beddall. The shortlisted vehicles for the National Awards (sponsored by Britpart) will

be taking part in that parade and can also be seen on display in the main arena, where the winners will be announced at 3pm on Sunday.

We would also like to take this opportunity to thank everyone involved in making the event happen – the team here at Thruxton Circuit; the judges and nominees for the National Awards; the Dunsfold Collection trustees and supporters; our headline sponsor Britpart, and of course all the owners, clubs, exhibitors, and enthusiasts for bringing out their amazing vehicles.

With Land Rover Legends tickets also being valid for the Thruxton Historic race meeting, running on the circuit over both days, we do hope everyone has a thoroughly enjoyable weekend!



Richard Grafton,
Event Director



Gary Pusey,
Content Director

EVENT INFORMATION

CONDITIONS OF ADMISSION

Motor racing is dangerous and persons attending the meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and vehicles, are absolved from all liability arising out of accidents, howsoever caused, resulting in damage and/or personal injury to spectators, pass and ticket holders, or to their goods and vehicles.

ASSISTANCE

In the event of a member of the public requiring assistance (medical or otherwise), they should in the first instance contact the nearest official, marshal or gate/security steward who shall take the appropriate action.

ENQUIRIES

All enquiries relating to property, children, lost or found, theft from cars, emergency messages and any other serious problems, should be directed to the circuit office.

Paddock

Drivers are responsible for the actions of all persons who accompany them to the circuit. Access to the paddock is available for those who would like a closer look at the competing cars and drivers. There is a blanket speed limit of 10 mph in the paddock. The use of generators in the paddock and campsite is to be restricted to between 7.00am and 11.00pm.

PROGRAMME & COPYRIGHT

The promoters reserve the right to amend or cancel the meeting without prior notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright and any person found making illegal use thereof will be prosecuted. Although every effort is made to avoid inaccuracies, the club accepts no responsibility for any errors that may occur. It is a condition of admission to these premises that photography, cine-film, video, sound or any other visual or audio use, including recording or reproduction to be seen or heard in public, in whole or in part is strictly forbidden, except for the sole purpose of private viewing.

SPECTATOR NOTICES

Please do not leave litter about the grounds- use the litterbins provided or take it with you. Remember to ride/drive with care and caution when leaving the circuit. To safeguard both competitors and public **ANIMALS ARE NOT PERMITTED.**

CAR PARKING

Vehicles are taken into the car parks and public spectator areas on the condition that neither the BARC, Motorsport UK, Historic Promotions Ltd nor the circuit owners shall be liable in any way for loss or damage to the vehicle. Or to any part thereof, of to anything left in or about the vehicle. In whatever way or by whatever means such as the loss or damage may be caused.

PROHIBITED AREA NOTICES

The public are not admitted to areas where these notices are displayed.

The fences are there for protection and any person caught trespassing or wilfully damaging trees, fences etc., will be prosecuted by the promoters

WARNING

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk!

PROMOTERS

This meeting is promoted by Thruxton Race Circuit and Historic Promotions. Thruxton (BARC) Ltd, Thruxton Race Circuit, Andover, Hampshire SP11 8PN, TEL: 01264 882222

Historic Promotions Ltd, Bicester Heritage, Buckingham Road, Bicester, Oxfordshire OX27 8AL TEL: 01869 247888

EVENT OFFICIALS

Motorsport UK Steward:	David Simons
Club Stewards:	Nigel Price, TBC
Senior Clerk of the Course:	Dennis Carter
Clerks of the Course:	Andrew Outterside, Andy Harris, Carol, Glenn, Dorothy Uwota, Glynn Lee, Peter Roberts, David Wheadon (T)
Secretary of the Meeting:	John Hutchison, Gail Arnold (Dep)
Chief Scrutineer:	Kevin Hercock
Chief Marshal:	Nigel Rummey
Chief Incident:	Alec Knyvett
Chief Observer:	Peter Chubb, Andy Johns (Dep)
Race Phones:	Karen Coddington
Chief Medical Officer:	Thruxton Circuit
Chief Start-Line Marshal:	Nick Allison
Chief Assembly Marshal:	Marc Chapman
Chief Timekeeper:	Lisa Sneader, Timing Solutions Ltd
Commentators:	Alistair Douglas, Christopher Tate, Lewis Beales
Event Officials:	Members of the BARC & other MSUK recognised clubs
Rescue Unit:	BARC HQ
Breakdown Vehicles:	Boarhunt & Thruxton Circuit
Safety Car Driver:	Blake Edwards
Safety Car Observer:	David Glanville Davies

