

NOV '81

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# overlander

BRONCO / FJ60  
MQ PATROL LWB  
RANGE ROVER  
COMPARO

FJ60  
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A Tale of  
Three Islands  
Fraser, Moreton  
and Yorke.

THE TRUTH ABOUT TYRES

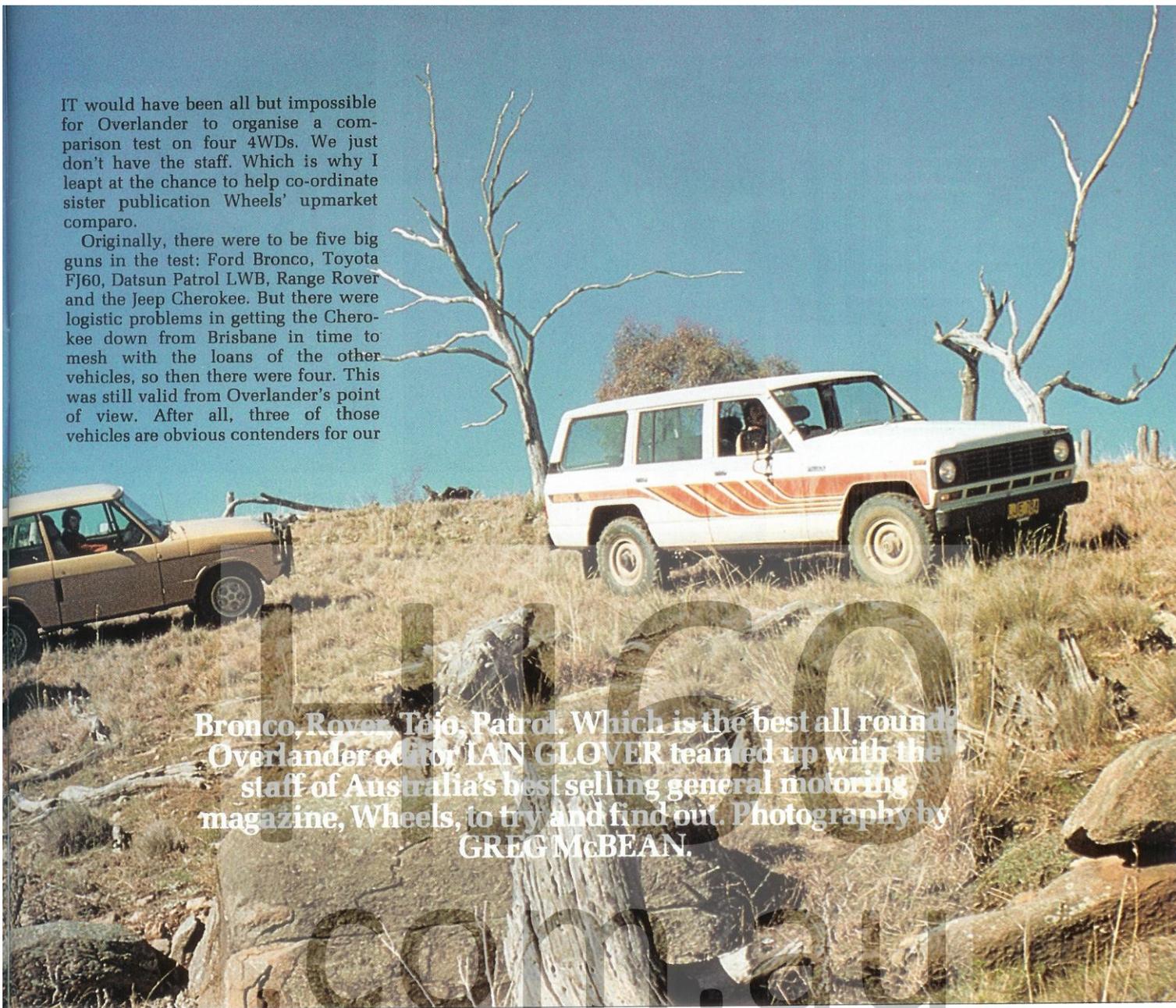


# Kings of the Road



IT would have been all but impossible for Overlander to organise a comparison test on four 4WDs. We just don't have the staff. Which is why I leapt at the chance to help co-ordinate sister publication Wheels' upmarket comparo.

Originally, there were to be five big guns in the test: Ford Bronco, Toyota FJ60, Datsun Patrol LWB, Range Rover and the Jeep Cherokee. But there were logistic problems in getting the Cherokee down from Brisbane in time to mesh with the loans of the other vehicles, so then there were four. This was still valid from Overlander's point of view. After all, three of those vehicles are obvious contenders for our



**Bronco, Rover, Tejo, Patrol. Which is the best all round Overlander editor IAN GLOVER teamed up with the staff of Australia's best selling general motoring magazine, Wheels, to try and find out. Photography by GREG McBEAN.**



As befits vehicles with a price discrepancy of almost \$10,000 between them, there's a vast difference in comfort and appointments.

Top left: In mid price bracket, Toyota boasts best instrumentation of all. Has tilt-adjust steering wheel, door-mounted map pockets, arm rest, good seats, carpet with rubber mat insert.

Top right: Range Rover has best ex-factory seating, seat belts built into seat, arm rest, but no door-mounted map pockets. Role is taken up by large centre console.

Right: Bronco steering wheel feels flimsy, and seats are too low for many drivers to see over large bonnet. Cabin finish is exceptional, complete with woodgrain effect in XLT models.

Far right: Patrol has arm rest, but no map pocket. Seats are thin by comparison, but better than many ex-factory articles. Dash is well laid out, easy to read at night.

