

at full throttle, which would send most vehicles off the side of the road for an unplanned detour, a light flashed on the dash, which was the DSC activating. This straightened the vehicle back up before you even had time to react and let you know it had you covered.

The airbag suspension gave this Disco the most comfortable ride, even on the harshest of tracks. The height-adjustable suspension was great off-road and allowed impressive amounts of wheel articulation. Speed up

on a dirt road and the vehicle would sense this, automatically lowering the suspension slightly to give you better handling.

Despite having a small-capacity 2.7L TD V6, it still managed to produce a massive 445Nm at just under 2000rpm, which proved to be more than adequate in every terrain. While it was a bit sluggish off the mark, the D3 had more than adequate midrange acceleration, which was handy for overtaking safely.

On the sand it was a great performer, despite running stock

19in rims that didn't allow the tyres to bag out particularly well. The 19in rims also presented another concern for us should we need to replace a couple of the tyres in the Outback. You won't find too many Outback fuel stops that carry 255/55 R19 spares!

In saying that, you would be flat out trying to find any spares for the Land Rover once you leave civilisation if anything were to play up, and even if you did find some spares, nobody except for a specialised Land Rover mechanic would know what to do. Basically,

if you did experience big mechanical problems, you would find your brand-new D3 on the back of a truck destined for the nearest Land Rover service centre.

The only things holding this vehicle back were these 'what if' scenarios, but we didn't drive 5000km and five different terrains to test hypotheticals. We were testing in the type of terrain you'd expect your new out-of-the-box touring 4WD to cope with, and this vehicle was the best of the bunch, just beating the 200 Series by the smallest of margins.

