



## Green 200Tdi 90SV factory soft-top

UNLIKE THE other vehicles here, this soft-top is an example of how Land Rover themselves imagined a customised Defender should look. "Being a K-registration, it's actually a very early example of only 94 made," reveals Brooklyn 4x4's sales manager Jonathan Bunn. New owner and regular Brooklyn customer Mike Pratt immediately fell in love with it. "I had been thinking about getting an Anniversary model V8 Ninety," he explains, but they are still very expensive, whereas Jon suggested I take a look at what he had just bought in."

Based on the North American Specification Defender of the early 90s, the limited edition UK model 90SV is resplendent in a somewhat love it or hate it metallic turquoise, and comes well equipped with a windowed soft-top, fancy alloy wheels and an external front roll-cage based on the classic Camel

Trophy design by Safety Devices. This example also sports a winchbumper and Superwinch X9, huge BF Goodrich Mud-Terran tyres (which later became a factory option for the Defender), a steering guard, Mantec snorkel and a quartet of rooflights across the front of the cage, together with an A-bar and LR accessory driving lamps.

However, as with all the other examples here, mechanically and suspension wise, the vehicle remains standard – not least for ease of maintenance and cost of replacement parts, as none of these vehicles are intended for balls-out off-roading conditions. Mike has owned a number of other Land Rover models in the past (and currently drives the latest generation Discovery on a day-to-day basis), a particular favourite being a V8 engined Lightweight. However, in an effort to preserve family harmony, he chose the 90SV as a far more sensible play thing. "The intention is to use it for mild greenlane expeditions with the family during the summer" he explains. "We also have a house in France, and there is some wonderful countryside to explore there."



**Right:** Land Rover themselves have been known to have a go at customising too. This particular limited edition 90SV has a host of supplementary extras in addition to those fitted as standard



HAVING BEEN thoroughly impressed with these shining examples of regenerated Land Rovers, I spoke to Brooklyn 4x4's owner Michael Street about how he developed the business, and where they go from here. "Clearly the current generation of Land Rover vehicles like all modern cars rely heavily on electronics for emissions and systems controls, and of course five, ten or fifteen years down the line, these will become the pool of vehicles available to us for refurbishment," he muses. "Even now we

have had to invest heavily in diagnostics equipment for general servicing work, and we will need to continually upgrade the systems in the workshops. However, we believe there will always be a significant customer base who want to run a more simple vehicle, especially as a second car, and thankfully there are still a great many examples of earlier vehicles out there that can be successfully and cost effectively brought up to a standard of comfort and practicality the owners require." Indeed it would seem that Brooklyn 4x4's business is destined to become a lot larger before there is ever a danger of a suitable supply of Land Rovers running out.

For further information on their complete range of services, contact: Brooklyn 4x4, Romsey Road, Nursling, Southampton, SO16 0XJ  
Tel: 02380 740303, fax: 02380 740609  
[www.brooklyn4x4.com](http://www.brooklyn4x4.com)