PREVIOUS PAGE LEFT TO RIGHT

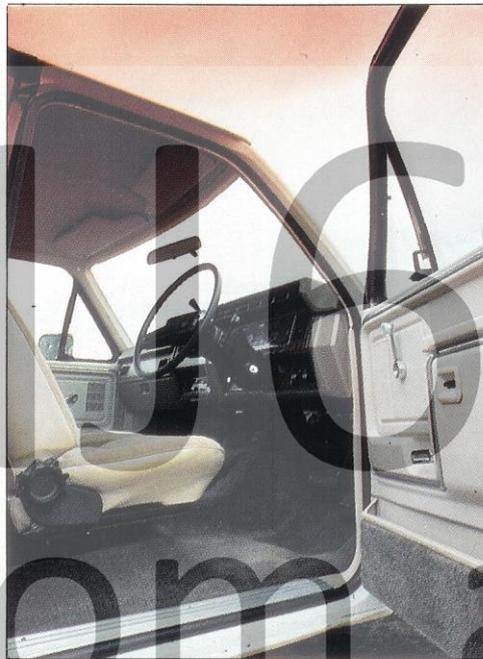
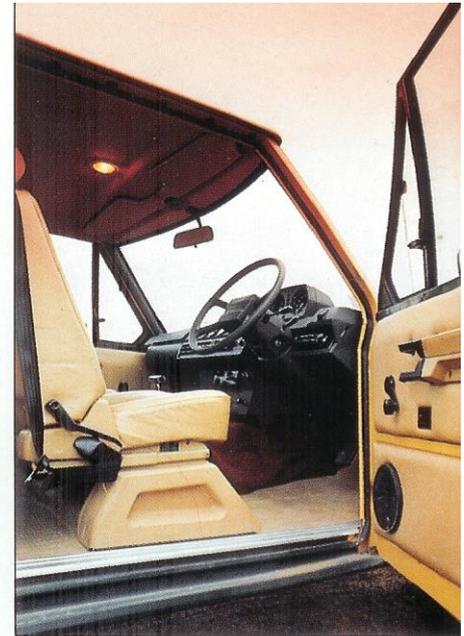
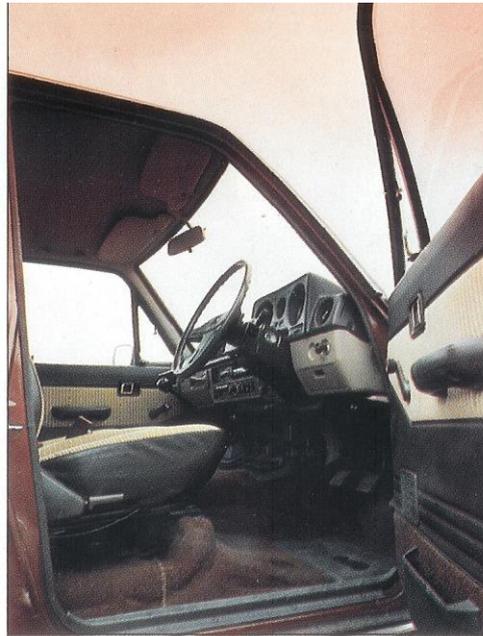
Range Rover has best cornering ability of all, but extreme body roll (product of coil springing) takes getting used to. Showed absolutely no tendency to break away or lift wheels at speed.

Bronco, too, has good cornering qualities, and took right angle dirt bend fastest of all vehicles. Necessary correction to oversteer is obvious in photo shown. Leaf springing at rear promotes skittishness.

Both Japanese vehicles, with leaf springing all 'round, fared worst in dirt and macadam cornering tests. Patrol, pushed hard, lifted driver's side rear wheel repeatedly.

The closest to a 'lose': rear end slewing, driver's side front wheel biting in as Bob Murray corrects adamant oversteer. Toyota shows greater wheel travel than Patrol.

Right: Turning circles. Rover wins (11.6 m), followed by Bronco (11.8 m), Toyota (13.4 m). Patrol was pulled up short with 13.9 m.



## Kings of the Road

4WD of the Year Award, and they're all at the end of the market which, until last year basically, belonged to the Range Rover and Cherokee. It was the benchmark, if you like.

A little preliminary testing could do no harm at all, considering that our announcement will come in three issues time.

Preliminary? That's not to imply that the Wheels method of testing vehicles is anything but thorough. But Wheels approached the test in a somewhat different manner than we perhaps would. With a great deal of justification. The staff reasoned that these upmarket 4WDs would be more likely to appeal to the conventional car buyer than the more rugged style of double differ, and hence used the same techniques as they normally apply to passenger vehicles. So the test included speeds through the gears, acceleration figures from both standing starts and on the standing quarter, and noise levels within the cab. All that was done on Sydney's Castlereagh Dragstrip, but the meat of the appraisal was done in a long run to, in and from the NSW snowfields around Adaminaby, Kiandra and Rules Point.

Not all the drivers were experienced four wheelers. Bob Murray, ex-'Car' magazine in England, hadn't had much to do with them at all. Co-ordinator of the test, Mike McCarthy, had a little more experience. Brian Woodward, who brought you the stories on engine conversions and diff ratios over the past few issues of *Overlander*, knew 4WDs from bitter experience. And then there was me, whose life and 4WDs seem to be one and the same. So each of us looked for different qualities in the vehicles, each having a totally different list of priorities, a differing set of criteria.

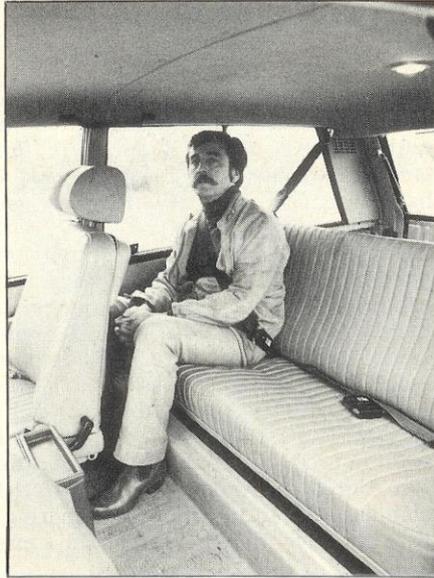
Vehicles were regularly swapped between drivers, and every night of our four day test, driver reactions were compared and duly noted.

Also along were Wheels' Art Director Andrew Azzopardi and Production man Keith Swann. And the man who is becoming arguably the best vehicle photographer in Australia: Greg McBean, whose work regularly graces the road tests in *Overlander*. So we had a cast of thousands, (or at least seven).

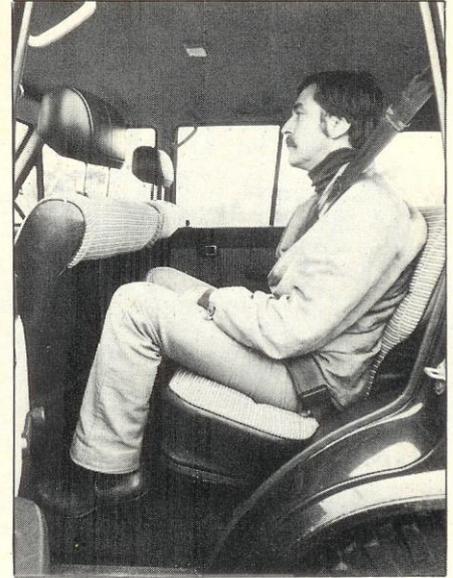
### On the strip

Here, the Bronco shone. And no wonder. It was just a case of big American V8 grunt hopelessly outclassing the opposition.

