

# Regal Road Commander

## Range Rover Sport Blends Athletic Handling With Royal-Caliber Luxury

By Derek Price

CARGAZING.COM

Stepping into the 2025 Range Rover Sport Autobiography feels like receiving a royal appointment.

This is not merely transportation. It's a rolling palace, a 5,000-pound statement that you've arrived in both the literal and figurative sense.

After a week behind the wheel of this \$130,110 specimen, I found myself sitting straighter, speaking more precisely, and jokingly referring to myself as "The Duke of Hunt County."

The Sport represents the athletic younger sibling in the Range Rover hierarchy, slotting beneath the flagship Range Rover but maintaining nearly all of its presence and prestige. For 2025, this third-generation model continues to perfect its formula of combining imposing luxury with surprising agility.

From the moment you approach the vehicle, the Range Rover Sport announces itself as something special. The clean, minimalist exterior design strikes a perfect balance between timeless Range Rover DNA and contemporary sleekness.

The flush door handles extend to greet you, and the vehicle even lowers itself slightly on its air suspension to ease entry, a subtle but distinctly aristocratic touch.



The 2025 Range Rover Sport Autobiography presents a masterclass in minimalist luxury design with its clean lines, flush door handles and commanding presence on optional 23-inch wheels.

Once inside, the substantial doors close with the deliberate weight of a bank vault, immediately isolating you from the commoners outside.

The cabin exudes old-world craftsmanship married to cutting-edge technology. Thick, supple leather wraps nearly every surface, contrasted beautifully by Moonlight Chrome trim and tactile controls. The 22-way adjustable front seats offer massage functions and winged headrests that cocoon occupants in supreme comfort.

The technological centerpiece is the 13.1-inch floating touchscreen running the latest Pivi Pro infotainment system.

The 13.7-inch digital

instrument cluster complements it perfectly, delivering crucial information without unnecessary flash or distraction.

On the road, the Sport's character depends significantly on which of its six available powertrains you select. Our Autobiography tester featured the 4.4-liter V8, generating 523 horsepower and 553 pound-feet of torque.

The powertrain delivers effortless acceleration. The eight-speed automatic transmission operates with such refinement that gear changes register more as suggestions than mechanical events.

Where the Sport truly distinguishes itself from the standard Range Rover is in

the handling department. The combination of air suspension, active anti-roll bars and rear-wheel steering transforms what should be an unwieldy luxury box into something approaching nimble.

Body roll is remarkably controlled when cornering, and the steering offers precision that belies the vehicle's substantial size and weight.

One of the most impressive aspects of the driving experience is the near-complete isolation from outside noise. At highway speeds, the cabin remains whisper-quiet thanks to active noise cancellation technology and exceptional sound insulation.

The second row offers generous space for adult passengers, with thoughtful touches like dedicated climate controls, USB-C ports, and available seat heating and ventilation. Cargo capacity is reasonable at 32.1 cubic feet behind the rear seats, expanding to 70.4 cubic feet with the rear seats folded — adequate but not exceptional for a vehicle of this size and price point.

Advanced driver assistance systems come standard, including adaptive cruise control, lane-keeping assist and an excellent 3D surround camera system that provides multiple viewing angles for tight spaces.

The ClearSight Ground

View technology is particularly useful, effectively making the hood transparent to show obstacles directly beneath the front of the vehicle.

All this luxury and capability comes at a significant cost. Starting at \$83,700 and climbing rapidly with options, our loaded Autobiography model required a \$130,110 investment. While that places it below the full-size Range Rover, it's substantially more than many competitors in the midsize luxury SUV segment.

There's also the psychological phenomenon that affects many "junior" luxury models — the nagging question of whether you should have stretched for the full-size Range Rover. The Sport delivers 90 percent of the flagship's experience at roughly 80 percent of the cost, but for some buyers, only the pinnacle will suffice.

Despite these considerations, the 2025 Range Rover Sport remains an exceptionally compelling package for those seeking an SUV that combines genuine off-road capability with on-road dynamics and uncompromising luxury.

It delivers exactly what its name promises: sporting capability wrapped in Range Rover refinement, all while making its driver feel like automotive royalty.

### AT A GLANCE

#### WHAT WAS TESTED?

2025 Range Rover Sport Autobiography (\$123,400). Options: Tow pack (\$1,200), 23-inch wheels (\$1,100), premium interior protection and storage pack (\$740), premium paint (\$710), cold climate pack (\$450), convenience pack (\$385), wi-fi enabled (\$360), emergency pack (\$75), handover pack (\$65). Price as tested (including \$1,625 destination charge): \$130,110

#### BY THE NUMBERS

Wheelbase: 118 in.  
Length: 194.7 in.  
Width: 80.6 in.  
Height: 74.2 in.  
Engine: Twin turbo 4.4-liter V8 (523 hp, 553 lbs. ft.)  
Transmission: Eight-speed automatic  
Fuel Economy: 16 city, 23 highway

#### RATINGS

Style: 10  
Performance: 9  
Price: 2  
Handling: 4  
Ride: 9  
Comfort: 9  
Quality: 7  
Overall: 8

#### WHY BUY IT?

The Range Rover Sport delivers aristocratic luxury with athletic handling, combining impressive off-road capability with the brand's unmistakable prestige in a slightly more manageable package.





The 2025 Range Rover Sport Autobiography presents a masterclass in minimalist luxury design with its clean lines, flush door handles and commanding presence on 23-inch wheels.

