

LAND ROVER RANGE ROVER

With so many older examples around, and many newer cars crowding dealer forecourts in the wake of the growing popularity of the expensive but gorgeous new model, the price of well-maintained classic Range Rovers continues to fall to ever-more affordable levels. Early three-door models from the '70s are now genuine classics, snap one up almost regardless of condition if you find one at a reasonable price, but well-maintained or carefully restored ones will probably be elevated out of the bargain basement.

The car's exceptional off-road ability means that many early, cheaper examples have been chopped about and modified for off-road use, but there's still a huge selection of road-only cars dating from the '80s to choose from for very little money, though what you'll get for £1000 is a rather ropery high-mileage 3.5 V8. Rather, pay a minimum of £2000 for something dated no earlier than 1984, but make sure it's a nice original car and hasn't had a shoddy engine transplant performed on it. Later Vogue and Vogue SE are the preferred versions with uprated equipment specifications – £2500 should get you a clean '89 3.5 V8, though £3000 for a 3.9 V8 from 1990 is a choice option. Resist the temptation to buy an early 2.4TD as



these engines are unreliable, the later 2.5TD is a better bet but only if you can be sure they've been properly maintained and serviced. Pay around £2500 for an early '89 model, £6000 for an L-plated Vogue or £8500 for a clean M-reg Vogue SE.

Meanwhile, ultimate classic luxury is yours for similar money in the air-sprung LWB 4.2-litre LSE with traction control, at under £8000 for a run-out '95 example.

RATING

PRICE RANGE	£2000-£8000
ON-ROAD	●●●●●○
OFF-ROAD	●●●●●●
PRACTICALITY	●●●●●○
AVAILABILITY	●●●●●●
VALUE FOR MONEY	●●●●●○

DREWOOD MUSSO

Predictably this cheap and cheerful eastern offering took a heavy initial depreciation hit and so at one time secondhand examples were even more cheerfully cheap, but with growing familiarity and recognition that they're mechanically sound and reasonably well built, prices have stabilised. They're still remarkably good value, though, so if you can live with the astounding appearance you could end up with a competent family estate good for many years of excellent service.

An early base model with Ssangyong badging will cost around £5000 with the dull but dependable Mercedes-derived 2.9-litre five-cylinder diesel, but the nattier SE for just a few hundred more is better value since it has electric windows and door mirrors as well as smart alloy wheels. The GSE adds electric sunroof and cruise control among other trim enhancements, still well-priced at £6000 on an M plate, but the range-topper was the GX220, referring to the horsepower of its 3.2-litre, six-cylinder engine, which also had air conditioning and leather trim, a four-speed automatic and cruise control taking the strain out of driving, while £8000 for a '98 S model is bargain luxury indeed.

A nicer 2.9-litre turbodiesel engine arrived just before the switch to Daewoo ownership,



so pay £7000 for a clean R-plated GL, up to £8000 for an S-plated GLS.

Daewoo dropped the lusty petrol V6, retaining the turbodiesel and nippy but hard-working 2.3-litre petrol four. Pay £5000-£6000 for a Ssangyong with this engine in GLS trim with electric windows, alloy wheels and anti-lock brakes, and £8000 for an early Daewoo-badged version though this had enhanced equipment including air-con.

RATING

PRICE RANGE	£5000-£13000
ON-ROAD	●●●●●○
OFF-ROAD	●●●●●○
PRACTICALITY	●●●●●○
AVAILABILITY	●●●●●○
VALUE FOR MONEY	●●●●●○