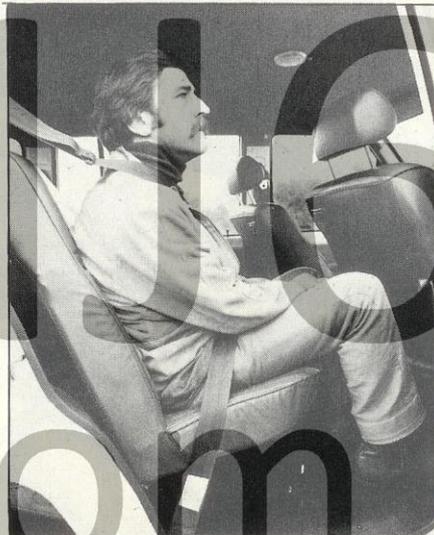
The 5.8L engine, for example, even in



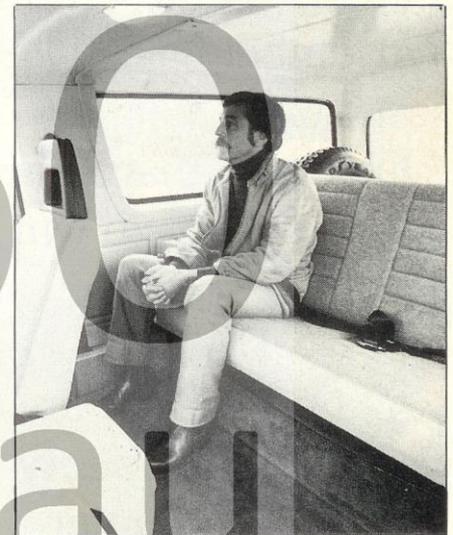
Above: Range Rover bench seat is comfortable on long trips.



Above: FJ60's back seat has better springing.



Above: Tall back seat drivers may experience problems in the Patrol.



Above: Top of the class. Almost enough room to fit a billiard table in back of Bronco.

automatic, was 1.4 seconds faster than the nearest competitor, the Land Cruiser, over the standing 0-400m. Tests were done in light drizzle, so it's not surprising that slipping into 4WD for second runs gave quicker times, as better traction was achieved, especially when taking off. In 2WD, plenty of wheelspin was evident.

The Datsun was the exception to the rule. It returned slightly slower speeds in H4, no doubt due to the fact that the engine was tight (the Patrol was new in contrast to the other vehicles), plus the fact that, at starting speeds, the extra traction made it difficult to keep revs up, and at high speeds, that new motor, with the extra strain on transmission components, created extra drag.

Brian Woodward, who, incidentally, was a contributor to the Australian ver-

sion of the AA Book of the Car, was a consulting engineer in the creation of the MQ Patrol (a fact which he acknowledges with mixed feelings), liked the Patrol SOHC 2753cm<sup>3</sup> petrol engine best of all those tested. It's an enormously flexible engine. Brian christened the Patrol 'Our Joan', because second gear, from go to woe, ranges through an immense scale of musical notes, from basso contralto through coloratura to soprano, as it speeds from 30-100km/h without complaint. The Patrol was easily the most free and high revving vehicle tested, winding out to 6,600 rpm in the lower gears.

The Toyota, on the other hand, though overall noisier than the Patrol in dBa, is still by no means a conversation stopping motor a la diesel Land-Rover.

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## Kings of the Road

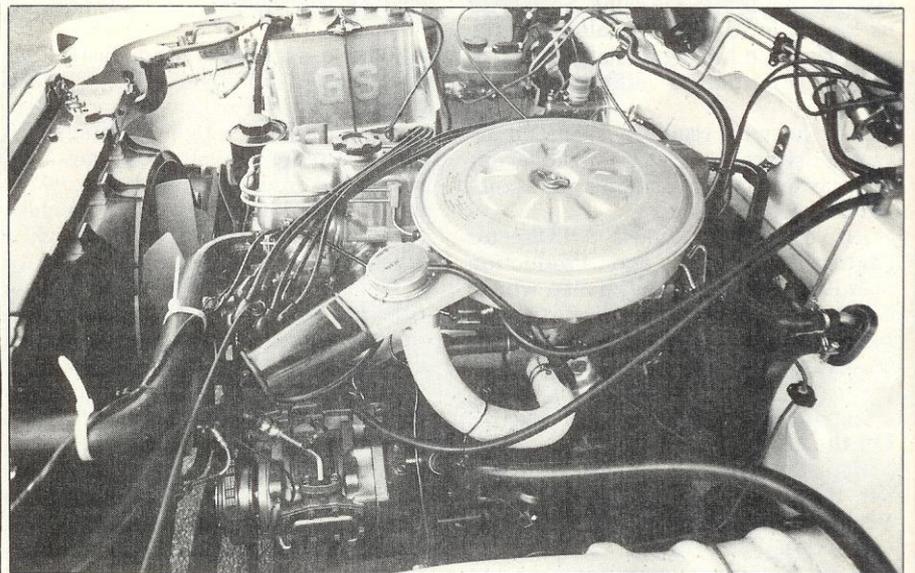
Being used to the old style Toyota gearing, I was immensely impressed with the new Series 60 prior to the Overlander/Wheels comparo. And, I hasten to add, still am. But the car blokes thought differently.

They criticise the fact that it delivers maximum power at only 3600 rpm, and maximum torque at 1800 rpm, and also that it's 'handicapped' by short intermediate ratios, redlining the standard tachometer with 'ridiculous' ease. That's true on the highway. But not in the rough. So it basically comes back to what you want to use the vehicle for. And for the tyro four-wheeler, used to conventional standards of acceleration and gearing, the 'car guys' might be right. In some

cases, particularly with a new 4WD boom in the offing, it's difficult to know whom you're writing for. On my Pat Malone, I think that the gear ratios of the Toyota (see specs) offer the best performance in the rough, and that's perhaps what the vehicle has been designed as: a roadhorse that offers a reasonable standard of comfort with a better degree of 'off-road' agility.

In some ways, it's unfortunate that a manual Range Rover was not available for testing in preference to the auto. For the manual's low-low ratio and final gearing is second to none. Instead, the Ford C3 box replaced the original four speed forward transmission.

While it's an absolute joy to drive on



the highway, that box has its own peculiar strengths and weaknesses off the beaten track. In sand, it's a positive boon. Unless you happen to get *really* stuck, then it's very easy to burn out the auto clutch. With diff locks, and the torque converter, ruggedly steep uphill runs are a breeze, but even *with* diff lock, running down that same hill requires foot braking rather than engine braking. Even so: back to the performance figures. On the strip, the R-R also went well. The 3.5L V8 (originally American) engine, coupled with that selfsame transmission, accomplished what it was meant to do without any carry on at all. With the gears held, rather than on auto, it showed an impressive (and best) 87 km/h in first (as opposed to the Toyota's worst figure of 30 km/h); 135 km/h in second (in contrast to the Toyota's worst comparative figure of 55 km/h), and a top speed in top gear (third) of 155 km/h, slightly less than the Bronco (at 168 km/h), and somewhat more than the slowest of the four, the Toyota, which could manage only 94 km/h in third, and a top speed of 140 km/h. The Patrol boasted a top speed of 150 km/h.

These are all corrected figures. Both the American and the British offerings showed speedo error at 50 km/h, the Bronco speedo being optimistic, and the Rover speedo being pessimistic, albeit, on both counts, the error was marginal.

