

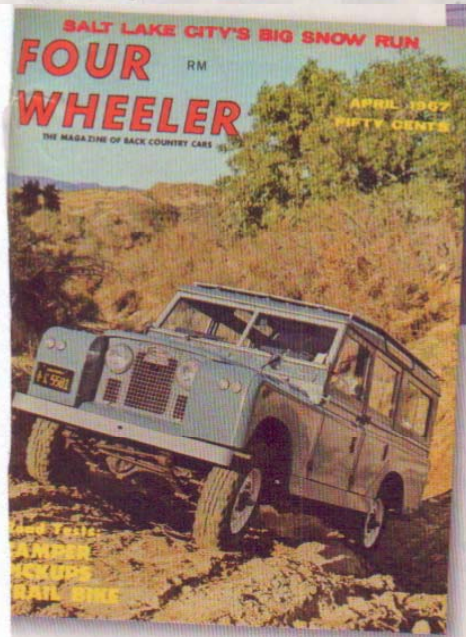
1958-74 Land Rover Series II/III

MSRP (1958): \$2,700 (est.)

Current value (est): Up to \$15,000

Auction value: \$25,000+

Homely? You bet. Crude and unsophisticated? No doubt. But who among us hasn't lusted after one of these aluminum-bodied rigs at least once in our lives for bragging rights alone? Offered in both 88- and 109-inch wheelbases, the second- and third-generation Rovers epitomize off-road coolness. The '61-and-later diesel-powered Series IIA versions are quite rare, as only some 2,800 were ever sold in North America; '67-and-later models came with a 2.7L Straight-Six sourced from the FC trucks, and the '72-and-later Series III sported relocated headlights (outward, from the grille to the fenders), but otherwise, these vehicles' basic designs and underpinnings remained remarkably unchanged throughout their production cycle: 2.3L petrol engine, 4-speed



1994-97 Land Rover Defender 90

MSRP (1994): \$27,900

Current value: \$25,000+

Auction value: Up to \$35,000

Before there was the Wrangler Rubicon and the Hummer H3, there was the D90—a purpose-built,



out-of-the-box full-time factory fourwheeling machine sporting a 3.32:1 low-range gear, locking center diff (that could be engaged in 4-Hi), wrap-around bullbar, coil/link suspension, and 31x10.50 BFG Mud-Terrains

all standard. And if you were one of the 6,529 lucky duckies (give or take) who ponied up close to \$30 grand for one of these during its all-too-brief production run, only to be told you could've bought two Jeep TJs for the same amount of money, you just may be having the last laugh. While they don't break the bank

at Monte Carlo in auction terms, these 15-year-old rigs have lost virtually none of their value to depreciation over the years. Not bad for a vehicle that was expensive for its day (a base 4x4 Suburban cost six grand less), was plagued in its lifetime with fit and finish problems, and sported OE soft tops that leaked and optional fiberglass hard tops that were prone to cracking. Desirable versions include the '95-and-later versions that came with an optional metal hardtop and full interior rollage. We've heard rumblings that Land Rover might re-introduce the Defender to the US one day, but given

the relative scarcity of these first-gen specimens, we have little doubt the value of these rigs will go nowhere but up in the years to come, even if Rover should bring an updated version back to our shores.

manual trans, solid Salisbury axles packed with 4.7:1 gears, and the optional iconic "blade bonnet" (hood-mounted spare tire carrier). Originally intended for use on the farm, old Landys were purpose-built vehicles with limited audience appeal; they were also considerably more expensive to buy (and maintain) than comparable Jeeps or Toyotas of the same vintage, and only some 20,000 units were sold in the U.S. before

Federal safety and emissions regs eventually forced Land Rover out of the U.S. market in 1974. Aftermarket support for these rigs is minimal, and NOS replacement parts are increasingly difficult to find, so if you've got an intact running specimen of one, treat it like the off-road royalty it is. A concourse-ready model can fetch a fair farthing at auction.