

USER HANDBOOK

OFF- ROAD

AT GOODWOOD




SERIES IIA
88 AND 109

HOLD ON TIGHT AND
**ENJOY THE
RIDE**



*From a Harvey Frost Recovery to the Axle
Twist, these team tasks will sort out the
wheat from the chaff...*



THE CHALLENGE RULES

NOW LISTEN UP!

A good Land Rover student is one that understands the Land Rover team rules. Your Instructor's expectations are generally made quite clear – usually verbally! Just in case you weren't listening:

Have Fun.

Our Instructors are good natured fun loving creatures and they want you to have a fun time too – so be nice to them.

Make Good Friends.

Do not call your team mates names and avoid fighting with them. Love and help each other.

Experiment.

Consider everything an experiment and one in which boundaries should be pushed.

Homework.

Instructors always like people that do their homework on time.

Loitering.

Don't loiter.

Petting.

No heavy petting, except of the Land Rover.

Punishment.

There are no corners to stand in, just make sure you drive corners carefully.

Lying.

If you are going to lie, do it properly.

Matron.

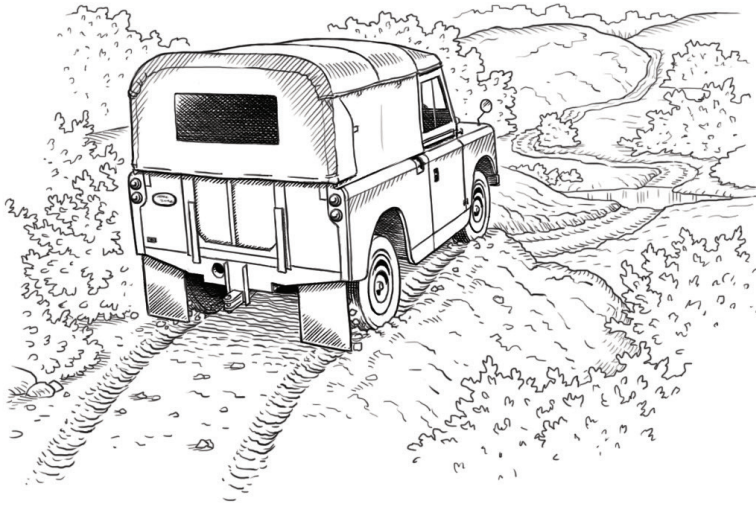
The last resort and rest assured, you don't want to meet Matron.

Rules.

Your Instructor can change the rules at the drop of a hat.

HOLD ON TIGHT

AND ENJOY THE RIDE



Your route will take you through the off-road rutted tracks of the perimeter of Goodwood Motor Circuit. Some of the driving is easy and some of it is more challenging, but assuming you are successful and your instructor doesn't get you lost, you will arrive back at the Race Control Building, just in time for a cup of tea.

OUR INSTRUCTORS SAY:

