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WHAT CAR?

Britain's biggest and best car buyer's guide Reprinted from June 2019 issue

NEW EVOQUE VS ITS RIVALS

Range Rover's hugely impressive family SUV builds on a winning formula to lead the pack again



OUR ON-ROAD VERDICT

"Surefooted trustworthy handling"



STYLISH & PRACTICAL

"A smarter, more classy interior"



REFINED & COMFORTABLE

"Much quieter than its rivals"

COMPARISON

An Evoque of genius?

The baby Range Rover has been renewed with a view to beating the brilliant Volvo XC40. And both are under threat from the all-new Lexus UX hybrid

Photography: John Bradshaw



IF THERE WERE ever doubts that Land Rover's decision to produce the original Range Rover Evoque was primarily to woo style-conscious fashionistas, rather than provide for its traditional country set clientele, the Special Edition of 2012, featuring an interior designed by Victoria Beckham, dispelled them quicker than a crowd at a Metallica concert being played Spice Girls hits.

But the philosophy worked; the Evoque sold like copies of Wannabe (to keep the Spice Girls analogies going). And traditional buyers weren't simply forgotten about, because even though it wore a suit as sharp as Sheffield's

finest scissors, it could still roll up its trouser legs and wade through the mud with the enthusiasm of an eight-year-old.

That explains why, despite being nearly all-new, this latest Evoque isn't all that easy to tell apart from the original; why mess with a winning formula? But much has changed underneath, from its new, efficiency-improving 48-volt mild hybrid technology to an even smarter interior replete with an infotainment suite lifted from the pricier Range Rover Velar.

It will go up against an entirely new entry at the premium end of the family SUV sector from Lexus. The UX may share its

underpinnings with the cheaper Toyota C-HR, but don't let that put you off; that car is good to drive. The fact that the UX is a full hybrid can make it highly efficient, too; in an increasingly anti-diesel world, that's an alluring quality.

Of course, both will have to beat our current family SUV champion and former overall Car of the Year, the Volvo XC40. The XC40 has proved particularly adept at seeing off challengers with a package that isn't the absolute best in every area but is strong enough in those that are highly sought after in this market – most notably practicality, ride comfort and safety.

DRIVING
Performance, ride, handling, refinement

Who would have thought it? Given that the XC40 and UX make speed in such dissimilar ways (the former has a straightforward 2.0-litre diesel engine to the latter's combination of a 2.0-litre petrol engine and an electric motor), both are surprisingly well matched when you put your foot down. The UX is a little slower to get a move on at first, but once it's rolling, it just has the legs to pull ahead of its Swedish rival.

While the Evoque uses its mild hybrid technology to improve

responsiveness at low engine revs, its 2.0-litre diesel engine's power deficit remains too much. And it's not just the stopwatch that highlights this; attempt an overtake and you soon realise that it lacks the zip of the others. It's perfectly adequate, though, and cruises happily on the motorway.

The mild hybridisation has also helped to rid the Evoque of an old Land Rover foible: a rickety stop-start system. Instead of the engine thundering into and out of action with a mechanical thrash and a jolt, à la the original Evoque, the new car is so much more restful in traffic. It kicks in and out as smoothly as the XC40 and is >>

THE CONTENDERS

NEW



Lexus UX
250h Premium Plus/Tech & Sound

List price £36,005
Target Price £36,005
Another striking-looking Lexus SUV with petrol-electric power instead of diesel.

NEW



Range Rover Evoque
D180 S

List price £39,015
Target Price £39,015
This all-new Evoque's engine has mild hybrid technology to boost efficiency.



Volvo XC40
D4 AWD R-Design Pro

List price £38,235
Target Price £36,753
Our long-standing favourite family SUV is about to face its toughest challenge.

even quieter as it does so. Then again, neither engine fires or falls silent as seamlessly as the UX's.

The UX also has the quietest engine when on the move; being petrol powered, it's naturally more hushed than the diesels. And when it's dropped in favour of the battery and motor alone (something it can do for extensive periods in town), you hear nothing from under the bonnet. For a diesel, the Evoque's engine is very impressive; you can hear it but generally only as a background rumble. This leaves the XC40's engine as the noisiest.

