



ST-DH-03

#124

Range Rover [P38A]

4.6 HSE

(1998)

AutoArt

54803

Period: 1994-2002

Built: 167,259

Engine: 4.6-liter V8

Power: 226 PS

Top speed: 200 km/h

Price: fl. 170,800

Predecessor:

Range Rover "Classic"

Successor:

Range Rover [L322]

Date acquisition:

15/06/2001

Approx. first plate Approx. last plate

JL-GF-12 **91-HX-JK**





Mercedes-Benz G class and Range Rovers are some of the greatest 4WD icons.

The second-generation Range Rover (P38A): “best mud-plugger in the world” or “a weak solution to a tough problem”? No doubt the first-generation “classic” Range Rover was a tough act to follow, but the jury is out to what extent the P38A should be considered a success. The answer does not depend on who you ask, but when. When Autocar first assessed the new model in 1994, it was full of praise (Autocar, 28-09-1994): “After 25 years of continuous self-improvement and social climbing the Range Rover has finally, and irrevocably, reinvented itself. The face is familiar (...), but the manner is all new. The [new car] represents five years' work, £300 million of investment and the reconfirmation of Land Rover as manufacturer of the most technologically advanced, most luxurious four-wheel drive vehicles in the world. The new car is very, very good indeed. In every area it is a quantum leap on from the old car (...). You still sit as high and as proud in new Range Rover as you do in a Classic, and you can still flip the two-piece tailgate down to picnic or sit and watch the horses. A completely new interior, however, wipes away all traces of the hoseable, agricultural interior of the original 1970 car”. Already back in 1994, the looks were more of a talking point: maybe not different enough from the classic and perhaps lacking its forebear's timeless elegance. Autocar wrote (05/10/1994). “The twin styling lines and 'castle corners' of the wrap-over bonnet are there on the new car, large as life. As are the deep, square-cornered side glasses, the black window pillars and the horizontal slats of the grille. The wheels, as ever, fill the arches better than on most 4x4s and the badge styles, especially the RANGE ROVER block capitals across the leading edge of the bonnet, are familiar”.

“Like or loathe the shape of the all-new Range Rover, you'd better get used to it. If its predecessor provides a reliable guide, it's going to be around until about the year 2018”, Autocar optimistically wrote. It was not to be. The P38A was not as far ahead of its time than the Classic was, and while the Range Rover had no real rivals in 1994, this was soon to change when the likes of BMW and Mercedes entered the luxury SUV game a few years later. In the 14 September 2011 issue, Autocar wrote that the P38A was simply “less alluring than the old” and lacking “a touch of magic”. Hence it was not surprising the model was replaced by another all-new model after only seven years. “The P38A was hardly a step backwards. With air suspension to alter its ride height, more powerful engines and a stronger chassis, this Range Rover could clamber, climb, wade and mash a path through mud even more effectively than the former model, and in so much comfort that occupants were unusually unaware of how tough the going had got. Instead, they could enjoy the extra space and admire a dashboard that actually looked like it belonged in a £50,000 car. Even if its styling was disappointingly samey, this car seemed to have the credentials of an all-conquering Range Rover. But in some unfortunate areas it wasn't long before the P38A was foraging in the lower reaches of virtually every quality, reliability and freedom-from-faults survey you cared to name. Failing air suspension floored its reputation – often literally – as did porous 4.6-litre engine blocks, oil leaks and electrical troubles”. Although reliability remained a concern for later models, they would strike a better chord with the buying public and motoring press alike, establishing the Range Rover ever more firmly as a desirable icon of luxury and capability. This AutoArt model is immaculately detailed, including – rare for 1/43-scale cars – turning wheels.