



# REVIEW OF THE TOYOTA RAV4

by Fraser Lucas



## LOOKS

The newest RAV4 feels like a proper next stage from the old car, seeing how it now embraces the chunky ruggedness of its Land Cruiser big brother. It sits a bit taller, the front end is more chiselled and simplified, while the rear is softened. The overall effect leaves a more appealing look that's a bit cleaner and well thought out.

## HANDLING AND PERFORMANCE

The RAV4 is only available as a hybrid, but because Toyota has spent almost decades perfecting such a formula, it runs with excellent smoothness. It also drives a bit better, feeling more planted down, though there is some lean to deal with (this isn't what you'd call "short"). Engines on tap are a 2.5-litre petrol with an electric motor to boost it up to 270 BHP with 85 electric miles to boot, alongside a 304 BHP option with an electric motor. The heavy engagement of the motors

also means a lot of decent refinement and, not to mention, mileage to make a petrol station visit seem so much more distant.

## PRACTICALITY

That tough, chunkiness goes beneath the skin. Cabin design is both functional and solid, while physical controls have stuck around. However. The RAV4 now boasts Toyota's newly updated infotainment software, which does seem a marked improvement, even if the visuals seem slightly dated for the time. Most importantly, it's extremely roomy. There's nowhere you feel hemmed in, and the boot is a proper cavern.

## COST

Prices start at £43,845 for the standard, single motor hybrid. The more powerful, four-wheel drive version will cost £52,390, though for £53,045 there is the GR Sport option, which gets some stiffened dampers and an aggressive body kit.

## Verdict

While it doesn't weigh in as the cheapest, the RAV4 remains one of the best choices for family motoring. Reliability and efficiency remain hand in hand, the equipment is heaped on, and it's mostly a doddle to drive. Once again, Toyota's no-brainer, common sense car making works its magic.

