

2014 Range Rover Sport V8 Review

by [Dan Heyman](#) on December 16, 2013 · [0 comments](#)

A Range Rover worthy of the “Sport” name.



The 2014 Range Rover Sport (photos by Dan Heyman)

Following in the footsteps of its (not by much) [bigger brother](#), the Range Rover Sport arrives a bigger, yet lighter version than the model it replaces, and a rounder, more modern looking one as well.

THE VERDICT

A Range Rover through and through, the new, lighter, tauter Sport proves that the classic Rangie platform still has plenty to give.

Ins and outs of the 2014 Land Rover Range Rover Sport

In the most obvious sense, this latest version is a modern take on the classic Range Rover design ethos that has been around for as-near-as-makes-no-difference a million years. Look more

closely, however, and you'll see that not only does it use its bigger brother for inspiration, but other [Land Rovers](#) and even some [Jags](#) as well.



Styling of newest Sport is unmistakably “Range Rover” but rounder edges, new head- and taillamps and upswept rear bumper are modern touches

The way the rear bumper is turned up to reveal a chrome skid plate, for example, is very reminiscent of the rear-end treatment on the [Evoque](#) crossover, while the grilles mounted on the front fenders are a definite allusion to the big Range but are moved from the doors to the fenders, giving the impression that they are functional as opposed to the window (well, fender) dressing that they are.



20 in. wheels are styled well, but they look a little small, here

Otherwise, with the exception of a slightly more slanted roof than we've seen on past models, it's all Rangie, all the time, save for the rounder headlamp lenses and reduced honeycomb grille up-front (which can be had in either black or chrome). This is a good thing; the squared-off corners and tall greenhouse make for a great view out, and while other manufacturers are scrambling to add "retro-ness" to their cars and SUVs, the Rangie has changed so little that it's always *been* retro. I do take issue with the wheels though, which, at 20 inches, seem too small as they sit surrounded by the Sport's slabby side panels.

Inside, the huge steering wheel, chunky surfaces and controls recall older Rangies, but there are some refreshing touches here; take the shift lever, for instance. It's lifted directly from the cockpit of the [Jaguar F-Type](#) and you know what? Why not. This is the Range Rover Sport after all; the shift dial from the Range Rover just wouldn't fit here. I'd much rather bump an actual shift lever fore and aft to select gears in manual mode—like a touring car driver would—or make use of the paddles mounted to the wheel. I just wish they weren't finished in the cheap plastic that they are.



One of the best looking climate control systems in the biz

The four-zone climate control knobs (back seat passengers get their own set) and dials, however, whose bezels are finished in nice aluminum and whose act of displaying the temperature you've selected right in their center are great to look at. The rubberized texture to the buttons around them, meanwhile, is pleasing to the touch.

Driving the Range Rover Sport

Take a close look at the drive mode dial mounted just ahead of the shifter and you'll see that like the Range Rover, the Sport has settings for normal, snow, sand, mud and rock but there's an extra setting at the 7 o'clock position. This is the Dynamic setting and it's unique to the Sport.

It tightens up the dampers (which also auto-adjust instantaneously depending on road conditions), increases shift speeds and lets you hold revs for longer, giving you the chance to savour that glorious exhaust note that much more.



Interior is an exercise in haut-couture, but it's time for Jaguar/Land Rover to retire this infotainment system

Power in my tester comes from a 510 hp supercharged V8, but for the first time ever in the Sport, you can select a supercharged V6, in this case shared with the F-Type. The V6 is good in that application—hauling around a lightweight roadster—but it's the V8 for me in this application as it gets the big Range going like the dickens. The V6 does, however, allow you to get into this sportiest of Ranges for under 75 grand at base, though, so it's worth considering if you want the Land Rover nameplate at a bit of a discount.

Be careful; give the eight-speed transmission the chance in Dynamic Mode and it will drop cogs quicker than you can say “whoa!” and you'll be travelling at epic speeds in no time. Where the old Sport felt somewhat worthy of the name, the new, 39 per cent lighter Sport feels like it should be described no other way.

Of course, this being a Range Rover, you get all of the drive modes the brand is better known for as well, including an optional locking differential for when you really want to take it off road and the ability to wade through almost three feet of water.

I doubt this will often be the case, however, as the hardest most Sports sold are probably going to have to work is getting to the cabin without getting stuck. Otherwise, when in the city, what you have is an able steed worthy of both the “Range Rover” and “Sport” names.

2014 Range Rover Sport — Specifications

- Price as tested: \$99,410
- Body Type: 5-door, 5-passenger SUV
- Powertrain Layout: Front engine/all-wheel drive
- Engine: 5.0-litre V8 DOHC w/supercharger
- Horsepower: 510 @ 6,000-6,500 r.p.m.
- Torque (lb-ft): 461 @ 2,500-5,500 r.p.m.
- Transmission: 8-speed auto w/paddle shifters
- Curb weight: 2,310 kg (5,093 lb)
- Claimed combined fuel economy: 14.7L/100 km (16 US mpg)