Motorsport UK permit Number(s): National 124915
Interclub 124919. This event is NCAFP inscribed

CIRCUIT OFFICIALS

Circuit Manager:	Pat Blakeney
Circuit Staff:	J Dudman, D Fry, G Pratley, T Jones, P Lowe



WHAT'S ON



NATIONAL AWARDS

Sponsored by
BRITPART

A panel of expert judges oversee the Land Rover Legends National Awards, assessing vehicles in a range of categories that embrace Land Rover vehicles from 1948 to the present day - and rewarding originality, authenticity, restoration excellence and bespoke ingenuity.

The finalists have been announced and most will be on display over the weekend. The winners announced at the event at 3pm on Sunday afternoon.



CLUB DISPLAYS

Land Rover Legends gives Land Rover clubs the best opportunity ever to showcase their vehicles, their enthusiasm and their stories.

The Club displays are located in their own dedicated area within the event.



LEGENDS LINE UP!

A daily display of hand-picked visitor vehicles, each with its own individual story, carefully selected by the organising team.



CIRCUIT PARADE

A daily parade and photo opportunity, around the Thruxton Circuit, featuring vehicles chosen by us from the display and club vehicles at the event. The vehicles will assemble in the Land Rover Legends arena and then be led onto the race circuit start line behind one of the course cars!



DUNSFOLD COLLECTION

The Dunsfold Collection will be displaying a unique selection of vehicles from its extensive collection. You can find out more about this charity in this programme and meet the team behind it at the event.



POPBANGCOLOUR

The irrepressible Ian Cook (aka Popbangcolour) will be in action all weekend, creating artwork using radio-controlled cars, car tyres and toy car wheels. He also creates #ContinuousCar drawings with one continuous line!



THRUXTON 4X4 OFF-ROAD CENTRE

Our friends at Mission Motorsport will be managing the operation of the 4 X 4 course for passenger rides in a variety of Land Rover vehicles, in order to raise awareness and funds for their terrific charity. Collection and drop off will be from the Land Rover Legends arena throughout the day.

THRUXTON HISTORIC

The Thruxton Historic race meeting takes place throughout the weekend, alongside Land Rover Legends, and promises a packed programme of racing and entertainment - with all tickets valid for both events.

Land Rover Legends is the ultimate show for Land Rover enthusiasts, showcasing the very best examples of the marque.

Taking place in the skid pan arena at Thruxton Circuit, alongside the Thruxton Historic race meeting, this celebrated venue provides a fabulous backdrop for the 2022 edition, which includes unique feature displays, the leading Land Rover clubs, the National Land Rover Awards, the Dunsfold Collection, the Legends Line Up! display, a dedicated Land Rover parking



area, an exclusive daily Land Rover parade on the race circuit, specialist exhibitors and traders, on-site camping, and an on-site 4x4 course - with Land Rover Legends tickets also being valid for the Thruxton Historic race meeting, running on the circuit over the same weekend!



BBMF FLYPASTS

Look up to the skies each day to see a dramatic flypast from one of the Royal Air Force Battle of Britain Memorial Flight (BBMF) Spitfires!



CATERING AND BARS

As well as the Thruxton Centre restaurant, bar, and hospitality facility, you'll also find a wide variety of other food and drink outlets throughout the site.

LAND ROVER LEGENDS

TIMETABLE

11-12 JUNE 2022

THRUXTON HISTORIC

SATURDAY 11TH JUNE

- 8.00** Event Opens
- 9.00** Circuit Racing Activity Commences
- 11.35** Land Rover Parade Assembly and Interviews
- 12.25** Circuit Racing Lunchbreak Commences
- 12.35** Land Rover Circuit Parade Commences
- 12.45** Classic Car Club Circuit Parade Commences
- 13.25** Circuit Racing Activity Recommences
- 15.00** Dunsfold Collection Presents
- 17.50** Circuit Racing Activity Ends
- 19.30** Live Music in the Paddock

SUNDAY 12TH JUNE

- 8.00** Event Opens
- 8.55** Circuit Racing Activity Commences
- 9.20** Church Break Commences (no circuit racing activity)
- 10.45** Circuit Racing Activity Recommences
- 11.30** Land Rover Parade Assembly and Interviews
- 12.20** Circuit Racing Lunchbreak Commences
- 12.30** Land Rover Circuit Parade Commences
- 12.40** Classic Car Club Circuit Parade Commences
- 13.20** Circuit Racing Activity Recommences
- 15.00** National Awards Presentations
- 18.15** Circuit Racing Activity Ends



THRUXTON HISTORIC 2022

A VERY WARM WELCOME FROM HISTORIC PROMOTIONS.

