We took a convoy of Twisted builds on a 300 mile trip around Yorkshire taking in all my favourite places around the county, which was a huge success and something Twisted Experiences® will certainly continue to offer.

Highlighted on the opposite page, this year represents the 70th anniversary of this famous vehicle, so we thought what better way to celebrate this milestone than creating a Twisted ‘70’ at the Yorkshire Gliding Club!

There’s also the chance to hear from our head technician, Rob Lewis and proof that we managed to convert Jeremy Clarkson into a fan of the Defender®, when he took our V8 110 for a summer weekend.

I hope you enjoy the read!

Charles Fawcett
Twisted Founder
As the curtain fell on Twisted’s busiest ever annual open day, 25 friends, customers and team members embarked on the inaugural Yorkshire 300: Twisted Experiences’ first ever event.

In June of this year, Defender enthusiasts, including passionate Twisted customers, descended on the county to participate in the road trip which stretched 300 miles and four days across North and West Yorkshire. Joining them on the trip was Twisted ambassador and endurance athlete, Sean Conway, just weeks after breaking the record for the fastest crossing of Europe by bicycle.

A lot of hard work went into the planning and delivery of this trip, which coincided with our annual open day, so it’s tremendous to receive such great feedback from the guests who joined us. Most of the attendees were existing Twisted customers, and part of the motivation behind organizing the Yorkshire 300 was to show just how much we value them. When you become a Twisted customer, you become a friend for life and I’m very proud of the network of people that we’ve built over the years.

Read Charles Fawcett’s Yorkshire 300 diary, including an insight into how the trip was delivered and what the future for the event might hold.

PLANNING

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The brief at Twisted HQ before the journey began.

The V8 110 along the Cleveland Way.
When we first set off, we went through the industrial estate near our workshop and we were almost immediately stopped by North Yorkshire Police.

At the back of my mind I was thinking ‘well, this is a good start!’, but I needn’t have worried – they actually just wanted their photos taken with the vehicles! They lined up their unmarked police car, and they both stood there in full uniform with their arms crossed, looking hard as nails, right next to the line of Defenders. It went out on North Yorkshire Police’s Twitter that night; I guess the appeal of the Defender truly is universal.

After that, it was 20 miles to Hutton-le-Hole then across to the other side of the North Yorkshire Moors which provided plenty of opportunity for photography.

Then, following our arrival at Gisborough Hall, we enjoyed an address from Steve Errey on the subject of his recent record breaking feat, his cycle from Portugal to Russia. Sean explains all in the conservatory at Gisborough Hall.

After that, it was 49 miles to Sutton Bank, View Point over the North Yorkshire Moors.

On day two none of us departed at 8am sharp, following breakfast, and headed to the Cleveland Way. However, we met with Anthony and Christine Wilkinson to walk up to the top of Roseberry Topping. It was精神, and we were very grateful that they took the time to attend. But I was wrong – the scenery continued into Bill(shape and how a night on the Cleveland Way can only promise skies installed with a very professional British Shooters. Thankfully, we enjoyed much better weather on the second day, which meant the views were incredible, and conditions were far more suited to our first proper activity, clay pigeon shooting at Thimbleby. We also enjoyed a chat with Ian Scott Massie, who founded one of our chosen charities, and is one of my daughter’s teachers at school. It was great to raise some money for these guys!
Day three was our off-road day and once again we made an early start as we prepared for another packed schedule. Departing from Masham market square, we headed on the off-road route through Middlesmoor and Lofthouse, which was a fantastic challenge for the ten or so vehicles that chose to brave the terrain. We dropped down into Scarhouse and then on to Hawes for a Yorkshire themed buffet lunch in a field in the middle of the Dales. Afterwards, we got some more miles under our belt on our way to Harrogate, via Buckden and Threshfield, before arriving at our hotel for the evening and a stroll into town for dinner at Deano’s Graze & Grill, Harrogate.


Chris & Sharon Dobson.

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“The inaugural Yorkshire 300 exceeded all our expectations. From the organised activities and hotel accommodation, to the sites we saw and the routes we covered, the camaraderie of the Twisted Team made for one truly amazing trip. The images give an insight into the anti-ordinary adventure we experienced and the Twisted Convoy was a unique occasion for us... until the next one?”

Chris & Sharon Dobson.
This was our final day, and we started off in great style with breakfast at Bettys Tea Rooms, Harlow Carr, before heading out to capture some amazing photographs at the Cow and Calf.

After that, we enjoyed a tour of the Ginetta supercar factory in Garforth. We were very lucky to receive a tour at Ginetta, as it’s not something they usually do.