The Evoque is also much, much quieter than either of its rivals at motorway speeds. Yes, there's a bit of wind flutter, but the comparative lack of road noise makes it the most peaceful. The XC40 is a little better for wind noise, but the loud tyre rumble you hear across any coarse surface spoils the cruising experience.

Then again, the UX is the worst for both wind noise and road roar.


However, there is a fly in the Evoque's otherwise calming ointment: its standard nine-speed automatic gearbox, which is quite reluctant to change into lower gears – a trait dialled in deliberately to reduce emissions. So, too, is the stop-start system's predilection for killing the engine when your speed drops to around 10mph, with the assumption that you're about to come to a halt; if the road ahead clears and you hit the accelerator, the engine starts slickly but the gearbox engages drive with an annoying jolt.

The XC40's eight-speed auto isn't razor-sharp to change down either, but it's smoother and more reactive than the Evoque's. The UX's CVT auto is responsive and naturally free of jolts, but it makes the engine revs flare excessively when you accelerate.

The XC40's floatier suspension softens the edges of potholes slightly better than the Evoque's when you're pottering around town. But you have to put up with more consistent side-to-side sway than there is in the Evoque, which still rocks your head gently from left to right, but less often. Both cars ride in a smooth, composed manner on the motorway on their standard-sized wheels, although it's worth noting that the Evoque does become a bit fidgety if you upgrade to the 20in alloys. In short, these are two of the most comfortable SUVs in this price bracket; just be aware that a similar-priced executive saloon, such as the Audi A4, will be even smoother and more composed.

The UX is much squatter than the others; it's nearer the height

LEXUS UX



PERFORMANCE
Weather conditions Dry

0-60mph 8.6sec
Top speed 110mph


Acceleration
30-70mph in kickdown 8.0sec
30-50mph in kickdown 3.2sec
50-70mph in kickdown 4.8sec

Braking
30-0mph 8.8m
70-0mph 47.4m

UX has the least front grip and front-wheel drive corrupts its steering out of corners

Noise at 30mph 64.0dB
Noise at 70mph 69.5dB
Turning circle 11.2m

RANGE ROVER EVOQUE



PERFORMANCE

0-60mph 9.5sec
Top speed 127mph


Acceleration
30-70mph in kickdown 9.7sec
30-50mph in kickdown 3.7sec
50-70mph in kickdown 6.0sec

Braking
30-0mph 9.1m
70-0mph 47.9m

Evoque leans more than the UX; its steering isn't as naturally weighted as the XC40's

Noise at 30mph 62.6dB
Noise at 70mph 68.7dB
Turning circle 11.9m

VOLVO XC40



PERFORMANCE

0-60mph 8.5sec
Top speed 130mph

Acceleration
30-70mph in kickdown 8.6sec
30-50mph in kickdown 3.4sec
50-70mph in kickdown 5.2sec

Braking
30-0mph 8.3m
70-0mph 46.5m

XC40 matches the Evoque's wet-weather traction but also its body roll during turns

Noise at 30mph 64.6dB
Noise at 70mph 69.2dB
Turning circle 11.8m

'The UX rocks from side to side the least, but it's fidgety at motorway speeds'



'The Evoque rides really comfortably by class standards on 18in wheels'



'The floatier XC40 softens potholes slightly better than the Evoque'



of a regular hatchback than most SUVs, so it rocks about the least. However, it's fidgety at higher speeds and is the most abrupt over sharp ridges, both around town and on the motorway.

All three cars are effortlessly light to steer in town, but we wouldn't recommend any of them if you have a penchant for nimble handling. However, if all you need is something that's surefooted and undemanding to drive, the XC40 is quite appropriate. Its steering is direct enough that you can place it easily and keep it tracking straight on motorways, and you only notice the car running out of grip or leaning more than the best-handling family SUVs when you start wilfully throwing it at turns with gusto.

The Evoque is broadly the same. Its steering is a little too keen to return to centre, which makes it slightly less confidence-inspiring to guide along a narrow road, but it otherwise feels as trustworthy and competent as the XC40.

The UX doesn't lean as much as its rivals, but don't take that to mean it's sporty; it isn't. Its steering is pretty inert, and because it has front-wheel drive (the others are 4x4s), accelerate hard out of a corner and you'll feel those driven wheels lightly pulling the steering wheel left and right in your hands as the tyres scramble for traction. The UX is the first to run out of front-end grip through corners, too.