We're delighted to welcome you to the third Thruxton Historic in what feels like a return to normal at last!

Organised as a partnership between Historic Promotions and Thruxton Circuit, the event is a showcase for the finest historic motor racing grids, whilst also incorporating a range of other attractions to make a weekend of entertainment for all the family.

This weekend we find ourselves with another exciting racing programme, along with a record turnout from car clubs and some new features to add to the fun. We also have the return of the Land Rover Legends show taking place on the skid pan area throughout the weekend, showcasing the very best examples of the marque.

Focusing on the racing, we're excited to see eight series in action from our Motor Racing Legends operation. A combined grid for the Royal Automobile Club Woodcote Trophy and the Stirling Moss Trophy will celebrate the best of the 1950s sports cars era; while Touring Cars are represented in force in the combined grid for the Historic Touring Car Challenge with Tony Dron Trophy, featuring cars from the 1970s and 1980s, and the combined grid for the Sixties Touring Car Challenge with U2TC, featuring cars from the 1960s. Then making a welcome return to the event we have the magnificent Jaguar Classic Challenge for pre-'66 E-types, C and D-types, XKs and Mk 1 and Mk 2 saloons, also featuring the Pre-63 GT.

We're also delighted to once again be joined by three excellent grids from the Historic Racing Drivers' Club – for Pre-'66 Touring Cars; for classic Alfa Romeos and for pre-66 Sports, GT and Touring cars. Last year saw the debut of the Jochen Rindt Trophy in dramatic style and we're delighted to have them back on the schedule, featuring two celebration races for single seat race cars in the spirit of Thruxton through the 60's, 70's & 80's. Plus this year we are joined for the first time by the Midget & Sprite Challenge to complete a thrilling weekend of historic racing.

Off-track you can enjoy more car clubs than ever, lunchtime parades, a variety of exhibitors and traders and an exciting heritage aviation feature comprising a Battle of Britain Memorial Flight flypast each day and a vintage aircraft static display in the paddock.

This season has already got off to a busy and entertaining start after all the recent disruption, so we wish all drivers, mechanics, officials, marshals, participants and spectators a safe and thoroughly enjoyable weekend here at Thruxton.

Finally, we would like to thank everyone here at Thruxton Circuit and BARC for all the hard work they have once again put into making this event happen. It's a terrific team here behind the scenes and we're looking forward to working together again in 2023!

Duncan Wiltshire / Richard Grafton



THRUXTON HISTORIC



SATURDAY 11 JUNE

09:00	09:30	Untimed Practice - Closed wheel	Practice	30 mins
09:40	10:05	HRDC 'Jack Sears Trophy' for Touring Cars 1958 - 1966	Qualifying	25 mins
10:15	10:45	RAC Woodcote Trophy		
		& Stirling Moss Trophy for pre-61 sportscars	Qualifying	30 mins
10:55	11:15	Jochen Rindt Trophy	Qualifying	20 mins
11:25	11:55	Historic Touring Car Challenge with Tony Dron Trophy	Qualifying	30 mins
12:05	12:25	Midget & Sprite Challenge	Qualifying	20 mins
12:25	13:25	Lunch Break		60 mins
13:25	14:10	HRDC 'Jack Sears Trophy' for Touring Cars 1958 - 1966	Race	45 mins
14:25	15:25	RAC Woodcote Trophy		
		& Stirling Moss Trophy for pre-61 sportscars	Race	60 mins
15:40	16:00	Jochen Rindt Trophy - Race 1	Race	20 mins
16:15	17:15	Historic Touring Car Challenge with Tony Dron Trophy	Race	60 mins
17:30	17:50	Midget & Sprite Challenge - Race 1	Race	20 mins

