

TWISTED[®]

ISSUE VIII • AUTUMN 2019





I WISH I HAD A POUND FOR EVERY TIME I WAS ASKED: WHAT ARE YOU GOING TO DO WHEN YOUR STOCK RUNS OUT?

This issue allows us to show some of the development work we're carrying out. It's not a matter of what we will do when the stock runs out, it's more a case of what are we going to do first.

Twisted® is growing and developing faster than it ever has and plenty has happened over the last quarter. Our first fabricated chassis landed from the US, we took part in this years Atlantic Road Trip, we exhibited at this years Goodwood Festival of Speed and we had our most successful Open Day to date.

The workshop is as busy as ever and the guys and girls are midway through carefully crafting some of our Remake History vehicles. You'll soon see the first Willow Green Lightweight and the first Stage One V8 across our social channels.

As ever, we have more vehicles heading out to the UAE and our in-house product development team are working hard on our latest venture for North America.

I hope you enjoy the read!

Charles Fawcett
TWISTED FOUNDER

THE
NEXT
CHAPTER



T X L

Record-breaking electric vehicles and a 5G remote control car – Goodwood’s Festival of Speed has always celebrated innovation, and this year’s event was no different.

While the original manufacturer was busy promoting its 2020 Defender, visitors to the Twisted stand caught a glimpse of what could be the basis for the ultimate 4x4.

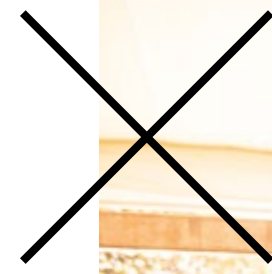
People sometimes ask what we will do when our Defender® stock runs out – and this hopefully goes some way towards answering that. Our new Twisted by Lucra driveline will enable us to essentially build a 4x4 from scratch – and not just any 4x4 but one with incredible performance.



“The result will be the ultimate wolf in sheep’s clothing – an original, classic body but with breath-taking performance and virtually unbeatable off-road capabilities.”