Although you can buy a four-wheel-drive UX, you can pretty much ignore it as a tow car or off-roader, because it can pull just 750kg and has the least ground clearance. The XC40 is able to tow the most (2100kg) and can manage some asphalt-free shenanigans, but our experience shows that the Evoque, with its better ground clearance and all-terrain tyres, will go farther off the beaten track. And even though you have to make do with a towing capacity of 2000kg, it's more stable when towing a caravan than the XC40.

BEHIND THE WHEEL
Driving position, visibility, build quality

All three cars come with electrically adjustable driver's seats. The XC40 adds a memory function, while the UX is alone in having an electrically adjustable steering column. There's no doubt which seat is the comfiest, though: the XC40's figure-hugger, which includes an extendable base and lumbar support adjustment. The UX's features the latter, too, but it feels like a metal bar is being pressed slowly in to your lower >>

back, while there's little in the way of side bolstering.

Disappointingly, to get lumbar adjustment in the Evoque, you have to pay £690 for the 14-way seat; without it, some of our testers found the shortage of lower back support a problem.

Other than that, it's personal choice as to whether the Evoque's cossetting, wrap-around interior or the XC40's equally pleasing but more open and airier feel is better. Both are nigh on perfect in other respects and deliver an authentic, high-set SUV experience. As we've already mentioned, the UX places you scarcely any higher than a regular hatchback, and it doesn't provide the same extensive range of adjustment for its steering wheel as the others.

The UX does at least offer an array of physical buttons for common functions, such as the climate controls. These are so much easier to use while driving than the XC40's central touchscreen, which operates almost every feature, even down to the interior temperature.

Ordinarily, the Evoque features more physical controls, but our car was fitted with the optional Touch Pro Duo (£400) system, which adds a second touchscreen below the infotainment one. It's easier to operate than the XC40's display, because a couple of physical dials are integrated. These change function depending on which menu you're in; for example, in the climate screen, they work the temperature and fan speed.

The XC40 is the easiest to see out the front of, thanks to its slender front window pillars. But as with the UX, its tapering side windows make over-the-shoulder vision problematic, at least compared with the Evoque, which has the shallowest rear screen but a far more open glass area at the sides.

Anything you can't see from the driver's seat of the UX and Evoque will hopefully be picked up by their standard front and rear parking sensors or rear-view camera. The XC40 gets only rear sensors as standard. The Evoque has another useful optional feature: the rear-view mirror can change into a camera feed. If the boot is loaded to the roof, blocking your natural vision, it will display what's behind while you're driving along for a cost of £315. Each car has LED headlights as standard.

Now, these are premium SUVs, so do they feel plush enough? Yes, very much so. Ordinarily, they would all feature leather seats (leather and nubuck for the XC40), but our Evoque had the no-cost option of eucalyptus fabric seats.

LEXUS UX



- 1 The physical buttons that control most of the UX's functions are easy to use
- 2 The electrically adjustable steering column doesn't extend as much as the others.
- 3 Part-digital dials are standard but don't offer the configurable options of the XC40's
- 4 The UX's electric driver's seat includes adjustable lumbar support, but this feels like a ridged bar against your spine

INFOTAINMENT

At 7.0in, the UX's screen is the smallest as well as the lowest in definition. Normally, we prefer a separate controller to a touchscreen, but the UX's trackpad is even worse, because it's so hard to direct the on-screen highlighter to the icon you want. The physical shortcut buttons around the armrest are useful for swapping menus, at least. Smartphone mirroring isn't available, but the Tech & Sound Pack brings a first-rate 13-speaker Mark Levinson sound system.

WHAT YOU GET

Lexus UX Premium Plus/Tech & Sound	Display size	Sat-nav	DAB radio	Wireless phone charging	Bluetooth	Apple CarPlay	Android Auto	Speakers	Voice control	Upgraded sound system	Emergency SOS response
✓ Standard X Not available	7.0in	✓	✓	✓	✓	X	X	13	✓	✓	✓



RANGE ROVER EVOQUE



- 1 The lower of the two touchscreens comes as a £400 upgrade. It operates things like the climate and off-road controls and works pretty well
- 2 A brilliant driving position is spoiled only by the lack of lumbar adjustment; this comes with 14-way seats costing £690
- 3 The analogue dials are clear and have a central TFT screen; you can upgrade them to a configurable digital display for £500

INFOTAINMENT

The Evoque's infotainment screen can be angled to suit, and while we'd prefer a rotary controller (like BMW's iDrive) and simpler menus to make it less distracting to use, it's slicker than the XC40's system and has equally good graphics. Apple CarPlay and Android Auto are standard, mimicking your smartphone across the entire screen. A wi-fi hotspot is standard, while 10 and 14-speaker Meridian stereos are available for £600 and £1200 respectively.