SUNDAY 12 JUNE

08:55	09:10	HRDC 'Dunlop Allstars' for pre-'66 Sports GT & Touring Cars	Qualifying	15 mins
09:20	10:45	Church Break		85 mins
10:45	11:15	Pre '63 GT & Jaguar Classic Challenge for pre-66 Jaguar cars	Qualifying	30 mins
11:25	11:55	Sixties Touring Car Challenge with U2TC	Qualifying	30 mins
12:05	12:20	HRDC 'Classic Alfa Challenge' for 750 - 116 Alfa Romeos	Qualifying	15 mins
12:20	13:20	Lunch Break		60 mins
13:20	13:40	Midget & Sprite Challenge - Race 2	Race	20 mins
13:55	14:25	HRDC 'Dunlop Allstars' for pre-'66 Sports GT & Touring Cars	Race	30 mins
14:40	15:40	Pre '63 GT & Jaguar Classic Challenge for pre-66 Jaguar cars	Race	60 mins
15:55	16:15	Jochen Rindt Trophy - Race 2	Race	20 mins
16:30	17:30	Sixties Touring Car Challenge with U2TC	Race	60 mins
17:45	18:15	HRDC 'Classic Alfa Challenge' for 750 - 116 Alfa Romeos	Race	30 mins

The programme may be brought forward, or the programme order may be amended. Competitors should listen carefully to the instructions given to them by their Championship Co-ordinator and/or Paddock announcements. It may not be possible to accommodate competitors arriving after the Assembly Area has been cleared. All times are provisional & may be changed without notice. It is the competitors' responsibility to watch the progress of the meeting & to be in the race assembly area no later than 20 minutes prior to the start of the race. Failure to comply may result in space being given to reserves.

THRUXTONHISTORIC.COM



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LAND ROVER CLUBS

**WE ARE DELIGHTED TO BE WELCOMING THE FOLLOWING CLUBS TO
LAND ROVER LEGENDS 2022.**

LAND ROVER REGISTER 1948 - 1953

LAND ROVER SERIES ONE CLUB

LAND ROVER SERIES 2 CLUB

PROJECT JAY PRESERVATION GROUP

DISCOVERY OWNERS CLUB

RANGE ROVER OWNER

RANGE ROVER REGISTER

RANGE ROVER P38 OWNERS SOUTH COAST

RANGE ROVER CYMRU

CAMEL TROPHY CLUB

SHIRE LAND ROVER CLUB

HANTS & BERKS LAND ROVER OWNERS CLUB

FAMILY ADVENTURE 4X4

SOLIHULL RUST

SOUTH LONDON AND SURREY LAND ROVER CLUB



THE DUNSFOLD COLLECTION



THE DUNSFOLD COLLECTION OF LAND ROVERS IS A REGISTERED CHARITY DEDICATED TO THE PRESERVATION OF LAND ROVER HISTORY.

