

Some pictures from Alan & Helen MacRae's trip to the Dunsfold Land Rover Collection in England



1964 Series 11A Forest Rover by Roadless Traction, Hounslow
 Chassis number: 25201678A
 Registration number: BNB 615B
 Engine type: 2.25 Petrol
 Gearbox type: 4 Speed
 Vehicle spec:

This odd Land Rover was built by Roadless Traction of Hounslow (they mainly converted tractors to four-wheel drive) for companies needing a vehicle with superb traction and ground clearance such as the Forestry Commission.

The model was known as the 'Forest Rover'. Most of the 20 or so built went overseas but a few stayed in the UK including this one which was purchased new by the Central Electricity Generating Board. It was collected from Hounslow in 1964 and driven 200 miles to its work site at Rhayader in Wales, where it spent its life on dam maintenance work. It had a very bright orange paint job and had a Ministry test every year until 1987. The Dunsfold Collection acquired it in 1989. The vehicle had a partial rebuild in 2004 at the REME workshops at Bordon and we are grateful to them for their help, together with Marsland who provided a replacement chassis.



1994 Freelander test mule with Maestro van body
 Chassis number: SPLLNAAA7SAXXXX09
 Registration number: G649 FKO
 Engine type: 1.8 ohv Petrol
 Gearbox type: 5 Speed
 Vehicle spec:

This strange-looking van is a very important link in the development of the Freelander. Based on a Maestro commercial van body shell, this 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', as they were known, 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!

This vehicle was used for braking trials and would have covered many miles in the UK and abroad towing a ballast trailer. Only three of the mules survive, the rest having been crushed. Please do not associate Freelanders with Maestro vans...it makes the factory very upset!



1974 101" Forward Control Trans-Sahara Expedition vehicle
 Chassis number: 95600024A
 Registration number: TEC 101 / 76 FL 66
 Engine type: 3.5 V8 Petrol
 Gearbox type: 4 Speed manual
 Vehicle spec:

This 101" Forward Control is one of four pre-production vehicles delivered to RAF Uxbridge in November 1974. They were destined to be used for the Joint Services Expedition in 1975, also known as the Trans-Sahara Expedition. The Expedition was led by explorer Squadron Leader Tom Sheppard MBE and crossed Africa from the west coast to the east. According to James Taylor, the four vehicles were the only 101s built in 1974 and the first to be built on the dedicated assembly line. They carried chassis numbers 95600021A to 95600024A and ours is the last of these, and is affectionately known as 'Tail End Charlie' because on the Expedition it brought up the rear of the convoy. Three, including ours, were fitted with powered trailer drive and towed Rubery Owen trailers on the Expedition.

This very special vehicle was most generously donated to the Dunsfold Collection by long-term owner David Olliver in 2016. It is fully restored and carries its Trans-Sahara Expedition livery. It is still equipped with its powered trailer.



1978 Prototype Land Rover 100" for French and Swiss army evaluation
 Chassis number: 100S2M10X
 Registration number: LGH 512T
 Engine type: 2.25 Petrol
 Gearbox type: 5 Speed
 Vehicle spec:

This vehicle is from one of the batches of 100" vehicles built in 1978 with the French and Swiss armies in mind. This one is the only 4-door soft top from the early batch. Others had V8 engines and automatic transmission but this one has a prototype two and a quarter petrol engine with five main bearings, Zenith carburettor and cable throttle. The gearbox is a prototype 5 speed manual.

The middle doors are custom-made and shaped to fit around the rear wheel arch. In common with all these vehicles, this one is wired for 12V and 24V as it is believed they were intended to perform as radio or command vehicles.

All were based around the 109" Stage One V8 and some were fitted with Range Rover axles, most having a Salisbury rear differential.

Pioneer tools were stowed under the driver's seat.