Our final stop was The Driver’s Club at Bowcliffe Hall, which is owned by a friend of Twisted, Jonathan Turner, who certainly shares our passion for automotive excellence.

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DEFINING MOMENTS

It’s hard to pick out a single defining moment from the trip, but I think the moment when it truly hit home with our guests just how much planning had gone into the event was when we literally stopped traffic to allow our convoy of Defenders to join a main road.

As we approached the busy turning, most of our guests were appeared at the right and stopped all the traffic to let us out. That, more than anything else, was a defining moment that immediately turned the amount of effort that had gone into the trip.

This was more than just a ride out!

KEEPING IT IN THE FAMILY

It was a delightful experience for Twisted as a family and the number of new friendships formed between guests was incredible.

There was a lot of knowledge and passion on show and it’s always pleasing to see that shared. Beyond that, we found the public were so happy to see us.

The prospect of a Twisted convoy rolling through a village, we thought, must cause a few folk, but too few people coming out to see what was happening and plenty taking pictures!

The overall response we’ve had from our guests has been incredible. We hoped they would like it, but we can’t quite believe how much they enjoyed it and that’s truly a wonderful feeling.

THE FUTURE

Yorkshire 300 is part of the benefit of being into the Twisted build process.

The next trip will be in winter of this year on an incredibly busy bit of route. If you are a Twisted customer and the Yorkshire 300 sounds like something you’d be interested in, then explore your interest with us and very quickly be in contact.

At Twisted we pride ourselves on doing what people can get on a through our craftsmanship and our finished products, and we intend to carry that philosophy through to other trips.

“I’VE TRAVELLED A LOT AND HAVE BEEN ON SEVERAL OFF ROAD EXPEDITIONS AND SAFARIS. TO NAME BUT A FEW; MIDDLE EAST, AFRICA, MIDDLE AND SOUTH AMERICAS, ALSO FRAZER ISLAND OFF THE EAST COAST OF AUSTRALIA – THE LARGEST JUNGLE CLAD SAND ISLAND IN THE WORLD WHERE ONLY 4 WHEEL DRIVE VEHICLES STAND A CHANCE OF TRAVERSING THE ISLAND. I PUT THE YORKSHIRE 300 RIGHT UP THERE WITH THESE – THE SPECIAL OFF ROAD PLACES, SCENERY AND ORGANISATION, COURTESY AND WELCOMING FEELING DISPLAYED BY THE TWISTED TEAM WAS FIRST CLASS.

I PERSUADED MY PARTNER, LYNN TO JOIN ME, WHAT TEMPTED HER WAS THE CAKE AT BETTYS, HOWEVER THE CONVOY AND CAMARADERIE SOON HAD HER INVOLVED WITH THE EXPEDITION AS WITH EVERYONE ELSE. WE WILL NEVER FORGET THE EXPERIENCE! THANK YOU TWISTED!”

Henry Bartlett.

“NOTHING VENTURED NOTHING GAINED - THE YORKSHIRE 300 PROVIDED US DEFENDER DRIVERS WITH THE MOST IDEAL EXPERIENCE TO SEE PARTS OF THE ICONIC YORKSHIRE COUNTRYSIDE AND HIDDEN TREASURES THAT ONE WOULD NEVER REACH VIA PAVED ROADS OR WITHOUT A MOUNTAIN BIKE! AN IDEAL OPPORTUNITY TO EXPERIENCE WHAT A OUR TWISTED DEFENDERS COULD DO BOTH OFF ROAD AND THROUGH THE WINDING ROAD SECTIONS IN A CONVOY OF EXCITED DRIVERS AND PASSENGERS. THE COMPANY WAS WONDERFUL, WITH BANTER AND NEW FRIENDSHIPS MADE OVER YORKSHIRE BEERS INTO THE EVENING – THAT IS NOT INCLUDING OUR BREWERY TOUR OF BLACK SHEEP!”

Stephen Game.

“We had an absolutely incredible time with twisted over the four days of the Yorkshire 300. To meet up with like-minded people who all share a passion not only for defender, but the twisted brand was a real joy. The trip was brilliantly organised, with a few anti-ordinary surprises along the way, which included amazing off-road across Yorkshire’s finest moors with stunning views, clay pigeon shooting, a Ginetta factory tour, a delicious picnic and rounded off with a visit to a petrolhead’s dream house!”

James & Emma Smith.

“Another highlight was the chat & banter over the walkie-talkies each day, which really bonded the group & made us feel part of something special!”

Henry Bartlett.

“It was the best of both worlds: not only did we get to see some of the best views England has to offer but we did it off-road in our twisted 110 Defender, we had an absolute blast and it was great to be with so many people that love defenders as much as we do.”