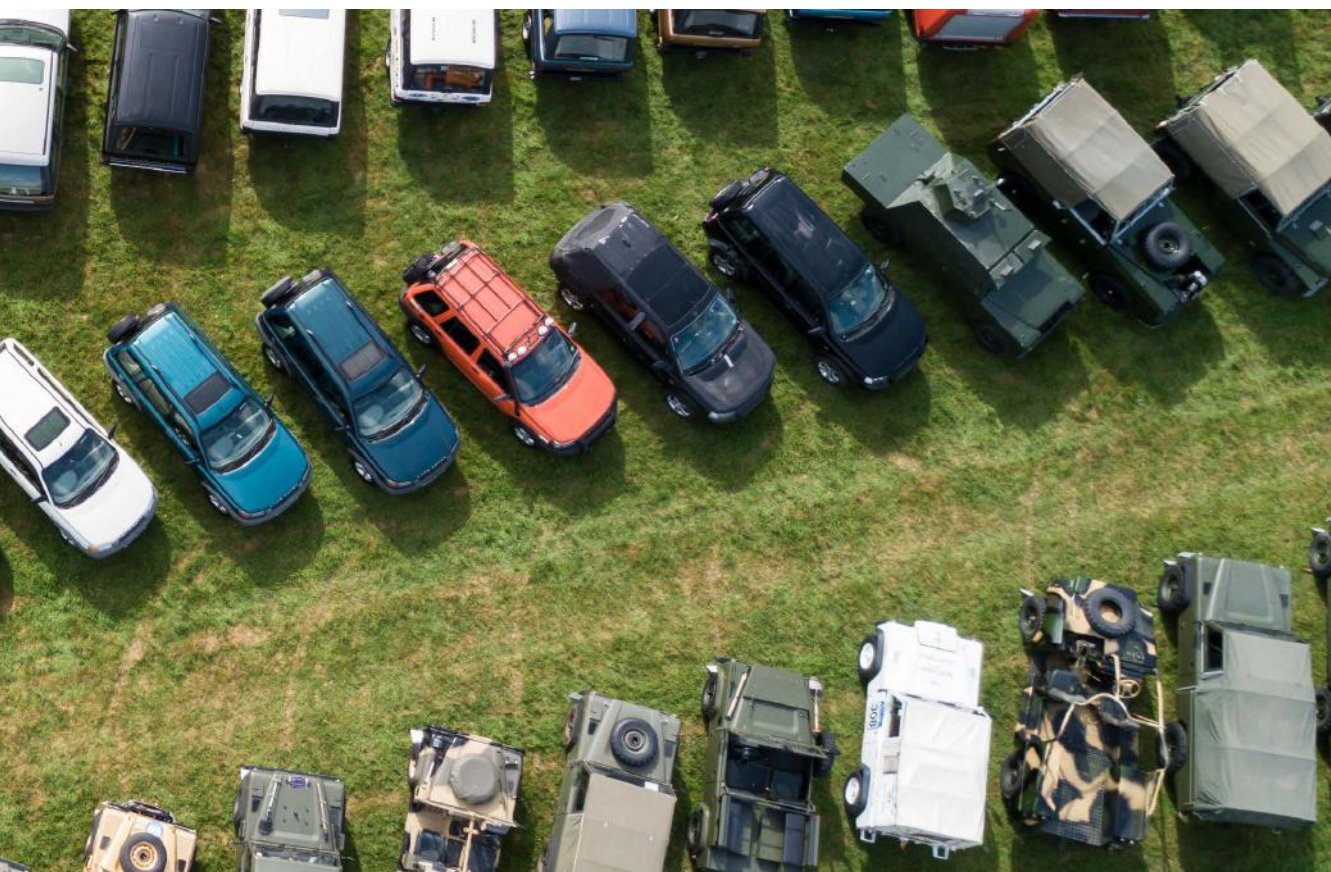
The Collection was started in 1968 by Brian Bashall who realised that his love of strange prototype and pre-production Land Rovers was of interest to others. At that time, Land Rover itself was not interested in retaining these wonderful prototypes which are part of Britain's transport heritage and, without Brian's foresight and enthusiasm, many of these vehicles would have been lost forever.

Over the years, The Dunsfold Collection has expanded to include not only prototype and preproduction vehicles but examples of almost every model made by Land Rover from 1947 to the present day, including military vehicles, record-breakers, Royal cars, limited editions and display vehicles.

The Collection is managed by Brian's son, Philip, who is also an internationally-recognised expert on the Land Rover marque, and now has over 150 Land Rover, Range Rover and Discovery cars. These are at present housed in a number of barns and can be seen at various Land Rover and classic vehicle events throughout the year.

In 2014 The Dunsfold Collection became a registered charity and is now managed by a Board of Trustees, who want to ensure the vehicles, the wonderful collection of over 2,000 model Land Rovers and the Dunsfold archive of Land Rover marketing and promotional material, manuals and handbooks are safeguarded for the enjoyment of future generations.

We are, therefore, seeking to raise sufficient funds to establish a permanent museum where the vehicles can be displayed to the public on a regular basis. Why not consider becoming a Friend of the Collection, or making a donation and perhaps joining our Wall of Fame? Any donation is gratefully received.



1981 STAGE ONE 88-INCH PROTOTYPE

In 1981 Land Rover built four prototype 88-inch Stage 1s. All had modified Series III chassis numbered consecutively within the Series III production sequence. Two were completed as truck cabs or utility vehicles, and two as Station Wagons. HOJ 573W is one of the latter and its sister vehicle is also in the Collection. The fate of the two utility vehicles is unknown, although both are known to have been delivered to the Middle East.

HOJ 573W was initially assigned to Peter Storrie, who was Senior Workshop Manager at Land Rover's Drayton Road facility, and then to Roland Maturi in Product Planning at Solihull. In late 1982 or early 1983 it was sold to main dealer J V Like of Hay-on-Wye and later acquired by Donald Moore whose son, Chris, was a very enthusiastic fan and used it regularly.

By 1990 it was owned by a GP in South Wales who used it when making his rounds, and in 1998 it was acquired by local enthusiast and dealer Mike Williams. Mike took it to the Billing Show that year and then laid it up in one of his numerous yards, where it sat outside for over twenty years.

