

# The new Range Rover Sport 3.0 TDV6 HSE

*The Range Rover Sport is positioned as the most dynamic model in the Land Rover range and the latest version of the ever-popular car has had a thorough going-over. It is still a big, imposing vehicle, but the slimmer two-bar grille and simplified front bumper help soften the Sport's aggressive appearance.*



The new lights give that jewel-like quality and they now have a string of stunning LED daytime running lights in them which I'm a big fan of. New front wing vents with LED indicators and a redesigned rear bumper and tail-lights complete the exterior alteration.

The old Range Rover Sport's interior was a weak point, but the new one in this revised car is fantastic thanks to lots of soft-touch surfaces and a 50% reduction in the button count. The new front seats are truly comfortable too, and, unusually, on a 200 mile round trip through Northamptonshire, Norfolk and Lincolnshire I felt utterly free from aches and pains. The interior really is a lovely place to spend your time.

The Sport is the most driver-focussed Range Rover you can buy, so what's under the lid matters. The Sport has just gained the new twin-turbo 3.0-litre diesel V6 lump that's also found in the Jaguar XF S. In the Sport this churns

out a whopping 245hp and 625Nm, which is a handy 29% more power and 36% more torque than its predecessor. What's more, the engine also delivers an 8.9% improvement in fuel efficiency and an 8.3% reduction in CO<sub>2</sub> emissions. It's an exquisite engine, and suits the car well. Despite the Sport's colossal bulk, the torque of the engine means you're never struggling for speed, while the liquid-smooth ZF six-speed

auto gearbox ensures utter refinement.

Despite the Range Rover Sport's fashionable on-road ability, it remains a thoroughly accomplished off-roader too. The low range gears and brilliant Terrain Response systems all work well together, allowing you to drive up and down ridiculously steep gradients, and navigate muddy, rutted trails with ease. There's even a new sand launch control system which, as you'd expect, helps you to get through sandy conditions.

Despite all the nips and tucks and with a price tag of over £50k the Range

Rover Sport is still a flamboyant SUV, but when you sit in the new cabin, being powered along by the ultra-refined engine, in total comfort, the car delivers a feel-good factor that very few other vehicles in this sector can offer.

*Tim Barnes-Clay*



## FACTS AND FIGURES

- Max speed: 120 mph
- 0-62 mph: 8.8 secs
- Combined mpg: 30.7
- Engine layout: 2993cc, V6
- Max Power: 245 bhp
- Max Torque: 625 Nm
- CO<sub>2</sub>: 243 g/km
- Price: £52,045 (On the road)