James & Emma Smith.
Twisted Progressive Suspension

Developed over two years in partnership with renowned suspension engineer Rhoddy Harvey-Bailey, our springs and anti-roll bars are manufactured in Germany by Eibach exclusively for Twisted, and our dampers are custom-valved by Bilstein. By amending the size of the anti-roll bars, we shift the bias from the front to the rear giving less under-steer and more traction. Comfort on the road is enhanced through revised spring rates, softer in the first 25mm of movement, soaking up the normal undulations whilst firmer in the centre of the coil to create a more predictable, communicative drive. An optional lower rear spring for the 110 model is available to therefore level the stance of your Defender.

**AVAILABLE FOR:**
- Defender 90 2.5 Td5 1999 – 2007
- Defender 110 Td5 1999 – 2006
- Defender 90 Tdci 2.4/2.2 2007-2016
- Defender 110 Tdci 2.4/2.2 2007-2016

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**TEAM TWISTED**

**NAME:** Bob Lewis

**ROLE:** Head Technician

**INTERESTING FACT:** I once raised 74,000 for my wife today in a marathon fundraiser.

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**Q+A**

**An insight into...**

**NAME:** Bob Lewis

**ROLE:** Head Technician

**INTERESTING FACT:** I once raised 74,000 for my wife today in a marathon fundraiser.

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**TELL ME ABOUT A PROJECT...**

The most memorable one was at a local trailer manufacturer. I stayed for six months to cover a driving position until they found another driver. A long story cut short, I ended up spending six years there, delivering trailers all around the UK, serving holidays, acting as the parts manager and before that, at one point, the sales manager!

**WHAT ARE YOUR FAVOURITE TWISTED BUILD?**

Not to ramble but I have a few for this. I have been very lucky to be involved with lots of interesting builds, so it’s hard to pick one. I enjoyed building a customer’s TH5 and it’s still one of the finest I’ve ever seen. Colonel Mustard was also a joy to build with its storage and bed set up and it’s great to see being well used. And finally, a 110 built for Canada, with its Rear-ward seats, which was one of the first L322 models we put together. It took a large amount of planning, designing and building.

**WHAT ARE YOUR INNOVATIONS AND IDEAS?**

My dream Defender is all of the above put together. An expeditions-ready, L322 110 Utility. But apart from a Defender, I’d say a Ferrari huracan (V10 Front) – which for me is the ultimate expedition vehicle.

**WHAT WAS YOUR FAVOURITE BUILD TO WORK ON?**

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**WHAT IS YOUR FAVOURITE THING ABOUT YOUR JOB?**

I enjoy travelling, I love riding my bike. I was an avid cyclist before I joined Twisted, and I still enjoy cycling in the Yorkshires.

**WHAT IS YOUR FAVOURITE TOOL TO WORK WITH?**

The outdoor is what I love about Yorkshire. The scenery on our doorstep is something I’ll never take for granted!

**TELL ME ABOUT AN INTEREST OF YOURS...**

Aside from riding my bike, I enjoy running with my two children and all sorts of outdoor activities – when I find the time – is still my passion.
Defender, it’s a way of life. Let’s see how Twisted customer, Christian Evans and his black Labrador, Coco have benefitted from not only having a Defender in their lives, but a Twisted one at that.

A CUPPA WITH CHRISTIAN Evans

How did you first hear about Twisted?
Well it was back in 2006/7 shortly after I watched a documentary programme called the ‘Long Way Down’ where Ewan McGregor and Charley Boorman rode their motorbikes from John O’Groats to Cape Town, some 8,900 miles.

How long have you been a fan of the Land Rover Defender® and what do you like most about the vehicle?
I have always loved the Defender. My father used to take me shooting from a very young age, to make sure we understood and appreciated gun safety.

It was also his intention to show me all areas of a shoot, and as a young boy I spent many days away from the guns and working hard with the beaters. It was at this time that I first truly fell in love with the Defender... and a few years later, the iconic Tomb Raider Edition released in c. 2001.

It’s hard to name a specific part of the vehicle that I love, apart from the fact it’s simple. I love its rustic and characteristic charm irrespective of its ridiculous lack of space in such a big car (I am referring to a 110 in particular).

I have had many people over the years ask me, “Why do you drive a Defender, the interiors are small, they wobble around corners, they’re noisy and uncomfortable?”

And to those people I always say, “It’s a Defender thing, you won’t understand”.

And for Defender owners reading this, I am sure you will agree with me that a Defender is like Marmite… you either love it or hate it, and once a Defender fan, love the car and will never change.
which changes and enhancements were you most keen to make to the original Defender as part of the Twisted build process?