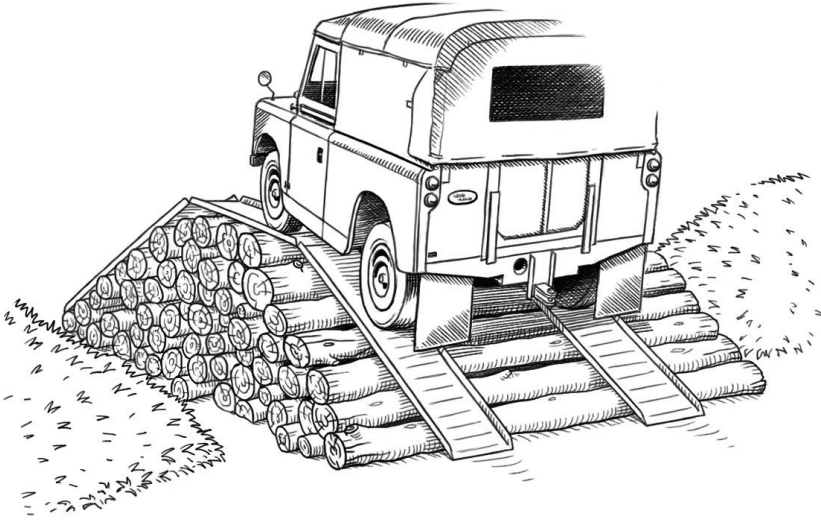
For these various challenges it is critical that both vehicle and driver are prepared for the exercise on approach, i.e. don't wait until you're half way up to realise that you're in the wrong gear or that your speed is too fast or slow. Before you set off have a run through in your mind of what you're about to do, it is okay to walk the obstacle before attempting to drive it if you so wish and provided you are wearing appropriate footwear! Make sure you select the correct gear and reach optimum speed before reaching the bottom of the climb, your instructor will help you perfect both of these elements. Maintain a steady but slow speed on the incline and as you reach the top bring your foot off the accelerator as gravity begins to take over and pull you down the other side. You're looking to maintain a constant speed throughout, letting off too early or too late will upset the speed of the vehicle. Try to avoid using the brakes on the way down as the gear that you should have selected will control vehicle speed, do not push the clutch pedal down!

THERE IS ONLY ONE WAY IN

Although life can only be understood backwards, to look backwards, you have to move forwards, so that's exactly what you need to do. There is only one way in to our activity area, and that's over our mound of timber. Having a gate would have been far too easy and ignore any easier options you can see.

OUR INSTRUCTORS SAY:

We never said this was going to be easy. We could let you drive the easy route to our activities area at Lavant Corner, but our Forestry Team appear to have strategically placed some timber and earth in the route we usually take. Remember those skills you have learnt whilst you have been out and about and put them to good use. Maintain a steady but slow speed on the incline and as you reach the top bring your foot off the accelerator as gravity begins to take over and pulls you down the other side.

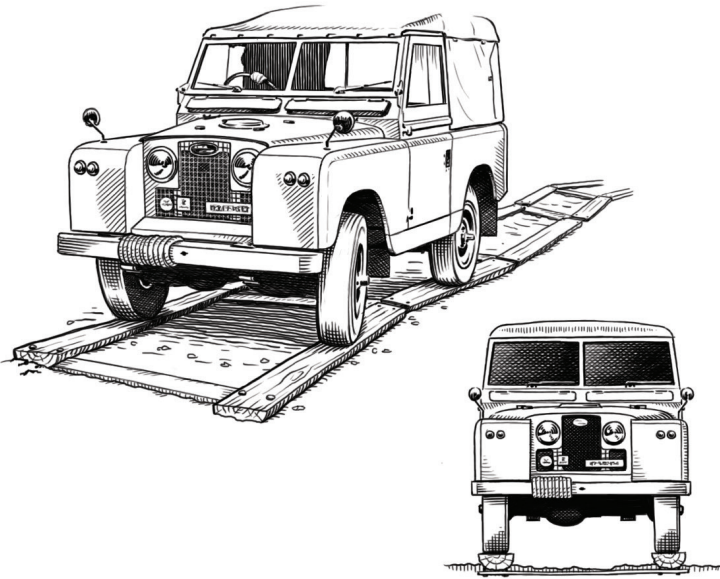


THE LOG TRAVERSE

Congratulations on making it this far! Our Forestry Team here at Goodwood have an unwavering commitment to looking after our natural environment for both present and future generation's enjoyment. Sadly, we have been affected by ash dieback, which has proved fatal to almost every tree it infects, causing the leaves to wither and blacken. The only thing to do is to remove them and our Forestry team have taken out thousands of ash trees (although a few have been kept just in case they prove resistant). We are busy replanting a mix of native broadleaf British trees: beech, hornbeam, oak, hawthorn, blackthorn and hazel. The good news is that the log traverse you will drive on today is, rather unsurprisingly, ash from the Goodwood Estate being put to good use!

