



QUICK FACTS

Price £50,695
On sale Now

Range Rover Sport TDV6

11.8.09, Kelso New engine, new looks for Range Rover's 'sporty' 4x4

FIRST VERDICT

Polished update with superb driver's environment and excellent drivetrain



EYEBROWS WERE RAISED when Land Rover launched the Range Rover Sport in 2005. Many saw it as a vulgar step too far from a hitherto pukka car maker.

In fact, it was a financial masterstroke. The car was massively profitable and it even out-ran the Freelander in 2007 to become the company's biggest-selling model.

Like its Discovery sister car, the 2010 Sport gets a major makeover. The interior has been completely redesigned (with a big step-up in perceived quality), as has the front end. The chassis has also been substantially reworked.

The most significant change is under the bonnet. JLR's new twin-turbo 3.0-litre V6 diesel offers 29 per cent more power and 36 per cent more torque than the outgoing 2.7-litre unit. The overall aim, Land Rover says, is to make the car "more sporty and more sophisticated". Aside from some of the more crass stylistic details, the company has achieved its aim.

The new diesel unit is only just shy of delivering the same wall of torque as the new supercharged petrol V8 engine, and it does it with tremendous refinement.

Even though this car still weighs 2.5 tonnes unladen, it's capable of pile-driving progress without disturbing the calm of the cockpit.

This is achieved not just by the sheer wallop of the motor, but also because the Dynamic Response

system and active anti-roll bars do such an exceptional job of keeping this monster vehicle in check.

There's an uncanny delicacy in the way the chassis electronics can gather the Sport's tall body and marshal the shifting weight when it's driven briskly on winding B-roads.

The new, variable-ratio steering also has a new-found accuracy, biting immediately off the straight-ahead and making it easy to place the car on narrow roads.

What really appeals is the car's extraordinary breadth of ability. It will happily clamber up unwalkable mud tracks, then run straight out onto the road to deliver a genuine luxury car experience.

There's a certain arrogance about the Range Rover Sport, but it has much to be arrogant about.

HILTON HOLLOWAY



New twin-turbo V6 is fantastically refined

SO GOOD

- Very punchy diesel
- Superb driving position
- Extraordinary ability
- Chassis control with Dynamic Response

NO GOOD

- Tasteless exterior details
- Still weighs 2.5 tonnes



You'll want to keep those muddy wellies away from the new interior; Sport continues to impress off road as well as on it

FACTFILE

RANGE ROVER SPORT TDV6 HSE	
Price	£50,695
Top speed	120mph
0-62mph	9.3sec
Economy	30.7mpg (combined)
CO ₂	243g/km
Kerb weight	2535kg
Engine	V6, 2993cc, twin-turbodiesel
Power	241bhp at 4000rpm
Torque	442lb ft at 2000rpm
Gearbox	6-spd automatic