WHAT YOU GET

Range Rover Evoque S	Display size	Sat-nav	DAB radio	Wireless phone charging	Bluetooth	Apple CarPlay	Android Auto	Speakers	Voice control	Upgraded sound system	Emergency SOS response
✓ Standard X Not available	10.0in	✓	✓	X	✓	✓	✓	6	✓	£600	✓



BEST SYSTEM

The Evoque and XC40 both have choice materials elsewhere, with very few lower-rent plastics. The UX features similarly plush upper surfaces, but some of the plastics farther down feel a bit cheap. All three are extremely solidly constructed, though.

SPACE AND PRACTICALITY

Front space, rear space, seating flexibility, boot

The XC40 has the least head room, but only by dint of the optional full-length sunroof (£1000) fitted to our test car. Even so, you won't want for head or leg room in the front of any of them. And if you carry around lots of junk, you'll be pleased with the Evoque and XC40, which have the regular storage options and cupholders of the UX plus extra nooks and crannies elsewhere.

As for the rear seats, the UX is quickly relegated to last place. Access is awkward, because the narrow footwell traps your feet, and leg room is particularly poor for this class. It's tougher to choose between the other two, but the XC40 pips the Evoque with slightly easier access and better rear knee room. Both can seat four tall adults relatively comfortably, but the XC40 can more easily manage a third in the back, thanks in part to its less obstructive central floor hump.

We haven't tested a family SUV with a less useful boot than the UX's. It's so shallow that we could fit in only three carry-on suitcases; that's just one more than in the Fiat 500. At least there's some underfloor storage and an electric tailgate as standard. The Evoque was next in the ranking, taking a more respectable five cases, but the XC40 beat that with six. >>

VOLVO XC40



BEST DRIVING POSITION

- 1 Digital dials are standard. They have various designs and display media and navigation information
- 2 The XC40's interior feels airier than the Evoque's, but the driving position is superb and it has the most comfortable, figure-hugging seat
- 3 The XC40's interior quality matches the Evoque's and betters the UX's by a whisker, thanks to slightly plusher materials lower down

INFOTAINMENT

The XC40's portrait-orientated 9.0in touchscreen swipes left and right like a tablet and is of high definition. However, its menus require some learning and its responses aren't always as fluid as an iPad's, while some of its smaller icons are hard to hit while you're driving. Apple/Android smartphone mirroring is a £300 extra and covers only a portion of the screen when in use. You can upgrade the stereo to a punchy 13-speaker Harman Kardon system for £550.

WHAT YOU GET

Volvo XC40 R-Design Pro	Display size	Sat-nav	DAB radio	Wireless phone charging	Bluetooth	Apple CarPlay	Android Auto	Speakers	Voice control	Upgraded sound system	Emergency SOS response
✓ Standard X Not available	9.0in	✓	✓	£175	✓		£300	8	✓	£550	✓



USED ALTERNATIVE

2017 BMW X5 xDrive40e
Prices of used X5s have dipped a bit, because there's a new model out, so a 2017 plug-in hybrid xDrive40e with below-average mileage will be around £38,000. The big X5 is a more practical proposition than any family SUV, and its interior is plush. An electric range of 15 miles isn't stellar, but low CO₂ emissions get you free road tax if you buy a car first registered before April 2017.



In fact, if you don't order the optional spare wheel, the XC40 has such a large well beneath its boot floor that you can fit a seventh case in there, too. And even with the spare wheel in place, there's decent underfloor storage that beats the Evoque's.

We would recommend adding the £650 Convenience Pack to the XC40. This brings a flexible boot floor that hinges up to provide a central divider that prevents items from clanging around and hooks from which to hang bags. It also includes an electric tailgate with hands-free opening, plus power-folding rear seats that are operated by buttons located by the tailgate opening.

