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The new 100hp/160Nm turbo petrol engine offers CLIO reactivity, smooth driving and controlled fuel consumption. The timing chain allows you to reduce maintenance costs. It is available: With a manual 5-speed gearbox (100g/CO 2 at the highest level in its cat-

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The engine range available at launch included 1.2 L and 1.4 L E-type "Energy" petrol inline-four engines (first seen in the Renault 19) and 1.7 L and 1.9 L diesel engines, both based on the F-type unit.

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The Clio range starts cheaper than the Polo if you opt for the smallest non-turbocharged engine and the most basic trim, but we'd recommend spending a bit more to upgrade to Iconic trim with the...

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Prices start at just under £20,000 and there's a choice of four main trim levels - 'Play', 'Iconic', 'S Edition' and 'R.S. Line'. In

terms of the price premium over a conventionally-engined Clio, think about £3,600 more than a Clio TCe 100 petrol and around £1,700 more than a Clio dCi 85 diesel. Equipment levels are reasonably generous.

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At the opposite end of the range, the acclaimed Clio Renaultsport 172 underwent some changes aimed at improving low speed flexibility. At launch, the petrol-powered range comprised a 60bhp 1.2 8v, the 1.2 16v, a 98bhp 1.4, 110bhp 1.6 and the Renaultsport 172. Diesel buyers got the two 1.5dCi variants, bringing the Clio diesel range well up to date.

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The sole engine option is now a turbocharged 1.3-litre petrol with 138bhp. Later in the year, diesel versions of the Captur crossover and Clio supermini will meet the same fate, although both of...

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