It was acquired by a Friend of the Collection in 2019 and given a ground-up restoration at Dunsfold DLR Ltd. It is now on loan to the Collection.

Chassis number: SALLBABH1AA141053
Registration number: HOJ 573W
Engine: 3.5 V8 petrol
Transmission: 4 Speed Manual



1984 LAND ROVER 90 COUNTY STATION WAGON

1984 was the first year of production for the Land Rover 90, which replaced the Series III 88" models. This County Station Wagon is a lovely, original and unmolested example of the breed.

Known to us since 1991, it has been in the caring custody of two local owners who have maintained it regardless of expense. It has its original chassis, engine and gearbox and is still wearing its original paint.

The 2.25 litre petrol engine was replaced by a long-stroke 2.5 litre derivative a few months after production had begun, so relatively few were built with the older engine.

Chassis number: SALLDVBH7AA222655
Registration number: B169 NEC
Engine: 2.25 Petrol
Transmission: 5 Speed



1990 LAND ROVER DISCOVERY 1

The Discovery is arguably the car that saved Land Rover. Launched in October 1989, it was based on the drive train of the first generation Range Rover but with a lower specification and price, intended to make it a direct alternative to the offerings of the Japanese manufacturers. The bold and innovative interior was designed by Terence Conran.

This very early 3-door is from the first year of production and was registered on 7 June 1990. Its first owner was a GP in Kent who traded in the Range Rover he had purchased new in 1972 in order to buy the Discovery.

He used the car sparingly and finally decided to part with it in early 2014 at which time it still had only 51,000 miles on the clock. It is a beautifully-original vehicle in amazing condition both inside and out. The first owner specified many extras when he ordered the car including an alarm, sun hatch, tow pack, dog guard, seat and spare wheel covers, side rubbing strips and wheel arch extensions.

The car was loaned to JLR in 2014 to participate in a number of rallies in Germany including the Hamburg-Berlin Klassik and the inaugural Rallye One! event, where it formed part of the official JLR team entry alongside a 1949 Land Rover Series 1, an E-Type Jaguar and an S-Type saloon.

Chassis number: SALLJGBF7GA448770
Registration number: G577 TGY
Engine: 2.5 TDi
Transmission: 5 Speed



1994 FREELANDER TEST MULE WITH MAESTRO VAN BODY

This LHD diesel Maestro mule registered J426 TVU is one of around 25 built in 1994 at Land Rover's MCE satellite factory. Petrol and diesel variants were made in both RHD and LHD. Their purpose was on-road testing of the Freelander running gear without taking prototype or pre-production vehicles into the public view.

These mules were made to be as inconspicuous as possible with either black or cream paint, disguised wheels, fuel fillers and older registration plates, although anyone getting close enough might have wondered why these 'vans' were fitted with roll cages!

When we acquired it, TVU had a major fault in the immobiliser system and various other issues, and also looked very untidy having been robbed of quite a few parts while sitting in the factory scrap queue. We secured an early Freelander MoT failure which provided us with a working ECU, keys and other parts. To our astonishment, after a little bit of tickling it started first time! And even had a clutch.

Chassis number: SPLLNAAABSAXXXX13

Registration number: J426 TVU

Engine: 2.0 Diesel

Transmission: 5 Speed Manual



1997 PRE-PRODUCTION FREELANDER 5-DOOR

This very special Freelander is believed to be the oldest survivor on the road but it has even more claims to fame! It is one of two Pre-production vehicles that Land Rover painted by hand in a special 'flip-tone' paint called 'Cleopatra', which gave a range of colours from kingfisher blue to purple to golden bronze, depending on the angle of the light. The paint was more familiarly associated with TVR sports cars of the era.

Both vehicles were destined for the Land Rover stand at the 1997 Frankfurt Motor Show, which is where the Freelander was launched. After the show, Freelander Programme Director Dick Elsy decided to retain the 5-door as his company car and, when he left Land Rover a couple of years later to join Ford-owned Jaguar as Engineering Director, he bought the Freelander for his private collection.

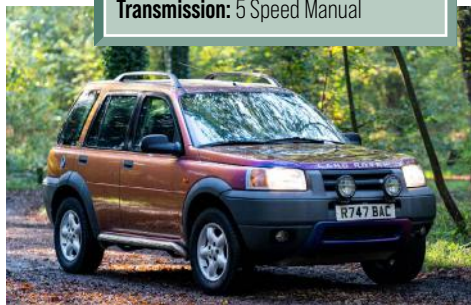
It was given a cherished registration number and therefore remained unknown to enthusiasts for many years. Dick very generously donated the Freelander to the Dunsford Collection in 2021, and it has now been reunited with its original factory registration number. It is undoubtedly an interesting and historically important survivor.