In the UX and Evoque, the rear seats drop conventionally (using release levers atop their seatbacks). The UX and XC40 have 60/40-split benches, while the Evoque is the only car here with the more flexible 40/20/40 configuration. The XC40 has a useful ski hatch in its seatback for long items, though.

BUYING AND OWNING

Costs, equipment, reliability, safety and security

Each car has strengths and weaknesses, depending on how you obtain and run them. For example, the Evoque is the most expensive if you're paying cash up front. And although Volvo was the only manufacturer we could get a discount from, the XC40 still isn't as cheap to buy as the UX after you've haggled.

However, the Evoque has such strong predicted resale values that by the time you've factored in depreciation, insurance, servicing and fuel costs, it's the cheapest to run over three years for >>



Boot 320-1231 litres
Suitcases 3

The UX's small, shallow boot is more like a city car's than a family SUV's. There's a bit of underfloor storage, though. You get an electric tailgate but a flimsy tonneau cover



Boots' suitcase-carrying capacities are measured with a 560x350x230mm Anker suitcase, with the rear seatbacks in place and up to the parcel shelf



All three cars are fine for six-footers in the front. UX's rear head room appears on paper to be the same as the Evoque's, but in a natural seating position it has the least head and leg room and is tightest for three abreast. It's the hardest to get in and out of, too



Boot 383-1156 litres
Suitcases 5

The Evoque's boot isn't as spacious as the XC40's. As with the others, its floor sits flush with the boot opening. It's the only one here with 40/20/40-split rear seats



There's plenty of room in the front of the Evoque and, like in the XC40, a good choice of nooks and crannies for storing odds and ends. Head room is similar to what's on offer in the XC40, but the Evoque's rear seats are the comfiest here

PRACTICALITY AIDS			
	Lexus UX	Range Rover Evoque	Volvo XC40
Electric tailgate	✓	£415	£650*
Towbar	£650	£700	£1075
Easy-reach rear seat releases	✗	✗	£650*
Rear seat split	60/40	40/20/40	60/40
Underfloor storage	✓	✓	✓

*Part of Convenience Pack



BEST BOOT SPACE

Boot 460-1336 litres
Suitcases 7

The £650 Convenience Pack includes electrically folding rear seats and a powered tailgate. The boot is the biggest – bigger still if you don't order the optional spare wheel



BEST REAR SPACE

Head room is fine for all, even with the optional sunroof fitted. Rear leg room is roughly on a par with Evoque's, but there's more underseat foot room and a lower central tunnel. The hard plastic at the base of the front seats can dig into your shins, though

private buyers paying cash, followed by the XC40.

On a PCP finance deal (over three years, with a 36,000-mile limit and a £4000 deposit), the UX is most expensive, at £530 per month, while the XC40 and Evoque come in at £494 and £496 respectively. The UX is the cheapest to lease, though, at £398, with the XC40 next on £414 and the Evoque topping out at £425.

If fuel costs are most important to you, the UX trounces its competition. In our real-world tests, it managed 47.7mpg, and it's particularly efficient around town, where it can maximise the use of its battery power. The XC40 recorded 37.3mpg, ahead of the Evoque on just 33.8mpg.

For company car drivers in the 40% tax bracket, the UX is by far the cheapest; you'll sacrifice £275 per month until April 2020. Meanwhile, the XC40 will cost £439 and the Evoque £474.

Standard kit on all three cars includes heated front seats, dual-zone climate control and alloy wheels. But the UX is easily the best equipped, as long as you pay for the Premium Plus and Tech & Sound option packs of our test car. Over and above its rivals, it gets a heated steering wheel, adaptive cruise control, keyless entry and a head-up display. Like the XC40, it also comes with privacy glass.

Euro NCAP awards both the XC40 and Evoque five stars for safety. If you drill into the detail, the XC40 racks up a few more points here and there, but both are very protective of their occupants. The UX is yet to be tested.

As standard, each car comes with city automatic emergency braking, lane-keeping assistance and traffic sign recognition. You can't get blindspot monitoring on this version of the UX, whereas you can on the other two, as part of a £1000 pack on the Evoque and either a £600 or £1500 pack on the XC40. The pricier of the XC40's packs includes adaptive cruise control, as does the Evoque's.

