

Engine Philosophy

In a nutshell our philosophy is (and always has been) that if you want a high performance vehicle it will need to have a big, strong, powerful engine designed for the job. Some people are surprised at the lengths to which we go in order to make, what we believe to be, the ultimate Range Rover. A demonstration soon convinces any sceptic that the character and pace of the vehicle is transformed but not everyone has the time for test drives these days. Here we put forward the reasons why in our professional view an Overfinch V8 engine should be fitted to your vehicle.

- 1) Reliability - it is much better to have an engine designed to be 5.7 or 6.3 litres by the world's largest engine manufacturer (General Motors), rather than take chances with a stretched or radically tuned unit which is, by definition compromised.
- 2) Resale Value - everyone knows US V8 engines are strong, potent and very long lived. This, combined with our 26 year pedigree, means a buoyant used vehicle market. Conversely people are rightly wary of tuned-up standard cars which unlike our own cannot attract a premium, often the opposite.
- 3) Refinement - honed over more than 25 years for use in American sedans, limousines and sports cars, this engine is a model of compact, refined power and good manners.
- 4) Longevity - classic low-stressed U.S. V8 is well known to exceed 200,000 miles before first rebuild. No tuned or stretched engine could get near to meeting this Overfinch minimum requirement.
- 5) Brand New - all engines are brand new hand-build units, using only top quality internal components and external systems. They are not someone else's engine reconditioned.

Are there any disadvantages to our performance solution? No, but a few misconceptions pop up from time to time. Sometimes people think that the installations might not be neat and tidy (which they assuredly are) or that the engine is much heavier (which at 39 kg more than standard, or no more at all than a supercharged and water cooled Land Rover engine, is only the weight of a Bull Bar anyway so means nothing to the car). An inspection and test drive will always allay any concerns. Obviously we have been diligent in the integration of the Overfinch engine with all the complex systems on the car (e.g. alarm/immobiliser, diagnostics, gearbox ECU etc) so that in every respect the vehicle operates as before - compromises here would be unthinkable and unacceptable.

The vehicle should be serviced in accordance with the standard Land Rover mileage/time intervals. This is done through your local Land Rover dealer or back at the Overfinch factory - no one is better qualified or more interested in maintaining your car's high standards than ourselves. The General Motors origin means that service parts are easily obtained in most parts of the world, or of course from ourselves.

Could we not have achieved a similar result by tuning up the standard (ex Buick) engine in some radical way? An emphatic no has to be the answer. Pushing anything, especially something as critical as an engine, way past its design limits ends in misery sooner or later. In car terms history is literally littered with engines (and companies) that have failed because they were pushing their luck.

One last point. Particularly with a big, heavy 4x4, no vehicle manufacturer would choose to tune up a little engine if they had a larger one available. Whichever way you look at it the Overfinch philosophy makes sense. For the ultimate Range Rover there is no replacement for displacement. To find out just how true that statement is call the Sales Department today to book your test drive - it's an amazing experience.

"More than 60 million built, which must say something. It's light, simple, economical and reliable. Laid - back muscle."

CAR Magazine (on the GM small block V8 engine)



Chassis Dynamics

ENHANCED SUSPENSION PACKAGE (6)

The Overfinch suspension set-up greatly enhances vehicle stability and handling in corners and at speed on motorways / dual-carriageways. Agility and control are increased, body roll reduced leaving the car to cover the ground with greater confidence. Full off-road performance is retained. Highly acclaimed package, recommended for all models, petrol or diesel.

price fitted £1,790

ENHANCED STEERING & SUSPENSION CONVERSION (7)

As above with the addition of new steering geometry incorporating special Overfinch 'relay arm' linkage. This eliminates the model's inherent significant bump steer over undulating roads and humpback bridges so making the car far more responsive, accurate and consistent in its behaviour. Not having to counteract random steering inputs on demanding roads means that the vehicle is also much more relaxing to drive. Full off-road performance is retained. Highly recommended for all models, petrol or diesel.

price fitted £2,595

ACTIVE RIDE TECHNOLOGY SUSPENSION (A.R.T.) (8)

A major advance in both handling and ride comfort is offered by this unique new hydro-pneumatic system, first developed for Formula 1 racing (which replaces all existing springs, dampers and anti-roll bars). A.R.T. gives virtually tilt free cornering thanks to g.sensing plus ride frequencies in the Rolls/Bentley league for new levels of comfort on and off-road. An entirely new era of 4WD chassis dynamics dawns with A.R.T. See separate information sheet for full details.