Well the thing I wanted most was to own a Defender I could take anywhere and would look the part. What I mean by that is a vehicle that I can take on a shoot to the day and to a dinner party at night, but even more than that, a car I can use every day – especially one that I can take into a multi-story car park. OK and also a Defender that I can fit into my garage, (as only I would buy a car that I can’t fit into my garage!), so the air suspension was key!

Tell us more about your build and the thought process behind the changes you made.

Well the works and modifications took a ridiculous amount of time as I spent many, many hours emailing, texting, and phoning Sam discussing options, colour schemes, changing my mind and brainstorming other ideas and potential products. All in all the air suspension was key to build and even the ultimate shooting vehicle, which I feel I have done.

One of the main issues I had at first was that I had set an initial maximum budget for the car, and really wasn’t interested in spending any more, however after spending more time at Twisted I can safely say, without getting in trouble, I finally decided to throw the budget out the window and commit to the cause and put exactly what I wanted on it, which I feel I have done.

Can you say that the thought had ever crossed your mind? All I wanted to do was to build the ultimate shooting vehicle but, perhaps subliminally, made the entire car a reflection of myself and my personality.

What sort of driving tasks do you use your Twisted for and how do you rate its performance so far?

Well, ‘The Beast’ was always intended to be my daily driver, and I have done many long journeys in it from going to Hampshire and up to Scotland and I must say I have never had an issue with it being uncomfortable. Additionally, it was an expensive car to build, but please don’t ever think that I won’t use the car for what it was designed for. Fortunately enough on the first day of picking the car up from Twisted HQ, Sam and I took it off-roading, and put it through its paces, to the horror of both Rob the technician and Sam who was sat in the back of the car holding his head in his hands! As it falls to them when it was being built, “This Defender is there to be used” and so I am glad to say it handles itself very well on the road.

What would be your ultimate Twisted road trip and who would be your travel companion for the journey?

My ultimate road trip would be the one mentioned earlier where I would follow the route set by the ‘Long Way Down’ TV documentary and drive from John O’Groats to Cape Town, some 8,900 miles. I am not too sure who would ride on the trip with me but whoever it is no doubt we would end up having a fall out on the journey, and I would like there to be a strong relationship in place beforehand so that no matter the problems on the journey the driving team would stay a strong unit.

Aside from Defender – what other motoring interests do you hold?

Well the other car I would love to own over anything else is an Audi RS6 Performance, and because I love tuning and playing around with cars, I would send it either to ABT in Germany, who can take it from 605 bhp to 735 bhp, or to Absolute Motors in the Netherlands, who have confirmed to me that they can give the RS6 Performance 900 bhp… need I say more!

On a typical Sunday where do you take your Defender?

Honestly, I can’t say I think or use my Defender in that way, as it is my every day driver and unlike a sensible person who would have a normal car as the daily driver and the Defender for weekend fun. I can simply say that driving ‘The Beast’ every day makes every outing feel like a special Sunday drive.
The Jeremy Clarkson Sunday Times Review: Twisted 110 V8

**KEEP YOUR POWDER, GIN AND 12-BORE DRY**

IT’S COMMON KNOWLEDGE THAT JEREMY CLARKSON ISN’T A FAN OF THE DEFENDER, BUT 7 YEAR OLD MOLLY FAWCETT MANAGED TO CONVINCE HIM OTHERWISE...

I have never been a fan of the Land Rover Defender and cannot understand the dewy-eyed sentimentality of fully grown beardy men who shed beer tears when it finally went out of production in 2016. It may have been very clever and important when Land Rover copied the Willys Jeep back in the 1940s. But by the time Queen Victoria died, it was already starting to look cramped and stupid. Even the army eventually gave up on it, but still, at real ale festivals and murderer conventions in the heathery bits of Britain, people with muddy fingernails wailed and gnashed their teeth when the life support system was finally turned off. It was, to me, the red phone box of cars. It worked only because it had always been around. But the truth is that it’s better to make a call from an iPhone than from inside a draughty red box that stinks of a tramp’s underpants. And it’s better, if you work in the countryside, to drive a pick-up than a badly made, slow, evil-handling Defender.

Well, anyway, I came to work last week and outside the office was exactly the sort of thing that would cause a member of Camra to walk into a door. It was, or rather it had once been, a Defender 110, but someone had fitted fat tyres with the complexion of the Singing Detective, massive wheels, flared arches, a light bar with the power of a collapsing sun and, to judge by the twin exhausts, some kind of weird million-horsepower engine as well. Further investigation revealed this to be so, as, under the bonnet, instead of a wheezing boiler that ran on an unholy mixture of cider and coal, there was the unmistakeable bulk of an LS3 V8 from a Chevrolet Corvette. Not a bad engine, actually, but it had no place in what I thought was Richard Hammond’s latest idiotic purchase. It was even called a Twisted, only with the “s” written backwards. And that’s so him.