Lexus is renowned for dependability; it came second out of 31 manufacturers in our latest Reliability Survey, whereas Volvo was a mediocre 21st and Land Rover a very poor 30th. >>

WHAT THEY WILL COST

All prices correct at time of testing



Lexus UX

Fastest depreciation and highest PCP finance costs



Range Rover Evoque

Most expensive company car but excellent resale values



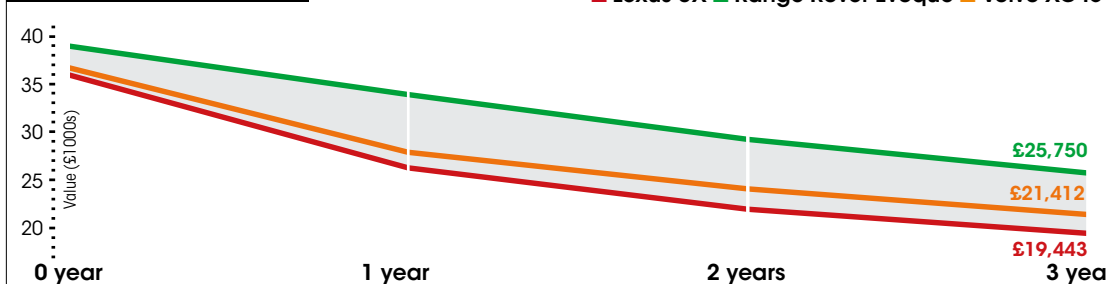
Volvo XC40

Matches the Evoque's PCP costs; priciest to service

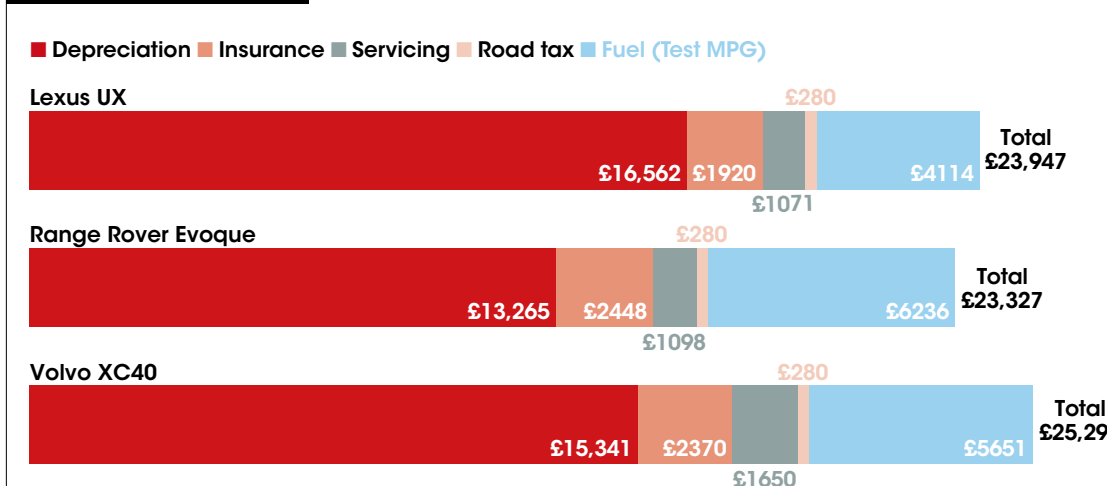
PRICES

List price	£36,005	£39,015	£38,235
Target Price	£36,005	£39,015	£36,753
Company car tax (until April 2020)	£275	£474	£439
Contract hire (per month)	£398	£425	£414

RESALE VALUE BY YEAR



THREE-YEAR COST



PCP FINANCE COSTS

Three-year term, £4000 customer deposit, 12,000 miles per year

Car	Lexus UX	Range Rover Evoque	Volvo XC40
Monthly cost	£530	£496	£494
Manufacturer deposit contribution	na	na	na
Optional final payment	£17,775	£23,554	£20,129
Representative APR	5.9%	6.9%	5.9%
Excess mileage charge	12p per mile	16.9p per mile	14.9p per mile
Other fees	na	£10 option to purchase fee	na

