

COMMERCIAL
4x4
OF THE YEAR



LAND ROVER DEFENDER - 90, 110, 130



A previous pick-up class winner in our 4x4 Of The Year competition, the Land Rover Defender loses out in this company on this occasion only because of its relative lack of comfort and refinement. It's a true off-road truck, with unquestionable off-road agility, and in spite of its rugged appearance and chunky construction it rides well on and off the road and is impressively stable when it gets up to speed. It outdoes all-comers as a towing barge, and although the ultimate payload is no better than most it remains a very functional and competent workhorse. The Td5 engine sounds unrefined on idle but it revs smoothly, and though it lacks tickover torque it's no more gutless than many of its road-biased rivals. The 122-horse power output is good for the class, though the engine still has to work hard to shift the Defender's heavy frame. However, once the torque comes on song with the turbo blowing the Defender delivers good cruising and overtaking behaviour, returning a far from gluttonous 26mpg in general driving. Though lacking the car-like creature comforts of the best mainstream pick-ups the Land Rover works well as a double cab with seats that prove supportive and comfortable enough for everyday use – the big cab provides plenty of headroom and legroom for a full complement of passengers. The load box is considerably shorter than the others in this comparison, but it's still the best choice if you need to get people and equipment through difficult situations.