# Regal Road Commander

## Range Rover Sport Blends Athletic Handling With Royal-Caliber Luxury

**By Derek Price**  
CARGAZING.COM

Stepping into the 2025 Range Rover Sport Autobiography feels like receiving a royal appointment. This is not merely transportation. It's a rolling palace, a 5,000-pound statement that you've arrived in both the literal and figurative sense.

After a week behind the wheel of this \$130,110 specimen, I found myself sitting straighter, speaking more precisely, and jokingly referring to myself as “The Duke of Hunt County.”

The Sport represents the athletic younger sibling in the Range Rover hierarchy, slotting beneath the flagship Range Rover but maintaining nearly all of its presence and prestige. For 2025, this third-generation model continues to perfect its formula of combining imposing luxury with surprising agility.

From the moment you approach the vehicle, the Range Rover Sport announces itself as something special. The clean, minimalist exterior design strikes a perfect balance between timeless Range Rover DNA and contemporary sleekness.

The flush door handles extend to greet you, and the vehicle even lowers itself slightly on its air suspension to ease entry, a subtle but distinctly aristocratic touch.

Once inside, the substantial doors close with the deliberate weight of a bank vault, immediately isolating you from the commoners outside.

The cabin exudes old-world craftsmanship married to cutting-edge technology. Thick, supple leather wraps nearly every surface, contrasted beautifully by Moonlight Chrome trim and tactile controls. The 22-way adjustable front seats offer massage functions and winged headrests that cocoon occupants in supreme comfort.



The cabin combines old-world craftsmanship with modern technology, featuring Moonlight Chrome accents, a floating 13.1-inch curved touchscreen and 22-way adjustable seats that offer exceptional comfort during long drives.

The technological centerpiece is the 13.1-inch floating touchscreen running the latest Pivi Pro infotainment system.

The 13.7-inch digital instrument cluster complements it perfectly, delivering crucial information without unnecessary flash or distraction.

On the road, the Sport's character depends significantly on which of its six available powertrains you select. Our Autobiography tester featured the 4.4-liter V8, generating 523 horsepower and 553 pound-feet of torque.

The powertrain delivers effortless acceleration. The eight-speed automatic transmission operates with such refinement that gear changes register more as suggestions

than mechanical events.

Where the Sport truly distinguishes itself from the standard Range Rover is in the handling department. The combination of air suspension, active anti-roll bars and rear-wheel steering transforms what should be an unwieldy luxury box into something approaching nimble.

Body roll is remarkably controlled when cornering, and the steering offers precision that belies the vehicle's substantial size and weight.

One of the most impressive aspects of the driving experience is the near-complete isolation from outside noise. At highway speeds, the cabin remains whisper-quiet thanks to active noise cancellation technol-

ogy and exceptional sound insulation.

The second row offers generous space for adult passengers, with thoughtful touches like dedicated climate controls, USB-C ports, and available seat heating and ventilation. Cargo capacity is reasonable at 32.1 cubic feet behind the rear seats, expanding to 70.4 cubic feet with the rear seats folded — adequate but not exceptional for a vehicle of this size and price point.

Advanced driver assistance systems come standard, including adaptive cruise control, lane-keeping assist and an excellent 3D surround camera system that provides multiple viewing angles for tight spaces.

The ClearSight Ground View technology is particularly useful, effectively making the hood transparent to show obstacles directly beneath the front of the vehicle.

All this luxury and capability comes at a significant cost. Starting at \$83,700 and climbing rapidly with options, our loaded Autobiography model required a \$130,110 investment. While that places it below the full-size Range Rover, it's substantially more than many competitors in the midsize luxury SUV segment.

There's also the psychological phenomenon that affects many “junior” luxury models — the nagging question of whether you should have stretched for the full-size Range Rover. The Sport delivers 90 percent of the flagship's experience at roughly 80 percent of the cost, but for some buyers, only the pinnacle will suffice.

Despite these considerations, the 2025 Range Rover Sport remains an exceptionally compelling package for those seeking an SUV that combines genuine off-road capability with on-road dynamics and uncompromising luxury.

It delivers exactly what its name promises: sporting capability wrapped in Range Rover refinement, all while making its driver feel like automotive royalty.

### A CLOSER LOOK



## AT A GLANCE

FACTS, FIGURES AND RATINGS

### WHAT WAS TESTED?

2025 Range Rover Sport Autobiography (\$123,400). Options: Tow pack (\$1,200), 23-inch wheels (\$1,100), premium interior protection and storage pack (\$740), premium paint (\$710), cold climate pack (\$450), convenience pack (\$385), wi-fi enabled (\$360), emergency pack (\$75), handover pack (\$65). Price as tested (including \$1,625 destination charge): \$130,110

### BY THE NUMBERS

Wheelbase: 118 in.  
Length: 194.7 in.  
Width: 80.6 in.  
Height: 74.2 in.  
Engine: Twin turbo 4.4-liter V8 (523 hp, 553 lbs. ft.)  
Transmission: Eight-speed automatic  
Fuel Economy: 16 city, 23 highway

### RATINGS

Style: 10  
Performance: 9  
Price: 2  
Handling: 4  
Ride: 9  
Comfort: 9  
Quality: 7  
Overall: 8

### WHY BUY IT?

The Range Rover Sport delivers aristocratic luxury with athletic handling, combining impressive off-road capability with the brand's unmistakable prestige in a slightly more manageable package.