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1969 Shorland Armoured Patrol Car

Chassis number: 25217429
 Registration number: None
 Engine type: 2.25 ohv Petrol
 Gearbox type: 4 Speed
 Vehicle spec:

This is one of the six Shorlands delivered to the Royal Ulster Constabulary in 1969, ten having previously been delivered between 1966 and 1967. We are grateful to Clive Elliot who has helped with the history of our vehicle, which was issued to 3 Platoon (Glenravel Street), Reserve Force RUC on 4 October 1969. It was withdrawn in January 1970 and stored at Thorburn Road with other RUC vehicles, and then issued to 5th Battalion, Ulster Defence Regiment with service registration 27 BT 69.

The Shorland was based on a Land Rover Series 11A 109" chassis cab and built by Short Brothers and Harland of Belfast. Later types used the 6 cylinder engine with consequent improvement in performance. The crew of three had a .30 Browning machine gun (later replaced with a GPMG) in the revolving turret, radio installation and the armour had hinged door top flaps and drop down windscreen visors.

On final withdrawal, all the ex-RUC Shorlands were bought by Shorts for £100 each. After usable parts had been removed, all but two were scrapped. AOI 4054 was recovered from the scrap heap and donated by Shorts to 26 Sqn RCT (NI) for restoration by B Troop, and is still fitted with a plaque commemorating the restoration. It was later held at MVEE Chertsey and in 1977 was donated to the RCT Museum at Beverley, from where it was acquired by The Dunsfold Collection.



1968 Series 11A 109" SAS 'Pink Panther'

Chassis number:
 Registration number: 10 FG 45
 Engine type: 2.25 Petrol
 Gearbox type: 4 Speed
 Vehicle spec:

This Series 11A 109" is one of the 72 converted to SAS specification by Marshalls of Cambridge in 1968. When new it was painted Bronze Green but would subsequently have been painted to suit the theatre of operation. Pink was found to be the most effective camouflage colour for Oman which led to the nickname 'Pink Panther' for these vehicles. The list of many features includes extra fuel tanks, smoke grenade launchers, bead breaker on wing, radios, GPMG Machine Guns, SLR Rifles in wing boxes, flare gun, axle guards, oil can stowage, water cans and bladders, sun compass, search lamps, blackout lamp and many other items. These vehicles were in service from 1968 until 1984 when the 110" DPV replaced them. In operational service the most common breakage was the rear half shafts. This vehicle was on display as an air drop exhibit at RAF Lyneham until 2010.



1994 Discovery exhibition vehicle – the 'Schizo Disco'

Chassis number: None
 Registration number: None
 Engine type: 2.5 Turbo Diesel
 Gearbox type: 5 Speed
 Vehicle spec:

This unusual vehicle with a split personality was prepared for the 1994 Motor Show at the NEC to illustrate the versatility of the Discovery, coinciding with the introduction of the 300 TDi engine.

The base vehicle is actually a 200 TDi modified to look like a 300 series with modified lights and dashboard but retaining its 200 TDi engine. A great deal of effort went into cutting everything in half – the winch and sunroof are particularly noteworthy! All the leftover parts were made into a mirror image vehicle and this is believed to have been scrapped.

After the Motor Show it went on a bit of a World Tour and at some point it acquired the names of a Belgian Camel Trophy team.

The vehicle runs and drives but is obviously not road legal.



1947 'Centre Steer' – a replica of the first Land Rover

Chassis number: n/a
 Registration number: n/a
 Engine type: 1,495 4 cyl Petrol
 Gearbox type: 4 Speed
 Vehicle spec:

This is a replica built in 2005 of the very first Land Rover which was built in 1947. The first car, known as the 'Centre Steer', was a possible answer to creating a vehicle that would serve both RHD and LHD markets. However, because the engine was mounted in the north/south position the steering layout gave very little legroom and the idea was dropped very early on. The first 80" Land Rover reverted to a normal steering layout.