OUR INSTRUCTORS SAY:

For this exercise vehicle speed is key. The steering is less responsive than you may be used to, so in order to stand the best chance of keeping all four wheels on the logs, drive as slowly as possible to enable you to take full advantage of any steering inputs. Remember, unlike modern cars your Land Rover will require a relatively large input on the steering wheel to give the necessary amount of movement at the wheel. Select the gear advised by your instructor and then forget about it and focus. You want to ensure you have maximum concentration on your speed and steering inputs.

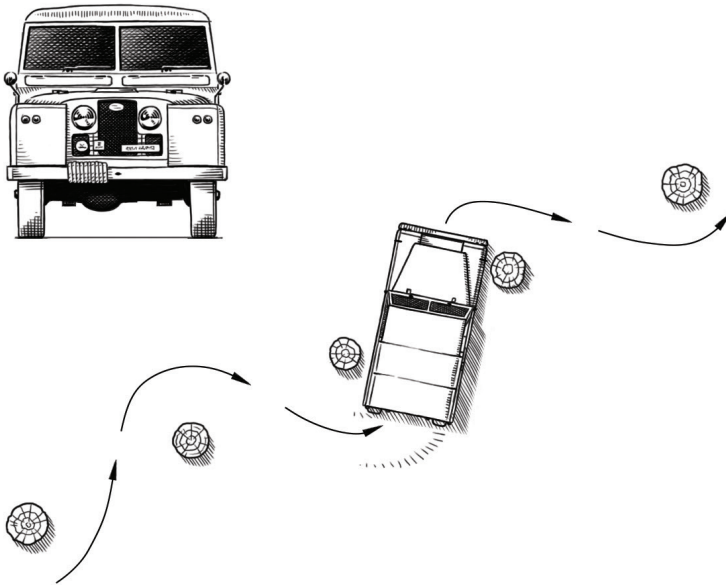


THE TIMBER SLALOM

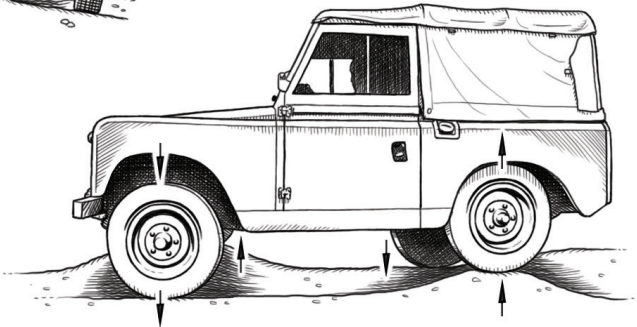
The beautiful pieces of timber you see before you represent at least one generation's growth. Like our timber, we also would like you to take your time – feel free to count the tree rings on the way past – this is not a downhill ski slalom.

OUR INSTRUCTORS SAY:

The most important tip for this challenge is to turn early! The shortest line will be faster, however, this is not typically achieved by simply going fast – this is not about clipping the apex. Going too fast will often end up in having to take a longer route, which will also mean that as you get further through the logs the steering angle will get tighter and tighter – and with a Land Rover, there isn't much to play with in the first place! The aim here is to carry a reasonable speed that allows minimum steering input to negotiate the timber.



THE AXLE TWIST



Your next challenge will feel pretty unnerving but it's all about control and understanding the Land Rover's centre of gravity. The higher a vehicle, the higher you raise its centre of gravity. Roughly speaking, for every 2.5cm of additional height you add to a vehicles' design, you need to bring the wheelbase outwards 3.8cm to retain the same tip over angle. Your Land Rover steering was designed to work to maximum efficiency with the stock king pin angle (the line between the top and bottom mount points of swivel ball). When you change this angle from what the factory put in the steering loses stability – rest assured that's not what we have done. Changing the angle on the front differential changes the king pin angle. Just listen carefully to your Instructor and let's get on with it!

