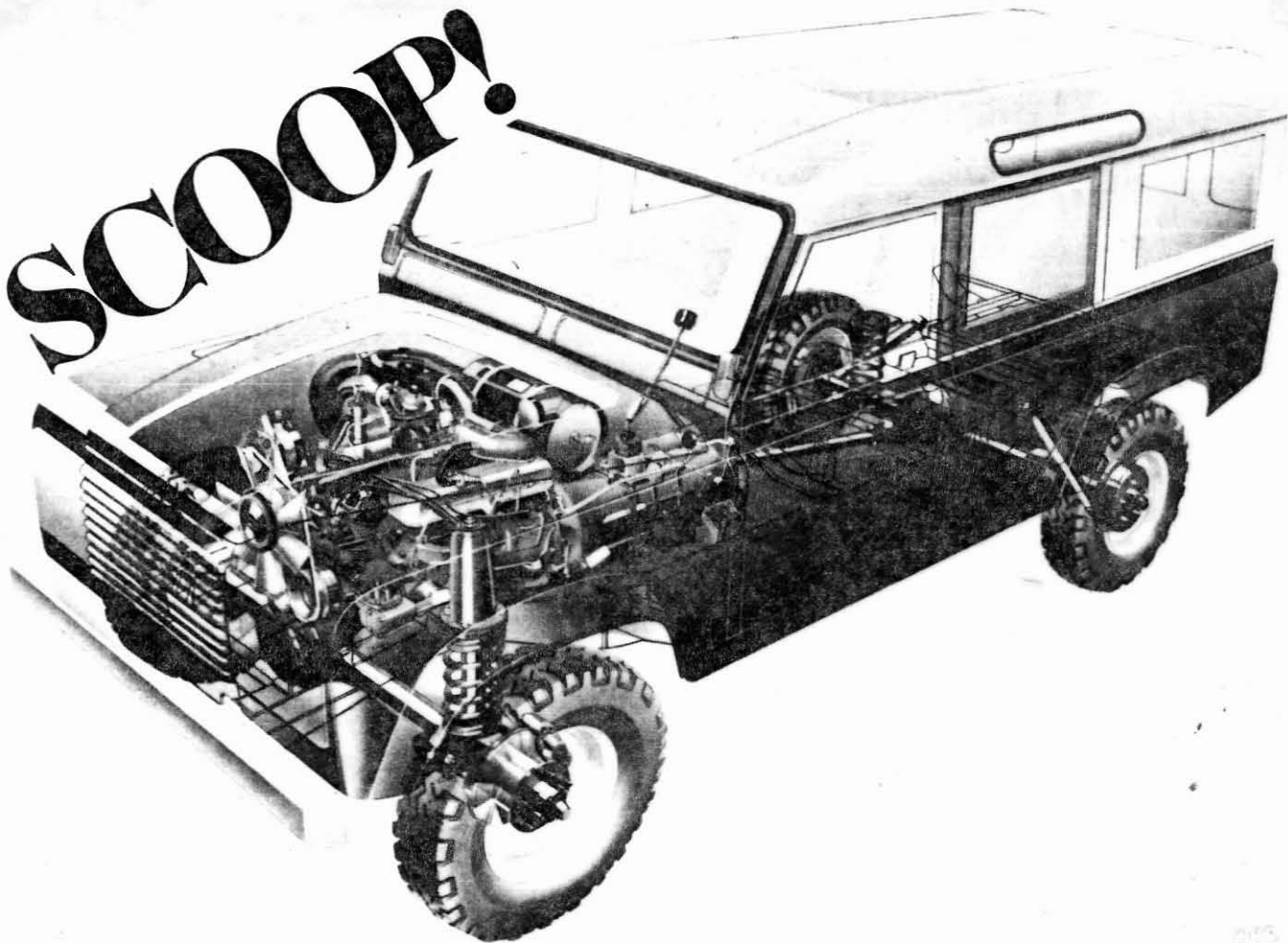


SCOOP!



THE LAND ROVER 'ONE TEN'

X-ray pic shows sophisticated engine, transmission and suspension.

Way back in BUSHDRIVER Vol. 4 No. 4, we told you that the new Landrover would have coil springs. Well, here are the first official details of the models that will be released in Australia later this year.

Known as the One Ten because of its 110-inch wheelbase, the new Landrover will be available in soft-top, hard-top and ten-seater bus configurations. As with the current 109 models, no short wheelbase version will be offered.

Powerplants will be the 3.5-litre, V8 petrol and the 3.9-litre, four-cylinder Isuzu diesel.

External differences include the new grille, polyurethane guard flares, taller

one-piece windscreen, foldaway door mirrors, "angled" sliding windows on the front doors and, on the ten-seater,




two-tone paint and go-faster stripes!

Inside, the new model has a modern instrument binnacle, fingertip stalk controls for wipers and lights, a four-spoke Range Rover type steering wheel and the option of cloth trim which became available in Australia in late 1982.