Chassis number: SALLNABA8WA600353

Registration number: R747 BAC

Engine: 1.8 Petrol

Transmission: 5 Speed Manual



2002 THIRD-GENERATION L322 RANGE ROVER 'THE HALF-MILLIONTH'

This third-generation L322 Range Rover looks standard but it is in fact a very special vehicle that we were pleased to acquire.

It was built in April 2002 and is the Half-Millionth Range Rover built. It was driven off the production line on 1 May by the legendary England and Arsenal goalkeeper David Seaman MBE, surrounded by the build team and senior Land Rover executives.

David was sufficiently impressed with the car that he managed to buy it through Chipperfield Land Rover in Hertfordshire, and he kept the car for three years.

Since then it has had two further owners and has led a very pampered life, covering only 50,000 miles.

Chassis number: SALLMAMA32A107094

Registration number: KD02 KGG

Engine: 4.4 V8 Petrol

Transmission: 4 Speed



NATIONAL AWARDS

THE NATIONAL AWARDS HAVE ESTABLISHED THEMSELVES AS AN IMPORTANT FEATURE AT LAND ROVER LEGENDS, GIVING US THE OPPORTUNITY TO RECOGNISE EXCELLENCE AND ACHIEVEMENT WITHIN THE LAND ROVER ENTHUSIAST COMMUNITY.

For 2022, awards will be made to Land Rover vehicles in the following categories:

MOST ORIGINAL VEHICLE

A Land Rover that retains its originality and authenticity, is unrestored and displays the character and patina of age.

BEST RESTORED VEHICLE

A Land Rover that has been partially or fully restored to original factory specification.

BEST BESPOKE VEHICLE

A Land Rover that has been developed or converted in any way, to suit its owner's particular vision, interest or purpose.

On top of these award categories, there will also be an award for

BEST CLUB DISPLAY AT THE EVENT

for which every Club attending will be eligible, as well as the presentation of the annual

BRIAN BASHALL MEMORIAL AWARD

made in memory of the founder of the Dunsfold Collection.

We are very grateful to everyone who submitted a nomination and the finalists in each category are shown on the following pages, many of which are on display here at Land Rover Legends.

The winners will be announced at the event at 3pm on Sunday afternoon.

NATIONAL AWARDS JUDGING PANEL

MEET THE TEAM OF LEADING EXPERTS BEHIND THE SCENES



PHILIP BASHALL

Philip is an internationally recognised Land Rover marque expert and Trustee and General manager of The Dunsfold Collection. He is an avid collector of all things Land Rover and has created a wonderful library of books, manuals, models and brochures, many of which are used by journalists and vehicle restorers for research. He is also a recently retired Director of Dunsfold DLR Ltd, a busy parts and servicing business and Land Rover restoration shop, which was founded by his father, Brian, in 1968. Philip has appeared in several TV documentaries relating to Land Rovers and is often referred to by well-known Land Rover fan Chris Evans as the 'font of knowledge'!



JAMES TAYLOR

James is a motoring historian and author, and has written over 150 motoring books, of which around 40 relate to the Land Rover. He was editor of 'Land Rover Enthusiast' magazine between 2000 and 2010, and author of the 'Roverphile' column for 25 years. James is also a consultant to JLR.



NICK DIMBLEBY

Nick Dimbleby has been a Land Rover enthusiast since the age of 11, when a local farmer let him drive his old Range Rover around the fields one afternoon. Since then, Nick has written six books about Land Rover, and has earned a reputation as one of the world's leading Land Rover photographers. He has travelled the world photographing Land Rovers in every landscape and climate. A confirmed Land Rover nut, he owns four classic Range Rovers and a 100-inch V8 hybrid.

MOST ORIGINAL VEHICLE



1974 RANGE ROVER CLASSIC 3-DOOR

[owner Gary Wilton]

This Bahama Gold Range Rover classic was assembled in the UK and exported to Australia in 1974. It has survived amazingly well, never having been welded or altered from the original and still has Australian red dust inside!