OUR INSTRUCTORS SAY:

The obstacles are laid out in such a way that, as you crawl over them (well not "you" exactly, your Land Rover) one side of the Land Rover will have its suspension fully extended, whilst the other side will be fully compressed. This is designed to show how capable your Land Rover is and that it really can go pretty much anywhere, when driven in the correct manner.

THE FLEET



Say hello to your off-road companion



OUR LAND ROVER FAMILY

Welcome to a fabulous lineage of British engineering that we have sourced from around the British Isles. Like all great families, each member of the Goodwood Land Rover family contribute in different ways that are worthy of appreciation.

The Goodwood Land Rover family carries the great hallmarks of a close knit family.

A DEEP COMMITMENT TO ONE ANOTHER

Members of strong families have difficulties and disagreements – Land Rover lives are frantic. Yes, children and parents lock bumpers, but Land Rovers don't give up on each other. Whatever happens on your experience, our Land Rovers plan to all return together, with you on board, come hell or high water.

GOLDEN TIME

When not carrying guests around the Goodwood Estate, the Land Rover Family is tucked up warm and snug in our ex World

War Two Hangar. It's heated, has drip trays for their leaky bits, lots of spare parts, and the best vintage motor oil on tap.

GENUINE MUTUAL APPRECIATION

As Burdock and Bilberry often say, "it is vital to not only feel appreciation, but to express it." Please feel free to let them know you enjoy spending time with them!

LOOKING OUT FOR EACH OTHER

Our Land Rovers work hard to create an atmosphere in which each family member feels loved and is inspired to work for the common family goals – giving Goodwood guests a fabulous day out – so please do have a fabulous day.



BRAMBLE



Bramble, an 88-inch short wheelbase model, was first registered in January 1965. It is thought that her early life was spent in the military and she still retains her military-spec non-chromed headlights, plus an auxiliary fuel tank under the passenger seat with a changeover switch under the dash. At some point her brakes have been changed to the larger 11inch drums from the 109-inch long wheelbase model, which was an upgrade often carried out by Army mechanics.

Following her military service, Bramble has moved between pri-

vate owners on the south coast and along the way gained a convenient overdrive accessory for improved cruising. She spent years on a farm in Dorset, before passing to a classic car enthusiast in town, where she enjoyed a gentle life making local trips to the shops, the beach and the rubbish tip. In April 2017, she branched out into a new automotive phenomenon when she became the founding member of the Goodwood Classic Land Rover fleet. As with her stablemates on the fleet, Bramble's name is inspired by the natural flora found along the South Downs tracks that she now explores daily.

BRACKEN



The second Land Rover to join the fleet was named 'Bracken' because of her military past, the visual signs for which are much more evident than on her comrade 'Bramble'. She left the factory August 1966 and was immediately drafted into the Army. Following her demob, little is known of Bracken's civilian life until she passed into the hands of an avid Wiltshire-based Land Rover restorer in the early 2000s. He rebuilt Bracken on a new galvanised chassis and made sure she bristles with military detail – vertically aligned front side-lights/indicators, headlamps with metal outer bezels, a six-way light switch that controls front and rear

lights separately for various 'convoy' settings, a metal blackout on the rear number plate light, twin fuel tanks with changeover switch, plus the distinctive yellow 'bridge plate', which was used to record the maximum weight capacities for the vehicle and any trailer.

Following her restoration, Bracken passed to one of Goodwood's race instructors, who happens to live in the same Wiltshire village as the restorer. Bracken spent several happy years exploring the byways of Salisbury Plain before joining the Goodwood fleet in June 2017.

BILBERRY



Unlike most of her brethren on the Goodwood fleet, Bilberry is not a Series 2A model but the less common Series 2, of which only 107,000 were produced between 1958 and 1961. Bilberry is one of the later examples built in 1961, the final year of Series 2 production. Visually and mechanically, the Series 2 is almost identical to its later derivative, with the most obvious differences being bolted hinges on the front air vents beneath the windscreen rather than welded ones, and a flat front apron instead of the later rounded one.