TWISTED



LUCRA

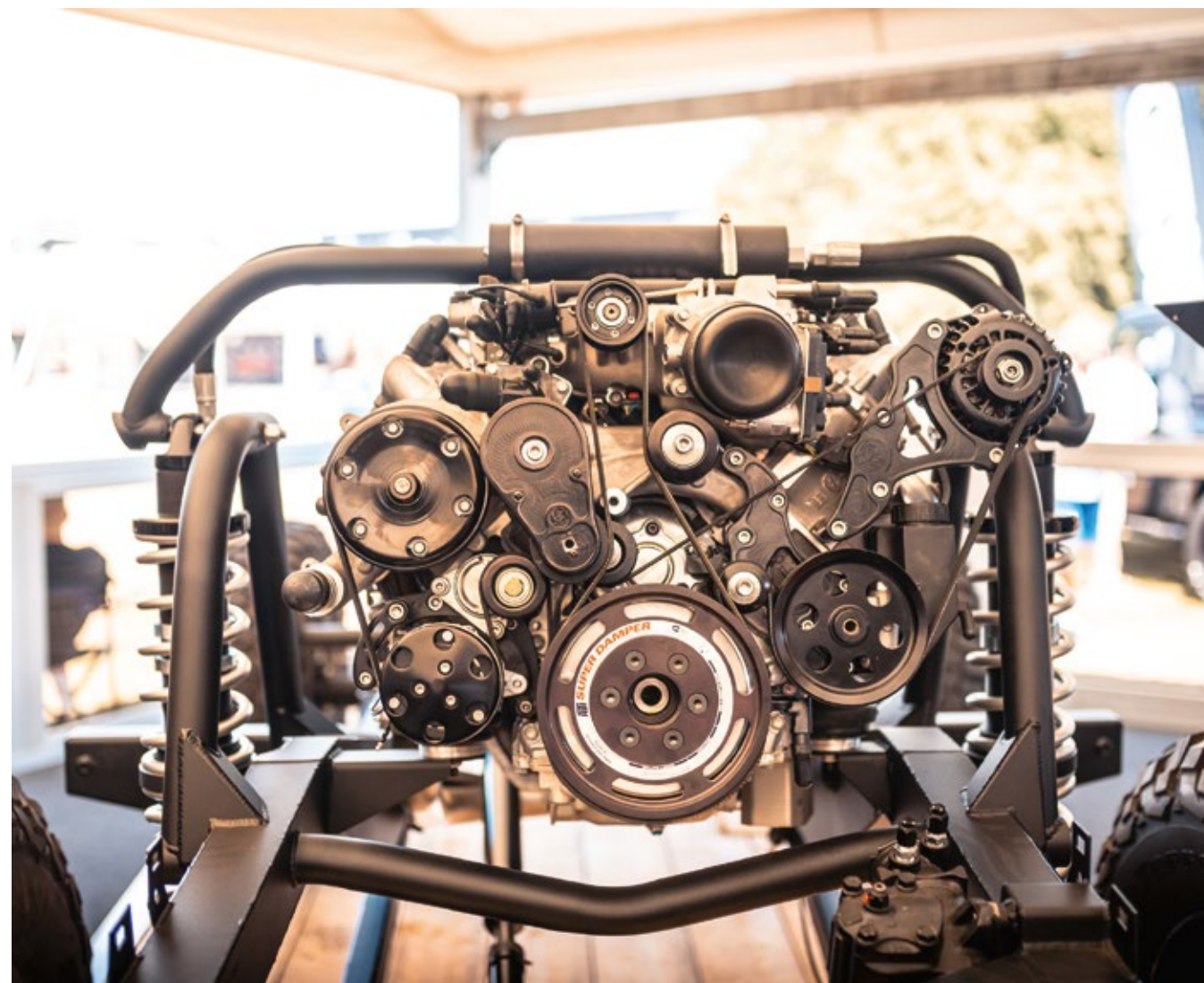


The driveline boasts a 6.2L GM Gen V LT4 supercharged, direct injection engine with 650bhp and 650 ft-lb of torque, Atlas 2 Speed transfer case and Wilwood six-piston front, four-piston rear vented disc brakes.

What's more, it is compatible with all derivatives of the 90, 110 and 130 – and will be classed as a brand-new vehicle, registered under single vehicle approval (SVA) amongst worldwide markets.

The result will be the ultimate wolf in sheep's clothing – an original, classic body but with breath-taking performance and virtually unbeatable off-road capabilities.

Be sure to watch this space!



It will also enable us to enhance our green credentials, as the option will exist to produce the first ever electric Twisted, with no compromises on performance.

Having the new chassis on display is just the first step in this exciting story and what it will help us to achieve. And that's not just from a performance point of view; we are currently investigating ways to strengthen the bulkhead to take safety and body strength to unprecedented levels.

Perhaps most importantly of all, Yorkshire purists need not worry about the American influence on the new driveline – Lucra was in fact founded by Richard Lucas, who hails from Whitby. (Phew!)



GOODWOOD FESTIVAL OF SPEED: WHAT DID WE SHOW?

Subtle yet sublime

Our newly built V8 also attracted attention from the Goodwood faithful. Built especially for the show, the V8 90 in Santorini Black is a one off build for 2019 to showcase some of our newest products. Most notably, our latest development, second row air conditioning.

Also on show was our very special Fuji White Stage One V8 concept that wowed visitors to the Geneva International Motor Show earlier this year.

The two V8s boast a seriously powerful 6.2L 430bhp LS3 V8 engine, improved handling, braking, and an interior which is considerably more comfortable and quieter than the original Defender.

To make up the double dose of Fuji White, our final Series II build was present, fit with roof rack & winch. This is in actual fact one of very few delivery mileage 90's we have remaining!



GOODWOOD FESTIVAL OF SPEED: WHAT DID WE SHOW?

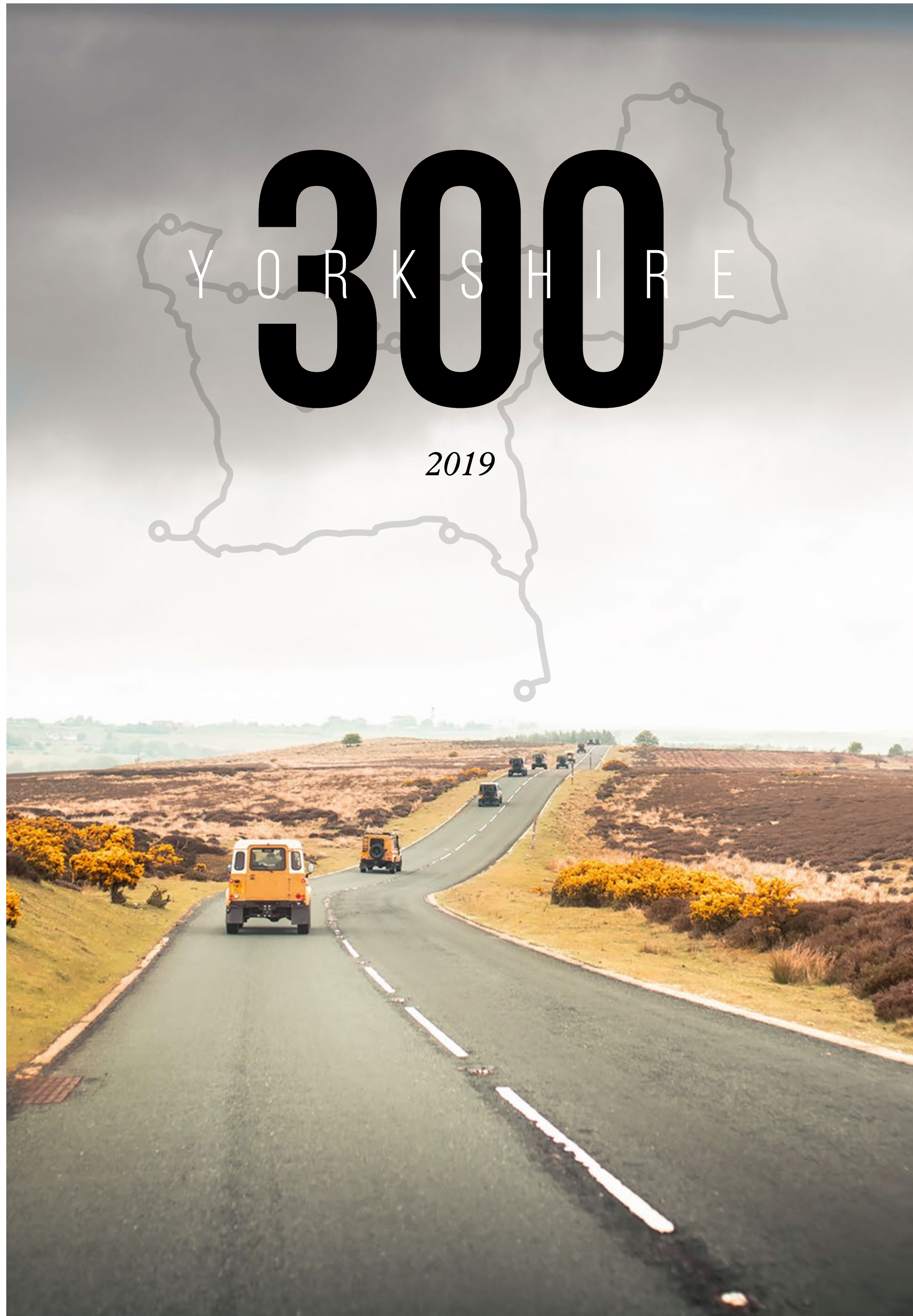
Let there be light(weight)

