



**ROVER INTERIOR**

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# WHEELS

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**SAFETY FEATURES**

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A third-generation version was re-worked by BMW engineers with influence from BMW's X5 chassis and its 4.4-LV8 powerplant, but Land Rover stylists added their own British style and imparts a classic flavour.

## Range Rover is the ultimate SUV

BY ROB BEINTEMA

"Oooh, that's so pretty!"  
I looked up from behind my camera, surprised by the voice behind me. I had just come from the car wash and parked the shiny, clean test vehicle in front of The Anchorage, a historic home and past-century part of the Bradley House Museum grounds in Mississauga. And while I was busy taking pictures, one of the staff members had paused to peek over my shoulder.  
"Is that a Range Rover?" she asked softly and added "This is the closest I've ever got to one."  
She was almost whispering with a kind of hushed rever-

ence normally reserved for royal reviews and other solemn and serious occasions.  
But, then again, maybe her tone of voice was understandable. Because, yes, this was a Range Rover after all. The ultimate SUV, preferred by the posh, built under Her Majesty's warrant and, in fact, the royal ride of Queen Betty herself, hubby Phil and all those other Windsors and wanna-bes. Heck, I'd felt a little regal myself, rolling around town in this two tons of high-priced fun, ensconced in leather, seated at throne-like height above the peasants and riff-raff of regular automobiles. Made me almost forget my rusty 1989 Cavalier daily driver.  
Ah, yes. Nothing quite compares to a Range Rover

Maybe Mercedes G-Wagon in its weirdly Teutonic style matches it for cost and eccentricity. But none of the other full-size sport utility sled poseurs on the road today can quite come up to snuff, even when loaded with oodles of extras.  
Take your Cadillacs, Lincolns and Lexuses, for example. Loads of luxury, but they still can't quite pull off the panache that British toffee-nosed sense of style that stems from a blend of eclectic design and the contrasting heritages of refinement and robust ruggedness.  
The Range Rover first debuted in 1970, designed to add

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**4-WHEEL ALIGNMENT**

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- ADJUST AS NEEDED
- INSPECT SUSPENSION
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