

NOTES TO EDITORS RANGE ROVER SPORT

TIMELINE

- 2004** The Range Stormer concept is revealed at the Detroit Auto Show, heralding a new design direction for Land Rover
- 2005** **Range Rover Sport debuts at the Detroit Auto Show – an all-new sports tourer SUV designed to combine invigorating dynamic ability with outstanding comfort and refinement**
- 2011** ‘Range_e’ showcases Land Rover’s advanced plug-in hybrid diesel technology
- 2012** The Bowler EXR S – built on a Range Rover Sport chassis – is the first Bowler-engineered car for road use
- 2013** **Second-generation Range Rover Sport is driven onto the stage by actor Daniel Craig at its global reveal in New York – the fastest, most agile, most responsive Land Rover ever**
- 2013** Range Rover Sport sets new Hill Climb record for a production SUV at Pikes Peak, USA
- 2013** Range Rover Sport records fastest time to drive 800km across the Empty Quarter Desert, Saudi Arabia
- 2014** The 500,000th Range Rover Sport comes off the production line at Solihull on July 15th
- 2014** Range Rover Sport is the first model to wear the new SVR designation
- 2015** Range Rover Sport SVRs feature in the James Bond film *SPECTRE*
- 2016** The Range Rover Sport is the first ever production SUV to take on the Inferno downhill ski course in Switzerland
- 2017** Wading waves up to 850mm, the Range Rover Sport wins in a race against open-water swimmers
- 2017** Range Rover Sport PHEV is revealed, badged P400e
- 2018** Range Rover Sport PHEV is the first vehicle to climb the 999 steps to Heaven’s Gate in China
- 2020** The one millionth Range Rover Sport is sold in December, 15 years after the first-generation went into production
- 2021** Range Rover Sport SVRs feature in the James Bond film *NO TIME TO DIE*

RANGE ROVER SPORT – OVERVIEW

The Range Stormer concept vehicle was introduced at the 2004 Detroit Auto Show. Finished in stunning burnt orange paintwork, the Range Stormer had a two-door body, similar to early Range Rovers, but on this acclaimed show car the doors opened in extravagant gull-wing fashion.

The futuristic Range Stormer concept showcased the latest Land Rover off-road technology – Terrain Response®, which tuned the vehicle systems to various on and off-road surface conditions at the twist of a knob.

The Range Rover Sport debuted the following year at the 2005 Detroit Auto Show. The five-door body style featured iconic Range Rover design themes such as the ‘floating’ roof, created by blacking out the door pillars, and the clamshell bonnet, although the bonnet castellations were smoothed away and the windscreen given a faster angle for improved aerodynamics; a single-piece rear aluminium tailgate included an opening rear glass for easy access. Inside, the roomy yet sporty five-seater featured a cockpit designed around the driver, with a high and sweeping centre console.

An all-new sports tourer SUV, it was designed to take on the new breed of sporting 4x4s, combining invigorating dynamic ability with outstanding comfort and refinement. It featured a suspension optimised for on-road handling while not compromising off-road capability which was helped by the debut of Dynamic Response, a hydraulically operated ride-levelling system that sensed cornering forces and acted to optimise body control and handling.

The Integrated Body-frame™ structure first seen on the Discovery 3/LR3, was tailored for the Range Rover Sport to reinforce the vehicle's sporting character and to improve agility.

A new power unit – the 4.2-litre V8 supercharged petrol engine – debuted in the Range Rover Sport, with a naturally aspirated V8 petrol and 2.7-litre V6 turbodiesel also available. The introduction of a powerful and brand new V8 turbodiesel as a fourth engine option in 2006 completed the launch phase of the Range Rover Sport.

Design changes on Range Rover Sport for 2010 gave it a cleaner, more muscular appearance with a new, two-bar grille and a re-profiled bumper enhanced by new jewel lamp clusters with signature LED lights. The interior also received a significant update with a newly-sculpted facia and console, new door casings and upgraded materials.

To complement its new appearance, the Range Rover Sport was made available with both the supercharged and naturally aspirated versions of the 5.0-litre V8 engines. While the popular TDV8 diesel engine was retained, a new 3.0-litre version of the V6 diesel engine was added to the line-up. The new engine featured unique parallel sequential twin turbochargers to give maximum torque across a wide rev range. Compared with the earlier 2.7-litre TDV6, it produced 29 per cent more power at 245PS and 36 per cent more torque at 600Nm.

The six-speed automatic gearbox was also improved and steering wheel paddles were employed to provide Command Shift control. The Adaptive Dynamics system was also fitted alongside Dynamic Response to endow the Range Rover Sport with superlative on-road handling – a feature enhanced by a new ‘Dynamic’ program setting on the Terrain Response system.