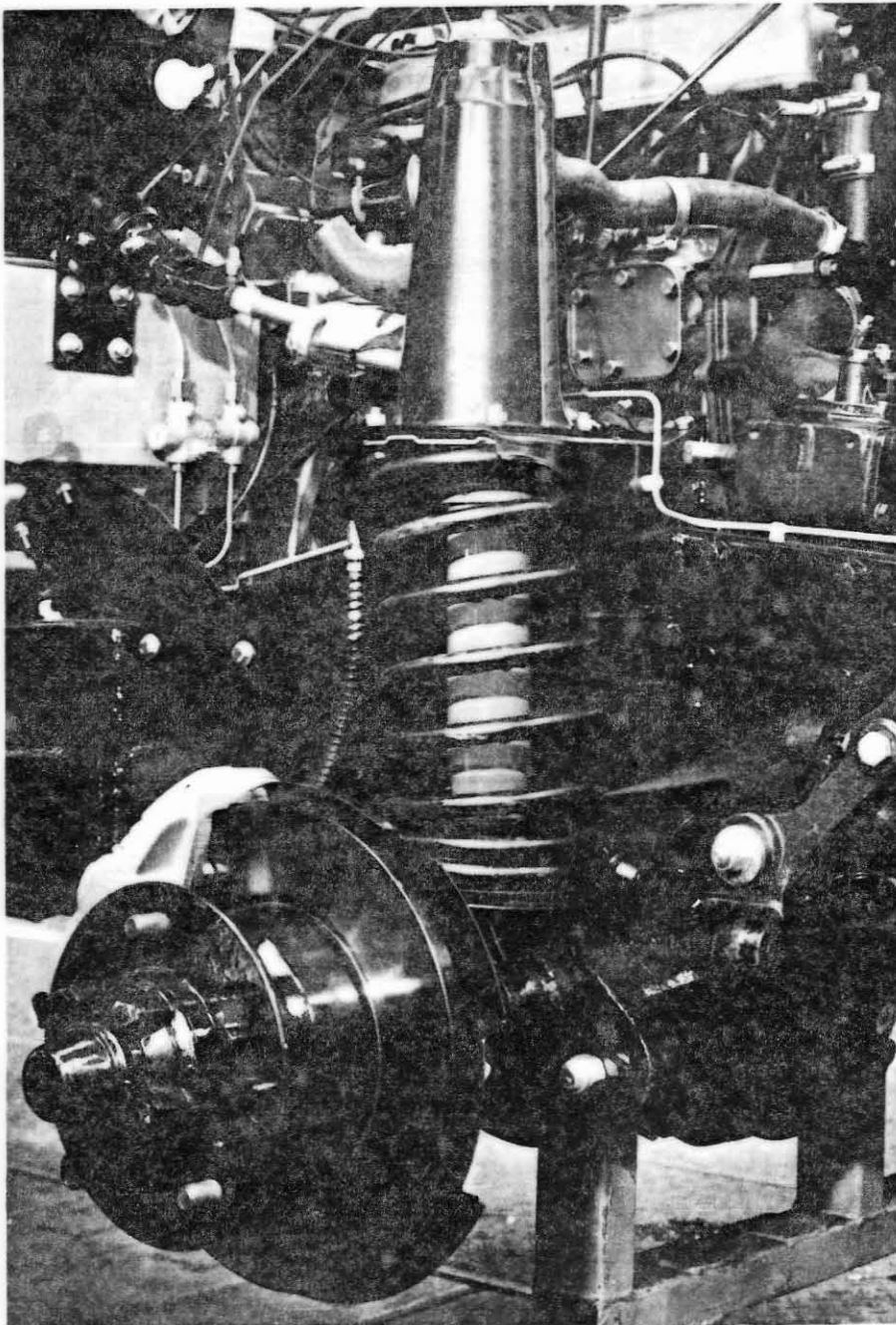
The big news is that power steering will be standard, air conditioning will be a factory option and (like Range Rovers later in the year) the gearbox is a five-speeder linked to a new transfer case that combines the ratio change and diff lock actions in the one lever. Brakes are power-assisted front discs/rear drums.

According to our man in the UK, Dave Shephard, the new Landrovers

"look good, feel good and go super". The wider track, longer wheelbase, full-time 4WD and coil suspension provide the vehicle with remarkably good ride and handling. The ten-seat version has a rear sway bar as standard and can be had with a Range Rover-like self-levelling strut. Hopefully, the self-leveller will be a standard item in Australia.

So there it is . . . the One Ten, a radically different Landrover from the machine that was introduced 35 years ago. Unlike the original Landrover, you now get performance, ride, handling, space and a reasonable degree of comfort. And yet, the new Landrover is still a superb no-nonsense off-road truck. 

Long-travel suspension will aid handling and off-road traction.



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