£POA

HIGH PERFORMANCE BRAKING SYSTEM (9)

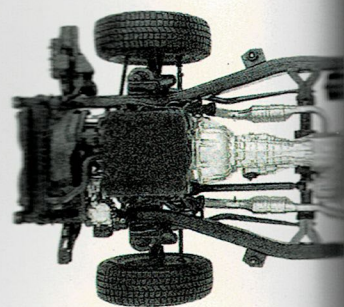
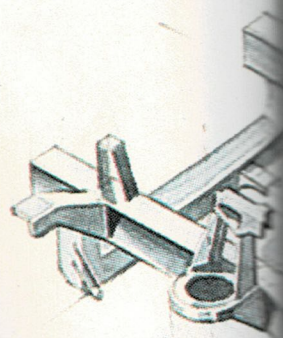
Experience a level of braking confidence not previously available on a Range Rover with this race specification package. Huge 366mm ventilated and cross drilled front discs (one of the biggest ever fitted to a production car) give a 57% increase in swept area and together with special 4 piston aluminium callipers (as opposed to the O.E. 2 piston 'fist type') means 100 - 0 mph in an incredible 4.7 seconds. The system was developed with and is manufactured by Alcon Components Ltd exclusively for Overfinch. Alcon brakes are used in the World Rally Championships, Le Mans 24 hour race, British and International Touring Car Championship. Supplied with spare pad set for touring convenience.

price fitted £2,295

255/55 X 18" MULTI PURPOSE TYRES (10)

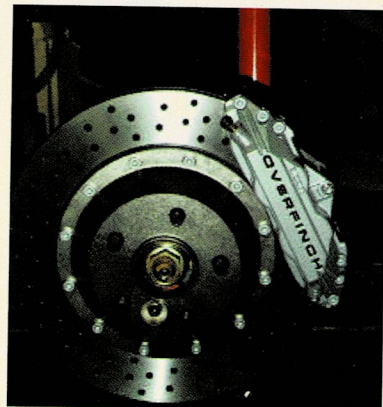
Choice of Avon Ranger 55 or Pirelli P-Zero type for optimum driving characteristics. Both offer exceptional levels of grip, wet or dry and a long life. We feel that the Avon is superior in mud and snow and has a generally softer ride. The P-Zero Pirelli tyre however gives sharper steering response and is the only high speed / load rated tyre available in this size making it alone suitable for the Overfinch 630 R.

price from £155 each

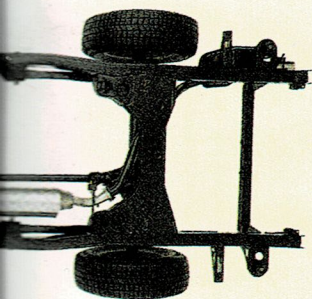
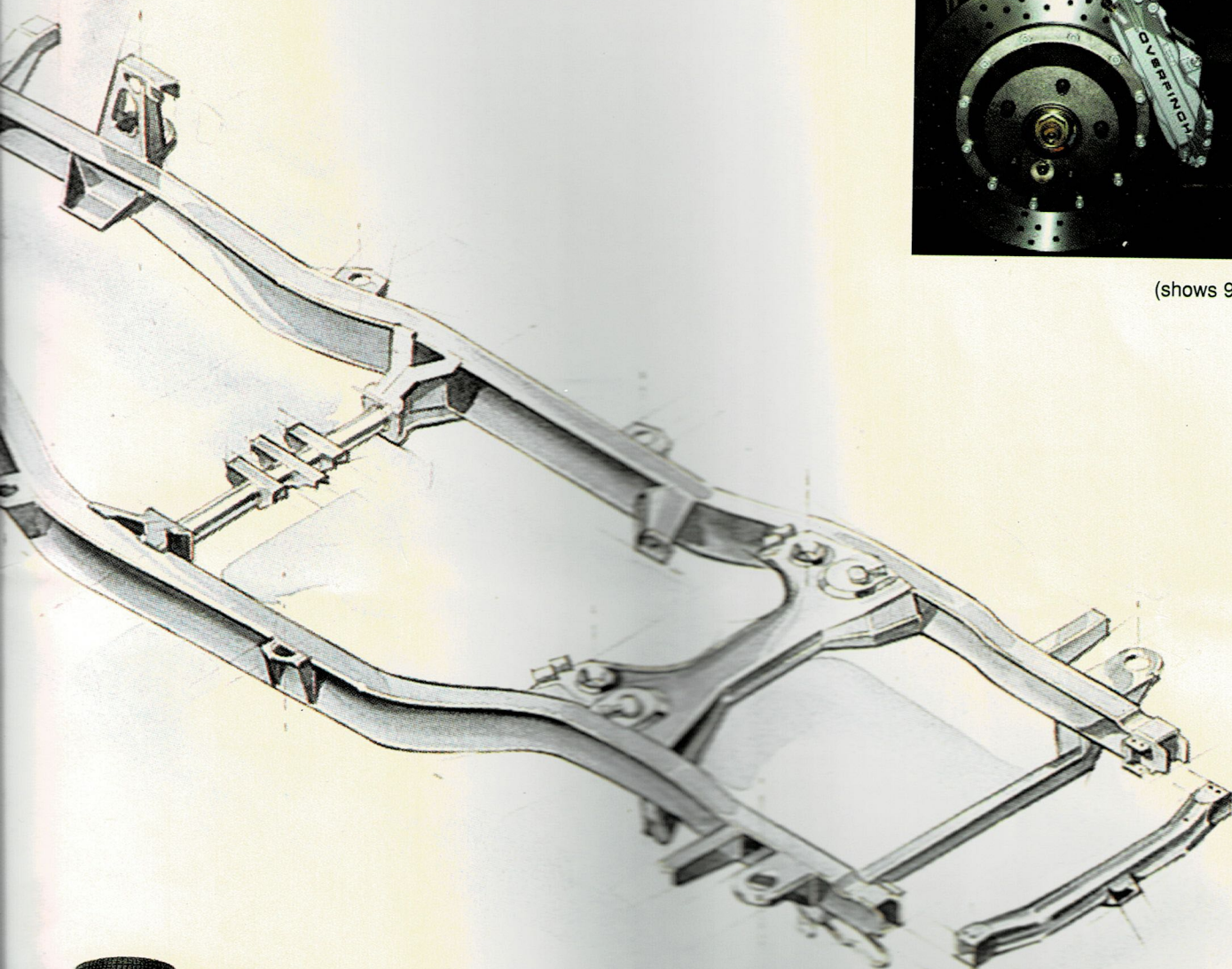