Another 'first' for visitors to the Twisted stand was the chance to see the beginnings of our new Lightweight build. Arguably the most exciting part of the Remake History release, this build pays homage to the original military Lightweight, created for use by the British Army between 1968-1984.

Our tribute to the Lightweight is finished in metallic Willow Green and includes original design features such as a canvas roof, low-backed classic seating, half-height doors and a fold-down windscreen.

This particular one soon sold after the show, but there are eight builds remaining allocated to the Lightweight series.





There is no better place to push your Twisted to the max than over the rugged county where it was created.

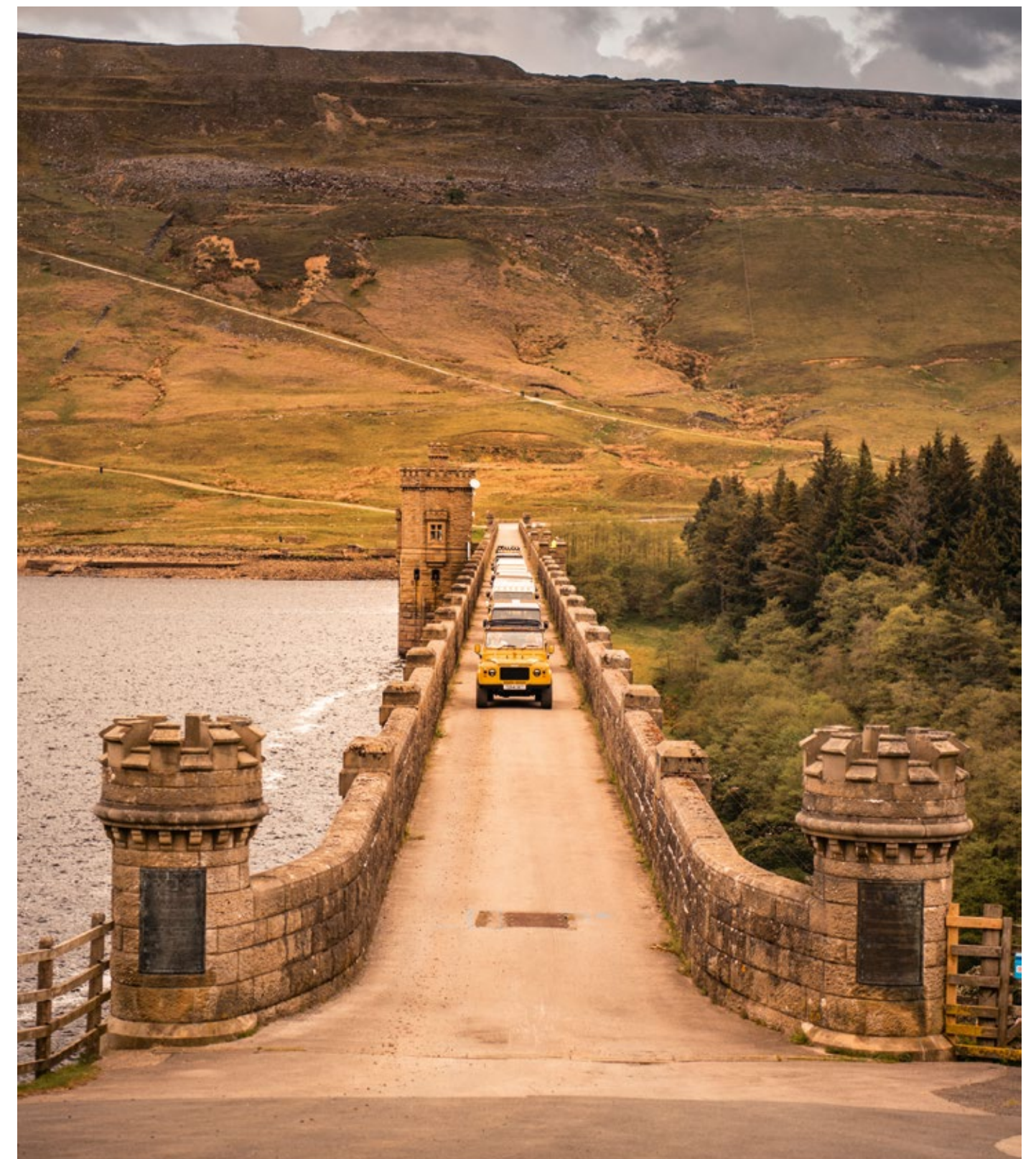
Rolling hills, stunning views, and Yorkshire green lanes awaited Twisted owners and enthusiasts who took part in May's Yorkshire 300 road trip.

