



REVIEW OF THE

KIA K4

by Fraser Lucas

LOOKS

Replacing the appealing Ceed, the less creatively named K4 throws away the conventional and runs into the arms of outlandish. Kia calls its styling 'Opposites united', which sounds appropriate. The rear lights are like a pair of sabre teeth, the front end sits low with lamps that stretch both vertically and horizontally, and the roofline is more estate than hatchback. It takes a lot of risks, but the results are oddly appealing.

HANDLING AND PERFORMANCE

The slight downside is the K4's drive isn't as sharp as its headlights. It's easy enough to get from A to B, and the comfort is satisfactory, but there is a certain fun factor missing. The sort of engagement that makes a car eager and daring. Engines on offer are a 1.0-litre three-cylinder petrol with 113 BHP and a 1.6 with either 147 or 177 BHP, which will be the preferred choices if you want something with decent grunt.

PRACTICALITY

Something I do admire about Kia's current cabin design is how fresh it looks with a waft of futuristic. I like its dial graphics and the sci-fi steering wheel with the off-centre logo. One particular detail that will make most folk happy is the inclusion of physical controls as well. That said, the infotainment system is rather good. It's also ridiculously comfy, and there is a lot of room on offer everywhere you look.

COST

Prices start at £26,795 for the 1.0-litre petrol with the 1.6 costing £32,095, or £36,995 if you want the more powerful version. Every car gets heated door mirrors, reverse camera and automatic wipers amongst a good list of standard kit. Throw in the usual Kia 7-year warranty and the K4 looks like a nicely done budget hatch.



Verdict

What it may lack in driving joy, the K4 makes up for with value for money quality and a practical nature. For uniqueness, there is nothing else like it on the roads (well, aside from other Kias) and there is an overall appeal about it that can't be overlooked.