Land Rover showcased its advanced plug-in hybrid diesel technology in 2011 in the form of ‘Range_e’. Based on the Range Rover Sport, it used the 245PS 3.0-litre TDV6 diesel engine which worked with an eight-speed ZF automatic transmission and a 69kW electric motor. Using a parallel

hybrid system, with a 14.2kW/h lithium-ion battery that could be recharged from an external 240V power source, Range_e could be driven on electric power alone for more than 20 miles.

For 2012, the Range Rover Sport received the ZF eight-speed automatic gearbox and a new rotary selector and column-mounted paddles for Command Shift override and revised Terrain Response control. The 3.0-litre TDV6 engine improved to give a power increase of up to 256PS. Another major change was a new, one-piece and lightweight powered tailgate which allowed the driver to set their desired lift height. Pressed in aluminium rather than steel, it saved 11kg in weight.

The fastest, most agile, most responsive Land Rover ever arrived in 2013, with the dramatic launch of the all-new second-generation Range Rover Sport, unveiled in New York by James Bond actor Daniel Craig. Exploiting Land Rover's breakthrough lightweight suspension design and innovative dynamic chassis technologies, the Range Rover Sport's all-new, advanced aluminium architecture achieved a weight saving of up to 420kg. This transformed the vehicle's dynamic performance, enabling it to offer a unique mix of sporting luxury with a dynamic, connected driving experience and exceptional comfort, together with CO₂ emissions reduced to 194g/km.

The new Range Rover Sport was engineered to deliver dramatically improved on-road driving dynamics with more connected and agile handling complemented by enhanced ride and refinement. A choice of two full-time 4WD systems and long wheel-travel provided exceptional wheel articulation to deal with the very toughest of conditions.

Available engines included two diesel V6 units and two petrol engines – a 340PS supercharged 3.0-litre V6 and a 510PS 5.0-litre supercharged V8, the performance pinnacle of the Range Rover Sport line-up. With huge reserves of power and torque, the scale of the performance on offer reflected in the 0-60mph time of sub-5.0 seconds, achieved with a rich sporting soundtrack generated by a carefully tuned exhaust system and sound symposer on the intake system.

Underpinning the enhanced driving capability of the Sport was a fully independent aluminium suspension that was double isolated, with wide-spaced double wishbones at the front and a multi-link layout at the rear.

Following the news of Land Rover's first hybrid powertrain, the Range Rover Sport became available with a 3.0-litre SDV6 turbo-diesel engine driving through an eight-speed ZF automatic transmission with a 35kW electric motor-generator in place of the torque converter. Total output was 340PS and 700Nm torque, achieving CO₂ emissions of 169g/km and 44.1mpg.

The new 550PS high-performance Range Rover Sport SVR made its debut at the Pebble Beach Concours d'Elegance in 2014. Powered by an updated version of Land Rover's 5.0-litre supercharged V8 (tuned to deliver a 40PS increase over the existing V8 supercharged derivative) and with 680Nm of torque, it accelerated from 0-60mph in 4.7 seconds and had a top speed of 162mph. This model was the first to wear the new SVR designation.

One of the most significant additions in 2016 came under the bonnet, with the introduction of Jaguar Land Rover's advanced 2.0-litre four-cylinder Ingenium diesel engine. The Sport also received the first-in-sector Advanced Tow Assist feature, allowing the driver to set the direction of a trailer when reversing using the Terrain Response 2 rotary dial, as well as other autonomous driving technologies such as Blind Spot Assist and Intelligent Speed Limiter, and Low Traction Launch to make it easier for the driver to pull away on low-grip surfaces.

Inside, a 10-inch touchscreen featured tablet-style pinch and zoom functions and was powered by Land Rover's new InControl Touch Pro technology.

The Range Rover Sport was transformed in 2017 with the arrival of Jaguar Land Rover's first plug-in hybrid electric vehicle. Badged P400e, the new model combined a 300PS 2.0-litre Ingenium petrol engine with a 116PS electric motor to deliver total available power output of 404PS and 64g/km CO₂.

A striking new exterior design sees intelligent Pixel-laser LED headlights and a redesigned grille, complemented by a new bumper giving the Sport a more aggressive profile.

The cabin is also updated with the introduction of Touch Pro Duo infotainment, providing two high-definition 10-inch touchscreens for an engaged and intuitive experience.

A new 249PS 3.0-litre SDV6 twin-turbo engine replaced the 2.0-litre SD4 in European markets in 2018, delivering an additional 9PS and an extra 100Nm of torque. Adaptive Cruise Control with Stop and Go was also introduced, enabling the vehicle to maintain a set distance from the car in front and to follow it to a stop and pull away again if stationary for less than three seconds.

The PHEV soon completed a world-first by becoming the first vehicle to climb the towering 45-degree, 999-step staircase to China's famous landmark, Heaven's Gate in 2018. This was preceded by the showroom standard Range Rover Sport PHEV completing the legendary 11.3km Tianmen Mountain Road (known as the Dragon Road).