The FJ60 was the only vehicle to show true speedometer readings in all speeds. At 70 km/h, the Patrol was in fact doing 69 km/h. The Range Rover was travelling at 71 km/h, and the Bronco at 67 km/h.

Opp. page centre: 4230 cm<sup>3</sup> six cylinder Toyota engine developed 96 kW at 3600 rpm, 274 Nm at 1800 rpm.

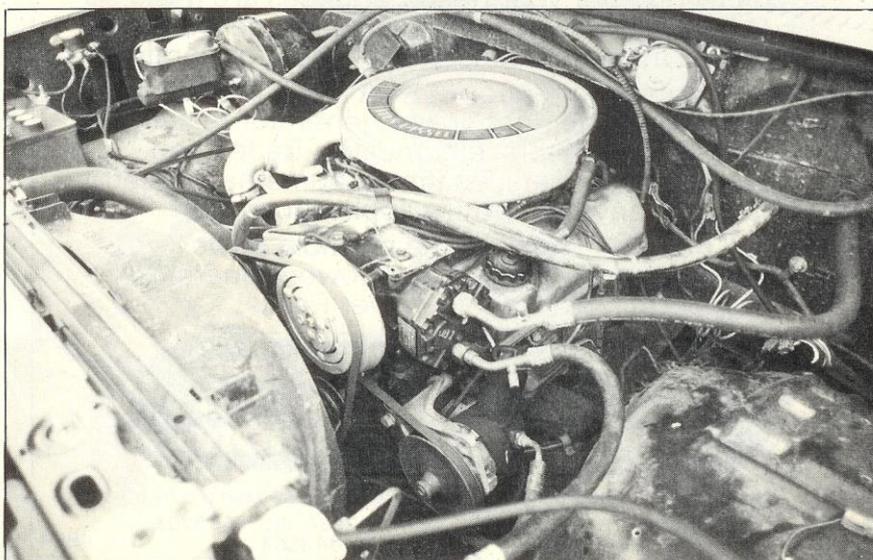
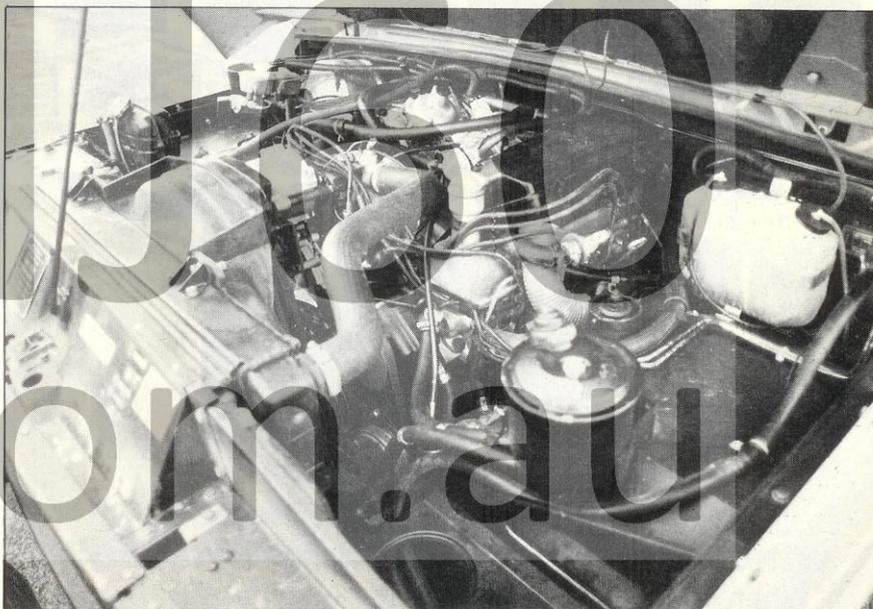
Opp. page bottom: 2753 cm<sup>3</sup> six cylinder Nissan engine developed 88.3 kW at 4800 rpm, 201 Nm at 3200 rpm.

Right centre: 3528 cm<sup>3</sup> V8 Rover engine developed 100 kW at 4900 rpm, 250 Nm at 2500 rpm.

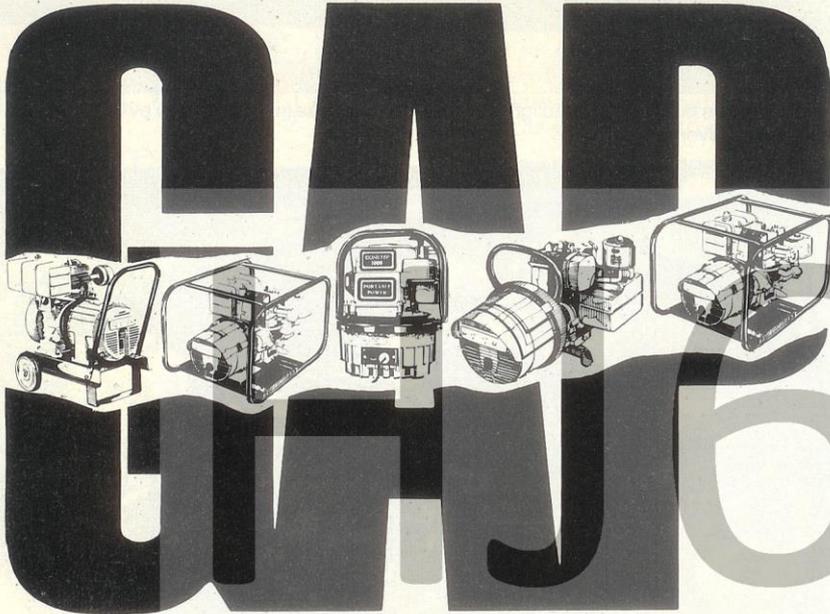
Right: 5766 cm<sup>3</sup> V8 Ford engine developed 162 kW at 4500 rpm, 429 Nm at 2700 rpm.



Above: All vehicles boasted Q1 headlights, but vast differences in quality were evident. Bronco had best lighting overall.



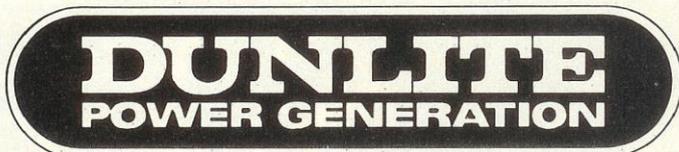
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## Kings of the Road

All the same, it's hardly anything to become excited about. (In contrast to the Toyota tripmeter, which showed an ebullient optimism of +16.5 per cent. How's that for bugging fuel readings?)

Fortunately, we didn't rely on the tripmeters — overall, the best, most fuel efficient vehicle was the MQ. Now that the Metric Conversion Board has walked the plank, we can quote figures in real money: 17.5 mpg, with a best of 25.6 mpg, in contrast to the thirstiest (naturally), the Bronco, which averaged 11.7 mpg, and a worst reading of 9.3 mpg.

