

DRIVEN: LAND ROVER DISCOVERY

Slopestyle - Downhill in Land Rover's Winter Olympics-worthy off-roader

Jan Tegler
12 February 2014



Just before the Winter Olympic games got underway in Sochi, an Indus Silver example of Land Rover's updated Discovery arrived on our door step. While the athletes readied themselves for competition, we packed the HSE model with snowboards and luggage, and headed for Wisp Resort in the Appalachian Mountains of far-western Maryland.

The frigid "winter vortex" that ushered in 2014 on the east coast of the U.S. moderated slightly for our long ski weekend, allowing us to enjoy this gentrified SUV the way most owners do - as a luxurious on-road vehicle. Acknowledging that irrefutable fact, Land Rover offers the refreshed Discovery with an optional single-speed transfer case.

This amounts to heresy for the Land Rover faithful who shudder at the prospect of a 'Landy' without the traditional two-speed transfer case that has helped make the four-wheelers from Coventry so fiercely capable off-road. Fear not ladies and gentlemen, the tried and true Hi/Lo-range four-wheel-drive set-up you love so well remains as standard in the HSE.

There are few more comfortable places to perch for a three-hour road trip than the interior of a 2014 Land Rover. Trimmed in straight-grained walnut and premium leather with eight-way adjustable power front seats and a revised centre console topped by a seven-inch full colour infotainment touchscreen, the Discovery maintains the amenities Land Rover buyers have come to expect in an airy, upright cabin with great visibility.



INSIDER KNOWLEDGE



Only if we understand the past can we move forward to analyse the present and, as the last stage, look into the future.

Alexander Mankowsky - Mercedes-Benz trend scout

26 NOVEMBER 2013



EDITOR'S CHOICE



hydrofoiler F1 Catamaran to be fastest sailboat on the market

26 JANUARY 2012



PAL-V could become the first personal air-and-land vehicle

24 AUGUST 2012



CONTRIBUTORS



CORNELIA MARIOGLOU

Cruising and writing about all things water-based



ARIEL ADAMS

Watch lover and aficionado of all things timekeeping



PURNIMA SHRINIVAS

Reporting from India on all things culture, style and travel



ADAM WILLIAMS

Sustainable tech enthusiast, architecture aficionado & VW camper van tripper

As the most traditional of contemporary Rovers aside from the Defender, the Discovery's on-road manners are the most truck-like. Handling is adequate but you feel the vehicle's 2,565 kilograms in cornering and under braking. The updated Discovery replaces the 5.0 litre V8 which powered previous versions with a supercharged 3.0 litre V6 (SCV6) common to other new Rovers. The 3.0 turbocharged V6 diesel offered outside the U.S. market carries over.

Our tester featured this new direct-injected SCV6. Producing 340 horsepower and 450 Nm of torque along with an 'Eco' stop-start function, the new unit promises better fuel economy than the outgoing V8. The gains we saw were modest, influenced undoubtedly by the steep grades we encountered in the mountains. Acceleration drops slightly compared to the V8, with our supercharged V6 example ambling to 100 km/h in 8.1 seconds according to Land Rover.

To ensure the Discovery remained fashionable it received a facelift, gaining a new grille, front bumper, headlamps and daytime running lights with a sharp-looking LED signature. Two new wheel designs add to the model's flair while the optional Black Design Pack returns for 2014.

The 'check engine' light appeared during our road trip and remained on throughout the long weekend. Curiously though, it extinguished itself once back in home territory. The Rover's performance remained unaffected but it was something of a head-scratcher.

No head-scratching occurred however, when we inadvertently turned down the wrong driveway while searching for the lakeside mansion twenty-five of our closest friends had rented for the weekend. Steeply downhill, the unplowed drive was covered in 30 cm of snow.

Reversing wasn't an option due to our proximity to the road and the blind curve just before the driveway. What to do? Relax and select the 'Grass/Gravel/Snow' setting from the Discovery's newly configured Terrain Response system and set the Hill Descent Control.

We released the brake and munched through the deep powder down to the lake and a connecting driveway without a care - a slopestyle performance worthy of the Winter Olympics indeed!

Discover more on the Land Rover webpages



RELATED ARTICLES



MOTORING

Driven: Jeep Grand Cherokee



MOTORING

Summit K2 In An... X1?



MOTORING

Driven: Volvo XC60 D4

TAGS

SECTIONS

Travel
Gourmet
Style
Cars & Boats
Art & Culture
Home & Property
Tech
Your Magazine

DESTINATION GUIDES

Asia
Europe
Middle East & Africa
North America
Oceania
South America
DEPARTURES Destination Guides

YOUR MAGAZINE

Issue 2/2014
Issue 1/2014
Issue 4/2013
Issue 3/2013
Issue 2/2013
Issue 1/2013

ABOUT US

Advertising
Publishing Team
Magazine Team
Contact & Legal Notice
Privacy