Joined by extreme endurance adventurer Sean Conway in his very own Colonel Mustard, the Y300 party formed a 15-strong Twisted convoy across God's own county, taking in some fine scenery and wonderful Yorkshire hospitality along the way.

Starting in Thirsk and stretching 300 miles and four days across North and West Yorkshire, the party enjoyed the very best of what this magnificent county has to offer.

Under ever-changing skies, the convoy took in the beauty of the North Yorkshire Moors, while there was also an opportunity to drive the famous Buttertubs pass between Hawes and Thwaite, described by Jeremy Clarkson as "England's only truly spectacular road".

It may only be six miles long, but the winding pass provides everything you need for a memorable drive, with steep climbs, rapid descents and tight corners.



The Twisted Defender is perfectly at home off-road, with green lane highlights including a drive to the village of Coniston Cold from Lake Semerwater. More frequently occupied by trout and the occasional canoeist, the lake shore provided the perfect backdrop for the Twisted convoy to stop for a breather and a well-earned Yorkshire themed lunch.

Famous Yorkshire hospitality plays a vital part of the trip, with guests enjoying a guided tour of the Black Sheep Brewery, breakfast at Betty's and evening stays at the White Bear, Gisborough Hall and The Coniston Hotel.



The Yorkshire 300 is our own way of paying homage to our county and nothing beats sharing it with our Twisted 'family'

The event then finished at Bowcliffe Hall, a well-known destination for enthusiasts who are drawn to the venue's Driver's Club and regular Sunday meets, club days, driving events and rallies. The Driver's Club is owned by friend of Twisted, Jonathan Turner, who shares our passion for automotive excellence.

Twisted founder Charles Fawcett said: "The Yorkshire 300 is our own way of paying homage to our county and nothing beats sharing it with our Twisted 'family'."

The past Twisted philosophy was 'anti-ordinary' and the Yorkshire 300 is just that – there's nothing ordinary whatsoever about a caravan of 15 Defender vehicles negotiating the best and most challenging terrain that Yorkshire has to offer. It's quite a sight when the convoy is in motion across the villages and dales of this wonderful county.

It's always fantastic to share our knowledge and passion and the feedback we've had from our guests is amazing."



Owners travelled from across the UK and even the Netherlands to enjoy this 'sub-zero cool' invitation only event.

One delighted owner commented: "The car is still a bit covered in deliciously fine Yorkshire mud and our border collie takes off to the car whenever she can to sniff and considers it a treat. The Yorkshire 300 has been engraved in my mind and application forms for permanent entry to Yorkshire have been submitted this morning!"

Other's added: "We had a fantastic few days in Yorkshire and what a great group of people to spend that time with. Hopefully we will have the opportunity for another adventure together in the future."

"A big thank you to the whole Twisted team for giving us a fantastic few days in Yorkshire and what a great group of people to spend that time with!

Thanks for a brilliant four days!! The meticulous planning meant it was fantastic from start to finish!"

And in true generous Yorkshire style, the event also raised £400 for Variety Yorkshire, the charity that provides mobility aid to local children.

Y O R K S H I R E
3 0 0



TEAM TWISTED

Name: *Katie Foyle* Role: *Sales & Marketing* Lives: *Thirsk*

Interesting Fact:
My Mum used to think I was attention seeking as I spent the first ten years of my life walking around on my tip toes- turns out my tendons weren't actually long enough to physically be able to stand on the flats of my feet. An operation and a year in casts & calipers had me straightened out and my tip toes are now only used to reach things on shelves most people would consider relatively low.



TWISTED[®] PRODUCT FOCUS

REINVENTING THE WHEEL

Twisted Rostyle Wheel

In the late 80's and early 90's the county model Land Rover® 90 came with the 16" Rostyle wheel in steel, originally seen on the Range Rover®. This wheel was fitted to one of our own vehicles and banded with wide steel rims, it became a very popular talking point. Following many requests, we have finally created our own alloy interpretation of this classic wheel.

The Twisted Rostyle design is an 18" diameter and a 9" width, having an ETO offset it sits wide and allows for full turning lock. It is tested to 1200kgs and unlike the original its cast in alloy which makes it super light.

It comes standard in Satin Black or Zambezi Silver.

