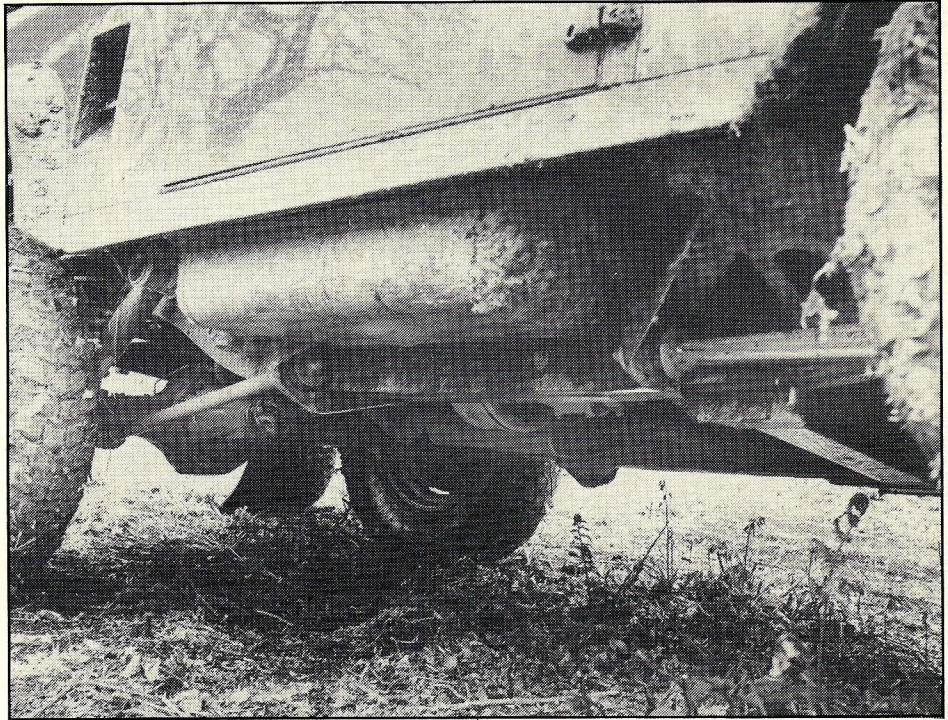


The latest 2.5 litre diesel.



The results of much development work and experience with Range Rovers and One Tens.

cross member supporting the transmission. Essentially, however, it is a shortened "One Ten's". This means that it is incredibly robust, ensuring (hopefully) a long and trouble free life. That is more than can be said of the exhaust which is a two box system, the first box looking somewhat vulnerable as it protrudes below chassis level in the mid-section of the vehicle.

As always with Land Rover, the option of petrol or diesel power is offered. The recently uprated 2286 cc petrol engine produces 74-bhp at 4000-rpm and a very impressive 120-lb/ft. of torque at only 2000-rpm. The diesel is the version announced last January which is derived from the original 2286 cc unit but stroked out to give 2495 cc and 67-bhp. Torque on this engine peaks at 114-lb/ft., and this time at only 1800-rpm.

Neither engine is going to set the world alight but both are more than adequate

for the task in hand. I doubt if it will be very long before some interesting conversions appear on the market anyway — for those that have a need to scare themselves to death periodically.

The ten gallon fuel tank on Series III 88"s and some other models has long been a bone of contention amongst owners. It is ridiculously small and restrictive for this type of vehicle and it would appear that the point has been driven home at last. The "Ninety" has a twelve gallon tank. Not an enormous increase I know, but 20% is pretty dramatic by Land Rover standards and is definitely a step in the right direction. For reasons best known to themselves, the designers have placed the electric fuel pump and filter alongside the chassis just in front of the right rear wheel where, I suspect, it is going to be vulnerable. However, I was assured that all would be well and that putting it there made for

easy servicing. It did occur to me that if it wasn't there perhaps it wouldn't need servicing so easily. Time will tell and I am probably wrong anyway.

The fuel is delivered to the engines via a Weber twin choke carburettor in the case of the petrol engine and a belt driven self priming D.P.S. injection pump on the diesel.

### Keeping the wheels turning

The "Ninety" has a five-speed primary gearbox, the LT 77, as used in the Range Rover and some Jaguars too, apparently. This is supplemented by the LT 230R two-speed transfer box, giving a total of ten forward ratios and two reverse. The large ten inch diameter drum transmission brake is mounted in true Land Rover fashion on the back of the transfer box which also incorporates a lockable centre differential. Yes, the "Ninety" has permanent four wheel drive.

### Vital statistics

Having disposed of the chassis, engine and running gear, what of the all-important body?

The new model is available in four basic configurations; Soft Top, Hard Top, Pick-Up and 'County' Station Wagon. From the cab forward it is virtually the same as the "One Ten" but the introduction of the "Ninety" brings some worthwhile changes in this area which are common to both models.

Gone are those horrendous sliding windows, replaced by all-singing, all-dancing wind up versions which are the full width of the door. Unfortunately, the doors are now unlocked — from the inside at least — by a skinny little button which protrudes just about where your elbow would like to rest, if it wasn't for the aforementioned little button

*Only time will tell how vulnerable the fuel pump and filter will be.*