Bilberry came to Goodwood after many years in Surrey with an off-roading enthusiast. She was used for treks across the south of England in search of interesting byways and has been fitted with an overdrive accessory for more comfortable cruising. She always wore a 'catflap' hard top (with a split rear door and tailgate), but since joining the Goodwood fleet this has been changed for a full canvas tilt to enable you to open the sides and enjoy both the breeze and the views while exploring the South Downs.

BURDOCK



First registered in 1962, Burdock is an early Series 2A from the first year of 2A production. Like all her brethren at Goodwood, she is powered by a rugged 2.25-litre petrol engine that traces its lineage back to pre-war Rover cars. Burdock has always been a working farm vehicle, having spent most of her agricultural career among the gently rolling borderlands between England and Wales, in Shropshire and Monmouthshire. In 2017 she was discovered at rest in a somewhat tatty state in a barn near Welshpool by an

enthusiastic Land Rover restoration specialist. Having been rescued from this rather undignified retirement, she has subsequently enjoyed a full respray in her original colour, Land Rover Bronze Green, plus a new canvas hood in Sand. In November 2017 she embarked on a fulfilling new career when she became the fourth member of the Goodwood Classic Land Rover fleet.

BOGBERRY



First registered in 1967, Bogberry left the Solihull factory fitted with an enclosed cab and the redoubtable 2.25-litre diesel engine. Like so many Land Rovers, she made her living on the land, working on farms in the Peak District in Derbyshire. In 2005 she followed the Pennines a few miles north when she relocated from picturesque Bakewell to a smallholding near the equally beautiful Yorkshire town of Holmfirth, which is famous as the filming location for the long-running BBC comedy *Last of the Summer Wine*. She was treated to a new galvanised chassis and enjoyed an

idyllic semi-retirement helping the smallholder's daughter tend to her horses. In April 2018, her tired diesel engine was replaced by a quieter and more powerful petrol one, her functional closed cab was replaced by a leisure-friendly full canvas hood and she enjoyed a full respray in her original Bronze Green – all in readiness for a new life in the gently rolling Downs of the sunny south as part of the Goodwood Classic Land Rover fleet.

BRIAR



Like her sister Bilberry, Briar is not a Series 2A model but the less common and short-lived Series 2. Although the Series 2 differed little from the later 2A, it represented a far more significant diversion from the original Series 1, which it replaced in 1958. The Series 2 was the first Land Rover to receive the attentions of the Rover styling department, introducing iconic features such as the 'barrel sides' to accommodate its wider track, plus the curved vertical rear quarter windows (on hardtop models) and distinctive angular but round-edged roof profile that remained a hallmark until production ended in 2015. Mechanically, the

major change was a shift from the asthmatic 2-litre engines to the far superior 2.25-litre units.

Briar dates from the last year of Series 2 production in 1961 – she was exactly 2400 cars and around six weeks behind Bilberry on the production line, leaving the factory in late February but beating her sister onto the road, being first registered in April compared to Bilberry's May. Little is known of Briar's subsequent history, although she spent recent years with an enthusiast in Dorset, before passing to Goodwood in summer 2018.

RECOVERY TRUCKS



DOLMAN AND WRITTLE.

Dolman is a 109in LWB Series 2A who went straight from the production line into the Royal Navy. After over 7 years of military service she was demobbed and passed to the local garage, WH Dolman and Co Ltd – in whose honour she is now named. For 25 years she plied her new trade on the highways and by-ways (literally...) of the East Midlands, performing vehicle recoveries on and off the road.

It is believed that Writtle – named after the pretty Essex village where we found her – has been a recovery

vehicle from new. She is an extremely early 109-inch LWB Series 2A, her chassis number revealing that she is only the 70th such vehicle off the line when production began in 1962. Writtle had been stored for many years and although the engine ran, neither the brakes nor clutch operated and the chassis was rotten. Now fixed, she boasts fresh Admiralty Blue paintwork to match her twin Dolman.

Both vehicles recover cars from the motor circuit and rescue their stranded brethren on the South Downs.





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