- Rostyle wheel, 18" x 9", sets of 4 or 5 wheels, designed by Twisted.

The wheel can be fitted using standard Land Rover alloy wheel nuts which can be ordered separately.

We recommend fitting either 285/60/18 or 265/65/18 BF Goodrich All Terrain, again sold separately.

The wheel can be painted any colour to suit using our in house paint shop, this costs £100.00 per wheel and takes an extra 2 weeks for delivery.

For special requests please email: info@twistedautomotive.com or call 01845 574 990.



Twisted by Moto Lita Steering Wheel

Designed specifically for Twisted, the Moto Lita steering wheel is the wheel of choice for the fifteen Stage One V8 builds.

Now available as mail order, the 14" or 15" wheel doesn't take too much away from the standard but ensures a comfier, more drivable experience.

This traditional looking wheel comes with the Twisted centre and a boss for easy fitment.

There are two variations of steering boss available, depending on what age/specification your Defender is:

- 48 Spline Boss – 300Tdi or newer, up to 2015 (2015 vehicles without DSC)
- 48 Spline Boss Model Year 2015 – 2015 onwards (2015 vehicles with DSC)

We always recommend double checking your individual vehicle first before ordering.

- Includes Twisted designed and branded Boss that automatically cancels indicators

- Also available with Black or Silver spoke design, with Black leather grip.

WHEN & WHY DID YOU JOIN TWISTED?

November 2018. A local riding stables is run by a family friend and I help out some weekends as required, I took Charles and his family out riding last summer and it was thereafter that he made contact with me to see if I would be interested in joining team Twisted. I'm so pleased I made the jump from my last job as even in the short time of being here I have had some truly incredible experiences and met some brilliant people.

WHAT ARE THE MAJOR CHANGES YOU HAVE SEEN AT TWISTED OVER THE YEARS?

I haven't been here very long, but I'd say the growth of the business as a whole. Twisted is always opening up opportunities for new members to join the team on a regular basis.

YOUR TWISTED HIGHLIGHT IS....

Tough one, I have thoroughly enjoyed all of the events so far; but my highlight has got to be between Geneva Motor Show and my very first Yorkshire 300. Until March this year, I had probably done little over 50 miles in total driving a Defender, so to then set about driving a Twisted Defender to Geneva and back was quite a highlight.

We spent just shy of three weeks in Geneva, with very long days at the motor show, and only a team of four it's a wonder we all stayed sane; but in an attempt to not sound too soppy, I

genuinely could not have been there with a better team of people who were nothing short of 'top form' for the entire journey. It was a truly incredible opportunity and an experience I will never forget.

The Yorkshire 300 was the first event that James handed me the reins on, and knowing how successful his first 300 was in June 2018 I knew I had big boots to fill. Despite many a sleepless night, with the hard work of the Twisted team it ran almost seamlessly, thus alongside the fact we were totally blessed with not only the weather but fabulous company it has definitely got to be up there as one of my highlights.

DRIVING A TWISTED ACROSS THE WORLD, WHICH COLLEAGUE DO YOU TAKE AND WHY?

Can I take a mix?

James' organisation and banter has carried me through all of the Twisted journeys so far, so I need a little bit of that, but his lack of practical skills means we would need a technician too, as ashamedly, I can't even change a wheel, despite my Dad threatening to never let me have a car without learning to.

So a little bit of Nick (one of our technicians) would go down a treat. Then last but not least, work Mum Lisa (our HR Manager), she somehow manages to keep us all on the straight and narrow and still bring a bit of fun along the way. So squeezing those three into one person would be ideal.

YOUR FAVOURITE TWISTED BUILD

I'm a big fan of the new Santorini Black V8 90 Demo, it has such a quiet exhaust that you have no idea what is hiding beneath the bonnet, it's such a subtly unassuming build but showcases some of our most recent developments such as the second row air con, which I think the Twisted team should take true pride in.

TELL US ABOUT AN INTEREST OF YOURS...

I enjoy horse riding, I have been riding horses since I was old enough to sit up. I don't have my own horse currently, as unfortunately I don't have the time or the finances to commit.

I am however lucky enough to share with my Mum, despite living in separate counties. Gem, our 16 2 Shire X mare, spends the summer in Yorkshire when the nights are light enough for me to get out after work, and the rest of the year in Lincolnshire with Mum. I may seem super spoilt, which I am I guess, but it helps Mum too, as being a gardener the summer is her busiest season.

WHAT ARE YOUR DREAM CARS AND WHY?

I'm a bit boring when it comes to dream cars, as a vehicle really has got to be practical in my eyes, but I'm a known speed demon (and a terrible parker). A small, but nippy Golf R would sit rather well outside my house I think.

THE BEST THING ABOUT LIVING IN YORKSHIRE IS...

I'm not sure what's not to love?! I mean, granted, it's rare we are blessed with England's finest weather, but the people and scenery certainly make up for the shortfall. It just doesn't matter if you're at the Coast, on the Moors or in the Dales there are views for miles.

