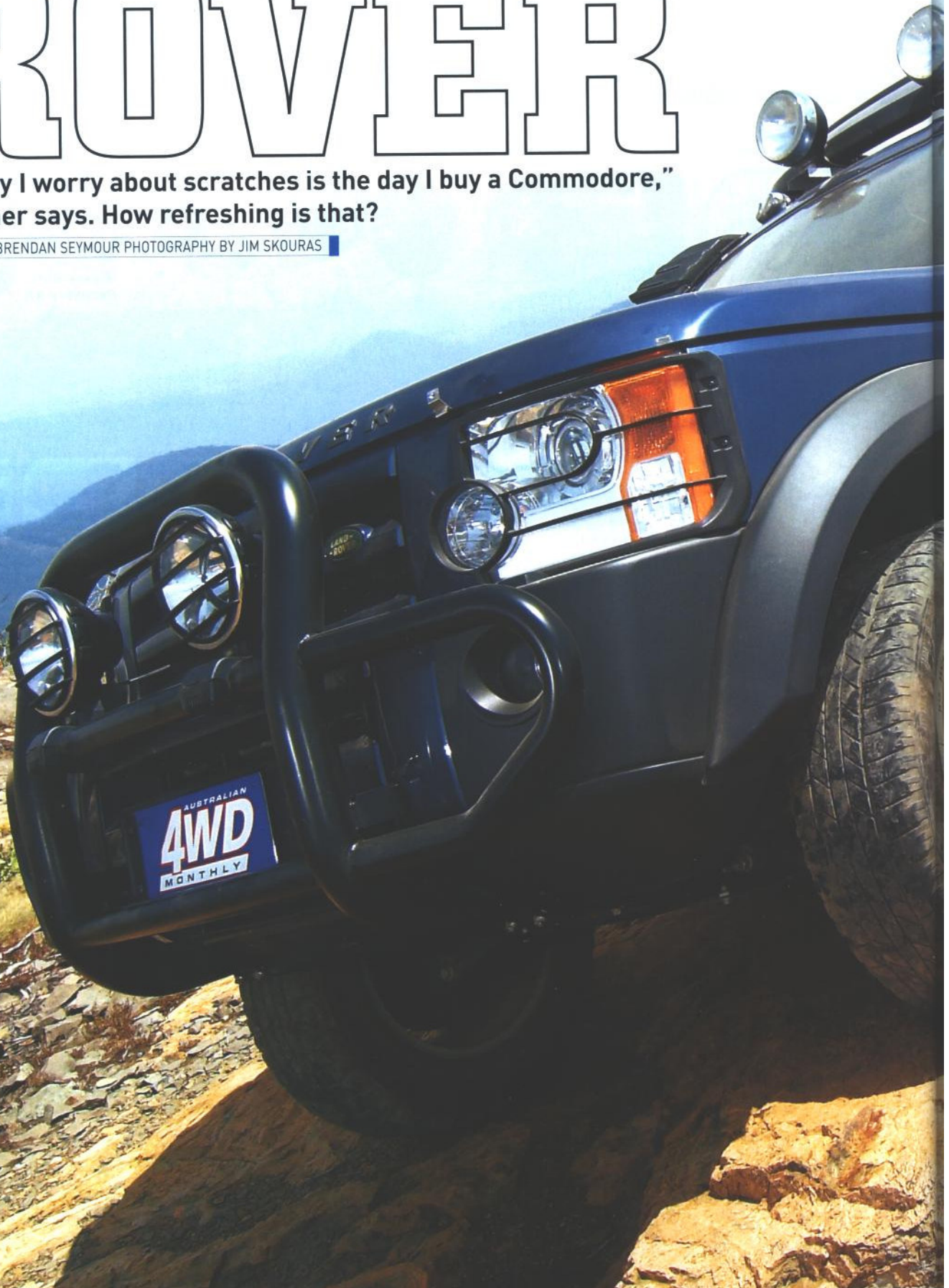


# ROAMIN' ROVER

"The day I worry about scratches is the day I buy a Commodore,"  
the owner says. How refreshing is that?

WORDS BY BRENDAN SEYMOUR PHOTOGRAPHY BY JIM SKOURAS



**CUSTOM 4WD**

Land Rover Discovery 3 And Camper



**C**ameron Sandell is a bit of a Land Rover nut. Having owned 13 of England's best 4WDs so far, he has had everything from TD5 Defenders to TD5 Discoveries and old Range Rovers parked in his front yard. In fact, when we met up with him to do the shoot on his car, his wife had just left in their Disco II daily driver, and there was an immaculate D1 sitting out the front with a 'For Sale' sign on it.

"I usually upgrade to a new Land Rover every three years, and when it's three years old the wife gets it. Then we sell the one she drives and it starts all over again," Cameron explains of his vehicle cycle. "That way, we get to sample all the new gear that Land Rover brings out."

We first met Cameron on the side of the highway just east of Bourke. In fact, in all honesty I should say that we first saw

Cameron on the highway, just east of Bourke. We were on our way back from Cliffhanger when a blur of blue and black Land Rover something-or-other passed us.

It took the better part of half an hour to U-turn and catch up to Cameron, but a bit of headlight flashing had him pulled over to the side of the road. Once we ducked a couple of punches and explained exactly why we caught up to him, we found out he was on his way out west for a week to show his wife's parents, on a trip from the UK, the real Aussie outback. To say he was impressed with the 2.7L oiler's performance is an understatement.

It turned out this was the first real shakedown test for the Discovery since purchasing and fitting it out with a heap of genuine accessories and aftermarket gear. Cameron aspires to do another Simmo crossing, so the trip was in





**OUTSIDE**

Because they're still new, it is rare to see a D3 with any sort of modification, let alone the gear that Cameron has strapped onto his truck. The vast majority of the accessories are factory-fitted genuine jobbies, which gets around that whole legal grey area of fitting accessories to a vehicle under warranty. They can't refuse a claim if they were the ones who supplied and fitted the accessories. Like the majority of D3 owners we've spoken to, Cameron is having a hard time finding suitable off-road rubber to replace the highway terrains fitted from stock. The news is that Goodyear is developing an off-road-spec MTR to fit the 18in wheels since there are increasing numbers of 4WDs coming from the factory with 18s. Cameron hopes that by the time the OE rubber wears out, a suitable replacement will be available.

Starting from the front of the vehicle, a genuine Land Rover bullbar was installed along with a set of driving lights. Both the spotties and the headlights copped a set of Land Rover light protectors to guard against errant birds or stones. Up top, a Land Rover full-length, steel roof basket with built-in area lights has the nod for carrying any gear that doesn't fit in the vehicle or the trailer. A set of aftermarket generic spotlights are also fixed here. The roof basket provides a mounting place for Cameron's recovery gear such as the high-lift jack, which is taken everywhere. A Land Rover snorkel was fitted to keep the sensitive, high-tech 2.7L oiler happy when travelling through dusty or wet conditions.

The side-steps are also Land Rover fitment, but Cameron freely offers that he isn't the biggest fan of them. They're the lowest point on the vehicle (the D3's underbody is really well tucked away), and even with the airbags at their highest setting they are prone to scraping on rocks and logs. Cameron had them fitted for their other advantage – they sit wide of the vehicle and are good preventative medicine for those carpark door dings.

**A BLUR OF BLUE AND BLACK LAND ROVER  
SOMETHING-OR-OTHER FLASHED PAST**

