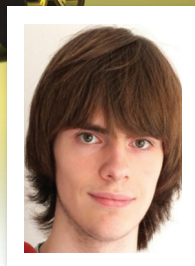




REVIEW OF THE RENAULT 4

by Fraser Lucas



LOOKS

Part of Renault's second step in electric retro revivals, the 4, is based on the plucky workhorse of the same name. However, it's ballooned in size as a means of rethinking itself as a small crossover, so it's a bit taller, chunkier and rugged. Make no mistake, though, the 4 remains part of small-scale, urban motoring. The earnest charm of the original carries through as the lights, windows and sloping rear maintain neatly designed homage. True, it's a bit of a monster compared directly to the first 4, but the funkiness keeps it appealing.

HANDLING AND PERFORMANCE

Underneath is the same skeleton as the revived Renault 5, so you get similarly fun, tight handling if a little bit heavier in feel. The ride is easy-going, and it does feel satisfying in how manoeuvrable it is in town. There's 148 BHP on tap, so you get a nice nipiness as well as 245 miles of range. It's not the most for a car like it, but not enough to be uncompetitive.

PRACTICALITY

The original 4 was so basic inside, it would be a

challenge to derive any inspiration from it compared to the exterior. So, it comes as no surprise that the revival's cabin is almost directly pulled from the 5. It's not a bad outcome, though you still wind up with a snazzy, retro interior with an excellent balance of physical and screen-based control. A big difference from the 5, however, is room, which the 4 simply has more of. There's a greater feeling of headroom and a pleasantly large boot, though seating 5 may still pose a potential squeeze.

COST

Prices start at £27,195 for the Evolution+ trim that grants a heat pump, automatic wipers and lights, along with most of the essentials. Techno+ will cost from £29,695 and throws in wireless phone charging and a Google-style sat-nav, which adds more appeal. Finally, there's Iconic+ trim that adds a few more extras like heated seats and steering wheel for the starting price of £31,695. It's not bad on the financial side, especially when you throw in the electric car grant that knocks off £3,750 from the bill.

Verdict

The 4 doesn't possess a world of change from the 5, but those wanting more room and a more commanding view of the road will have an idea which one makes more sense for them. As a family car, it does a better job, while sticking to that classical styling that could charm almost anyone.