Unfortunately, it turned out not to be my car for the week. And to make matters worse, the brochure was accompanied by a letter from the daughter of the man who owns Twisted: “Dear Jeremy,” it said. “This is my favourite Twisted Defender. I hope you like it too. Please look after it for my Daddy. Love from Molly, age seven and three-quarters.”

“Harrumph,” I said to myself. Deliberately. “I shall not be swayed by this emotional blackmail.” Well, guilt and written though it may be, especially as I just noticed the price of this particular top-spec version: more than £150,000. “Hmmm,” I thought, with my Doncaster hat on. “This may have been made in North Yorkshire, but with that kind of price tag I can’t imagine they’ll sell many there.”

“Dear Jeremy, This is my favourite Twisted Defender. I hope you like it too. Please look after it for my Daddy. Love from Molly, age seven and three-quarters.”

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The next day I had to go to my cottage in the country and, as I set off, the weather was overcast and gloomy, but there was no sign of what lay on the other side of the Chilterns. We all occasionally say, “I’ve never seen rain like it”, but I really and truly had not. I’ve witnessed the monsoon in India, thunderstorms in Vietnam and the relentless downpours of southern Chile, but none of them got close to the bombardment in Oxfordshire that night. It was like driving along under a fire plane.

And there’s no other way of saying this: I could not imagine a better car in those conditions than the Twisted. It just punched its way through the lakes that had formed in every dip and the rivers on every slope. Yes, its roof-mounted lights caused a white-out every time we went through really deep water, and the spray plumed out as if a nuclear sub had just exploded beneath the surface, but the tyres, and the way this thing was set up: it made even the most manly Mercedes G-wagen look like a market-stall toy.

They did even manage to find an aftermarket sat nav and control system that was sensible and not full of features no one needs. The next day the rain had gone and I had a closer look at the well-trimmed monster that had head-butted its way to the hills. And in the boot there was a big and nicely made chest for your guns. Although there aren’t included in the price.

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There’s more. It’s often the case that people who are capable of fitting front and rear air lockers, Alcon brakes and uprated suspension to what’s basically the Hay Wain are absolutely hopeless at doing interiors. Often they ask their wives to help, and while they may be just about capable of sewing up a pair of trousers, they can’t trim a dashboard. Well, someone at Twisted can, because apart from the inherent lack of shoulder room, it was a marvellous place to sit.
Held on Saturday 16th June, the event saw approximately 400 visitors pack out our Thirsk base. Visitors young and old enjoyed learning about what goes into each and every Twisted vehicle, spending time in the workshop and speaking to some of the highly-skilled specialist technicians that are dedicated to making the Twisted vehicles the best they can be. It also gave Defender owners the chance to see the new LR Coach-Works division and all that it offers. And with a special appearance from Twisted ambassador Sean Conway, crowds were inspired and moved by tales of his latest challenge. Sean recently became the quickest person to cycle across Europe – completing his arduous journey in a mere 24 days. He was a definite highlight for young adventurers who got to see and climb aboard his specially-adapted Twisted Defender, affectionately-named Colonel Mustard. The day’s open included a visitor who travelled up from Barcelona in his own Defender, and his dedication was rewarded with an exclusive ride-out in our V8 demo.

Charles Fawcett, said: “We were amazed at how many people came to our open day this year, it’s a testament to how hard everyone has worked. It’s great to see all the local faces – and the excitement on children’s faces as they get to explore our vehicles. “The success of the open day was topped off by the perfect start to Twisted Experiences – the Yorkshire 300. Yorkshire really did look its best and we were immensely proud to show off the county to visitors from all over the UK. We’re already looking forward to planning more adventures!” Sean Conway added: “I always look forward to visiting Twisted HQ, and to be able to show off my prized Colonel Mustard made it even better. I was also hugely privileged to be invited along on the maiden Yorkshire 300 – Hamey. Yorkshire is God’s own country, but it really was heavenly. Add to that a convoy of Twisted vehicles and it really doesn’t get much better.”

**Our doors are always open:**

NOW A FIRM FIXTURE IN THE YORKSHIRE SUMMER CALENDAR, JUNE 16TH SAW TWISTED AND DEFENDER FANS FLOCK FROM ACROSS THE UK AND BEYOND TO SEE THE ICONIC VEHICLES AT THE ANNUAL OPEN DAY.