The Range Rover Sport SVR then set a new unofficial record of 9 minutes 51 seconds as it negotiated the 99 corners of the same Tianmen Road, beating the previous best of 10 minutes 31 seconds set by a Ferrari 458 Italia supercar in 2016. The SVR now powers from 0-60mph in 4.3 seconds with a top speed of 174mph.

In 2019, an HST special edition model heralds the arrival of an all-new 400PS in-line six-cylinder 3.0-litre petrol, replacing the V6. The engine's advanced features include the introduction of an electric supercharger to deliver immediate power response, enabling it to spool fully in just 0.5 seconds at up to 65,000rpm, virtually eliminating turbo lag. Working alongside a new MHEV powertrain, efficiency is enhanced with fuel economy of 30.5mpg and CO₂ emissions of 213g/km.

The in-line six-cylinder diesel with MHEV technology followed in 2020, available in 249PS and 350PS outputs. The D350 delivered impressive torque of 700Nm and CO₂ emissions of 237g/km, providing traditional V8 diesel performance with six-cylinder efficiency.

An SVR Carbon Edition delivered 575PS and featured an exposed Carbon Fibre bonnet centre section and a range of other Carbon Fibre exterior and interior design details, sat on 22-inch Gloss Black alloy wheels.

This is followed in 2021 with the Range Rover Sport SVR Ultimate edition from SV Bespoke, offering exclusive paint colours which include reflective fine white glass flake particles for an intense star-like sparkle. Black knurled Range Rover lettering with exclusive contrasting Fuji White edging, also used on the side fender accents, add extra attention to detail and are complemented with a black contrast roof.

SALES TO DATE

- More than 1 million retail sales since its original launch in 2005 (*this reflects global retail sales of both generations of the Range Rover Sport [L320 and L494]*)
- The one millionth Range Rover Sport was sold in December 2020
- First-generation Range Rover Sport global retails reached nearly 415,000 until launch of the second-generation 2013
- North America remains the top retail market for both generations of Range Rover Sport
- March 2021 recorded the best-ever monthly retail sales for the Range Rover Sport SVR, with more than 20,000 units retailed since its introduction in 2015 (*achieved during COVID-19 pandemic*)

EVOLUTION

- 2004** Range Stormer concept
- 2005** Range Rover Sport launch
- 2013** Second-generation Range Rover Sport
- 2014** Range Rover Sport is first model to wear the SVR designation
- 2017** Range Rover Sport PHEV

SPECIALIST VEHICLES

2012 BOWLER EXR S

Built on a Range Rover Sport chassis, the Bowler Nemesis (2006-2011) and EXR (2012) were designed, developed and produced to compete in the world's toughest rally raid events, including the Dakar Rally and Silk Way Rally.

The EXR S was the first Bowler-engineered car for road use. It shared the EXR's hydro-formed base chassis and the same lightweight composite body panels as its competition-bred stablemate, plus various switchgear, light clusters and grilles from the Range Rover Sport. Fitted with a modified version of the Sport's supercharged 5.0-litre V8 producing 550PS and 705Nm, and a package as light as 1,800kg, it accelerated to 60mph in 4.2 seconds with a top speed limited to 155mph.

2015 JAMES BOND FILM – SPECTRE

Major action sequences including heavily modified Range Rover Sport SVRs were filmed in Austria for the twenty-fourth film in the James Bond series.

2021 JAMES BOND FILM – NO TIME TO DIE

Two Range Rover Sport SVRs featured in an epic all-terrain chase, with one of the high-performance luxury SUVs pursuing 007 for the 25th film in the James Bond series.

'DRIVEN CHALLENGES'

From setting a new record in its launch year of 2013 on the Pikes Peak Hill Climb course in the USA, to completing a world-first for a vehicle driving up the 999 steps to renowned landmark Heaven's Gate in China, the second-generation Range Rover Sport's dynamic breadth of capability has been showcased across the globe.

2013



PIKES PEAK

14,700ft climb and 156 corners, completed in 12mins 35.61secs on one of the world's most iconic and perilous hill climbs.

Link: [Pikes Peak](#)

2014



EMPTY QUARTER

10hrs, 22mins and an average speed of 51.87mph, covering a distance of 528 miles across one of the harshest and most challenging desert environments on the planet.

Link: [Empty Quarter](#)

2016



DOWNHILL CHALLENGE

14.9km of brutal terrain, descending more than 2,000 metres on one of the world's longest alpine descents in Switzerland.

Link: [Downhill Challenge](#)

2017



TAMING THE TIDE

850mm waves, a rising tide and a flooded causeway in a race against open-water swimmers crossing from Bigbury Beach to Burgh Island in South Devon, UK.

Link: [Taming The Tide](#)

2018



DRAGON CHALLENGE

99 hair-raising turns and 999 ferocious steps standing between the Range Rover Sport PHEV and Heaven's Gate on Tianmen Mountain, China.

Link: [Dragon Challenge](#)