### On the road

Here, driver impressions were markedly different, and made me realise even more so that it's largely a matter of what you're used to that decides what you find impressive.

With most of my driving having been done in heavy duty, 'conventional' 4WDs (at least until last year), with manual steering, and agricultural suspension, I found the Toyota's steering most predictable, probably because it's the lightest of the four vehicles tested.

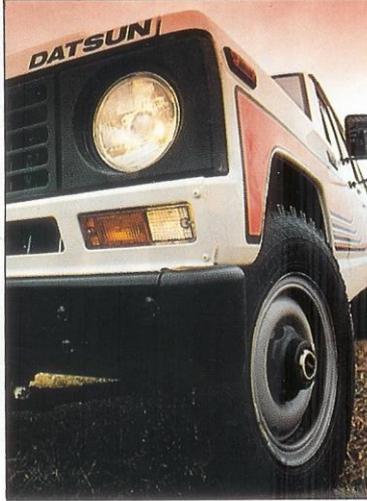
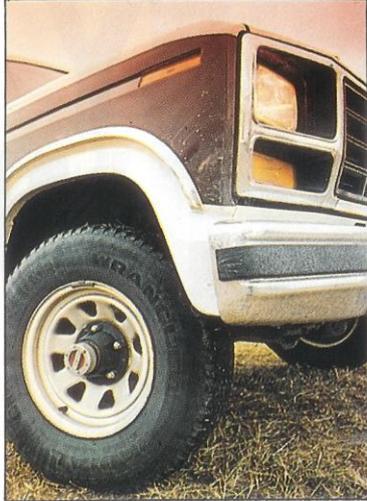
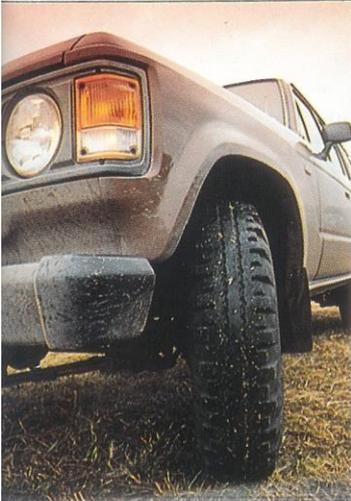
All of the other drivers (used to conventional cars and conventional power steering) complained that they'd be searching for that extra half-turn when cornering hard.

But I found the Nissan's power box most neutral of all, the Range Rover's unpredictable, and the Bronco's positively twitchy. But then again, I don't like the heavy handed American approach to power anything. To my mind, it's always *Omnipotence in Extremis*.

So too, because of the Range Rover's immense amount of suspension travel, which is astounding in the rough, the driver experiences extreme body roll when cornering at speed. It's something you quickly get used to, by the way. For the Range Rover is still the closest 4WD to a passenger car, at least as far as handling goes.

You know exactly how far you can push it, and when it's going to break away. The Bronco comes a close second here. Both Japanese vehicles, with leaf springing, are inclined to hold on until the last minute, then react savagely, as if telling you that you've pushed them too far, by far. Neither is a superb on-road vehicle. But then, by conventional standards, neither is the Bronco, though it comes much closer.

Any rear end skittishness Bronco buyers may encounter is purely a product of leaf springing in the rear, and Ford would do well to consider coil springing all-round, like the Range Ro-



ver. It wouldn't cost all that much.

And then we come down to tyres. Not an important factor in many people's opinion, but regarded by many motoring writers as the most crucial aspect of a vehicle. After all, that's what separates you from the road.

And once again, we're forced to complain about fitting RTMs to what's not, really, a rock-climbing vehicle. They're noisy, largely unsuitable for road use, and definitely not the go for high speed work. Why Toyota doesn't shoe the FJ60 with radial tyres is totally beyond us. There are so many good ones available now, even with 16" rims, that the decision to stick with what is at best, a limited off-road tyre, is ludicrous.

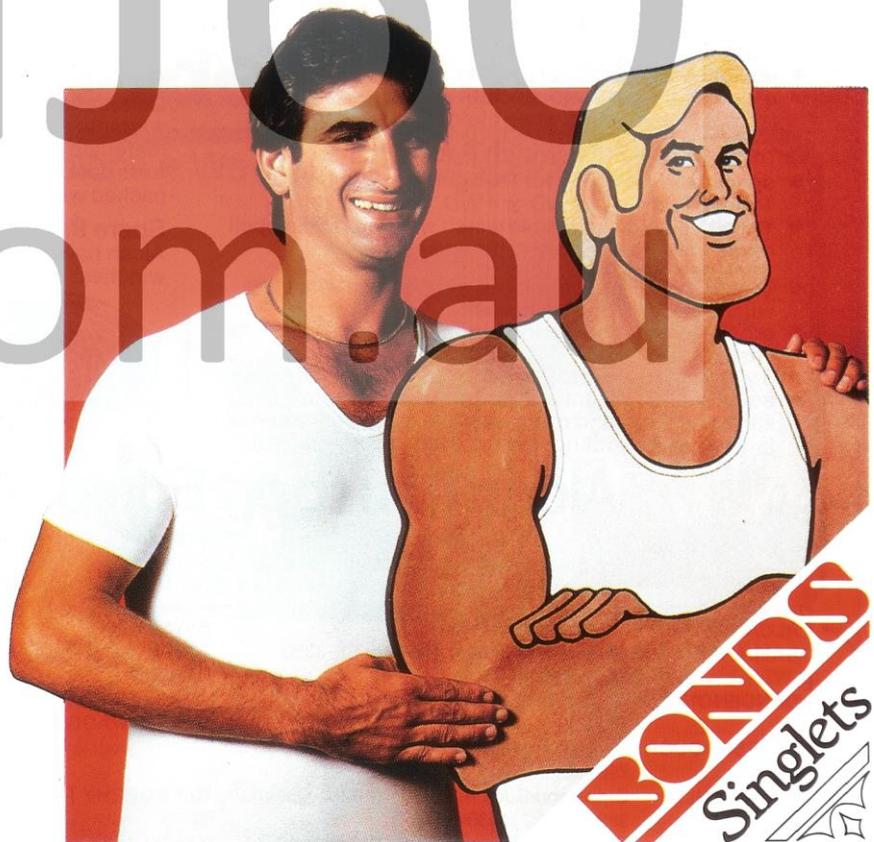
Not that the Goodyear Wranglers fitted to the Bronco were much better, despite the quality control the Thomastown factory exerts on every tyre coming out of Melbourne. (See 'The Truth About Tyres: Part One, this issue'). The ones fitted to the Bronco all had 'wavy' sidewalls — not a particularly reassuring cognisance when you're beetling down the F4 at more than legal speeds.

