



REVIEW OF THE VOLKSWAGEN T-ROC

by Fraser Lucas



LOOKS

While the overall profile hasn't seen a vast alteration, the latest T-Roc does try to be more distinct with some unexpected, yet welcome aggression. The front nose is angrier, the lights slimmer, and the whole bodywork looks more athletic. The end result is something that's got a bit more sheen and ambition behind it compared to the original, which is exactly the point. Volkswagen aims to make the latest T-Roc a more quality machine and on first impressions, it's succeeding.

HANDLING AND PERFORMANCE

While it's perfectly well mannered on the roads, the T-Roc is very keen on comfort. You ride about in calm, chilled-out refinement, which does sort of betray the sporty appearance. Hardly matters, though, when you're enjoying how serene it is. Engines consist of a 1.5 petrol with 114 BHP or 148 BHP with a 2.0-litre petrol on the way in the near future. Either of your current options will do the job without fuss and run with the right smoothness to complement the quietness inside.

PRACTICALITY

Over the last few years, Volkswagen's interior design has been going in some wacky (and frankly, ill-conceived) directions. The new T-Roc helps reintroduce some common sense and straightforwardness. Its dashboard is simple, but physical controls are making a comeback, and the infotainment system has taken a big frog leap forward in quality. Speaking of quality, you'll be happy to hear there's a notable improvement over the old car in how well made it feels. As for space, you'll have plenty to enjoy thanks to a slight increase in dimensions from the last T-Roc

COST

Prices start at £31,635 for basic Life trim, while the mid-range Style comes in at £36,255. The top spec R-Line option will cost £38,935. In typical Volkswagen fashion, this is not the cheap and cheerful alternative in such a crowded market, but all cars get a sweeping list of kit as well as the brand's legendary value retention.

Verdict

I do think this is a significant upgrade on the original T-Roc. It looks better, brings a better sense of having been well built, and the drive is too comfy to ignore. A few more buttons and switches would make it even better than having to sift through the screen, but it's still a good, new start after the brand's recent experiments with almost none at all. Given how the old car also sold like it was on a black Friday sale, expect this one to follow suit, though in this case, I can easily see why.

