



Right: very much a family event, Roverfest kept the kids happy

In demand

Defenders never reached the US in great numbers when they were sold here officially, but they now change hands for what seems like ludicrous amounts of money. I heard of four-year-old low-mileage 90s going for upwards of \$50,000 (about £34,000) and, although this story may have been apocryphal, there was a five-year-old V8 90 on offer for \$35,000 (about £24,000). Pricey, but the laws of supply and demand mean these prices are realistic. American Land Rover nuts also suffer from not being able to import Defenders, as US laws prohibit the importation of vehicles less than 25 years old. It seems some crafty souls are finding ways round this problem, including bringing Defenders in under the guise of kit cars, breaking the vehicles down into major component parts and then reassembling them once they've got them home. Once again,

Land Rover polo – the latest non-contact sport



the Land Rover's simple construction works in the owner's favour.

Even more committed are the 101 owners. In England, a 101 is a difficult and costly machine to run.

There are four 101s at Roverfest, including what is reckoned to be the only Vampire in the country. Strangely, the biggest hardship the owners suffer is the fuel consumption, so yet again I point out that they really do have it easy.

That evening, a trail ride is organised into the woods. Trouble is, every vehicle present wants to go, and we end up with about 60 Rovers all heading off up the same single-track path. I hitch a ride with Bruce Elfstrom in his V8 Defender 90, as my Disco is wearing Goodyear

road tyres and I really don't want to bend my only transport. Bruce runs a new off-road driving school, Overland Experts in Connecticut, and has brought along a fully kitted Series I Disco as well as the 90.

After sitting in a queue for 15 minutes while some novices attempt to negotiate a ditch, we decide to try and find another route. With the help of one of the organisers, we tackle the same route in reverse, starting out with a steep, grassy hillclimb. That proves to be the hardest part of the trail, but a Ford Focus could probably drive the rest. We drive through the cooling air as the light fades behind the mountains, feeling a little disappointed that we aren't finding anything more challenging

This guy spent the whole weekend fixing a knackered wheel bearing