In contrast, the SP44 pattern of the Dunlops adorning the Patrol proved to be more than adequate on road and off, and the Michelin M&S standard radials on the Range Rover, for the condition of our test, probably proved to be the best all round tyre.

All testers commented on the stiff springing of the Patrol, which causes appalling pitch on bumpy roads. It's not so bad for the driver, who can hang on to the steering wheel, but the back of the vehicle is where you really feel it. Sitting in the little 'dicky' seat of the nine seater, brain is in contact with roof almost as much as bum is in contact with seat. It may be great for kids, who would be going to Luna Park every time dad took them for a drive, but for adults...?

## Two great Australians

Fiery Len Pascoe and cool, comfortable Chesty singlets. They're both winners. Like the interlock cotton Deep Crew Lennie wears. Or any of the other Streamliner, Coral Island and Chesty Athletic styles in the Bonds team this summer. Unbeatable.



014.P238A

## Kings of the Road

The unsatisfactory ride is compounded by the fact that both axles tend to skitter about, often putting the Patrol way off line. For some reason, we all expected the Patrol to have the tightest turning circle. Lord knows why, for the turning circles were an exact reflection of wheelbase. The Rover showed up best here, with 11.6m, followed by the Bronco (11.8m), and the Toyota (13.4m). The Patrol trailed the rest with 13.9m.

Both Japanese vehicles required the most turns lock to lock: 4.25. The Rover required 3.4 turns, and the Bronco (no wonder it's so damn twitchy!) a staggering 2.6.

### Night driving

Although all four vehicles were fitted with quartz halogen headlights as standard equipment, there was a vast degree of difference between them. The Toyota's for example, were badly set, as were the Patrol's. Overall, the Bronco provided the best, good and true illumination of road and track surfaces.

### In the rough

Of all the vehicles, the Range Rover has the shortest bonnet, with good cut-



Above: Vehicles were driven in all conditions, including snow. Patrol and Rover fared best here — a function of comparatively light weight.

away angles, enabling the driver to know exactly where his front wheels are all the time. But tall drivers, particularly on steep downhill slopes, complained that the top of the windscreen was too low, necessitating that they duck their heads to maintain good vision. It was definitely the most com-

fortable to drive in the rough, for, once again, that astounding wheel travel and coil suspension just soaks up irregularities and bumps with nary a grumble.

The Patrol fares worst, given comparatively limited suspension travel which makes it very easy to pick up wheels and lose traction.

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## Kings of the Road

But then again, bear in mind that these two vehicles represent opposite ends of the upmarket 4WD scale. The Patrol sells for \$12,880 for the basic model. Our test vehicle was fitted with a few options — air conditioning, FWHs, and AM/FM radio-cassette, which bumped its price up to around \$13,900. The Range Rover is currently selling at \$23,150. (That price includes \$850 for air and \$2700 for the auto

conversion.) Almost ten grand the difference! That's a lot of juice and quite a few holidays.

Also, it's important to remember that Nissan have made important adjustments in both springing and damping, and we'll be seeing the first of those new models in the new year.

Both the Bronco and the Toyota share extremely rugged chassis construction and overall tough components. The

Bronco, because of coil springing in front, is obviously more comfortable to drive over rocky tracks and suchlike. But it's too wide for many narrow bush tracks. It's 160mm wider than the Toyota, and some 270mm wider than the narrowest vehicle (the Patrol). The Bronco is likewise limited in comparison with the other vehicles by virtue of its sheer weight, which, in conditions with heavy mud, loose sand and soft, deep snow, will simply mean that it sinks, regardless of tyre fitted or driver technique. Just no flotation. Likewise, Ford's wild horse is pretty close to the ground when compared with the others, especially the Toyota, which boasts greatest distance from ground to diffs. It makes up for this in excellent approach and departure angles. The Cruiser, for example, has the worst rear overhang of all. Strengths and weaknesses everywhere. All counter-balanced.

All vehicles have freewheeling fans, so there's no worry in any case of deep-water crossings.

### General

The outcome of this test as I see it was to highlight the shortcomings of every upmarket 4WD. There is no perfect vehicle. The Range Rover, deemed the best 'by a country kilometre' in Wheels (October), suffers as far as we're concerned in being a design some eleven years old. Like the Bronco, it has two doors instead of the more practical four (though the four door R-R will be available from the middle of next year). So, to reach the back seat, you must slide forward either of the front seats. And, in contrast to all the other 4WDs tested, those front seats have no allowance for rake adjustment. What you see is what you get.

The Range Rover has a fine engine in the 3.5L V8, which returned a best fuel reading of 16.6 mpg over the course of the test. Yet it was the only vehicle to have mechanical problems, holding us up in Cooma until the fault was traced to the automatic choke, which had jammed full open.

Is the Rover over-engineered! Parts for the beast are ludicrously overpriced, and that's just a matter of industrially torn Britain being unable to compete with Japanese efficiency.

The handbrake is not inspiring. It's possible to drive with it on and not notice. The lever is too short to allow full purchase.

When you're bowling along on the open road, noise levels are surprisingly high. Both engine and transmission are

## Performance

FUEL CONSUMPTION ON TEST	PATROL		BRONCO		R-R		FJ60	
Best	9.0 km/l (25.6 mpg)		5.7 km/l (16 mpg)		5.8 km/l (16.6 mpg)		7.4 km/l (21 mpg)	
Worst	5.3 km/l (15.2 mpg)		3.3 km/l (9.3 mpg)		4.5 km/l (12.7 mpg)		4.7 km/l (13.5 mpg)	
Overall	6.2 km/l (17.5 mpg)		4.1 km/l (11.7 mpg)		5.1 km/l (14.4 mpg)		5.6 km/l (15.9 mpg)	
Minimum range (Worst x tank)	435 km		400 km		370 km		420 km	
<b>SPEEDO READING</b>								
50 km/h	50		49		51		50	
70	69		67		71		70	
90	88		85		91		90	
110	107		103		110		110	
<b>SPEEDS IN GEARS</b>								
First	58		60	H	68	D	87	30
Second	98		103	131	108		135	55
Third	129		168		155			94
Fourth	150		—		—			140
<b>ACCELERATION</b>								
*Standing start								
	2WD	4WD	D	H	D	H	2WD	4WD
0-50	5.5	5.5	4.8	4.5	5.6	5.6	6.0	5.5
0-60	7.2	7.1	5.9	5.5	7.5	7.6	8.1	7.6
0-70	8.8	8.7	7.2	6.6	9.5	9.6	10.3	9.5
0-80	11.0	11.0	8.9	8.0	11.8	11.9	12.7	11.7
0-90	13.5	13.6	10.5	9.5	14.7	14.9	15.0	14.2
0-100	16.3	16.4	12.9	12.0	17.9	18.1	18.3	17.5
0-110	19.7	20.0	15.5	14.5	21.6	21.8	22.4	21.5
0-120	24.0	24.6	19.1	18.3	26.8	27.0	27.4	27.2
0-130	32.6	33.2	24.5	23.3	34.5	34.8	35.5	35.3
Standing 0-400m (* See text)	20.5	20.4	18.4	18.0	20.6	20.6	20.6	19.8
In the gears — Second								
30-60	4.7		—		—		4.2	
40-70	4.7		—		—		—	
50-80	4.9		—		—		—	
60-90	5.6		—		—		—	
Third			Kickdown		Kickdown			
30-60	7.8		3.3		4.7		5.6	
40-70	7.5		3.3		5.4		6.2	
50-80	7.5		3.6		6.8		6.2	
60-90	7.5		4.4		7.5		7.1	
70-100	7.6		5.5		8.7		8.1	
80-110	8.5		7.0		10.4		—	
90-120	11.2		9.0		13.7		—	
100-130	14.4		11.4		17.8		—	
Fourth								
30-60	13.3						9.6	
40-70	13.7						9.8	
50-80	12.9						9.8	
60-90	13.2						10.0	
70-100	13.5						11.0	
80-110	15.0						12.2	
90-120	15.9						13.5	
100-130	—						15.4	
<b>NOISE LEVELS (damp surface)</b>								
Idle	65 dBA		70 dBA		67 dBA		67 dBA	
Steady 60 km/h	79 dBA		78 dBA		81 dBA		80 dBA	
Steady 110 km/h	89 dBA		86 dBA		87 dBA		87 dBA	
0-100 km/h peak	91 dBA		88 dBA		94 dBA		95 dBA	