EQUIPMENT

✓ Standard ✗ Not available	Alloy wheel size	Adaptive cruise control	Spare wheel	Heated front seats	Heated windscreen	Heated steering wheel	Leather seats	Adjustable lumbar support	Parking sensors front/rear	Rear-view camera	Keyless start/entry	Metallic paint
Lexus UX	18in	✓	✗	✓	✗	✓	✓	✓	✓/✓	✓	✓/✓	£570
Range Rover Evoque	18in	£1000*	£165	✓	✓	£185	✓	£690	✓/✓	✓	✓/£400	£640
Volvo XC40	20in	£1500^	£150	✓	✓	£300^^	✓+	✓	£325/✓	£375	✓/£650**	£575

*Part of Drive Pack ^Part of IntelliSafe Pro Pack **Part of Convenience Pack ^^Includes heated rear seats +Part-leather, part-nubuck

Range Rover Evoque D180 S Width 2100mm



OFFICIAL MPG (WLTP)

Combined	41.5mpg
Low speed	29.0mpg
Medium speed	37.7mpg
High speed	55.3mpg
Test MPG	33.8mpg
Fuel cost per 12,000 miles	£2079
Tank	54 litres
CO ₂ emissions (NEDC)	145g/km

Euro NCAP rating (2019)

All protection: 94% (Safety), 87% (Occupant), 72% (Pedestrian), 73% (Vulnerable Road Users)

AEB Yes

Engine: 4cyl, 1999cc, diesel

Peak power: 178bhp @ 2400rpm

Peak torque: 317lb ft @ 1750-2500rpm

Gearbox: 9-spd automatic

Range Rover Evoque D180 S with 20in alloy wheels (£1280), Touch Pro Duo (£400), Clear Sight rear-view mirror (£315), Fuji White paint and Ebony eucalyptus trim

Driving

Performance	★★★★○
Ride	★★★★○
Handling	★★★★○
Refinement	★★★★○

Behind the wheel

Driving position	★★★★○
Visibility	★★★★○
Infotainment	★★★★○
Quality	★★★★○

Space and practicality

Front space	★★★★★
Rear space	★★★★○
Seating flexibility	★★★★○
Boot	★★★★○

Buying and owning

Costs	★★★★○
Equipment	★★★★○
Reliability	★★★★○
Safety and security	★★★★★

Overall rating ★★★★★



Buy this car at [whatcar.com/new-car-deals](https://www.whatcar.com/new-car-deals)

Range Rover Evoque ★★★★★

For Superb driving position; quietest cruiser; classy interior; slowest depreciation; best infotainment

Against Slowest; least economical; so-so boot space; standard driver's seat unresponsive

Recommended options 14-way front seats (£690), Drive Pack (£1000)

WHATCAR? SAYS

There haven't been many tighter battles on these pages during What Car?'s 46-year history.

The Evoque and XC40 are extremely closely matched, with the former racking up more points for infotainment functionality and refinement and the latter edging back into contention with a bigger boot and a stronger engine.

Which you should choose depends largely on your priorities, but, in a photo finish, the new Evoque just clinches it. It's a hugely

impressive family SUV and the car it should have been from the very beginning.

The UX is far harder to recommend. Yes, it's by far the most economical of our trio and works out the cheapest for company car drivers paying benefit-in-kind tax. But that's largely because it doesn't offer any of the SUV benefits of its rivals, namely a lofty driving position and a reasonable amount of room inside. Genuinely, a Volkswagen Polo is a more practical family car.

INTRODUCING THE NEW RANGE ROVER EVOQUE

landrover.co.uk



ABOVE & BEYOND



New Range Rover Evoque is as at home on city streets as it is on mountainous roads. It has all the capability credentials of a true Land Rover but with all the city smarts too, such as ClearSight Ground View* technology. This displays what's underneath the bonnet so you can keep an eye on those awkward high kerbs when parking. The Evoque really can do anything. Apart from avoid admiring glances.

Official WLTP Fuel Consumption for the Range Rover Evoque range in mpg (l/100km): Combined 28.5-44.9 (9.9-6.3). NEDCeq CO₂ Emissions 188-143 g/km. The figures provided are as a result of official manufacturer's tests in accordance with EU legislation. For comparison purposes only. Real world figures may differ. CO₂ and fuel economy figures may vary according to factors such as driving styles, environmental conditions, load and accessories.

Nolita Grey on First Edition only for 12 months from launch. *ClearSight Ground View not available on First Edition. Requires 360 camera. All in-car features should be used by drivers only when safe to do so. Drivers must ensure they are in full control of the vehicle at all times.