In common with the original vehicle, the chassis, axles, steering and body fittings are from a Jeep – in the case of the Replica a 1942 Canadian vehicle. It was built by 'Paintman Bill' on a very limited budget in a lean-to shed and is a fine reproduction. The Collection purchased the vehicle and completed a number of minor jobs to bring the vehicle into line with additional details that were uncovered when a cache of previously-unseen photographs of the original were discovered. Only one Centre Steer was built and it remains the Holy Grail for Land Rover enthusiasts. However, the consensus is that the original was reconverted back into a Jeep and used on the Wilks family estate.

Philip's back on his feet

The Duke of Edinburgh, 96, is pictured joking and smiling as he and the Queen watch their granddaughter Lady Louise carriage driving - just days after he left hospital.

Earlier this week Prince Philip raised concerns after he was treated for an infection in hospital - but it seems the royal was back in action as he drove the Queen to a Guards Polo Club event in Windsor on Sunday.

The Duke of Edinburgh, 96, got behind the wheel to take Her Majesty to meet their son Prince Edward and watch granddaughter Lady Louise Windsor, 13, show off her carriage driving skills.

Philip appeared to be feeling well as he waved to crowds and presented prizes after stepping from his Land Rover, accompanied by the Queen. The monarch looked delighted to have her husband back at her side. Her Majesty looked elegant in a mint green ensemble pairing a paisley dress with a complementary overcoat and a signature hat.

The Duke of Edinburgh looked in a chatty mood as he presented prizes to winners of the British Driving Society at the annual show. At one point in the day Philip, who recently announced plans to retire from official duties in the autumn, was seen enjoying a break in the front seat of his green Land Rover as the festivities continued around him.

It marks his first appearance since he was admitted to the King Edward VII Hospital in London on Tuesday evening after spending the day at Royal Ascot with the Queen. He spent two nights at the private hospital as a precautionary measure for treatment for an undisclosed infection triggered by a 'pre-existing' condition. Philip appeared to be in better health today as he ventured out for the Royal Bentley Motors Cup Final and British Driving Society Annual Show. Wearing a navy blue jacket and pink open collar shirt, Philip seemed to be taking in the action of the day from the comfort of his car. But he was spotted chatting with carriage drivers and watching the show with the Queen from a private seating area.

Meanwhile his youngest son, Prince Edward, 53, looked every inch the proud father as he and son James, Viscount Severn, nine, watched Lady Louise take part in a carriage driving procession. Lady Louise, 13, looked perfectly at ease in the red and black carriage, which is believed to have been first driven by her grandmother the Queen in 1943. The teenager, who is a keen carriage driver, is following in the footsteps the Duke of Edinburgh, who was instrumental in helping to establish carriage driving as a sport in Britain. The hospital stay forced Prince Philip to miss the State Opening of Parliament and some of Royal Ascot. He also missed out on appearances at London Zoo, where he had been due to present the Prince Philip Award for Contributions to Zoology in his role as an honorary fellow of the Zoological Society of London. It is believed that he is suffering from a recurrence of the bladder infection that twice saw him admitted to hospital in 2012.

Some more words of wisdom from Hoody,

Everybody has a photographic memory. Some don't have film.

Seen it all, done it all, can't remember most of it.

Despite the cost of living, have you noticed how it remains so popular ?

Nothing is foolproof to a sufficiently talented fool.

The things that come to those who wait, may be the things left by those who got there first.

As long as there are tests, there will be prayer in public schools.

A fine is a tax for doing wrong. A tax is a fine for doing well.

I started out with nothing, and I still have most of it.

When you go into court, you are putting yourself in the hands of 12 people that weren't smart enough to get out of jury duty.



For Sale ; 1960 Short Wheel Base hard top Land Rover, fitted with rear seats, selectro free wheel hubs, 5 good 7.50 tyres, re cored radiator, unreg'd. \$7,500. Contact Peter Chandler on 56 285 221.