Above: Rover was most comfortable to drive in these conditions, because of coils all 'round.

## Dimensions

	PATROL	BRONCO	R-R	FJ60
WB Wheelbase	2970	2660	2540	2730
TF Track, front	1405	1654	1490	1475
TR Track, rear	1405	1613	1490	1460
OAL Overall length	4690	4512	4470	4750
OAW Overall width	1690	1960	1780	1800
OAH Overall height	1845	1889	1780	1845
A Dash to panel to rear seat	1590	1745	1610	1700
B S/whl to front seat; min/max	470/625	480/620	440/650	425/610
C Front cushion depth	490	510	465	510
D Rear cushion depth	475	395	425	435
E Pedals to f. seat; min/max	365/510	385/515	400/575	315/460
F Rear legroom; min/max	220/375	280/420	165/375	260/445
G F. cushion to floor; min/max	365	320	370	315
H R. cushion to floor	315	405	390	360
Q Shoulder width, front	1435	1600	1515	1490
Shoulder width, rear	1415	1690	1590	1520
J Luggage floor length (seat up)	330	945	1080	1130
JJ Luggage floor length (seat down)	1095	1400	1430	1720
K Floor to roof	1025	907	1040	1040
L Lip to lid	1050	—	1130	1220
M Loading lip height	830	795	765	760
N Rear floor width (max)	1435	1615	1600	1510
O Rear floor width (between arches)	1030	1270	1085	1070
P Luggage opening width	1317	1615	1315	1365
R Front door length	950	935	1050	820
R1 Front door height	1125	1165	1125	1095

## Specifications

ENGINE:	PATROL	BRONCO	R-R	FJ60
Cylinders	Six	Eight	Eight	Six
Cooling	Water	Water	Water	Water
Valves	SOHC	OHV	OHV	OHV
Comp ratio	8.6:1	9.1:1	8.1:1	7.8:1
Bore/stroke	86 × 79 mm	101.6 × 88.9 mm	88.9 × 71.1 mm	94 × 101.6 mm
Capacity	2753cm <sup>3</sup>	5766cm <sup>3</sup>	3528cm <sup>3</sup>	4230cm <sup>3</sup>
Max power	88.3 kW at 4800 rpm	162 kW at 4500 rpm	100 kW at 4900 rpm	96 kW at 3600 rpm
Max torque	201 Nm at 3200 rpm	429 Nm at 2700 rpm	250 Nm at 2500 rpm	274 Nm at 1800 rpm
<b>TRANSMISSION:</b>				
First	3.519	2.46	2.39	4.843
Second	2.157	1.46	1.45	2.619
Third	1.449	1.00	1.00	1.516
Fourth	1.000	—	—	1.000
Transfer (low)	2.220	2.61	1.113 High 3.321 Low	1.961
Final drive	4.625	3.50	3.54	4.111
Km/h per 1000 rpm:				
Top gear (High)	31.4	37.9	33.8	35.4
First gear (Low)	4.0	5.9	4.7	3.7
<b>SUSPENSION:</b>				
Front	Live axle, semi-elliptic leaf springs, telescopic dampers, anti-roll bar.	I-beam independent, coil springs, telescopic dampers, anti-roll bar.	Live axle, radius arms, Panhard rod, coil springs, telescopic dampers.	Live axle, semi-elliptic leaf springs, anti-roll bar, telescopic dampers.
Rear	Live axle, semi-elliptic leaf springs, telescopic dampers.	Live axle, semi-elliptic leaf springs, anti-roll bar, telescopic dampers.	Live axle, locating arms, coil springs, self-levelling unit, telescopic dampers.	Live axle, semi-elliptic leaf springs, telescopic dampers.
<b>BRAKES:</b> Front/rear	Power assisted disc/drums	Power assisted disc/drums	Power assisted disc/drums	Power assisted disc/drums
<b>STEERING:</b>	Power assisted recirculating ball.	Power assisted recirculating ball.	Power assisted recirculating ball.	Power assisted recirculating ball.
Turning circle	13.9 m	11.8 m	11.6 m	13.4 m
Turns lock to lock	4.25	2.6	3.4	4.25
<b>TYRES:</b>	Dunlop SP44 750R16	Goodyear Wrangler P235/5 2000 kg	Michelin X M + S 205R16 1740 kg	Dunlop RTM 750-16 1915 kg
Kerb mass (weight)	1690 kg	2000 kg	1740 kg	1915 kg
Fuel capacity	82 ltr	121 ltr	82 ltr	90 ltr

## Kings of the Road

the culprits here, and there's annoying axle whine to boot.

I, along with a couple of the other drivers, disliked the seat belts being integral with the seats. They were just too constricting. To be fair, others preferred them to conventional belts.

And it's a case of learning where your instruments are before you drive at night — the interior lighting is nothing short of woeful.

In contrast to the Toyota, which has a bottom pivoting rear window wiper, the Rover features top mounted. And it

doesn't work as well, tending to sweep muck upwards.

All the other vehicles have hand throttle facility, and experienced four-wheelers will vouch that a hand throttle is not only useful when cruising the Mitchell Highway, but a positive boon when you're traversing rocky ground and your foot keeps bouncing off the accelerator pedal. The Bronco, likewise, had faults. It dances around on corrugations, has an anachronistic foot operated handbrake, and has a long travel, soft foot brake pedal which of-

fers practically no resistance to pressure.

