

Capability to the hilt

WITH A DOSE OF SCREEN DEPENDENCY by Joe Sage

Even in the face of its notably high presence on our roads in Arizona, Land Rover in the US is a lower-volume brand. What it has to offset this is an enormous global footprint. As such, this boutique luxury brand has fully nine different basic models available here.

Four under the Range Rover name (while also bearing the Land Rover badge) include the Range Rover itself, a smaller Range Rover Sport, then also Range Rover Velar and Range Rover Evoque.

Then under the freestanding Land Rover name are Land Rover Defender (three models by length, the 90, 110 and 130) and Land Rover Discovery (as with Range Rover, two—a basic and a Sport).

While these nine are easily regrouped down to

five (via shared names but varying lengths), they are also expanded to many more by trim level (see three Range Rover and six Range Rover Sport variants in chart). And then there are powertrains.

Introduced in 2022 as a 2023 model, the five Range Rover came with a plan to add alternative powertrains, with an increasing emphasis on mild hybrids (MHEVs) and PHEVs (plug-in hybrids), then a full EV version originally expected in 2024.

We had the larger Range Rover in these pages just over two years ago, base SE trim but with the new PHEV powertrain. And at that time in 2023, all 2024 PHEVs for the US had already been reserved.

Yet more change is always afoot. An Autobiography trim, also due in 2024, would newly popu-

late the wide space between SE and SV. That's the one we have here, as a PHEV. The mission is fundamentally on track, as this definitely fills a price gap, even when massively optioned-up, as ours is.

When we lived in a cowboy mountain resort town in Colorado, home mostly to heavy duty 4WD pickups suited to ranching, construction and mining (or just for that style) or less expensive AWD crossovers suited to ski racks, mountain bikes and tents (or again, just for their style), we tended to think the handful of people buying Range Rovers were mostly just showing off. And they may have been, to a point.

But we promptly and dramatically learned better, in this gig, as a Land Rover rep accompanying us at one of our first regional off-road comparison events made sure we experienced the extensive knobs, levers and controls for its heroic features.

Indeed, the vehicle's capabilities proved to be off the charts, ready for more things than anyone knew they needed to be ready for. This meant a lot of knobs and switches, hence the informative rep.

Today's version—like so many things, but arguably to a higher degree—is heavily screen-dependent. Advantages or disadvantages of knobs and switches versus screen dives for vital functions (often deep, multilevel) are a somewhat universal debate. But it's still complex, and adjustments can be distracting enough, via a screen, to need to be set aside for some other time. (We might have wished we had a rep with us this time, too, to quickly achieve a couple of things right when needed.) Of course, ongoing ownership will breed familiarity.

While the manufacturer has a couple of photos of the Range Rover Sport busting deep dirt and sand, perhaps in the Sahara, the 23-inch wheels on our Autobiography PHEV suggest tamer duty, which is where the majority of usage will likely lie, anyway. All versions include all-wheel drive, all-

2025-26 RANGE ROVER LINEUP

Range Rover Evoque	\$49,900
Range Rover Velar	61,600
Range Rover	113,300

2025-26 RANGE ROVER SPORT LINEUP

Range Rover Sport SE	\$83,700
Range Rover Sport Dynamic SE	90,800
Range Rover Sport Autobiography	118,700
Range Rover Sport SV	152,000
Range Rover Sport SV Black	161,600
Range Rover Sport SV Carbon	169,500

Note: Pricing here is from the consumer site and does not specify model year. Visit dealer to clarify the latest info.

wheel steering and electronic air suspension.

Our closing thought from 2023 still holds true: if this is what you've had your heart set on, you will surely be quite satisfied. If it's more of a random what-if, there is a lot you can look at for this kind of money (or less). But that would miss the basic pride of brand and ownership you get with an aspirational vehicle such as this one surely is. ■



SPECIFICATIONS

ASSEMBLY	Solihull, UK
ENGINE/TRANS BUILD	UK / Germany
PARTS CONTENT	UK 54% / Germany 15% / US/Canada 5%
ENGINE	P550e 3.0L i-6 plug-in hybrid
HP/TORQUE	542 hp / 590 lb-ft
COMPRESSION RATIO	10.5:1
BATTERY (USABLE)	38.2 kWh
TRANSMISSION	8-spd automatic
DRIVETRAIN	AWD
TRANSFER CASE	twin-speed
MODES	Terrain Response 2 w selectable driving & off-road modes; low traction launch, hill descent control
0-TO-60 / TOP SPEED	4.7 sec / 150 mph
SUSPENSION	Dynamic Air Suspension w Dynamic Response Pro
BRAKES	F: 400mm vented; R: 370mm vented
WHEELS	(OPT) 23-in Style 5135, gloss black (standard 22-in)
TIRES	(OPT) HL 285/40 R23 115Y M+S ours: Pirelli Scorpion MS
LENGTH / WHEELBASE	194.7 in / 118.0 in
GROUND CLEARANCE	(PHEV std) 8.23 in (PHEV off-road) 10.75 in
DEPART/RAMP/APPROACH	(PHEV std) 24.9 / 19.1 / 22.5° (PHEV off-road) 30.0 / 24.5 / 29.2°
WADING DEPTH	35.43 in
TURNING CIRCLE	37.47 ft
HEADROOM (F/R)	39.29 / 38.66 in
LEGROOM (F/R)	40.31 / 37.83 in
WEIGHT	6030 lb
GVW	7606 lb
MAX ROOF LOAD	220 lb
TOW CAPACITY	(unbraked) 1653 lb (max) 6614 lb
FUEL / CAPACITY	prem rec'md / 18.89 gal
CHARGING TIMES:	
Domestic plug 2.3kW	15 hrs to 100%
Home / wall box 7kW	5 hrs to 100%
Rapid DC 50kW	40 min to 80%
MPG	MPGe 53 (comb) / MPG 21 (comb)
BASE PRICE	\$118,700
PAINT: Carpathian Grey	1750
UPHOLSTERY: Caraway/Ebony perforated semi-aniline leather	nc
DEPLOYABLE SIDE STEPS	5200
MERIDIAN SIGNATURE SOUND SYSTEM	4500
SV BESPOKE SATIN FORGED CARBON FINISHER	1550
WHEELS: 23-IN STYLE 5135, GLOSS BLACK	1100
PREMIUM INTERIOR PROTECTION & STORAGE PACK	740
LAMINATED FRONT & REAR SIDE GLASS	450
COLD CLIMATE PACK: heated windshield, heated washer jets	450
BASIC REAR SEAT CONVENIENCE PACK	265
WHEEL PROTECTION PACK	225
RED BRAKE CALIPERS	185
EMERGENCY PACK	75
RANGE ROVER HANDOVER PACK	65
DESTINATION CHARGE	1625
TOTAL	\$136,880