

I'm not a bot





























does a fairly good job of reining-in wheelspin, but that seductive pulling sensation LSDs create when accelerating out of tight corners is missing. Its absence does improve the steering though, and with so little torque steer its not quite such a compromise as you might expect in a 300bhp hot hatch. Advertisement - Article continues belowThere's no doubt this RS 300 model is less able and entertaining on track than the Trophy, but on the road it's such a big improvement you'd have to be pretty dedicated to ultimate track performance to make it a worthwhile compromise. Against rivals like the Volkswagen Golf GTI, BMW 128ti and Focus ST, the Megane RS 300 feels superbly judged, and seems to have found a sweet spot with its dual-clutch 'box and sports chassis. This leaves the new dual-clutch-fitted Hyundai i30 N and next Cupra Leon 300 ripe for dispatch. Bring on the next group test. The new Megane RS has gone up in price, but is still competitively placed against rivals. The standard RS 300 with the Sports chassis we're driving here starts at £32,995, and comes pretty much fully-loaded. Our test car did have a few options fitted, consisting of larger 19-inch wheels and some Alcantara appointments inside, but none were essential. Plump for the Trophy and that will start a further £4k up the scale at £36,995. Advertisement - Article continues belowAs for rivals, the low-£30k point is full of options, with some we like, and some we don't. The £33,260 Ford Focus ST, while packed full of torque and with a pointy front end, feels like a weak link in the class once again. Its rather dull engine and odd steering quickly grate, while the optional automatic feels sloppy and underdeveloped. The Golf GTI does its usual thing, with a slick powertrain and an impressive, if cold, chassis regardless of manual (£33,510) or DSG (£35,010) transmission options. BMW's new £33,320 128ti is a new contender, ditching the M135i's all-wheel drive system for front-wheel drive and a limited slip differential. It's actually the more engaging car when up against the GTI, but feels a bit cheap inside, and you'll have to look at its dull, yet still devastatingly ugly face on the driveway every day. Really though, the Renault's two biggest competitors are still yet to come, with the new Cupra Leon 300 (with the 297bhp four-cylinder powertrain) and updated Hyundai i30 N both arriving in early 2021. As two non-premium hot hatchbacks, both will match or indeed undercut the Renault on price, but also be the closest in terms of both setup and prospective customer. Two new Gordon Murray supercars set for summer reveal NewsTwo new Gordon Murray supercars set for summer reveal Gordon Murray isn't stopping at the T.50 and T.33, with two new 'Special Vehicle' commissions set to be unveiled in August at Monterey Car Week £15k off an Audi RS6 - 621bhp super estate discounted by over 10 per centNews£15k off an Audi RS6 - 621bhp super estate discounted by over 10 per centAudi's V8 titan is near the end of its life and high-spec examples are now available with big discounts £8000 savings on Skoda's Octavia VRS, and you still want an SUV?News£8000 savings on Skoda's Octavia VRS, and you still want an SUV?Skoda's Octavia vRS has never been marked down for being too expensive, but with the latest savings to be had it's even more of a performance car barg...