



Its only redemption on the rocks was its ability to articulate and flex with the best of them, giving you the option of driving angles so as not to hang up the undercarriage. Yep, I know what you're thinking, a vehicle with IFS doesn't flex - what's this bloke on about? Well, this is no ordinary vehicle and this is no ordinary independent suspension set-up. You just have to look at the length of the upper and lower arms, and the fact that the wheel wells have been sunk well up into the body to allow some half-decent travel.

Sheer power was all the 200 needed in the sand and mud, and the traction control seemed keen to play instead of trying to work against you. This vehicle gets a big tick in all of the right boxes - it's a touring weapon.

But it doesn't win this race. After all, we are picking the best large tough tourer. With a measly payload of just 580kg, you can hardly fit in everything you need for your big trip. A couple of bars and a bigger fuel tank will help with the touring duties, but you still have to worry about where to squeeze in your 12V fridge.

Oh hang on, maybe not... There's not even a 12V outlet in the back!