Although the seats are comfortable, they're on the whole too low for good visibility. And that problem is compounded in the rough by the huge bonnet. You just don't know where your wheels are.

So, too, even though the rear window is electrically operated, it doesn't have a washer/wiper facility. Both the Range Rover and the Toyota do.

And the Bronco on test certainly doesn't come cheap off the showroom



Top: Bronco handled hard cornering well — little body roll, progressive oversteer.

Above: Once again, Toyota oversteered most of all. Vehicle has tendency to be unforgiving if pushed too hard.

## Equip

	PATROL	BRONCO	R-R	FJ60
<b>BODY:</b>				
Overrides	No	Front	No	No
Protector Strips	No	Yes	No	No
Halogen headlights	Yes	Yes	Yes	Yes
Headlight wash	No	No	No	No
Headlight wipe	No	No	No	No
Locking fuel cap	Yes	No	No	Yes
Remote outside mirrors	No	No	No	No
Electric outside mirrors	No	No	No	No
Central door locking	No	No	No	No
Tinted windows	Yes	Yes	Yes	Yes
Laminated windscreen	Yes	No	Yes	Yes
Sunroof	No	No	No	No
<b>SEATS:</b>				
Front:	Yes, side	Yes, side	No	Yes, side
Backrest rake adjustment (side or centre)	—	—	—	—
Backrest rake notched	Yes	—	—	Yes
Backrest rake, variable	—	Yes	—	—
Lumbar adjust	No	No	No	No
Cushion height adjust	No	No	No	No
Cushion tilt adjust	No	No	No	No
Rear:	No	No	No	No
Backrest angle adjust	—	Yes	Yes	Yes
Fold-down backrest	—	—	—	—
Fold-down split backrest	1/2	—	—	—
<b>INSTRUMENTS:</b>				
Trip meter	Yes	No	Yes	Yes
Tachometer	No	Yes	No	Yes
<b>GAUGES:</b>				
Fuel economy/vacuum	No	No	No	No
Oil pressure	Yes	Yes	Yes	Yes
Oil temperature	No	No	Yes	No
Oil level	No	No	No	No
Water temperature	Yes	Yes	Yes	Yes
Voltmeter	No	Yes	No	Yes
Ammeter	No	No	No	No
Service/malfunction warning system	No	No	No	No
Illuminated controls/switches	Yes	Some	Some	Yes
Clock — digital	—	Yes	—	No
— analog	Yes	—	Yes	No
Radio — AM	—	—	—	—
— FM/AM	Yes	Yes	Yes	Yes
Tape player	Yes	Yes	Yes	Yes
Speakers	2 (door)	2 (door)	2 (door)	2 (door)
Antenna	Manual	Manual	Manual	Manual
<b>WINDSCREEN WIPERS:</b>				
Two-speed	Yes	Yes	Yes	Yes
Three-speed	—	—	—	—
Variable	—	—	—	—
Intermittent wipe	Yes	No	No	Yes
Single-sweep	No	No	Yes	No

floor. The base model starts at \$15,402. But ours was anything but basic. We had the 5.8L V8 engine (\$580); auto trans (\$589); air (\$847); AM/FM stereo cassette (\$419); and the XLT pack, which consists of cloth trim on the seats, front bumper overriders, rear mudflaps (required by law in some States), side protection strips, digital clock, white spokers, tacho, and wood-grain finish instrument panel. It also adds another \$816 to the price. Laminated windscreens are a further option at \$91! Ours didn't have one and still

fetched \$18,693!

The Patrol suffered in the seating department — they're just too thin, and sore backsides aren't helped on long trips by the agricultural suspension.

At speed, the front windows flap about a bit, and increase running noise markedly.

But overall, it's a good, solid Japanese vehicle.

We've discussed the shortcomings of the Toyota earlier.

Which is the best? Unlike 'Wheels', we're not going to stick our necks out.

There's plenty of time for that in February. It largely depends on individual requirements and purposes.

The Bronco, for example, is the obvious choice for people towing boats, horsefloats or big vans. The Range Rover is still probably best, on and off road, but the price! The Nissan is for the family man whose budget is limited. And Toyota, in the middle, offers most comprehensive instrumentation, and probably comes closest to the Range Rover than any product from the Land of the Rising Sun.

## ment

	PATROL	BRONCO	R-R	FJ60
<b>STEERING:</b>				
Height adjust	No	No	No	Yes
Length adjust	No	No	No	No
Power assist	Yes	Yes	Yes	Yes
<b>CABIN:</b>				
Trim material — vinyl fabric	—	—	Yes	—
Carpet	Yes	Yes	—	Yes
Mat	—	—	Console only	Yes
Driver's foot rest	No	No	No	No
Reading/map light	Dome	No	Dome	Dome
Arm rests	Yes	Yes	Yes	Yes
Grab handles	Yes (5)	No	Yes (2)	Yes (6)
Coat hooks	No	Yes	Yes	No
Map pockets	No	Yes	No	Yes
Parcel shelf	Yes	No	Yes	No
Glovebox	Yes	Yes	No	Yes
Bins	Yes	Yes	Yes	No
Electric windows	No	Tailgate	No	No
Childproof rear locks	No	—	—	No
Air conditioning	Yes (Opt.)	Yes (Opt.)	Yes (Opt.)	Yes (Opt.)
Day/night mirror	No	Yes	Yes	Yes
Throttle, manual	Yes	Yes	No	Yes
Choke, manual	Yes	No	—	Yes
Choke, warning light	No	—	—	No
Hazard flasher	Yes	Yes	Yes	Yes
Rear heater	(Opt.)	No	No	(Opt.)
<b>REAR WINDOW:</b>				
Wash	No	No	Yes	Yes
Wipe	No	No	Yes	Yes
Demister	No	No	Yes	Yes
Blind/sunshade	No	No	No	No
<b>LUGGAGE AREA:</b>				
Remote lid release	No	No	No	No
Carpet	Yes	Yes	Yes	Yes
Mat	—	—	—	—
Side lining	Yes	Yes	No	Yes
Boot light	Dome	Yes	Dome	Dome
Luggage cover	No	No	No	No
<b>WHEELS</b>				
Steel	Yes	Yes	Yes	Yes
Alloy	—	—	—	—
Wheel trim discs	No	No	No	No
Dress rings	No	No	No	No
Spare wheel location	Under rear floor	Upright inside (Opt. - outside tailgate or under rear floor.)	Upright inside	Under rear floor
<b>MISC.:</b>				
Freewheeling front hubs	Std	Std	No	No (Opt.)
Viscous radiator fan	Yes	Yes	Yes	Yes
Transfer gearshift	Inline	Inline	Inline	Gate
4WD Indicator light	Yes	Yes	Yes - for diff lock	No
Rear passenger heater	Opt.	—	—	Std



Top: Massive body roll, but Range Rover handles most like conventional vehicle.

Above: Patrol is stiff. Leaf springing limits on road performance.