YOUR IDEAL PLAN FOR A SUNDAY

Curing a well deserved hangover (following a brilliant night with friends) blowing away the cobwebs on horseback in the middle of the North York Moors, followed by a good Sunday Roast with proper Yorkshire Puddings.

WHEN YOU RETIRE YOU WANT TO...

Retirement?! That's miles off!

As much as I enjoy working at Twisted, I'm hoping a lottery win isn't far away so I can take a good early retirement, filled with dogs, horses, sunshine and prosecco!

GOOD DESIGN LASTS FOREVER



A trip across to Alderly Edge, saw team Twisted catch up with Andy & Janey Butler, owners of Llama Architects and Janey Butler Interiors. When we arrived at their Cheshire showroom, we soon understood why so much time and effort went into creating their dream Defender.

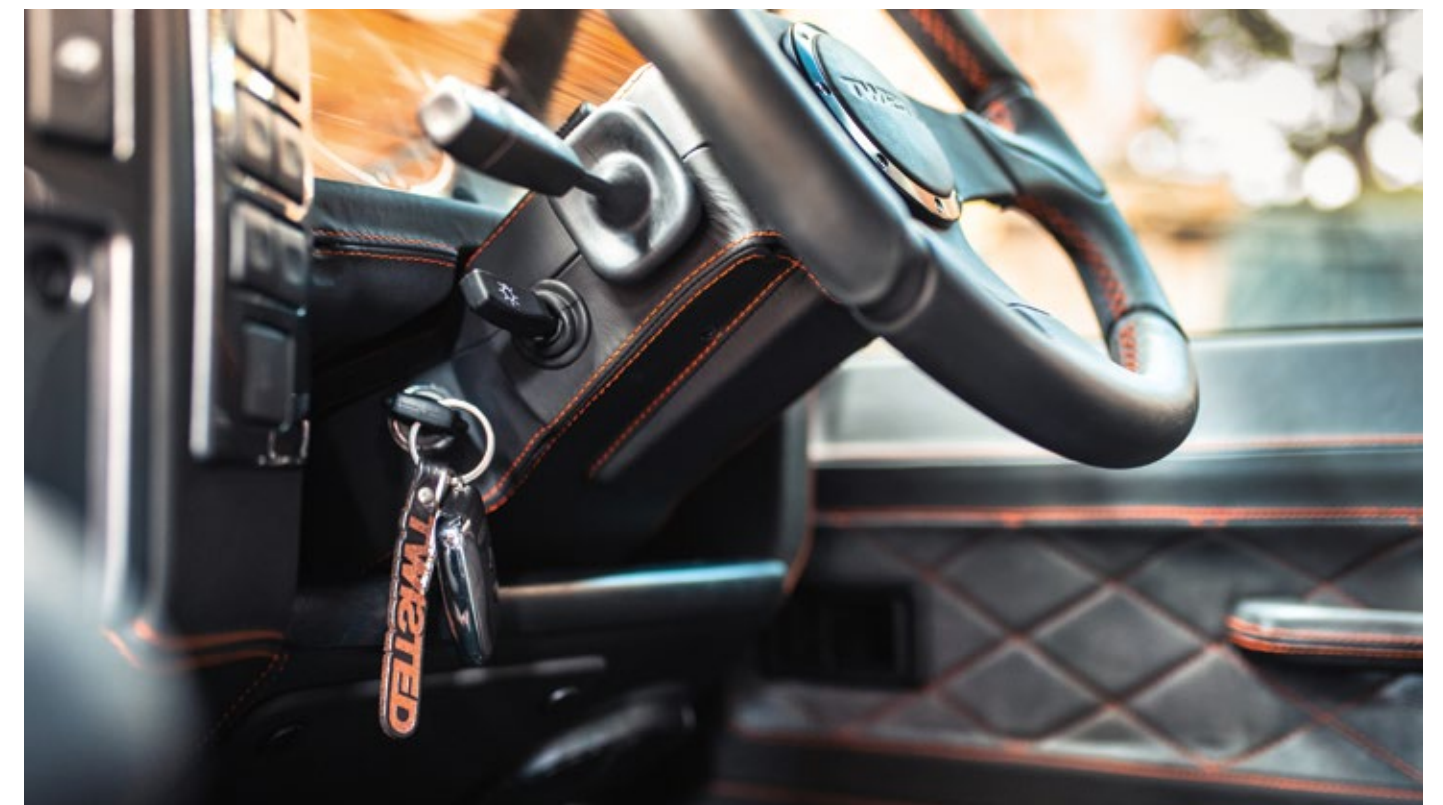


HOW DID YOU FIRST HEAR ABOUT TWISTED AUTOMOTIVE?

We've owned a number of Defenders over the years, and took an active interest in how Charles Fawcett was developing and growing Twisted. So there was no question who we were going to purchase our latest Defender from and then later who we would work with to enhance our car to the level we have.

HOW LONG HAVE YOU BEEN A FAN OF THE LAND ROVER DEFENDER AND WHAT DO YOU LIKE MOST ABOUT IT?

We have been fans and owned several Defenders over almost twenty years, so quite a long time! As a designer, I place huge emphasis on the timelessness and longevity of good design, and in several ways the Defender (and all our previous 911's) are the automotive symbol of this. Classic design which is timeless and classless too.



