

Marshall Bury St Edmunds

Your Local Land Rover Service Centre



12 Reasons to choose Marshall Land Rover

- 1. Manufacturer Trained Technicians**
That means your car is in the hands of the most knowledgeable people
- 2. Genuine parts**
Manufactured to exacting standards and guaranteed to be safe and reliable
- 3. Transparent Pricing**
So that you can be assured that there are no hidden costs
- 4. Hi-Grade fully synthetic Castrol Engine oil**
Helps reduce engine wear and fuel consumption
- 5. Minimum 12 months guarantee on all parts and labour**
Giving you the peace of mind you deserve
- 6. Full courtesy services**
While you wait servicing, Wi-Fi, courtesy vehicle and collection and delivery
- 7. Service book stamped with franchise service history**
Helps maintain or increase the value of your vehicle
- 8. Manufacturer diagnostic equipment and expertise**
Quick and easy fault diagnosis
- 9. Complimentary Visual Health Check on every visit**
To help you and your family feel safe and secure in your vehicle
- 10. Up to date recall and software check**
Helps ensure that your vehicle is safe and running at its maximum potential
- 11. Marshall Motor Group**
Reassuringly trustworthy
- 12. 12 Months Complimentary Roadside Assistance**
With every Land Rover Service.

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Sheer ingenuity

Tim Barnes Clay is mightily impressed by the agility and style of the Range Rover Sport

What's the difference between an aeroplane and a car? Quite a lot really, so you might wonder why, when reviewing the all-new Range Rover Sport, I was asked to drive it into a Boeing 747. It was all part of Land Rover's cunning plan to make sure the world's media was aware of the latest Range Rover Sport's ability to handle impossibly steep gradients. It worked too. Most journalists seemed stunned when encouraged to manoeuvre up a near-vertical ramp into the 747. No need for any worries though, it was kid's play for the four-wheel-drive

motor to scale the equivalent of a three-story building. Aesthetically, the Sport Utility Vehicle (SUV) has a more self-assured exterior and lavish interior than the outgoing Range Rover Sport. It's also more flexible as it now comes with the option of carrying seven people. The comfy cabin mixes style and luxury with elegant lines, top quality materials and spoonfuls of sporting character. The athletic air of the car's cocoon is also reflected in the smaller, thicker steering wheel, higher centre console, configurable mood lighting and generous seat bolsters.

The Range Rover Sport's high driving position instils a sense of confidence and the steering feels light and direct. Maximum ground clearance has been increased and the improved air suspension system automatically varies between two ride heights, while Land Rover's Terrain Response® 2 gadgetry instinctively chooses the most appropriate programme for whatever the wheels are driving over. The SUV is initially available with two engines: a supercharged 5.0-litre V8 petrol and a 3.0-litre SDV6 diesel engine. I was lucky enough to try them both, cloaked in flagship Autobiography Dynamic trim. The supercharged gas-guzzler is bonkers-quick, surging from a standstill to 62mph in 5.3 seconds. It also sounds marvellous – with the throbbing V8 engine releasing a delightful roar when you give it some welly. On the downside it officially gets through an outrageous gallon of unleaded every 22.1 miles. On test, travelling through a variety of settings, from fields to B-roads and duel carriageways, I never got more than 20mpg out of it, but that's close enough to the on-paper figure. Mind you, it does cost £81,550, so if you can afford to buy it, what it does to the gallon probably isn't particularly important. The 3.0-litre diesel version isn't as quick off the mark – but zero to 62mph in 7.2 seconds is by no means sluggish. It still feels brilliantly quick – and will do 138mph. Even better for real-world driving, the oil-burner gave me mpg figures in the 30s. Both Range Rover Sports are paired with a velvety eight-speed automatic gearbox. It made driving, on or off road, so easy and, apart from anything else, it left me free from fatigue. The garden-fresh Range Rover Sport is bound to continue the outstanding success of its predecessor, which quickly became one of Land Rover's most admired models following its introduction in 2005.

| details | |
|----------------------|--|
| Max speed: | 155 mph (Petrol) / 138 mph (Diesel) |
| 0-62 mph: | 5.3 secs (Petrol) / 7.2 (Diesel) |
| Combined mpg: | 22.1 (Petrol) / 37.7 (Diesel) |
| Engine | 4999 cc, V8 (Petrol) / 2993 cc, V6 (Diesel) |
| Max. power (bhp): | 503 (Petrol) / 288 (Diesel) |
| Max. torque (lb/ft): | 461 at 2,500-5,500 rpm (Petrol) / 442 at 2000 rpm (Diesel) |
| CO2: | 298 g/km (Petrol) / 199 g/km (Diesel) |
| Price: | £81,550 (Petrol) / £74,995 (Diesel) |