

# Range Rover HSE V8 auto



*This is the most expensive car we have tested to date. Priced at R885 000 you get a lot of car for your money and, as our tow test shows, towing the largest caravan manufactured in S.A. you get a whole lot of performance!*

By Godfrey Castle

**T**his Range Rover holds our record for travelling Ou Kaapse Weg mountain pass: just one minute and ten seconds for the two kilometre, 200 m climb with a pretty sharp bend in the middle (for which we had to slow down!).

The latest Range Rovers have Jaguar derived petrol engines, this model - not the top of the range - has a 220 kW 4.2-litre engine developing a massive 425 Nm of torque. Interestingly enough, it offers 15 kW more power than the older V8, and is 8.93 seconds faster at 0 - 100 km/h! The top of the range model has a supercharger, just in case you need even more performance.

Both engines use a torque-based management system with drive-by-wire throttle control (no cable - electronic) and variable camshaft phasing which continually adjusts to optimise performance, fuel economy and exhaust emissions. Matched to this engine is a six-speed automatic electronically controlled transmission driving front and rear wheels via a centre differential.

Ride comfort is provided by air suspension with adjustable ride-height for better on- and off-road handling and, when the car is switched off, it

lowers itself to the ground making it easier to exit and enter the vehicle.

With the big Jurgens Exclusive in tow the self-levelling suspension was a pleasure - zero tail drop!

## Features

The new Range Rovers claim to be the quietest ever - due to laminated side glass windows and changes to body pillars. It is also said to be the best equipped. Additional features include a rear camera for reverse parking, a tyre pressure monitor system and headlights that turn to follow the bend in the road. A rear seat entertainment system which includes two headrest-mounted 6.5 inch screens, a six disc DVD auto-changer, infrared remote control, wireless headphones and sockets for auxiliary media sources (such as an MP3 player or games console) should keep everyone happy on the long road.

There is also DVD satellite navigation that provides both on- and off-road guidance, a Harman Kardon audio system with 14 speakers and 710 watts of power and a personal integrated telephone system.

A new, easy-to-use touch-screen is standard on all derivatives and provides

## ENGINE Petrol

Cylinders/capacity	V8 /4 394 cm3
Power I.S.O. (kW/revs)	225@ 5 750
Torque (Nm/revs)	440 @4 000

## TRANSMISSION

Shift type	5-Speed, auto
Drive wheels	Permanent 4x4

## ACCELERATION (seconds)

0-100 km/h	15.45
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## Hill Climb

200m climb over 2 km	1 min 10 sec
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## OVERTAKING ABILITY (seconds)

60-80 km/h	4.10
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80-100 km/h	5.72
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## FUEL CONSUMPTION (litres/100 km)

100 km/h	17.8
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an interface for audio, navigation, onboard computer, telephone and 4x4 information and settings - not to mention the direction in which the front wheels are pointing.

## As a towcar

Awesome! No rear end sag, as stable as a rock, brakes fast from 100 km to standstill and uses fuel at an alarming rate - if you want it to. With the big Jurgens Exclusive in tow on the open, flat road we recorded 17.8 l/100 km which is not bad. Going full throttle the onboard computer was showing 49 litres per 100 km. I guess we had some Arab oil sheik rubbing his hands with glee! However, if you can afford this vehicle then petrol consumption is probably not an issue.

This car is built for touring and towing with a maximum permissible load of 3 500 kg. The Range Rover has a permanent 4x4 drive train.

Price: R885 000