“As a designer, I place huge emphasis on the timelessness and longevity of good design, and in several ways the Defender is the automotive symbol of this.”



WHAT CHANGES AND ENHANCEMENTS WERE YOU MOST KEEN TO MAKE TO THE ORIGINAL DEFENDER, AS PART OF THE TWISTED BUILD PROCESS?

Every detail of the designs we create as a company are considered, and this is reflected on everything we do, none more so than when we specified all the finishes on our Defender.

Andy wanted a ‘full’ conversion, including a brake and engine upgrade, and this fed into the interior specification I wanted. We thought the orange Alcon brakes would look great with our Corris Grey finish, and carried this through to the new anti-roll bars too, which we thought was subtle, but a nice original touch.

The interior was key for me as you might expect, and I wanted to subtly take this orange through to the inside in the diamond stitching which we specified on the Recaro seats, door cards and stitching around the dashboard.

I love alcantara, but didn't want to cover the entire interior with it, so I chose it for the middle section of the seats and door inserts, complementing this with a ‘off black’ leather for the sides of the seats, dash and steering wheel etc. We love it!



DID YOU VISIT THE WORKSHOP WHILE THE BUILD PROCESS WAS ON-GOING AND DID YOU MAKE ANY LIVE CHANGES?

We didn't, but we asked for weekly updates and photos to be sent so we could see the progress and make any changes. As it turned out, the only changes we made were altering the roof rack and adding the LED light bar.

WERE THERE ANY PARTS OF YOUR OWN PERSONALITY THAT YOU WANTED TO CAPTURE AS PART OF THE BUILD?

I am always very particular about the colour and spec of all our cars as they are all one-offs and no more so than our Twisted Defender.

We're big on not following a fashion/trend and feel the actual manufacturer, model and upgrading company you choose also reflects on who you are and your personality.

Defenders reflect our love for British cars and love of the countryside, which is where our Twisted spends its life, so it also had to reflect my personality. The ability to customise and enhance it as we have, only adds to our bond with the car.



WHAT IS IT THAT MAKES YOUR VEHICLE STAND OUT FROM THE REST?

It's a Twisted Defender for a start! Andy and I do not do 'flash'. We are understated in everything we do and create as a brand, which is why we love Twisted. It's the subtle things you notice if you know what you're looking for; like the badges or the unique wheels. What probably separates ours from other Twisted's are the orange brakes and interior I would imagine as I've not seen another quite like it.

WHAT SORT OF DRIVING TASKS DO YOU USE YOUR TWISTED FOR? EVERY DAY OR JUST A WEEKEND CAR?

I can't say that our Twisted is an everyday car, but we do use it during the week as well as weekends. We live very rurally in the Peak District National Park, which although is only 12 miles from our main office/studio/showroom we can often get snowed in during the winter months so it's particularly handy then of course.

WHAT'S YOUR ULTIMATE TWISTED ROAD TRIP AND WHO WOULD BE YOUR TRAVEL COMPANION FOR THE JOURNEY?

We love Africa, its wildness, nature and beauty and so it has a very special place in our hearts. A road trip in our Twisted to the deserts of Namibia would be very special! My husband Andy would naturally be my companion, we very rarely travel apart.



IF NOT THE DEFENDER - WHAT'S THE NEXT CHOICE OF VEHICLE ON YOUR DRIVE?

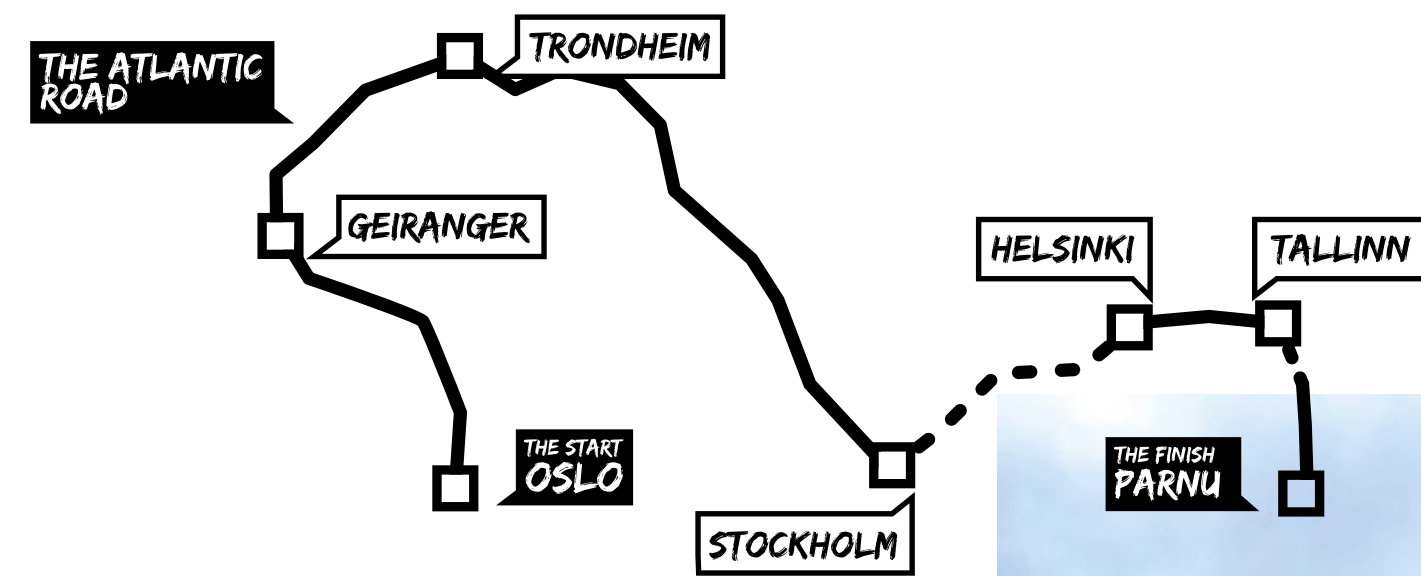
Day to day we have a Range Rover which we do the most mileage in. Other than that we have an RS4 and a Porsche 911 Turbo S.