"the brakes"

m i c s



(shows 9)



halt the Overfinch with the unexpected immediacy of walking into a glass door."

Autocar

► L u x u r y & R e f i n e m e n t

HAND VENEERED WOOD TRIM (11)

Real luxury begins with the car's interior look and ambience. With the addition of our carefully designed genuine hand veneered trim the cabin of any Range Rover will be greatly enriched, the replacement panels harmonising perfectly with their surroundings. Not to be confused with imitation wood finishes (eg current Vogue centre console), Overfinch wood trim transforms the interior and uniquely is guaranteed for five years against fading or cracking. Available in traditional Burr Walnut or, for the more expressive, Grey Birds Eye Maple as an extra cost option. Grey Maple works particularly well with Lightstone, Granite and Ash interiors and is a modern alternative that makes a refreshing change from traditional Burr Walnut.

price (excl. fitting)	Centre console set (10 pieces)	£1,390
	Centre console and driver set (17 pieces)	£1,782
	Wood /leather steering wheel (SRS equipped)	£595
	Rematch existing door and facia woodwork	£395
extras	Grey Birds Eye Maple Wood	£10% extra
	Leather-trimmed centre console / cubby box assembly	£392

CHROME INTERIOR DOOR HANDLES (12)

Attractive bright chromed metal interior handles, instead of dull matt grey are an elegant and exclusive interior upgrade. They are a precise copy of the original, ergonomic design. Heavy chrome is the preferred handle finish of all high grade car manufacturers and reinforces the tactile qualities of the cabin. (Standard from 2000 MY).

price fitted £347

ALUMINIUM EFFECT INTERIOR ACCENT SET (13)

As a complement to Grey Birds Eye Maple wood, an alternative interior finish is available for the door handles, shifter trim ring, instrument mask and steering wheel control surrounds. The brushed aluminium look is modern, tactile and very attractive indeed.

price fitted £792

PADDED DOOR ARMREST TOPS (14)

Neatly styled and stitched in matching leather, these specially designed cushioned panels fix to the existing, totally unyielding arm ledges on the front and rear doors of pre 1999 models and raise them to a more usable height. Greatly improved driver and passenger elbow comfort with more luxurious, fully integrated appearance. Cushion density matches centre armrests. Available in all 5 leather colours.

price fitted £296

COLOUR CODED SPORTS INSTRUMENTATION (15)

Stylish conversion of instrument pack featuring red pointers and revised 'Boxster' graphics on Overfinch branded instrument faces which are colour coded to the interior trim, or to your choice. Extremely sharp, high resolution print process enhances clarity. A sporting and very elegant dashboard enhancement. Please enquire for further details.

price fitted £595

LONDON CLUB STYLE INTERIOR (16)

Much favoured by Aston Martin a few years ago, this exclusive personalisation treatment is an excellent initial upgrade. The existing seats are meticulously re-piped in your colour choice of hide on not just the borders but also the centre panel edges and head restraints to produce a stunningly elegant, high class interior. Door trim cloth inserts can also be re-upholstered and piped in the chosen colour as an optional extra. Guaranteed to add character and tangible opulence to any leather trimmed Range Rover.

price fitted from £995

BENTLEY STYLE INTERIOR (17)

All seats are completely re-upholstered in softer, fine grain 'Cheshire' grade hides including the outside backs of the front seats (currently vinyl). The centre section of the seat is styled as per a Bentley with horizontal stitched flutes. This panel and the door trim inserts can be trimmed in a contrasting colour leather for extra effect. All seats are then piped in this same colour. The result is a deeply luxurious and welcoming interior ambience fit for the Range Rover connoisseur.

price fitted from £2,395