1985 LAND ROVER 90

[owner Gary Wilton]

This early 90 has only covered 33,000 miles from new with one previous owner and is in totally original condition. Mechanically untouched, original paint, original chassis and with one gentleman farmer owner from new prior to Gary's recent purchase of this time warp vehicle.



1993 DISCOVERY I

[owner John Hogan]

A unique and original V8i complete with compass decals.



1998 FREELANDER 1

[owner Jim Welch]

This 50th Anniversary Edition was a lucky barn find, due to it being laid up after years towing a large horse box!



2003 DISCOVERY II V8 ES

[owner Simon Williams]

Owned by Simon since 2021, this well preserved example has only covered 66,000 miles since new and retains its factory fitted three-spoke alloys and side steps. The body, interior and chassis are all in remarkable condition and Simon has been working hard to preserve its originality.

BEST RESTORATION



1948 SERIES 1 (owner Robert Sprason)

One of the first 1500 cars built before the end of December in 1948, it was despatched to Perth, Australia. The car was found completely dismantled and in a very sorry state – but somehow the original engine had survived, along with many other rare components, and it now wears the correct early light green paint finish with its early specification silver painted chassis. The vehicle has been featured in Land Rover Monthly and Classic Land Rover Magazine.



1966 SERIES 2A (owner Adrian Paget)

Bought new in 1966 by Adrian's mother in law, this Series 2a has been in the family ever since. In the late 1980s it was parked up in the garden and stayed there for the next 25 years. In 2016 to recognise it's 50th birthday Adrian decided to restore the vehicle back to the original factory condition. The restoration was done in-house by the family over two years to period correct specification and was completed in the summer of 2018.



1982 110 (owner David Harlow)

DHP832Y was a pre-production methods build One Ten built in November 1982. Registered in January 83 it was used for transmissions testing before being repurposed for Llama axle testing. After being sold off by LR it was discovered by Dunsfold and later passed to David, who has overseen a sympathetic patina restoration carried out by George Jeffcoate in 2021.



1971 RANGE ROVER (owner Tim Hammond)

Found in a field 3 years ago where it had been sat for 25 years in the Yorkshire Dales. Restored over the last few years, all of the interior is fully original to the car and the same goes for the exterior. Tim says it hasn't been restored to look as new but rather to reflect its age and the fact it is still used most days!



1973 SERIES III 88" (owner Andrew Holt)

Restored in 2017.

BEST BESPOKE VEHICLE

1963 FORWARD CONTROL FIRE APPLIANCE

[owner Adrian Thompson]

This unique vehicle is the only one of three 88 inch wheelbase Land Rover Forward Control that was manufactured in 1960 that is roadworthy and fully operational.

Powered by a two and a quarter litre 77 bhp petrol engine she was able to accelerate from 0 to 40mph in 22 seconds.



1968 SERIES 2A LIGHTWEIGHT

[owner James Hammond]

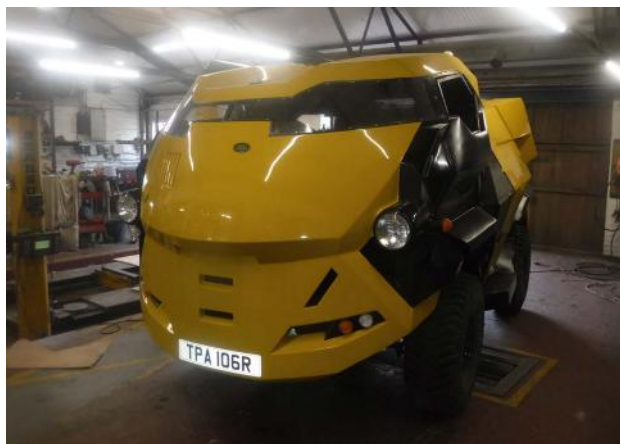
James Hammond's Lightweight was built in December 1968 and served extensively in Northern Ireland. Purchased from the MOD in 1979 and in the family ever since, in 1997 she underwent a full rebuild and chassis replacement, with the engine, gearbox and axles all fully overhauled.

2139 JUDGE DREDD FORWARD CONTROL

[owner John Dyke]

This amazing vehicle is one of 31 vehicles built for the 1995 Film Judge Dredd, of which only a few survive.

During a full chassis up restoration by Ian Dyke, it was stripped back to a rolling chassis in 2021, and the cab returned to its original shape. To make it more useable (!) a side door and cab doors have been added and the interior fitted out. It now forms part of a growing collection of unusual Land Rovers!



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