ON A SPARE SUNDAY YOU MAY HAVE, WHERE DO YOU TAKE YOUR TWISTED?

We will go deeper into the Peak District where we live, normally into the Derbyshire Dales where we will go walking or mountain biking and finish up in one of our favourite country pubs for a well-deserved drink and dinner



August saw friend of the business, Rick Jesse, head out to Norway to take part in the Atlantic Road Trip. We took part in the 2000km rally back in 2017, but this time it was bigger and better. We caught up with Rick to hear about his Scandinavian experiences.



Our trip didn't start in Oslo the capital of Norway, but it actually started in sunny North Yorkshire, where we collected our vehicle. The Twisted Defender we used was no stranger to the Atlantic Road as the very one took part in the trip in 2017! Amongst the Porsches, Ferraris and Lamborghinis, the Twisted seemed like an interesting contrast but it felt just as special. Everywhere we went the Twisted drew the right kind of attention.

Like most Brits I have a soft spot for the Defender, I had a matchbox one as a kid, and that upright windscreen is an icon of British engineering and design. So driving a Twisted Defender on the Atlantic Road Trip was something a little bit special for me. Whilst the 8-year-old in me was jumping up and down all giddy, the adult was trying to remain composed. It was a pleasure to drive the Twisted, representing not only the company but British engineering. Twisted is a boutique shop, they take the tried and tested and add something extra that not only makes the vehicle look better but enhances its on-road capabilities too.

The brilliance of what Twisted have done is they've taken what is largely considered an agricultural or military vehicle and have made it into a grand tourer without losing any of its off-road capabilities. Our vehicle was a Classic, number 6 of Series I, the interior has been tastefully refined to make it plusher but still retaining the practicality of a vehicle that can cross countries, fields and equally drive to the shops with ease.

What surprised me about the Twisted was the road presence it had. Kids, craned their necks to look out the back windows as we passed. Even in the presence of a group of supercars the Defender held its own for visual impact. There is just something about the Twisted that is magnetic, people just love it and want to chat about it.

In over 2000km, we've seen the fjords and coast of Norway, the mountains of Sweden, the forests of Finland and the countryside of Estonia. The Defender feels so at home everywhere we have been because it's built for these kinds of landscapes. With its rugged, muscular stance, it does not feel intimidated by the epic scale of the scenery. It feels comforting to know that this vehicle is capable of going virtually anywhere, not something our fellow road trippers could say in their low slung supercars.

Of course, the Twisted is no match for them in speed terms, but for me, this is a vehicle that can hold its own in many more ways. Quite often we found ourselves referring to the story of the 'Tortoise and the Hare', as our steady consistent pace often got us there ahead or at the same time as the supercars. The load space of the Twisted was in constant use for shipping luggage, merchandise and stowing away photographers in the back seats where they could shoot from."

By Rick Jesse - August 2019



OPEN DAY 2019

A RECORD ATTENDANCE - IT WAS GREAT TO SEE NEW AND OLD FACES!

On Saturday 27th July our HQ here in North Yorkshire welcomed over 600 people and 12 dogs as we hosted our best attended and most enjoyable Open Day to date!



With the Yorkshire rain hammering down for most of the day, it didn't make one ounce of a difference to the smiles on our faces as one customer put it 'this is real Defender weather'!

Our 'Defender Parking Only' row was again full to the brim with new and old models as we showcased some of our newest builds to date. The workshop doors were open for an exclusive insight into exactly how our talented technicians re-engineer from the base vehicle to a full Twisted.



Our 28-strong team was on hand to answer questions, give tours, and help visitors get the most out of their day. Arguably the most popular talking point was our new, totally fabricated chassis released two weeks earlier at Goodwood Festival of Speed. Our development is ever continuing in the creation of a chassis that gives the Defender body a platform it deserves. Our staff were able to give exciting information to onlookers who made the trip to North Yorkshire.

What also caught the eye was our first Remake History builds, released in January of this year. Our first Series IIA, Lightweight and Stage One V8 were above the ramps mid build which gave Twisted fans the opportunity to check out and explore the vehicles up close.

Keep an eye out for next years date!



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